

Crofton Park and Honor Oak Park Neighbourhood Plan

Consultation Statement



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1 Introduction

1.1 Background Context

The designation of Crofton Park and Honor Oak Park neighbourhood forum and area was approved at the Lewisham Mayor and Cabinet meeting on 16 July 2014¹. A decision to form a forum and neighbourhood area was raised at several ward assembly meetings. At the meetings residents had raised concerns about some of the development taking place in the area, notably along the high streets which were disrupting the coherence of the shopping parade and the emphasis on small locally run shops.

As well as capturing a record of all key engagement / consultation events, it will also provide the response to the Pre-Submission Statutory Consultation required under Regulation 14 of the NPR (2012) – See Section 4. This is planned for Summer 2017.

This statement has been completed largely by the Crofton Park and Honor Oak Park Steering Group who have been responsible for organising each event, with the support of Changing Cities.

1.2 Compliance with Consultation Regulations

In accordance with the Neighbourhood Planning Regulations (NPR), (as amended, 2012)², this document constitutes the Consultation Statement to comply with the requirements of Regulation 15.

¹ Designation of Crofton Park and Honor Oak Park Neighbourhood Forum Decision - <http://councilmeetings.lewisham.gov.uk/ieDecisionDetails.aspx?id=1605>

² Neighbourhood Planning Regulations (2012) <http://www.legislation.gov.uk/uksi/2012/637/contents/made>

1.3 Revision History

Date of Issue	Revision No	Summary/Justification for Change
October 2016	0.1	The final Draft Neighbourhood Plan; incorporating all the evidence gathered at various engagement events to date.
April 2016	0.2	Revisions following on from the consultation events (In November 2016 and January 2017) on the draft plan.

TABLE 1: REVISION HISTORY

1.4 Document Structure

The structure of this consultation statement is set out to meet Part 5 Section 15(2) of the NPR (as amended, 2012):

- Section 1: Explains how residents and stakeholders were consulted.
- Section 3: Details the key events that took place to gather local views, aspirations and design ideas as part of developing the plan.
- Section 4: Details the statutory consultation of the final full pre-submission plan.

- **Section 5:** Summary of the health check outcome <insert once done>.

Evidence for these events is provided in Appendices XXXX and the tables that follow. Summaries include:

- The event name and broad methodology.
- Evidence such as notes, summaries of outcomes, photos collated on the day, and summaries of key outcomes
- The main issues and concerns raised by the persons consulted, and where relevant, how these were addressed in the proposed NDP.

2 Engagement and Consultation Approach

Engagement and consultation has been carried out in accordance with the aims and objectives of the Neighbourhood Forum Constitution³.

³ GPNF Constitution - <https://www.lewisham.gov.uk/my services/planning/policy/LDF/Neighbourhood-plans/Documents/Grove%20Park%20Neighbourhood%20Forum%20constitution%20June%202014.doc>

2.1 Key Stakeholders

The forum's engagement strategy details the key organisations and online social media groups consulted about the proposed Neighbourhood Development Plan throughout its development. Appendix A2 lists the statutory consultees and others with interests in the area formally invited to respond to the draft plan.

2.2 Communication Channels

2.2.1 Online

The main approach to disseminating information has been via the neighbourhood forum's social media sites:

- Website, with summaries of the events on the News pages⁴.
- Twitter: @HopCroftForum⁵.
- Online Engagement Portal (Stickyworld)⁶.
- We have used Facebook Status Updates to communicate, as well as creating Facebook Events for our statutory consultation events.

2.2.2 Letters and Emails

Subscription to the forum's newsletter has grown over time, now standing at over 450

residents who receive news, updates and invitations to events, asking them to participate and contribute their feedback.

2.2.3 Ward Assembly

The neighbourhood forum have been represented at all Crofton Park Ward Assembly meetings, updating residents of progress. The audience has tended to vary from the forum audience, thus enabling a wider reach.

2.2.4 Flyer Drops and Posters

The forum have undertaken three major flyer drops over the period, informing every single household (approximately 7655) of updates and progress. Additionally, a short update has gone into the Ward Assembly letters that go to each household every quarter. We actively sought to target a broad and representative range of commercial establishments when putting up posters, to reach a similarly broad range of clientele. This included fast food takeaways, supermarkets, bars, estate agents, hairdressers, beauticians, and off-licences. We also had posters up on community notice boards, station noticeboards, doctors surgeries, opticians, in public parks and outside community centres and informal hubs.

⁴ HopCroft Forum Website - <http://croftonhonoroakpark.neighbourhood.space/>

⁵ HopCroft Twitter - <https://twitter.com/HopcroftForum?lang=en-gb>

⁶ HopCroft Stickyworld Forum - <https://hopcroftforum.stickyworld.com/home>

2.2.5 Promotions and Pop-ups at Key Neighbourhood Events

The forum have been present at every major neighbourhood event/festival to promote the neighbourhood plan and to inform residents of updates; this has also been an important way of gathering ideas/aspirations/feedback from residents.

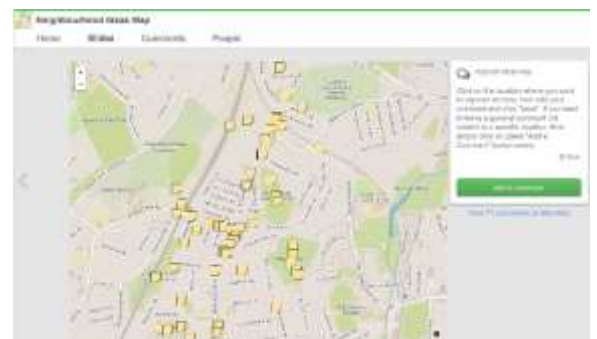
2.2.6 Online & Physical Surveys

A number of surveys were undertaken:

- **‘Key Issues Survey’** launched December 2014 – March 2015. Using Survey Monkey the survey aimed to find out what the high level issues and priorities of the neighbourhood are. It asked residents what they liked, what they disliked, and what things could be improved⁷.
- **‘Map Your Ideas’** survey; a physical Map was put up on display at Crofton Park Library between November 2014 – April 2015. Asked residents to contribute their ideas on a map⁸.
- **Stickyworld Online Map.** An online version of the ‘ideas map’;

residents could contribute ideas via stickynotes⁹.

- **Draft Plan Consultation Survey.**
Ran from October 2016 – January 31st 2017



NEIGHBOURHOOD IDEAS MAP ON STICKYWORLD. 71 NOTES RECORDED.



NEIGHBOURHOOD OBSERVATIONS MADE ON TWITTER ON ONE OF THE WALKS. A DASHBOARD VIEW COLLATED VIA THE STICKYWORLD INTERFACE.

⁷ Key Issues Survey Monkey Survey – was made available via (now closed):

<https://www.surveymonkey.com/s/SVCSHTS>

⁸ Map Your Ideas -

<http://croftonhonoroakpark.neighbourhood.space/p/ut-your-ideas-on-the-map/>

⁹ Stickyworld Ideas Map -

<https://hopcroftforum.stickyworld.com/room/presentation?roomid=1#work/1>

Stickyworld Draft Plan Survey -

<https://hopcroftforum.stickyworld.com/room/presentation?roomid=7#page/home>

2.2.7 Neighbourhood Walks

Several Neighbourhood Walks were organised; residents participated in observing and recording the issues identified around the neighbourhood. Four walk events were held:

- **Jan 31 2015** – Get to Know your Neighbourhood. Comments captured on the Stickyworld Twitter Dashboard.
- **May 23 2015** – Get to Know Your Neighbourhood; How Healthy Is It? Another walk covering a different area, with an emphasis on recording the healthy/unhealthy aspects.
- **May 29 2015** – Brockley Sound Walk. Part of a larger study, recording the soundscapes of the neighbourhood.
- **April 15 2017** – Neighbourhood Heritage Walk. A walk to further document the neighbourhood's areas of special character.

2.2.8 Public Exhibition

As part of the 2015 Brockley Max neighbourhood festival a public exhibition of the neighbourhood facts, forming the evidence base, was displayed at Crofton Park Library, forming a 'Neighbourhood Info Hub'; it was a creative way of communicating information about the neighbourhood to residents, giving them an

opportunity to respond and to inform the plan-making process.



PART OF THE PUBLIC NEIGHBOURHOOD INFORMATION HUB, SET UP TO INFORM THE PLAN-MAKING PROCESS. SOCIOECONOMIC, CULTURAL, HERITAGE AND HISTORIC DATA ABOUT THE AREA WAS ON DISPLAY.



CO-DESIGNING THE NEIGHBOURHOOD. FORMING THE HOPCROFT SPATIAL STRATEGY.

2.2.9 Other Peripheral Events

Wider activities also took place as a way of inspiring involvement and interaction with neighbourhood issues. It was important that this wasn't just about producing policies, but having the whole neighbourhood involved in caring for their neighbourhood. One example was the Poetry Competition¹⁰, led by a local resident and poet. It invited entries to write a poem about the neighbourhood.

2.2.10 Using existing Media Channels

As far as possible existing media channels have been used; a list of these is captured in the Engagement Strategy. An example is the article about the plan in the SE23 Magazine¹¹. For the February 2017 edition of SE23, a widely read local magazine, we contributed a longer piece, primarily composed of an interview with 4 members of the Neighbourhood Forum (all were invited). This aimed to give readers an insight into the people behind the plan and provide an accessible and engaging entrance point into a wider discussion about the neighbourhood

plan.https://issuu.com/angelaburgess/docs/se23_february_2017)

2.2.11 Community conversations

Residents: In order to reach a broader range of people than those who might typically self-select to participate in consultation, we hosted a series of informal one-on-one 'community conversations' around the neighbourhood. This involved one Neighbourhood Forum representative approaching residents in common spaces in the neighbourhood – such as pubs and cafes – and seeking to gain their feedback on the plan, using the official questionnaire as a guide.

An additional aim of this method was to raise greater awareness of the plan, and build support. We would ask if those we intercepted could let their neighbours know about the consultation, seeking to trigger a word of mouth effect.

Business owners: This was to navigate around a major issue that businesses owners, due to unsociable working hours are not able to easily attend official meetings. In addition, many business may feel a Neighbourhood Plan is not for them. However, we felt it was important to proactively reach out to businesses and

¹⁰ Poetry Competition - <http://croftonhonoroakpark.neighbourhood.space/local-poetry-competition-winning-entries/>

¹¹ SE23 Magazine – February 2017 Edition - See pages 26 – 27 https://issuu.com/angelaburgess/docs/se23_february_2017

ensure their voices, and neighbourhood insights are accounted for within the plan.

Through this method we successfully intercepted certain groups including parents with young children/babies, whom expressed not having the time to attend meetings, despite wanting to.

Another group that we successfully intercepted in venues such as local pubs, was older males. Many stated that they would not typically seek to participate in this kind of process, but all had strong opinions on the neighbourhood that they were keen to contribute.

Having more informal, organic conversations meant that people naturally drew attention to the issues we are seeking to address through the plan and also drew attention to gaps in the plan that could then be flagged up.

All of those we intercepted spoke of how they appreciated being proactively approached.

Business owners expressed gratitude for having their opinions on the plan being proactively sought in this way, with many saying they would like to attend official meetings but are unable to attend due to

their long working hours

When spoken to, business owners were able to not only talk about their experiences of the neighbourhood, but draw in the wealth of local knowledge and opinions their customers have shared.

Many business owners also voiced concerns for their neighbouring businesses and were acutely aware of the delicate micro-economy within the 'HopCroft' boundary, often thinking in terms of the greater whole.

Some conversations took place between multiple businesses at once, and this method enabled clusters of neighbouring business owners (i.e. on Brockley Rise) – to talk about their shared experiences that were common to the particular area (i.e. surface water flooding and traffic accidents).

We found several hairdressers, beauticians and shopkeepers were keen to share information with their customers, and made sure to learn the key information correctly, so able to effectively share the information with the wider community.



A PRELIMINARY SPATIAL STRATEGY FOR THE NEIGHBOURHOOD: AN OUTPUT OF THE CO-DESIGN WORKSHOP.



DRAFT PLAN CONSULTATION DAY AT EWART ROAD CLUB HOUSE.



DRAFT PLAN AND SURVEY FORM ON DISPLAY AT CROFTON PARK LIBRARY.



NEIGHBOURHOOD VISION WORKSHOP



INFORMAL ENGAGEMENT ON DRAFT PLAN IN LOCAL SHOPS AND PUBS.

3 Key Engagement Events

All key events are listed on the website under 'Events' page¹². Summaries of each event were posted on the 'News' pages and communicated via email newsletter.

Event	Key Outcomes
November 5 2014 Neighbourhood Planning Launch Event	<ul style="list-style-type: none"> ● Purpose: Local residents participated in a fruitful discussion about the key issues in the neighbourhood. ● Attendance: Around 40 people attended. ● Outputs: Maps with notes and a report entitled 'Preliminary Results Of Key Issues'. All info fed into the drafting of the policies.
Key Issues Survey	<ul style="list-style-type: none"> ● Purpose: A Survey Monkey online survey to record key issues. ● Attendance: n/a. ● Outputs: A summary report entitled 'Key Issues Survey Results; Summary of Issues and Priorities'¹³.
December 8 2014 Newsletter Issue	<ul style="list-style-type: none"> ● Purpose: To inform forum of the forthcoming AGM, and distributing a paper version of the Key Issues Survey (see Appendix Error! Reference source not found.). ● Attendance: n/a. ● Outputs: A summary report entitled 'Key Issues Survey Results; Summary of Issues and Priorities'¹⁴ (merging both online and paper survey results).
January 31 2015 Get to Know your Neighbourhood' walk	<ul style="list-style-type: none"> ● Purpose: 'Get to Know your Neighbourhood' walk¹⁵ arranged to explore the neighbourhood. ● Attendance: Around 10 people attended. ● Outputs: All comments gathered on the day have fed into the Neighbourhood Plan; Those made via Twitter were also collated on a Stickyworld forum, inviting the wider residents to comment on.

¹² HopCroft Events Calendar with all events listed -

http://croftonhonoroakpark.neighbourhood.space/calendar/action~agenda/page_offset~1/time_limit~1415145599/request_format~html/

¹³Key Issues Survey Results; Summary of Issues and Priorities -

http://croftonhonoroakpark.neighbourhood.space/wp-content/uploads/2015/11/Key-Issues-Survey_Priorities-Results_2015-04-02.pdf

¹⁴Key Issues Survey Results; Summary of Issues and Priorities -

http://croftonhonoroakpark.neighbourhood.space/wp-content/uploads/2015/11/Key-Issues-Survey_Priorities-Results_2015-04-02.pdf

¹⁵ Get to Know your Neighbourhood Walk Event - http://croftonhonoroakpark.neighbourhood.space/event/get-to-know-your-neighbourhood-walk/?instance_id=5. And summary: <http://croftonhonoroakpark.neighbourhood.space/neighbourhood-walk-stickyworld/>.

Event	Key Outcomes
March 25 2015 Local Business Event	<ul style="list-style-type: none"> ● Purpose: This event targeted the local business owners¹⁶ along all of the neighbourhood's shopping parades. It was an opportunity to let owners know about the plan and discuss whether a Business Improvement District was appropriate for the neighbourhood; how to get involved, and gave them an opportunity to feed in their own perspectives. Approximately 215 business premises in the neighbourhood. All were invited to attend. ● Attendance: About 12 business owners attended. ● Outputs: All info fed into the drafting of the policies.
April 11 2015 Brockley Corridor Sound Walk	<ul style="list-style-type: none"> ● Purpose: A walk to record the soundscape of the wider Brockley Corridor area¹⁷; which is the location of planned road investment work by Lewisham Council under the LIP TfL initiative. It was part of a research project which used the area as a case study. ● Attendance: About 12 people attended. ● Outputs: A report¹⁸ was produced, which the forum used as background evidence to inform the development of the plan.
May 23 2015 Neighbourhood Walk	<ul style="list-style-type: none"> ● Purpose: Another walk¹⁹ was arranged to visit the areas not previously covered. ● Attendance: About 10 people attended. ● Outputs: All info fed into the drafting of the policies.
May 29 – June 6 2015 Brockley Max Festival	<ul style="list-style-type: none"> ● Purpose: Kicking off the forum's spring roadshow of public engagement events was the Brockley Max Festival of 2015 with a public exhibition at Crofton Park Library²⁰. ● Attendance: Open attendance. ● Outputs: All feedback fed into the drafting of the policies.
May 30 2015 Co-Design Workshop	<ul style="list-style-type: none"> ● Purpose: A co-design workshop was arranged to begin to spatialise all the comments and ideas to date, to begin to form a coherent spatial strategy for the neighbourhood. ● Attendance: About 10 people attended. ● Outputs: A map beginning to illustrate the spatial strategy for the Crofton Park

¹⁶ Local Business Event – http://croftonhonoroakpark.neighbourhood.space/event/business-engagement-event/?instance_id=21. And summary: <http://croftonhonoroakpark.neighbourhood.space/local-business-event-reflection/>.

¹⁷ Brockley Corridor Sound Walk - http://croftonhonoroakpark.neighbourhood.space/event/brockley-corridor-sound-walk/?instance_id=3. And Summary: <http://croftonhonoroakpark.neighbourhood.space/soundscape-of-brockley/>.

¹⁸ Revealing the Brockley Soundscape - http://croftonhonoroakpark.neighbourhood.space/wp-content/uploads/2015/11/Brockley-Soundscape-Reflection_2015-08-18_FINAL-DRAFT.pdf.

¹⁹ Get to Know your Neighbourhood Walk; How Healthy Is It? - http://croftonhonoroakpark.neighbourhood.space/event/neighbourhoodwalk/?instance_id=38.

²⁰ Brockley Max Festival Exhibition of the Neighbourhood Information Hub - http://croftonhonoroakpark.neighbourhood.space/event/portraits-of-brockley-past-present-and-future/?instance_id=40. And summaries of the Engagement Roadshow: <http://croftonhonoroakpark.neighbourhood.space/spring-road-show/>

Event	Key Outcomes
	Ward.
June 4 2015 Engagement Event at the Ackroyd Centre	<ul style="list-style-type: none"> ● Purpose: This event targeted the Elder People's Support Project to gather information about the neighbourhood from their perspective. Highlighted a number of accessibility issues. ● Attendance: About 30 people attended. ● Outputs: All feedback fed into the drafting of the policies.
June 6 2015 Neighbourhood Vision Workshop	<ul style="list-style-type: none"> ● Purpose: With the assistance of Planning Aid technical support, the forum ran a workshop²¹ to begin to define their vision and objectives for the neighbourhood. ● Attendance: About 20 people attended. ● Outputs: A draft report²² by Planning Aid outlining the outcomes of the workshop, which documented the emerging vision and objectives of the plan.
July 4 2015 Blythe Hill Fields Festival Consultation Event	<ul style="list-style-type: none"> ● Purpose: A consultation stall was set up at the Blythe Hill Fields Festival²³, inviting people to comment on the emerging ideas for the neighbourhood plan. This event concluded the Spring Roadshow of events and the data gathering stage. ● Attendance: Open attendance; estimated reach was approximately 150 – 200 residents, who stopped by the stall on the day ● Outputs: All feedback fed into the drafting of the policies.
October 15 2016 Draft Neighbourhood Plan Launch	<ul style="list-style-type: none"> ● Purpose: A launch event²⁴ was held at the Crofton Park Library to communicate the completed Draft Crofton Park and Honor Oak Park Neighbourhood Plan. This kicked off a period of consultation from October 15 till January 31, inviting people to feedback via a survey form, what they thought about the draft plan. Residents' issues a survey form to complete; this took the form of both a paper version²⁵ and an online version on the Stickyworld portal²⁶. Residents submitted paper forms either at each of the consultation events held, or dropped it off at Crofton Park Library. ● Attendance: About 40 people attended. ● Outputs: All feedback summarised in Table 4 and fed into the revised draft forming the Pre-submission Draft.

²¹ Neighbourhood Vision Workshop - http://croftonhonoroakpark.neighbourhood.space/event/visioning-workshop/?instance_id=43.

²² De-briefing report from the Vision and Objectives Workshop - <http://croftonhonoroakpark.neighbourhood.space/wp-content/uploads/2015/10/Crofton-Park-and-Honor-Oak-Park-Vision-and-Objectives-Workshop-Debriefing-Report.pdf>.

²³ Consulting on Plan's Strategy & Vision at the Blythe Hill Fields Annual Festival - http://croftonhonoroakpark.neighbourhood.space/event/strategyconsultation/?instance_id=47.

²⁴ Draft Neighbourhood Plan Launch Event - http://croftonhonoroakpark.neighbourhood.space/event/neighbourhood-plan-launch-event/?instance_id=54

²⁵ Feedback Consultation Form - http://croftonhonoroakpark.neighbourhood.space/wp-content/uploads/2016/11/N-Plan-Feedback-Survey-Form_FINAL-LR.pdf.

²⁶ Stickyworld Draft Consultation Online Survey - <https://hopcroftforum.stickyworld.com/room/presentation?roomid=7#page/home>.

Event	Key Outcomes
November 26 2016 Consultation on Draft Plan at the Rivoli Ballroom	<ul style="list-style-type: none"> ● Purpose: A formal consultation event on the draft plan; kicked off at the Rivoli Ballroom²⁷ with a presentation about the content of the plan. A public display of the plans inviting comments and a feedback survey form. ● Attendance: About 80 people attended ● Outputs: Feedback (summarised in Table 4) from survey responses collected on the day feeding into the revised plan, to be issues as the Pre-submission version for the Regulation 14 Statutory Consultation.
January 14 2016 Consultation on Draft Plan at the Ewart Road Club House	<ul style="list-style-type: none"> ● Purpose: A formal consultation event on the draft plan held at the Ewart Road Club House²⁸. This time held in the southern end of the area to ensure wide coverage. Kicked off with a presentation about the content of the plan. A public display of the plans inviting comments and a feedback survey form. ● Attendance: About 60 people attended ● Outputs: Feedback (summarised in Table 4) from survey responses collected on the day feeding into the revised plan, to be issues as the Pre-submission version for the Regulation 14 Statutory Consultation.
April 15 2017 Neighbourhood Heritage Walk	<ul style="list-style-type: none"> ● Purpose: To inform the areas of special character policy; some feedback from the Council suggested that a more detailed justification was needed; the walk sought to cover these gaps. ● Attendance: Approximately 5 people. ● Outputs: All information fed into the revised Pre-submission version of the plan.

TABLE 2: SUMMARY OF ENGAGEMENT EVENTS

3.1 Consultation on the Draft Plan

3.1.1 Approach

Consultation Timeframes	<ul style="list-style-type: none"> ● An extensive consultation on the draft plan was undertaken between October 15 2016 till January 31 2017.
Who was consulted	<ul style="list-style-type: none"> ● A summary of all stakeholders informed about the draft plan is presented in Appendix A2

²⁷ November 26 Consultation Event at the Rivoli Ballroom - http://croftonhonoroakpark.neighbourhood.space/event/consultation-on-draft-plan/?instance_id=55. And summary: http://croftonhonoroakpark.neighbourhood.space/nov26_rivoliconsultation/

²⁸ January 14 Consultation at the Ewart Road Club House - <http://croftonhonoroakpark.neighbourhood.space/last-chance-hopcroft-consultation/>. And summary: <http://croftonhonoroakpark.neighbourhood.space/consultationmeetingnotes/>

Consultation Methodology	<ul style="list-style-type: none"> • Two consultation events were held (November 2016 and January 2017). This took on a traditional consultation format, with a presentation about the plan, with then an opportunity to ask questions and to comment on the plan via a feedback questionnaire or by adding notes to the presentation panels. • An online survey (Stickyworld portal) was made available and communicated via all social media channels. • Paper questionnaires were left at the local library, with people encouraged to pick one up and complete and hand it to the librarian.
Consultation Outcomes	<ul style="list-style-type: none"> • A summary of responses statistics and comments is presented in Appendix A1.1 captures the comments. These are categorised into the policy themes, and makes a statement about how the revised Pre-submission draft has considered the comments raised.

TABLE 3: SUMMARY OF CONSULTATION APPROACH TO DRAFT PLAN

3.1.2 Overall Summary

- In general there is overall support for the plan and the policies which can be seen in the summary numbers presented in Appendix 0.
- The only policy which resulted in 'serious concerns' was the allocation of the site at SA2 for housing, due to its location on a SINC site and its close proximity to adjacent sites of nature conservation importance. Despite the site's degradation, the community feel strongly that the site should be restored as part of the larger SINC and green corridor that it falls within. As a result the allocation has been removed and instead a new policy included to deal with windfall sites.

3.1.3 Analysis of responses

Responses to Questionnaires

Questionnaires were completed online or at the public consultation events. The responses are summarised in the table below. The summary indicates that the policy of greatest concern was the allocation of land adjacent to Honor Oak Station for residential development (Policy SA2). The following policies also raised some concerns

Policy H1 Housing

Policy BE2 Extensions and Alterations

Policy BE3 Areas of Special Local Character

The Design Guide (which does not form part of the Neighbourhood Plan but provides guidance for new development) also raised some concerns.

Very low concern	Low concern	Medium concern	High concern
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Policies	In Full Support	In General Support	Serious Concerns	TOTAL
Policy G1- General	55	2	4	61
Design Guide	39	7	4	50
Policy BE1 - New Development	52	8	1	61
Policy BE2 - Extensions	47	7	4	58
Policy BE3 - ASLC	47	7	4	58
Policy C1 - Protect Facilities	54	7		61
Policy C2 - Redevelop	49	1	3	53
Policy E1 - Employment Sites	47	6		53

Policy E2 - Malham Rd	44	3	1	48
Policy GS1 - Protecting GS	54	3	4	61
Policy GS2 - Greening	56	5		61
Policy GS3 - Greenchain Walk	59	1		60
Policy HW1 - Flood Risk	54	1		55
Policy HW2 - Air Quality	53	6		59
Policy NC1 - Enhance N Centres	54	4		58
Policy NC2 - Enhance N Parades	51	6		57
Policy NC3 - Standstead Rd Improvement Area	51	4		55
Policy SA3 Beecroft Mews	45			45
Policy T1 - Brockley Corridor	53	5	1	59
Policy T2 - Pedestrians	56	2	1	59
Policy T3 - Cycling	52	5	2	59
Policy T4 - Public Transport	58	1		59
Policy H1 - Housing	45	8	4	57
SA1 - Whitbread Rd	42	3	4	49
SA2 - Honor Oak Station	39	4	12	55

3.1.4 Key Issues Emerging

Written comments have been fully assessed and have informed amendments to the Neighbourhood Plan. These are attached as appendices and comprise the following:

1. Written responses from Statutory Consultees, local groups and organisations and members of the public (Appendix 1)
2. Responses from members of the public recorded at consultation events, on questionnaires and online (Appendix 2)

The changes which have been made to the plan in response to the comments made are summarised in these appendices. The following table summarises how the revised plan (forming the pre-submission version) has been updated to address the comments, where relevant. Some comments relate to parallel actions or projects that cannot be addressed through planning policy and need a community representative to take it forward, or be referred to the Ward Assembly or Council to address.

The key changes may be summarised as follows:

1. Deletion of Policy SA2 and allocation of land adjacent to Honor Oak Station for residential development
2. Further amplification of policies relating to design of new development and extensions/alterations to existing buildings (BE1 and BE2)
3. Further clarification of Areas of Special Local Character (BE3)
4. New policy H2 relating to windfall sites
5. Policy GS4 strengthened to protect the green corridor of connected green spaces along the railway but designation of LNR deleted as a policy and moved to actions to reflect statutory process
6. Strengthening of policy GS2 greening the Neighbourhood
7. Policy C1 amended to make clearer distinction between Community Facilities and designated Assets of Community Value
8. Clarification of policy E1 and additional text relating to importance of small and affordable workspace for local businesses
9. Reference to viability added to policies E1, NC1 and NC2
10. Policy NC2 amended to allow for possible mixed use development of sites in Brockley Rise Triangle
11. Reference to wayfinding and signage added to policies T2 and T3

The revised version of the plan was issued to the steering group and approved at the Steering Group Meeting of 20th May 2017 ([link to online meeting minutes](#)). The revised plan now forms the pre-submission version that is to be issued to Lewisham Council and distributed to the wider residents as part of the six week statutory (Reg 14) consultation, to commence July 1st 2017.

Policy	Key Issues Raised	Response	Complementary Actions
G1 Management of development and change	<ul style="list-style-type: none"> The few comments recorded against this policy do not reflect the policy itself but appear generic to the overall plan. 	<ul style="list-style-type: none"> Comments responded to elsewhere 	<ul style="list-style-type: none"> None
Design Guide	<ul style="list-style-type: none"> Overall a general support for the benefits that the design guide offers; a few concerns raised around the need not to restrict contemporary architecture. 	<ul style="list-style-type: none"> The concerns are unfounded, as the built environment policies do actually invite high quality contemporary architecture, as long as they do not undermine those streets and buildings of townscape merit that have been highlighted as having a particularly significant and important heritage factor. Heritage features are deeply important to people and have been proven to create places that are appreciated for their contribution to the aesthetic visual harmony. They are also what is unique to this neighbourhood. General contemporary design that could be found anywhere in the world is not necessarily the majority aspiration for a local neighbourhood. If its good new design, then the built environment policies address this. To address more specific issues with design guide will require additional funding, which is not currently available. For now it will continue as a general guidance document. 	<ul style="list-style-type: none"> Find future funding to update it Potentially work with the Local Authority to create Supplementary Planning Guidance (SPD).
BE1 Design of new development	<ul style="list-style-type: none"> Some comments were of the opinion that the area does 	<ul style="list-style-type: none"> The view <i>'The area just isn't that good / impressive / worthy of protection'</i> is not a majority view. Most residents chose to live 	<ul style="list-style-type: none"> Areas outside the designated area encouraged to

	<p>not have much heritage to boast of, and therefore should not be emphasised in the policy.</p> <ul style="list-style-type: none"> • A few comments on need to emphasise not building on valued green spaces • Some areas where highlighted as being excluded. • Split view, with some suggestions that 'innovative' can results in design that .is inappropriate 	<p>here because of its heritage character and feel that this character has been left to deteriorate over time, due to the lack of emphasis over its protection.</p> <ul style="list-style-type: none"> • For the excluded areas, a Character Assessment has been commissioned and the results will be shared. For those that are outside of the neighbourhood boundary and, cannot therefore be included, the Forum recognises their significance, and urges adjacent areas to develop a neighbourhood plan which equally protects those. • The plan tries to address the 'old' versus 'new' design and wishes to do so by not deteriorating or compromising the existing fabric that is cherished and loved by those who value it. There are many other neighbourhoods which can benefit from demolition and new design, or new design from scratch. New design is welcomes in the sites that were identified as potential future windfall sites, as they are separate enough to form a new urban block of distinctive design. 	<p>develop a neighbourhood plan which equally protects their heritage features. Can jointly work on revising the design guide to address any wider issues and/or jointly comment on the forthcoming design guidance on heritage areas by Lewisham Council.</p> <ul style="list-style-type: none"> • Other ideas such as installation of public art are welcomed, but these are projects which the community can take forward and are encouraged to apply for future funding to make them happen.
BE2 Extensions and alterations of existing buildings	<ul style="list-style-type: none"> • The comments seem split between the need to avoid deterioration of period features through unnecessary 	<ul style="list-style-type: none"> • It is not strictly speaking true that lightweight materials are more sustainable. They tend to have higher embodied carbon in their manufacture, and also have resulted in the over insulation and lack of ventilation of new builds resulting in poor indoor air quality. Brick has outlasted most 	<ul style="list-style-type: none"> • None identified

	<p>alterations such as pebble dashing, but also to ensure the flexibility for individual design.</p> <ul style="list-style-type: none"> • A comment about how “.....aspiration for sustainable buildings. Old, heavy weight buildings are not sustainable” 	<p>new lightweight materials. A longer lifespan of a building is significantly more sustainable overall.</p>	
BE3 Area of special local character	<ul style="list-style-type: none"> • Similar issues to above 	<ul style="list-style-type: none"> • A Heritage and Character Assessment for the area has been commissioned 	<ul style="list-style-type: none"> • Complete the wider heritage assessment
<p>C1 Protection and enhancement of community facilities</p> <p>C2 Redevelopment of community assets</p>	<ul style="list-style-type: none"> • Missing facilities have been highlighted as a cinema and gym within walking distance. • Include other pubs and Garthrone Road Nature Reserve and St Augustine’s 	<ul style="list-style-type: none"> • Included those within the boundary. St Augustine’s falls outside the designated boundary and therefore cannot be included. • Added an additional recommendation about the relocation of community facilities. 	<ul style="list-style-type: none"> • Additional facilities, like cinema may not be achievable within the boundary, but in adjacent areas • Residents living in adjacent areas encouraged to develop their own neighbourhood plan to ensure their assets are also protected and enhanced.
E1 Employment sites	<ul style="list-style-type: none"> • Comments emphasising their 	<ul style="list-style-type: none"> • Policies already are in favour of maintaining small independent businesses. 	<ul style="list-style-type: none"> • None Identified

and enterprise E2 Malham road area of intensification SA3 Beecroft Mews	preference for the independence of shops	<ul style="list-style-type: none"> • Policies already address many of the concerns raised. 	
GS1 Protecting green space GS2 Greening the neighbourhood GS3 Designation of local green chain walk	<ul style="list-style-type: none"> • Issues relate to protecting the entire railway corridor from any development • Other issues are more management issues, like problems with tree routes etc. 	<ul style="list-style-type: none"> • Strengthened policy of the railway cutting as a site for Nature Improvement Area and protection from development 	<ul style="list-style-type: none"> • Work with Brockley ociety Tree team to develop guidance on appropriateness of certain trees on residential streets, especially those with narrow footpaths.
HW1 Managing flood risk	<ul style="list-style-type: none"> • Largely overall support for this policy, with most comments being about strengthening the policy wording • One view about the irrelevance of the policy. 	<ul style="list-style-type: none"> • With regard to the minority view, the comments are clearly unfounded and have not considered the background evidence, or experiences of residents. This policy makes general flood risk policy specific to this area 	<ul style="list-style-type: none"> • None identified.
HW2 Improving air quality	<ul style="list-style-type: none"> • Largely overall support for this policy, with most comments expressing a concern about air quality in the area. 	<ul style="list-style-type: none"> • Strengthened policy around electric vehicle charging points? 	<ul style="list-style-type: none"> • Work with Lewisham Council on the extension of low emission zones, supporting the GLA consultation on this. • Potentially lobby for charging points to

			be included irrespective of new development
NC1 Protection and enhancement of local neighbourhood centres	<ul style="list-style-type: none"> Few comments addressing issues already addressed by the policies 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> None identified
NC2 Protection and enhancement of local neighbourhood parades NC3 Brockley Rise/ Stanstead Road local improvement area	<ul style="list-style-type: none"> Main issues highlighting the run-down nature of the shops along the top end of Brockley Rise road and the Brockley Rise triangle. 	<ul style="list-style-type: none"> Are we adding here something about it as a potential redevelopment area? 	<ul style="list-style-type: none"> Work with TfL to address the bus turning/terminal on Brockley Rise. The narrowness of the road and stopping busses worsening the air quality also
T1 Enhancement of Brockley Corridor T2 Pedestrians T3 Cyclists	<ul style="list-style-type: none"> The majority of comments relate to traffic interventions that need to be addressed by the highways department 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Work with Lewisham highways team to address the issues raised by residents.
T4 Public transport	<ul style="list-style-type: none"> The majority of comments relate to issues that can only be solved by the train company themselves. 	<ul style="list-style-type: none"> none 	<ul style="list-style-type: none"> Work with other lead local organisations to drive these issues forward, like Cinderella line.
H1 Housing	<ul style="list-style-type: none"> Majority of comments related to the specific 	<ul style="list-style-type: none"> Have removed the site allocation and added a new policy about windfall sites 	<ul style="list-style-type: none"> None identified

	allocation at SA2. The overall housing policies seem to be supported		
SA1 Land at Whitbread Road	<ul style="list-style-type: none"> Mixed views about the site, half in favour of development and half in favour of leave as is. 	<ul style="list-style-type: none"> Delivering housing in the area is important to the overall success of the plan. Therefore the Forum want to work with the surrounding residents to come up with a plan for the site that benefits everyone. A future meeting will be held to help with co-designing the space. 	<ul style="list-style-type: none"> Organise a co-design workshop Request technical support by AECOM to carry out a mini Masterplanning exercise
SA2 Land adjacent to Honor Oak Station	<ul style="list-style-type: none"> While some responses were in favour, there was a majority objection to this allocation. 	<ul style="list-style-type: none"> Have removed the allocation of housing at this site and instead have extended the intention for a 'nature improvement area' for the whole corridor. 	<ul style="list-style-type: none">

TABLE 4: SUMMARY OF COMMENTS FROM DRAFT PLAN CONSULTATION

4 Regulation 14 Consultation

>>> Not Yet Done

- 4.1.1 Consultation Timeframes
- 4.1.2 Who was consulted
- 4.1.3 Consultation Methodology
- 4.1.4 Workshops / Meetings
- 4.1.5 Letter to Statutory Consultees – need to include copy
- 4.1.6 Consultation Outcome Summary
- 4.1.7 Summary of Changes made to the Plan
- 4.1.8 Presentation of Revised Wording and Evidence of Approval

5 Outcome of a Health Check

>>if done, insert

Policy ID	Number of Comments	Key Issues / Concerns	Changes made to Plan

TABLE 5: OUTCOMES FROM THE CONSULTATION ON THE PRE-SUBMISSION NEIGHBOURHOOD PLAN DRAFT

Appendices

- APPENDIX A1: SUMMARY OF LETTERS OF REPRESENTATION FROM STATUTORY CONSULTEES, LOCAL GROUPS AND RESIDENTS ON DRAFT NEIGHBOURHOOD PLAN

Organisation	Comments	Response	Proposed Changes to Neighbourhood Plan
<ul style="list-style-type: none"> Natural England 	<ul style="list-style-type: none"> We note the value placed on the environment, green infrastructure and sustainable transport. In particular, we note the strategy to connect the green space both within and adjoining your neighbourhood. Connected green space allows species to move and adapt to climate change, we support this strategy. The only item of concern is the proposed development site in the 'Site of Importance for Nature Conservation'. This area provides part of a much larger corridor of connected green space. It is essential that this connection is maintained. Consideration should be given to the potential environmental value of this site. It provides habitat known as 'open mosaic habitats' suitable for reptiles and invertebrates. Natural England would like to be consulted on the site assessment report and any future policies around the site's development before the Neighbourhood Plan is finalised. We would like to suggest the requirement for any development to provide a measure of 	<ul style="list-style-type: none"> Comments noted. The importance of the green corridor of connected green space and the need to protect the integrity of this is recognised 	<ul style="list-style-type: none"> Site SA2 deleted New policy H2 relating to Windfall Sites. The development of sites which are not allocated for housing will be supported where the proposals satisfy the criteria set out in Policy H1 and provided that the proposed development is in accordance with other policies in the Neighbourhood Plan including protection of green space and sites of nature conservation importance. Reference included in policy H2, GS2 and SA1 to need for development to include a measure of biodiversity and an overall net gain in biodiversity Policy GS4 has been

	<p>biodiversity and an overall 'net gain' in biodiversity for the site. Suitable methods can include the Defra biodiversity offsetting metric and the environment bank biodiversity impact calculator.</p>		<p>strengthened to protect the green corridor of connected green spaces along the railway</p>
<ul style="list-style-type: none"> Environment Agency 	<ul style="list-style-type: none"> We are pleased to note that the Neighbourhood Plan recognises that Crofton Park ward is at risk from surface water flooding which will get worse under predicted climate change conditions. We support the use of Sustainable Drainage Systems (SUDS) in Policy HW1 Managing Flood Risk. However we would wish to suggest that the requirement to mitigate surface water flood risk should not be restricted to larger developments in or adjacent to areas at risk of surface water flooding. Sites away from areas at risk of surface water flooding can still have an effect on other parts of the catchment where surface water flooding may be an issue, and the cumulative effect from smaller sites can also be significant. It may be reasonable to require larger sites to quantify the improvement they are proposing, while smaller sites could be allowed to make a qualitative assessment of 	<ul style="list-style-type: none"> Comments noted 	<ul style="list-style-type: none"> Policy HW1 amended to address comments Policy GS2 amended to reflect comments regarding greening of Neighbourhood

	<p>the benefits they're proposing. It may also be prudent to clarify that the SUDS required in new developments should provide habitat, amenity and water quality benefits in addition to attenuation.</p> <ul style="list-style-type: none">• It will be essential that SUDS are properly planned at the onset of planning for development. Developers and their design teams need to take into account different factors including the layout of the site, topography and geology when planning and positioning the different SUDS elements. This information will be required for both outline and full applications so it is clearly demonstrated that the SUDS can be accommodated within the development that is proposed. It is now not acceptable to leave the design of SUDS to a later stage to be dealt with by planning conditions.• New development should seek to ensure the quantity of open space is sufficient to meet local needs and contribute, where possible, to the network of green infrastructure even if none exists in the locality, with particular emphasis on improving the linkages between identified sites, biodiversity and the overall		
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	greening of the environment. New development should seek opportunities to provide open space designed to anticipate future climate change.		
<ul style="list-style-type: none"> • Historic England 	<ul style="list-style-type: none"> • We have reviewed the document against the National Planning Policy Framework (NPPF) and its core principle that heritage assets be conserved in a manner appropriate to their significance so they can be enjoyed for their contribution to the quality of life of this and future generations. • The Plan proposes creation of a Special Character Area and identifies community assets which it is desirable to preserve the use of in figure 2. Additional areas are also identified in Policy BE3. • While we strongly support the Plans intention to highlight the contribution made by local architecture to the character of the area we do consider that the Plan could more clearly set out the contribution and attributes of the different character areas and we are concerned that the proposed local designations may conflict with Local Plan and National Policy and the responsibilities of the local planning authority. 	<ul style="list-style-type: none"> • Policy BE3 <i>identifies</i> Areas of Special Local Character- • Character Area appraisals are being undertaken to provide more detail on the attributes of the different character areas in support of Policy BE3 <ul style="list-style-type: none"> • • • 	<ul style="list-style-type: none"> • Amendments to policies C1, BE1, BE2 and BE3 to address comments • Designation of ASLC by Lewisham Council identified as a related action • Reference to Area of Archaeological Priority added

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| | <ul style="list-style-type: none">• There is a requirement for local authorities to ensure that when designating conservation areas those areas justify such status (NPPF Policy 127). This implies that where areas do not have sufficient merit to warrant conservation status the requirements of the 1990 Act in terms of preservation and enhancing character and appearance are not applicable. However the NPPF also places substantial weight on the requirements of good design (Policy 58). The Neighbourhood Plan therefore sets out an opportunity to identify local character and develop guidance and policy specific to local character it cannot however impose the requirements of national policy on areas which are not identified as having sufficient architectural or historic significance. It can however clearly set out the recommendations for non-designated heritage assets, propose areas for consideration for inclusion, and provide guidance and policies aimed at resolving specific local issues. This requires a clear evidence base and targeted policies.• Relatively few London NP's have progressed to adoption at present. However | | |
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	<p>Examinations of Neighbourhood Plans have indicated that whilst these can identify buildings or features of character and interest, their inclusion in a formally designated local list should be undertaken by the local planning authority. It is however possible to identify them and set out recommendations for inclusion within Council designations. These would then become covered by general policies relating to non-designated heritage assets. We would recommend that the Forum review policies which have passed examination in this respect, such as Kentish Town, in Camden, which has similar concerns to those expressed within HopCroft Plan and St Quintin and Woodland in the Kensington and Chelsea.</p> <ul style="list-style-type: none"> • We recognise the area of the Plan is large but where policies seek to preserve local character it would be helpful to summarise the significance within key character areas. This could include areas of specific architectural and historic character, scale and massing, urban grain, important green space, key views and landmarks. For example, the 		
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	<p>topography is described as an important aspect of local character. If so, how is this important and how should change be managed. If appropriate such elements could be dealt with more fully in the Design Guide and then referenced within the Plan. NPPF also sets out a requirement for non-designated heritage assets to be managed in accordance with their significance, and a balanced judgement to be made in respect of any harm or loss proposed.</p> <ul style="list-style-type: none"> • Reference is made to the London to Lewis Roman Road being a site of archaeological importance. The correct identification is an Areas of Archaeological Priority (which also includes the Brockley Jack site). It would be sensible to flag that this designation identifies considerations which would need to be taken into account in the event of development. Further guidance on the management of APA's in Greater London was published by Historic England in June 2016 • Policy BE1 Design of New Development sets out a broad range requirements. These need to be caveated by their appropriateness to the development in question and appear to 		
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	<p>encompass refurbishment as well as development (ASLC vii). These would therefore benefit from clarifying guidance against policy.</p> <ul style="list-style-type: none"> • Policy BE3 appears to impose requirements beyond national policies in the NPPF by setting out a requirement that development must enhance the area and improve the way it functions. Whilst proposals should seek an opportunity to enhance local character a requirement that development must improve the current circumstance is not achievable. • We would also consider that policy C1 may be non-compliant with local and National policy. Particular in respect of the change of use permissible within planning categories and permitted development rights. We recognise that the use of community buildings and economic vitality are extremely important to community cohesion and would therefore advise the Forum to agree a suitable form of words with the local planning authority to ensure compliance with policy. 		
<ul style="list-style-type: none"> • Indigo (on behalf of AA Homes and Housing)) 	<ul style="list-style-type: none"> • We object to the proposed designation of a local nature reserve on land at Eddystone Bridge in Policy GS4. The Neighbourhood 	<ul style="list-style-type: none"> • The site is within a continuous corridor designated as a Site of Importance for Nature 	<ul style="list-style-type: none"> • Policy GS4 amended to remove proposed designation of Local Nature

	<p>Forum does not have the authority to create local nature reserves. These are covered by statute. According to the Joint Nature Conservation Committee, <i>“under the National Parks and Access to the Countryside Act 1949</i> LNRs may be declared by local authorities after consultation with the relevant statutory nature conservation <i>agency.</i>” The designation of local nature reserves is not controlled via planning policy. Moreover, they cannot be created or designated via a Neighbourhood Plan.</p> <ul style="list-style-type: none"> • In regard to the potential for the site to be designated a local nature reserve, it should be noted that the site is in private ownership. There is no lease or agreement in place that gives any other body control of the land. • In January 2017 Greengage Environmental Ltd undertook a Preliminary Ecological Appraisal which included a desk top review, a site walkover and an ecological survey in order to establish the ecological value of the site and its potential to support notable and/or legally protected species (see report enclosed). Overall, the Preliminary Ecological Appraisal concluded that the site has low to 	<p>Conservation</p> <ul style="list-style-type: none"> • The requirements of the statute are acknowledged but the Neighbourhood Forum would wish to work together with Lewisham Council, landowners and the local community to promote the designation of a LNR • The Neighbourhood Plan provides more detailed policies which reflect local characteristics and complement other local and strategic policies and national planning policy guidance. • It is considered correct to designate the land and buildings occupied by the Mercy Land Parish given current and previous use of the site. • The retention, protection and enhancement of community facilities has been identified by the local community as a priority • Conservation and enhancement of the natural environment is a key priority and the policies in the 	<p>Reserve on land at Eddystone Bridge.</p> <p>Identification of whole corridor as a Nature Conservation Improvement Area</p> <ul style="list-style-type: none"> • The related action has been amplified- The Neighbourhood Forum will work together with Lewisham Council, landowners and the local community to promote the designation and management of the railway sidings site either side of Eddystone Road Bridge (running parallel to Buckthorn Road) (part of the New Cross to Forest Hill Cutting) as a Local Nature Reserve and undertake the necessary work to work towards its establishment (i.e. ecological survey, site management plan)
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	<p>moderate ecological value with the exception of some roosting opportunities provided for bats in the trees on site. The findings are typical for a suburban site and not befitting of special protection. The assessment included surveys to identify the likely presence of protected species and species protected by other statute including badger, bat species, birds, dormouse, great crested newt, notable invertebrates and reptiles. In summary we outline the results of the presence/potential presence of the protected species below:-</p> <ul style="list-style-type: none"> - Badger – negligible to low - Roosting bats – moderate - Foraging bats – moderate - Common nesting birds – high - Dormouse – negligible - Invertebrates – moderate - Reptiles – negligible to low - Other fauna (eg hedgehog) – moderate <ul style="list-style-type: none"> • The site is therefore not ecologically species rich. The site's primary ecological value is associated with its position within the Forest Hill to New Cross Gate railway cutting that provides a green linkage between the greener suburban outskirts of London and 	<p>Neighbourhood Plan reflect this</p> <ul style="list-style-type: none"> • The representation demonstrates the need for local policies to protect the Site of Nature Conservation Interest alongside the railway and this is reflected in the Neighbourhood Plan 	<ul style="list-style-type: none"> • Policies have been amplified to emphasise importance of protection of Sites of Nature Conservation Importance (Policies H2 and GS4) • Policy C1 amended to make clearer distinction between Community Facilities and designated Assets of Community Value • Wording of Policies CS1 and CS2 amended to ensure consistency • CS2- 'equivalent provision' amended to 'appropriate provision' • Alignment of 3 Peaks Green Walk (GS3) as shown on Figure 7 to be amended- The route is publicly accessible and does not go through private land
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	<p>more central areas.</p> <ul style="list-style-type: none"> • Natural England defines a Local Nature Reserve as a protected area of land designated because of its local special natural interest and where possible, educational and community value. Local Nature Reserves can help safeguard rare and also more common, locally valued species, habitats and geodiversity, and should be designated for areas of reasonable natural interest and of high value locally. On this basis, the site does not feature the criteria deemed necessary to be allocated as a Local Nature Reserve; the site does not demonstrate that it has a presence of ecological high value (except for common nesting birds). Overall, it presents low to moderate ecological value. Designation of the site as a Local Nature Reserve is therefore unmerited. • We object to Policy GS4 on the basis that it incorrectly and unjustifiably proposes Local Nature Reserves. Moreover there is no grounds for seeking statutory protection of the land owned by AA Homes and Housing. • The NPPF, Planning Practice Guidance and local planning policy all provide guidance and 		
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	<p>policies aimed at conserving and enhancing the natural environment; additional policy within the Neighbourhood Plan is unnecessary.</p> <ul style="list-style-type: none"> • We object to Policy GS4 because the site is not of sufficient ecological value for additional protection beyond that already provided by policy. • We object to Mercy Land Parish being designated as a Community Facility under Policy C1 • We object to Policy C2 • We object to the recommendation to seek the designation of Mercy Land Parish as an Asset of Community Value. • The Core Strategy policy and NPPF offer sufficient control over the potential loss of community facilities and there is no need to introduce a new policy in the Neighbourhood Plan. • We note that the 'community asset mapping' document within the Neighbourhood Plan evidence base (linked to from page 13 of the Neighbourhood Plan) is unable to give any explanation of Mercy Land Parish's "community value" (page 10 of the 		
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	<p>‘community asset mapping’ document).</p> <ul style="list-style-type: none"> • Page 14 of the Neighbourhood Plan lists five issues regarding community facilities. It claims that “existing community facilities may be vulnerable unless they are afforded greater protection, particularly with Local Authority funding constraints and potential pressures for change of use / redevelopment.” However there is no evidence that the existing policy framework provided at a local and national level is failing to protect important community facilities within the designated Neighbourhood Plan area. • Policy C1 is worded poorly and will not be able to be used for sound, consistent land-use planning. Firstly, there is no indication as to how to test that “the use no longer serves the needs of the community”. Secondly, it will be very difficult to test and assess whether there is “adequate alternative provision” for certain community facilities, particularly when the community facility in question is used by a small denomination church rather than the wider general public. • Policy C2 will unnecessarily hinder some 		
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	<p>development opportunities by requiring equivalent provision of community facilities either onsite or elsewhere. Also, policies C1 and C2 are inconsistent with each other. For example, if the four criteria of C1 are complied with, there will be no reason for equivalent provision being provided either on-site or off-site as set out in C2.</p> <ul style="list-style-type: none"> • We object to the proposed local green chain walk in Policy GS3 that crosses through land in our private ownership. This would intrude upon private land. The proposed 'walk' would not be deliverable and therefore is contrary to advice in Planning Practice Guidance. • The Neighbourhood Plan needs to be amended to:- <ul style="list-style-type: none"> • - Delete Policy GS4; • - Amend Policy C1 and C2 to remove any reference to Mercy Land Parish being designated as a community facility; • - Amend Policy C1 and C2 so that they are consistent and so that their requirements are fair, reasonable and testable • - Amend the recommendation to seek the designation of Mercy Land Parish as an ACV; and - Amend Policy GS3 so that any proposed local green chain walk avoids private land. 		
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<ul style="list-style-type: none"> • Friends of Camberwell Cemetery 	<ul style="list-style-type: none"> • Please protect land in the Honor Oak Nature Corridor at Honor Oak Park Station from development and propose it as a Nature Reserve • The site is biologically diverse and forms a strategic link in the ecological connectivity of the Honor Oak • Nature Corridor, connecting the Garthorne Road and Devonshire Road Nature Reserves with Camberwell New Cemetery, Honor Oak Rec Ground, One Tree Hill Allotments and One Tree Hill Nature Reserve. • We would ask you please urgently to protect this land in the Honor Oak Nature Corridor at Honor Oak Park Station from development and propose instead it become a Nature Reserve. • The benefits of nature and urban green infrastructure are now well understood. We are keen to preserve this and all nature green space in and around the Camberwell Cemeteries and the wider area - to reduce air pollution, manage storm water, cool the urban heat island and protect dwindling nature space • in an increasingly densely populated and 	<ul style="list-style-type: none"> • The Neighbourhood Plan cannot designate Local Nature Reserves. However, the policies in the plan seek to protect and enhance the natural environment and Sites of Importance for Nature Conservation. • There are a limited number of sites available for development in the Neighbourhood Area. The allocation sought to ensure that nature conservation value of the area was enhanced through a sensitive and well designed development. • The Hopcroft Forum would wish to work with other groups to protect and enhance the green corridor alongside the railway. 	<ul style="list-style-type: none"> • SA2 has been deleted • Addition of new policy H2 to strengthen need to protect Sites of Importance for Nature Conservation • Wording of Policy GS4 amended to strengthen protection of green corridor alongside railway through designation as a Nature Improvement Area • Enhancement and improvement of the Nature improvement area added as a related action
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	<p>developed city.</p> <ul style="list-style-type: none"> • Nature spaces like this also support people's essential need to be in contact with nature, both visually and • physically, for health, wellbeing and the beauty and wonder of nature. • There are recorded hedgehogs on this site, as well as owls, bats, reptiles and other species of wildlife. 		
<ul style="list-style-type: none"> • Friends of Honor Oak 	<p>The key issue would seem to be a neighbourhood boundary which cuts through the middle of the Honor Oak community. Splitting the neighbourhood in this way pushes areas to the margins of the “neighbourhood area” which are actually central to the community of Honor Oak.</p> <p>Of particular concern is the proposal for housing development adjacent to Honor Oak Park station (SA2). We see a number of problems with this:</p> <ol style="list-style-type: none"> 1. The area in question was re-profiled by Network Rail in 2010 to protect the railway infrastructure from land slippage caused by illegal dumping by Southwark Council. This resulted in the loss of many mature trees. Network Rail replanted the embankment with grass and wildflower seed but the stated intention was to let nature return including trees. 2. The tree lined embankment created a 	<ul style="list-style-type: none"> • The Crofton Park and Honor Oak Neighbourhood Plan (The HopCroft Neighbourhood Plan) has been prepared by the Crofton Park and Honor Oak Park Neighbourhood Forum (the HopCroft Forum) which was designated by the Mayor of Lewisham in July 2014 and is made up of people living and working within and in close proximity to the designated boundary. The area covered by the Plan corresponds to the boundary of the Crofton Park Ward. The Neighbourhood Plan has taken into account 	<ul style="list-style-type: none"> • Site SA2 Land adjacent to Honor Oak Station deleted • New Policy H2 to allow for windfall sites to come forward subject to other policies in plan including protection of sites of nature conservation importance

	<p>very pleasant environment from street and platform level, both visually and aurally through the songbirds present. This is much missed by the community and so the area's proper place relates to its environmental impact rather than a housing contribution. It is also a key feature of the area as recognised in the plan: "natural heritage features include ... habitats of nature conservation interest along the railway embankments" (2.7).</p> <p>3. The land is designated as a Site of Importance for Nature Conservation but it is not ecologically sound to view it in isolation (4.5.4 SA2 Policy Justification). The site is part of a green corridor, the Forest Hill to New Cross Gate railway cutting, and this is recognised as of Borough-wide significance by Lewisham Council. It is also a part of contiguous green space that includes the Metropolitan Open Land of Camberwell New Cemetery and One Tree Hill including its Local Nature Reserve. Any ecological survey should be about the wider area, as determined by biogeographical principles including the species-area relationship.</p> <p>4. Any ecological survey, or site assessment, should furthermore be about the area's former significance as it should be had it</p>	<p>connections with the wider area.</p> <ul style="list-style-type: none"> • The Hopcroft Forum would wish to work with other groups to protect and enhance the green corridor alongside the railway. • There is a shortage of land available for development in the Neighbourhood Plan area. The site allocation was included in the Draft Plan as it had been understood that Network Rail were considering the submission of a planning application. • The site at Sevenoaks Road has planning consent for development and cannot be identified as a new allocation in the plan. 	
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	<p>not been bulldozed. Any plan that made a positive contribution to the area would recognise this and seek to make good.</p> <p>5. As the area already has a SINC designation, this is the default position and no further study is required for this. Saying that, if development is permitted, that this should not be seen as a precedent is a purely subjective viewpoint. Any other developments proposed for local SINC sites can clearly see it as a precedent to assist an application (4.5.4). This impression is further reinforced by the lack of policy protection for green sites within the neighbourhood area, e.g. Garthorne Road Nature Reserve.</p> <p>6. The local area is classed by Lewisham Council as a low development area. There are good reasons for this. Of particular note is that any development on this site would not fall within the catchment area of any local primary schools. The infrastructure is already struggling to cope with the housing present. Requiring development to contribute to social infrastructure does not mean that any provision will be forthcoming locally unless this is specifically provided for – no mention is made in the plan of any such specific</p>		
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	<p>infrastructure provision.</p> <p>7. If school provision is to rely on developer community infrastructure levy then, unless there is a policy to increase this levy above the value required to support the specific development, then there would still be a deficit as there is one before any development was started. As a result, there would be no reasonable prospect of getting schools coverage.</p> <p>8. The plan seeks to encourage large development which would inevitably be flats. 10 or more dwellings are planned in the site allocations (4.5.1) and this could only be achieved that way on this site. It would be out of keeping in the character of the area which is mostly period housing. A distinction can be made with developments alongside Brockley station (west side) and Forest Hill station both of which replaced previously industrial areas. No such industrial areas exist in this area and no similar developments exist to allow such a development to be 'in keeping' with the local environment. The proposal for any development is fundamentally inconsistent with the environmental aims.</p> <p>9. Figure 4: Location of Community Assets (p31), indicates a "key view" in the</p>		
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	<p>direction of One Tree Hill. This is inconsistent with development on this site which would destroy such a view.</p> <p>10. The view from Honor Oak Park station, on arrival, is probably the dominant gateway view on arrival in the area by actual arrival counted. To spoil this with a block of flats, or other inappropriate development, would be detrimental to the area and go against policies (4.11.2 & Project 10) which seek to enhance gateways into the area.</p> <p>11. Housing development is probably not a good idea here due to subsidence and drainage management issues. This could be further impacted by drainage runoff as a consequence of any new burial development in Camberwell New Cemetery so Southwark Council should be consulted.</p> <p>12. Any access to this site would have to be via Honor Oak Park and intersects with the busy zebra crossing present and neighbouring junction with Devonshire Road. As per Highway Code, this is zigzagged and access here would not be safe.</p> <p>13. Allocating this site, along with SA1, as “allocated for residential development” already (4.5.2) is procedurally improper given that the site has SINC status. This</p>		
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	<p>prejudices the outcome of ecological surveys (4.5.2) and is inconsistent with the Site Assessment which states “This site is not suitable for development due to its designation as a Site of Nature Conservation Interest” (p35, Site Assessment).</p> <p>14. Alternative site allocations would be much more appropriate, e.g. green walk like Devonshire Road Nature Reserve, linkage with Green Chain, pedestrian market area in a green setting or woodland/meadow enhancements. If done sensitively, this would be consistent with the aim to “improve access to natural habitats along railway embankments” (2.7).</p> <ul style="list-style-type: none"> • If alternative housing allocation is sought, a comparable area could be allocated from the northern tip of the Garthorne Road Nature Reserve. This would have the advantage, from a development perspective, of being already adjacent to existing utilities and road access from Grierson Road. We do not consider development on this site to be desirable either but it is a useful and more straightforward comparison that we note has not been brought forward. 		
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	<ul style="list-style-type: none"> It is also not clear why the site at Sevenoaks Road, opposite the Brockley Jack, does not count towards housing allocation as presumably this will be part of any development allowed on this site. 		
<ul style="list-style-type: none"> SE23 Life Forum 	<ul style="list-style-type: none"> Objection to SA2 One Tree Hill and its surrounding green land are beautiful and precious, defining the character of the area and differentiating it from other parts of Lewisham. I'm also concerned that the opinions of people next to the proposed housing will not be considered due to the boundaries of the "HopCroft" area, which seems to exclude a large part of Honor Oak (anything West of the station) from this consultation. My favourite thing about HOP is coming out of the station and seeing the wonderful view of one tree hill. We're already at risk of losing some of that view with the proposed cemetery changes but houses there would be awful. Would rather transform that land into a wildlife garden to replace the wildlife ruined by the cemetery. I imagine any developer would want to put flats there which would completely destroy 	<ul style="list-style-type: none"> HopCroft forum has consulted across a wider area than boundary of the Neighbourhood Plan and all comments will be taken into account Boundary of the plan area corresponds to Crofton Park ward Objections to site SA2 are noted. A key objective of the plan is to protect and conserve the natural environment but it is also necessary to make provision to meet future housing requirements and to provide an appropriate policy framework for determination of planning applications. 	<ul style="list-style-type: none"> Site SA2 deleted New policy H2 added relating to windfall sites. New development <i>inter alia</i> will not be permitted where this would have an adverse impact on the biodiversity and ecological value of a Site of Importance for Nature Conservation (SINC), the integrity of the SINC alongside the railway or an existing or proposed Local Nature Reserve which is not capable of satisfactory mitigation. Designation of green corridor alongside railway as a Nature Conservation Improvement Area

the sense of space you get when you look that way.

- Any access road to there would be in a really awkward place when it comes to getting to the station, I imagine you'd have to move the pedestrian crossing for it to work and have permit parking.
- Site is currently a Site of Importance for Nature Conservation, and neighbourhood should be campaigning to RESTORE it to that, not handing it over to developers to make it even less natural. With all of the sections in the plan about access to green space and air quality I'm depressed that this plan automatically assumes housing is the way to go. If family homes are built here, these families will not be close enough to any of the local schools to get in, apart from Francesca Cabrini which as a Catholic school is not suitable for everyone.
- It was the responsibility of Southwark Council that the trees were removed from there due to illegal dumping. The weight of the embankment was crumpling the station platform - in re-profiling the cutting Network Rail had to remove the trees. They did make

	<p>assurances, at the time, that the intention was to let nature return.</p> <ul style="list-style-type: none"> • I disagree that we actually need more housing in the area, without looking at whether local services can take extra capacity. • Unfortunately those most affected by the loss of green space around their houses will be denied a final say in these plans (at the referendum stage) • Building more houses is something that needs to be weighed carefully against the side effects. 		
<ul style="list-style-type: none"> • Beecroft Mews user 	<ul style="list-style-type: none"> • I am a long standing tenant of a unit on the site and use it for light industrial purposes- carpentry/joinery, as do a few others there. I think it's great you are seeking to protect it in case of future development and would hate to see it become pure residential. • My only issue with what you propose is a business such as mine and others are (A2 commercial use) and wouldn't be able to operate there. I think it's important to retain sufficient affordable workshop spaces for light industrial so small local businesses can easily work for local people without having to 	<ul style="list-style-type: none"> • Light industrial uses would be permitted within employment areas • Plan seeks to retain existing level and types of employment activities • Plan seeks to retain small affordable workspace and ensure new employment development provides a range of workspaces including spaces suitable for small businesses 	<ul style="list-style-type: none"> • Clarification of policy E1- • Additional text regarding importance of small and affordable workspace for local businesses

	<p>journey in from larger business complexes that are expensive and too far away. There's not much available in Brockley...</p>		
<ul style="list-style-type: none"> Local Resident 	<ul style="list-style-type: none"> Could be more site allocations..... for infill housing to be considered. These would be allocated for individual self-build, or community-led group self-build. strongly agree with protecting employment sites, they are often being squeezed out due to the high values that can be achieved through residential Reference to “live- work units” in policy E1 should be removed – experience in other boroughs has shown this gradually drifts to residential and erodes work-element, as there is no specific definition of what constitutes live-work, the nature of the extra space required (ie it implies laptop based work, which is not suitable for all parts of the economy particularly the types of businesses in the employment areas. It can work where it is managed by specialist providers and rented out. Support for community and self build housing development Comments relating to need for amendments 	<ul style="list-style-type: none"> There is a shortage of larger sites available for development. However, it is possible that larger sites may come forward as ‘windfalls’ during the plan period in response to the demand for housing in the area. This is likely to involve the proposed redevelopment of sites which are currently in other uses or subject to existing planning designations or require the intensification of land in existing residential use. 	<ul style="list-style-type: none"> Addition of Policy H2 relating to Windfall sites. Policy H2 encourages residential development on suitable sites and provides an appropriate policy framework for dealing with proposals which may come forward on unallocated sites Policy E1 has been amended. Residential uses will not be permitted in LEL and any change of use to non-employment uses on other employment sites will not be permitted unless it can be demonstrated that the site has been unsuccessfully marketed for employment use and its continued use for employment is no longer

	to plans		<p>viable. Any proposals for live-work units required to form part of an employment led development.</p> <ul style="list-style-type: none"> • Amendments to plans
<ul style="list-style-type: none"> • N Local resident 	<ul style="list-style-type: none"> • Concern over usage of the term 'HopCroft' to describe forum and possible negative connotations. ... 	<ul style="list-style-type: none"> • The term HopCroft is an abbreviation of the names Honor Oak and Crofton Park.. This is made clear in the plan 	<ul style="list-style-type: none"> • Clarification provided in section 1.1
<ul style="list-style-type: none"> • Local resident 	<ul style="list-style-type: none"> • I think it needs a lot of editing to make sure policies are not repeating what local, regional or national policy is already covering. • I also think it needs to be less conservative and more positive about people wanting to improve the area. A lot of it is written as though the area is an immaculately preserved historic neighbourhood. It isn't. It needs a lot of investment to improve it and a number of policies in this are likely to deter it rather than encourage it. • It should also be noted that much of the policy is pointless because the things it is attempting to control is doable under permitted development which is outside of 	<ul style="list-style-type: none"> • The plan has sought not to duplicate but to complement other local, strategic and national policy. Policy G1 supplements policies in the Lewisham Development Plan, in particular, Spatial Policy 5 Areas of Stability and Managed Change and will ensure that local character and distinctiveness will be taken into account in the determination of planning applications. • It is recognised that some development falls under permitted development rights. The Design Guidelines are 	<ul style="list-style-type: none"> • Policy BE1 and BE2 amended- inclusion of reference to high quality contemporary design • Policy BE1Replace 'opportunities will be taken' with 'new development will be encouraged to' • Policy BE2-

	<p>the control of the normal planning process.</p>	<p>provided to promote good quality design</p> <ul style="list-style-type: none"> • The overall vision and objectives set out aspirations to enhance the area • The plan is not seeking to discourage contemporary architectural design but wishes to ensure it is of a high design quality and has full regard to context and character of surrounding area. 	
<ul style="list-style-type: none"> • Local resident 	<ul style="list-style-type: none"> • I moved to this area several years ago and one of the things that greatly appeals to me is the amount of green • space that can be seen and enjoyed each time you arrive at Honor Oak Park station. I have spent a large amount of time with my young daughter in the nearby area which I have found to be a lovely quiet space away from the traffic. • In my opinion, this will be ruined by a development of what will no doubt become blocks of modern flats • overlooking the station and permanently breaking up the view. Please can you consider 	<ul style="list-style-type: none"> • Comments noted. The Plan seeks to protect and enhance the character of the area and sites of nature conservation importance but it has been necessary as part of the process of plan preparation to identify land for residential development to meet needs for housing in the area. • There is a shortage of sites available for development. It is recognized that the site is subject to a number of constraints but it was included as it had been 	<ul style="list-style-type: none"> • Site SA2 deleted • New policy H2 relating to Windfall sites • Designation of green corridor alongside railway as a Nature Improvement Area in policy GS4 • Strengthening of policy regarding protection of sites of nature conservation importance

	<p>the impact on traffic, already at breaking point in this area, the impact on biodiversity by turning the current set-aside green space into a building site and car park for residents (all of which appear to go against a swathe of your proposed policies).</p> <ul style="list-style-type: none"> • I am deeply concerned and find it rather disturbing that a small community group such as yourselves are supporting a development of this kind which will directly impact many hundreds of local residents. It appears to be an incredibly short sighted decision reached by individuals who presumably have never considered how fortunate we are to have one of South London's rare undeveloped green hillsides in our local area. • I strongly urge you to reconsider your support of any development in this area. 	<p>understood that Network Rail were considering submission of a planning application. SA1 sought to ensure that a suitable form of development would be secured in the event of an application being submitted.</p>	
<ul style="list-style-type: none"> • Friends of Camberwell Cemetery 	<ul style="list-style-type: none"> • Our group has been campaigning regarding both the Camberwell cemeteries and one of our aims has been to protect bio-diversity so we would definitely prefer the land by the station to be used as a nature reserve. At present the land in the Camberwell New Cemetery next to the boundary with the station land is being considered for future 	<ul style="list-style-type: none"> • Comments noted 	<ul style="list-style-type: none"> • Site SA2 deleted • Designation of railway corridor as Nature Improvement Area in policy GS4

	<p>burials. If the land by the station is used for housing ,the residents will have noise of the trains at the front of their houses and a view of a row of tombstones at the back. Doesnt sound like much of a place to live to me ! All</p>		
Local Resident	<ul style="list-style-type: none"> • Some of style guidelines in the Design Guidelines reflect different tastes which may not be shared by everyone e.g I do not like some of the new build examples presented as attractive in the design guide or some of the examples presented as offensive unacceptable. • who defines good taste? • cost to individuals; high London property prices mean people have less money to carry out nonessentials • a large proportion of property is rented; how to ensure tenants/landlords carry out improvements. hedges already overhang footpaths • Aesthetics are not the only consideration; frontages need to be open for security reasons. • BE2: How will this be implemented? Faced with high cost of buying/renting/ maintaining London property, residents are often faced 	<ul style="list-style-type: none"> • The Design Guidelines are intended as guidance only and do not form part of the Neighbourhood Plan. The policies in the Neighbourhood Plan seek to ensure that new development and extensions/ alterations to existing buildings are of a high design quality which takes into account the character of the area. It is accepted that design is subjective but the policies are not intended to be prescriptive • Policy BE2 will apply to development requiring planning consent • Further character area assessment is being undertaken to provide greater detail about the Areas of Special Character • Policies C1 and C2 are intended to 	<ul style="list-style-type: none"> • Reference to viability added to Policy C1 • Policy C2 • Policy NC1 amended - Where it can be demonstrated that continued retail use within Class A1, A2 and A3 is unviable, proposals for the change of use of vacant retail units to provide co-working space for small start-up businesses will be supported subject to an appropriate shop front design and the retention of an active building frontage. Change of use of ground floor retail premises to residential will not normally be permitted

	<p>with choice of making basic repair/ renovation or no repair at all e.g mend leaking gutter to prevent a damp wall or replace cast iron guttering with similar</p> <ul style="list-style-type: none"> • Policy BE3 Poorly worded; does this mean an area including those streets or those specific streets? Why Marnock Road? Victorian terrace with later rear extensions and undistinguished 1950s/60s flats Do you mean Ravensbourne Road or Ravensbourne Park? No real reason for Ravensbourne Road more than Montem Road or St Germain's Road • Policy C1 What happens if an owner is unable to sell but can no longer maintain a building on this list? • Policy C2 what happens when e.g the church congregations dwindle to the point they can no longer sustain the buildings? will e.g sympathetic conversion to housing be allowed/ • Conversion of shops to residential would be preferable to any more fast food outlets • Appropriate trees should be native and sensibly sized • GS2iv : this needs to be a SMART target; you cannot continue planting 10% more trees 	<p>ensure that community facilities are not lost and that the needs of the community are taken into account in the determination of planning applications. It is accepted that issues of viability must be taken into account. Policy C2 allows for redevelopment of sites subject to appropriate community provision</p> <ul style="list-style-type: none"> • Policies NC1 and NC2 seek to protect retail uses in neighbourhood centres 	<ul style="list-style-type: none"> • Policy GS2- reference to use of native species and appropriately sized trees added. Reference to additional street tree planting target amended and moved to actions • Reference added in GS3 to need to respect existing uses
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	<p>indefinitely – needs rewording</p> <ul style="list-style-type: none"> • great to increase access and awareness of Brockley and Ladywell cemeteries but route shown is not practical Bereavement Services (main stakeholder) are concerned about the state of the paths and route shown goes off the main paths and over a dangerous path. Need to be respectful of current users (still used for burials and some dog walkers already do not respect this • Policy T2 Shared space with cyclists should be signed so that it is shared, not cyclist dominated • Policy T3 not at the expense of pedestrians - not everyone can use a bike 		
Local resident	<ul style="list-style-type: none"> • The area is dominated by the car which impacts on the air quality, safety and the pleasure of being in this area. Cycling and walking should always be the first option wherever possible. • Cycling needs to be much better supported: <ul style="list-style-type: none"> - safer and more pleasant routes by better signing on the roads (painted bikes before each turning and at frequent intervals, green painted cycle lanes) - better signposting of cycle routes - speed bumps on the back roads (e.g. 	<ul style="list-style-type: none"> • Plan promotes safer walking and cycling as a key objective • Some of comments relate to matters outside Neighbourhood Plan 	<ul style="list-style-type: none"> • Policy justification of policies T2 and T3 strengthened • Reference to wayfinding and signage added to policies T2 and T3 • Reference to improved wayfinding in policy GS3 • Action added re encouraging walking and cycling to school

	<p>Crofton Park Road) and maybe also on main roads</p> <ul style="list-style-type: none"> - cycle-specific crossing lights over main roads (e.g. where Sevenoaks road crosses the B218) • There's lots of green, and walking routes should be better signposted (Green Chain routes and linkage between areas) • I would support a complete ban on cars stopping near schools (say 0.25km), and far more safe cycle routes to encourage children to walk and bike to school • I do not support the preservation of garages, but instead support more housing (if not high-rise), but also the designated preservation of green spaces (these aims often are contradictory) • More bins are needed in green spaces (next to every single bench) • More resource should go into green space upkeep - we planted trees on Blythe Hill Fields, but these were not good quality trees and most have died I believe, despite dedicated weekly watering by the Friends group. • Public recycling is urgently needed - why are there no public recycling bins?? 		<ul style="list-style-type: none"> • Addition of Policy H2 regarding windfall sites where this accords with other policies including protection of green spaces • Reference to provision for waste storage and recycling added to policy BE1
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	<ul style="list-style-type: none"> Fines for vehicles idling would be a good idea (or at least public advertising) 		
Local Resident	<ul style="list-style-type: none"> G1- Neighbourhood Plan should consider all areas not just specified areas Design Guidance- should use good examples from elsewhere not below average ones in area- needs further development and improvement SA2- contrary to policy to protect green sites- provides key access to green corridor, playing fields and playground. Under no circumstances should this area be proposed for development BE1- relevant to development everywhere not just ASLC. Avoid use of term 'exceptional circumstances BE3- focus on qualities in area overrated- need more general guidance C1- should support facilities not user groups: Royal British legion and Mercy Land Parish are not well maintained and do not benefit local community. Rivoli Ballroom not shown in correct location NC1- not clear why neighbourhood centres and neighbourhood parades are differentiated. Honor Oak Park should extend 	<ul style="list-style-type: none"> G1- reflects overall strategy set out in Section 3 and relates to whole Neighbourhood Area The Design Guide provides guidelines and its objective is to encourage good design- it is intended that further work will be undertaken by Neighbourhood Forum subject to resources. Planning applications will be determined in line with Policies BE1-BE3. Other related actions are identified NC1- Neighbourhood centres and neighbourhood parades are designated in Lewisham Local Plan. Policies can only relate to planning and land use matters not incentives such as tax breaks NC2- does not prevent amalgamation of units but states that the amalgamation of adjacent units to form larger retail units will generally be discouraged 	<ul style="list-style-type: none"> Site SA2 deleted and policies strengthened in respect of protection of green corridor and SINC Further development of design guidelines added to BE1-BE3 actions Wording of BE1 amended- relates to all areas not just ASLC Definition of ASLC C1 amended- supports facilities not specific user groups NC1- review of HOP boundary added to actions GS3- reference added to opportunities to improve access to green spaces GS4- reference added to long term vision for walking route along railway Add action to HW1-HW2 to reduce vehicle speeds to

	<p>to Brockley Rose Triangle. Key ambitions should be to support local businesses (use of incentives such as tax breaks); improve street frontages; encourage refurbishment; tidy public realm.</p> <ul style="list-style-type: none"> • NC2- protection of retail is positive- many units too small to be run at profit. Joining units to increase size to 200 sq m should be supported as size makes profitable retail more likely • NC3- should be treated as other retail areas • GS1- key opportunity for better access to Southwark cemetery Playground. Plan should include long term vision for walking route along railway • Protection of green spaces is fundamental- all green spaces along railway should be included and protected. Need long term vision for pedestrian route alongside railway and improvements to both pedestrian bridges • GS1- green spaces which are locked away and only accessible to selected people or during visiting times are not beneficial- need general access for maximum use of amenities • GS3- footbridge link to Eddystone Road requires improvement- more open design 	<p>unless it can be demonstrated that the proposed use will meet local priorities and add to the vitality of the local parade</p> <ul style="list-style-type: none"> • NC3- Brockley Rise/ Stanstead Road also subject to NC2 • GS1- plan designates areas as Local Green Space which are not protected by existing policies. Green spaces along railway are designated as SINC and part Urban Green Space • Protection of local character and built heritage a key concern raised during consultation. Character area assessment to be undertaken undertaken to define ASLC 	<p>improve air quality</p> <ul style="list-style-type: none"> • Amplification of Policies T1-T4
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	<p>with views to railway corridor and green spaces</p> <ul style="list-style-type: none"> • T1- unclear how sense of arrival to be created-need to improve and enhance public realm character of local retail area. Key point- reduce street width to minimum to reduce traffic speed, give space to cycle lanes, pedestrians and vegetation. Improve traffic flow at key junction of HOP and Stondon Park to reduce static traffic. There should be a specific interest/ project leadership group to drive forward similar to Ladywell project. • Consideration should be given to how to reduce traffic and traffic speeding back streets- significant parallel traffic to Stondon Park on Grierson and Buckthorne Roads. Negative impact on residential areas. Residential areas should be calmed- change into walking speed or play streets • T2- maximum space for pedestrians not a good policy- space should be reasonable but needs to consider all users such as cycle lanes and vegetation. eg: tight pedestrian routes along railway next to Rivoli and in front of HOP station require widening • T3- very generic: need proposals for cycle 		
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	<p>provision on main roads, HOP, Brockley Rise and Stondon Park</p> <ul style="list-style-type: none"> • T4- many buses serving Peckham and Dulwich from city stop short of HOP- extension of routes would be beneficial • HW1- unnecessary • HW2- key move to improve air quality is reduction in vehicle speed • Project 2- of minimum benefit to community • Project 6 is part of Project 5 		
Local resident	<ul style="list-style-type: none"> • Objection to proposed designation of area adjacent to Honor Oak Park Station for housing development. • The Network Rail land between Camberwell New Cemetery (in the London Borough of Southwark) and the railway line is currently classified as a Site of Metropolitan Importance for Nature Conservation. At the time that it was given this classification, it did not look as it does now. It was full of mature trees which were all removed, apparently because the dumped rubble pile on the nursery site had caused land slippage, which made the Network Rail land unstable. Since then, Network Rail have made no effort to return the site to nature. 	<ul style="list-style-type: none"> • Comments noted 	<ul style="list-style-type: none"> • Site SA 2 deleted and policies strengthened in respect of protection of green corridor and SINC

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| | <ul style="list-style-type: none">• This site is part of the important corridor for wildlife which runs alongside the railway line from Forest Hill station, the whole length of which has been designated as a Site of Metropolitan Importance for Nature Conservation, not just Borough importance, as it contains reptiles and other wildlife which is very uncommon in London. Other parts of this wildlife corridor are being managed as Nature Reserves, for example the nearby Devonshire Road Nature Reserve, along with the whole of the railway corridor:• Any development on the Network Rail land north of Honor Oak Park Station that is within this Neighbourhood Plan will have a very detrimental effect on the linked wildlife areas, both in the Camberwell New Cemetery to the north, which is being maintained for wildlife by Southwark Council's Cemeteries management, and elsewhere alongside the railway.• I recognise that site proposed for designation for housing in the draft Hopcroft Forum Neighbourhood Plan has been much neglected and currently has less biodiversity on it than previously. However, quite a bit is | | |
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	<p>known about the biodiversity present on the adjacent Camberwell Cemetery site. As part of the preparation for the development of part of the cemetery close to the Network Rail site, Southwark Cemetery management commissioned ecological surveys of Area B last year. There were three ecological surveys, including one on bats and one on reptiles. It was established that bats forage around the wild flowers. The reptile survey revealed lizards, slow worms and a newt.</p> <ul style="list-style-type: none">• There is no body of water in the cemetery, so the newt had probably come from the Devonshire Road Nature Reserve. Both the cemetery and the nature reserve have the same reptiles, which demonstrates that wildlife is using the railway as a corridor. This also explains why the railway site is of Metropolitan importance for wildlife, as these species are scarce in London. The lizards are also very likely to be using the more open Network Rail site, with its concrete areas, for sunning themselves.• The Hopcroft Forum draft Neighbourhood Plan proposes that the loss of the Site of Importance for Nature Conservation (SINC)		
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	<p>that would result from the designation of this land for housing could be mitigated by requiring the development to have living roofs, green walls, solar energy, rainwater harvesting etc. However, these are not going to provide an alternative home for hedgehogs, slow worms or lizards, nor allow them to move along the corridor to find food and water. These and many other species in the area will become more vulnerable.</p> <ul style="list-style-type: none">• I believe that the draft Neighbourhood Plan is contradictory in its approach to protecting the nature conservation value of railway land. On Page 17. The draft Neighbourhood Plan says: "Where possible, improve access to natural habitats along railway embankments".• However, on Page 27 (4.5.2 "Housing Site Allocations) the text says that two sites have been allocated for residential development, Page 28 (SA2) showing that one of these is the land along the railway line north of Honor Oak Park Station.• Network Rail's failure to adequately maintain this designated SINC has resulted in a significant loss of biodiversity value. I think		
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	<p>that the site's value as a green corridor should be protected independent of the richness of the biodiversity currently present. But I also think that there is a principle of responsible management of common assets at stake here:</p>		
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- APPENDIX A2: SUMMARY OF COMMENTS FROM CONSULTATION ON DRAFT PLAN

Policy	Comments	Response	Proposed Changes to Neighbourhood Plan
Design Guidelines	<ul style="list-style-type: none"> • The design guide needs to be practical and illustrations need to be clearer. Some design is not able to be duplicated at a reasonable price. No expectation can be made about restoring already changed features. Needs to relate to frontage. Aesthetics can apply to building development but does need to accord to historical precedent. • Though I appreciate a sense of aesthetic beauty and consistency, I also enjoy creative outburst and individuality. • It's generally very good but a bit snooty about some things that are difficult to control- eg. loft conversions usually within permitted development, so not a planning permission issue, and if your neighbours is ugly what do you do? Match for consistency? Or do something better but clashing? • I wouldn't rule out all contemporary designs. • Would need to see guide to suggest amendments but in general support. • It would also be good to see the design on posters and leaflets around the area. • Design guide should not restrict new 	<ul style="list-style-type: none"> • Overall general support for the benefits design guidelines offer; some concerns raised around the need not to restrict contemporary architecture. • Design Guidelines provide guidance for developers and home-owners. It does not have status in planning policy terms but developers/ applicants will be encouraged to refer to it . • Planning applications will be determined in relation to planning policies • BE1 and BE2 allow for high quality contemporary architecture, as long as it does not impact on character and heritage of area • Heritage features are deeply important to people and make neighbourhood unique. General contemporary design that could be found anywhere in the world is not necessarily the majority 	<ul style="list-style-type: none"> • Reference to high quality contemporary architecture strengthened in policy BE1 – ii. Development including high quality contemporary architectural design which has regard to the form, function, structure and heritage of its context – including the scale, mass, orientation, pattern and grain of surrounding buildings, streets and spaces. • Status of Design Guidelines clarified in Neighbourhood Plan

	<p>architecture for residential use.</p> <ul style="list-style-type: none"> • There needs to be balance allowing homeowners to improve homes at an affordable rate. • Design guide for public realm improvements also needed. • If this is just suggested guidelines then I don't see the need for it to be voted on. If it isn't just suggestions then I was misled at consultation • Understand why this is needed above and beyond current planning rules • Although consistency with existing design should be baseline, there should be opportunity for new design to be used 	<p>aspiration for a local neighbourhood.</p> <ul style="list-style-type: none"> • Development of the Design Guidelines to provide more detailed guidance would require additional funding and resources which is not currently available. For now it will continue as a general guidance document. 	
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<p>G1 Management of development and change</p>	<ul style="list-style-type: none"> • I'm not so wedded to helping the Malham Road LEL. • HOP parade should support a range of independent local shops. Restrictions should be on the number of betting offices. • The redevelopment of the site at the top of Sevenoaks road. • The area is arbitrary and doesn't consider the real neighbourhood boundaries in HOP. • It omits to say there should be no building on green spaces. • I was told by a member of the committee that this is a voluntary guide that only offers suggestions for builders. If this the case then I don't see the need to approve it • Support employment in small companies. • "If HOPCROFT extended to the otherside of the railway line, this should include Hengrave Road, Boverey Road, Devonshire Road, Honor Oak Park. Who decided where the boundary fell and that these roads were not in HOP?" • HOPCROFT should include Banerey Road, "Devonshire Road, Hengrave Road and Honor Oak Park Road - these are all roads that have vested interests and are HOP residents. • include Ewhurst Road as neighbourhood area 	<ul style="list-style-type: none"> • Comments are addressed by other policies in the Neighbourhood Plan • The Neighbourhood Plan is not just for guidance and will become part of the statutory Development Plan for the area. • Planning applications will be determined in line with the planning policies set out in the Neighbourhood Plan and other relevant local and strategic planning policies and national planning policy guidance. • Boundary of Neighbourhood Plan relates to Ward Boundary and has been defined in establishment of Neighbourhood Forum. Neighbourhood Forum will work with others to develop Neighbourhood Plans for adjoining areas. 	<ul style="list-style-type: none"> • Requirement for new development to protect and enhance open spaces and contribute to greening of Neighbourhood Area added to policy G1 • Reference to status of neighbourhood Plan in determination of planning applications strengthened
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	and link to Crofton Park via green chain walk, cycle route.		
BE1 Design of new development	<ul style="list-style-type: none"> • Some comments expressed opinion that the area does not have much heritage and therefore should not be emphasised in the policy. • A few comments highlighted need to emphasise importance of not building on valued green spaces • Some areas highlighted as being excluded. • Some suggestions that 'innovative' design can results in design that is inappropriate • It's so nice to live in an area with no high rise buildings - would be against any higher buildings than we have already. • Let's be careful [not] to restrict new designs, new materials and new colour palettes. • I agree new buildings should be of good quality. • Why can't the whole area be an area of special interest? -This would help protect sites from development/ limit unsuitable development. • There is no mention of providing gardens for people. • Same as the design guidelines, I'm concerned 	<ul style="list-style-type: none"> • The value placed by residents on protecting the character and heritage of the area has been highlighted through consultation on the Neighbourhood Plan. Concerns have been raised that the heritage of the area has been left to deteriorate over time, due to the lack of emphasis on its protection. • There are strict criteria for designating an ASLC. A Character Assessment has been commissioned to define the ASLC and the results will be shared. • Areas outside of the neighbourhood boundary cannot be included, but the Forum recognises their significance, and encourages adjacent areas to develop a neighbourhood plan which provides similar protection.. • The plan seeks to address the 	<ul style="list-style-type: none"> • Reference to 'innovative' removed from policy wording as this is covered by other criteria • Detailed reference to ASLC moved to policy BE3 to avoid duplication • Reference to high quality contemporary architecture strengthened in policy BE1 – <ul style="list-style-type: none"> ii. Development including high quality contemporary architectural design which has regard to the form, function, structure and heritage of its context – including the scale, mass, orientation, pattern and grain of surrounding buildings, streets and spaces. • Addition of reference to public art in ix. • New policy HS2 added regarding windfall sites for

	<p>about how this would be "enforced" and how this is different to the current process run by council.</p> <ul style="list-style-type: none"> • Too much emphasis on heritage. There really is not a lot of heritage of significant value in the neighbourhood area. Why such a focus on it? The area just isn't that good / impressive / worthy of protection. • I support this statement but would suggest an additional point to emphasize the protection of green spaces from development, particularly where infill development is proposed. • Same point as design guide • Be2vi How will this be implemented. Landlords homeowners not always having funds to do sympathetic renovation • Encroachment on Nature Corridor • Again - Sevenoaks road area has character that needs preserving • Area of special character does not include the parts of Honor Oak west of the tracks. By doing so some of areas finest period properties are excluded including Christmas houses. • "Generally looks good. I'm slightly nervous 	<p>issue of contemporary design in a pragmatic way and to set criteria to ensure the character of the existing urban fabric is not compromised. Good quality contemporary design is welcomed where it would not impact on the character and would enhance the appearance of the area.</p> <ul style="list-style-type: none"> • Planning applications would be determined in accordance with policy BE1 and other policies in the Neighbourhood Plan. • Protection of green space and areas of nature conservation importance provided by other policies 	residential development
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about point iii) ""development that is innovative.""

- The word ""innovative"" is a pandora's box. Lest we forget what kind of ""innovative"" developments tend to spring up in Lewisham.
- Agree with new development policy. Regards the ALSC, I support the areas proposed but feel the ALSC does not sufficiently cover streets outside of the blanket cover of the cluster south of Honor Oak Road. Inclusion of Grierson and Marnock (both mostly charming) is good but seems a bit random - others such as Hazeldon, Crofton Park, Manwood, Darfield, Merritt to name a few in the Crofton Park end have similar character that this policy and the design guide cite as of importance so protection of these should be provided.
- I am happy with the built environment proposed but not if it is built on green space that is in use to the public. It should not come at the cost to green space.
- Ditto my points on the previous question. This all sounds very expensive to me and people need the ability to be able to improve their homes without being beholden to

	<p>middle class sensibilities.</p> <ul style="list-style-type: none"> • The proposed plan limits the height and size of new development, potentially limiting the area's housing density to current levels. This is concerning as it suggests no overall increase in housing supply in an improving and well-connected area of south London. I would be in favour of higher, larger residential buildings as a way of increasing overall housing supply in the area. • I think there should be provision for public art which reflects local character, history and/or community aspirations especially Murals, sculpture when linked to a new (hopefully quality) development. Murals and sculpture work well • No mention is made of: disruption to the area during building and the increase this will cause to already very heavy road traffic during peak hours; no mention is made of the environmental impact. • Please keep the nature reserve in perpetuity for future generations to study and enjoy, get closer to nature. • BE1 AS a home owner in the area highlighted I have several concerns about what this 		
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	<p>means for me and my home. I have contacted the forum in an email and also Lewisham Council to get a better understanding of how this process works and what would require extra planning permission and approval. Lewisham told me there are no other ASLC in the Borough and that they would look into it. Until I am unable to get a better understanding I have no option other than to object to this</p> <ul style="list-style-type: none"> • BE1 I have concerns about how this process will be managed and what it means for my home. • Aesthetics are very subjective. There is a danger of too much nimbyism. All guidelines must respect the social profile and economic profile of the area. We do not live in Chelsea or Kensington. It is not a super wealthy area and some of these stipulations are chronic over protection. There needs to be some discernment between development by households and development companies. We also live in a developing rapidly changing city – we cannot hold back the clock. • Hopefully this will stop ugly cheaply built buildings like the one being built opposite the 		
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	<p>Brockley Jack pub. Green environmental standards are vital.</p> <ul style="list-style-type: none"> • No high rise buildings • We should encourage the protection of the 'village' atmosphere in HOP/ Crofton Park 		
BE2 Extensions and alterations of existing buildings	<ul style="list-style-type: none"> • Comments identified need to avoid deterioration of period features through unnecessary alterations such as pebble dashing, but also to ensure flexibility for individual design. • A comment about how ".....aspiration for sustainable buildings. Old, heavy weight buildings are not sustainable" • Generally prefer where some margin is left to the individual's choice. Point I seems a bit too much for me. Surely the colour could be decided by the person. • It might be expensive! • The area is not homogenous in terms of age or style of buildings, guidance needs to reflect this diversity. • Could get prescriptive. • Extensions should not be allowed on green space. • Loss of front gardens is not just detrimental to visual amenity but also means the loss of 	<ul style="list-style-type: none"> • The policy relates to extensions and alterations of existing buildings which require planning permission • The Design Guidelines provide guidance for all development. Planning applications will be considered against policy BE2. • Lightweight materials are not necessarily more sustainable as they tend to have a higher embodied carbon in their manufacture, and have also resulted in over insulation and poor ventilation in many new builds which leads to poor indoor air quality. Brick has outlasted most new lightweight materials; a longer lifespan of a building is considered to be more sustainable overall. 	<ul style="list-style-type: none"> • Further clarification provided about desirable sustainable design features • vi modified and 'opportunities will be promoted' replaced with – 'New development will be <i>encouraged</i> to remedy alterations to existing buildings.....' • Reference to paving over front gardens also covered in policies GS2 and HW1 • Detailed references to ASLC moved to policy BE3 to avoid duplication • Clarification provided on status of Design Guidelines as providing guidance to developers and homeowners

	<p>SUDS provision.</p> <ul style="list-style-type: none"> • Very difficult to enforce loft extension regs when precedent has been already set. • vi- I agree but who would fund this? Might not be the fault of existing homeowner. • Again, this seems too prescriptive regarding the "look" that has been decided to be appropriate for this area. • Presumption towards mimicking materials and colours is plainly backward looking. It also doesn't really work with the aspiration for sustainable buildings. Old, heavy weight buildings are not sustainable. • On point vi. it's unclear what is meant by "opportunities will be promoted... to remedy alterations to existing terraces..." Will residents be asked to remove eg. modern windows/porches? Will grants be made available? Will this only apply to new development proposals? • Environmental considerations should override aesthetics. • Agree loft extensions and rear extension need controlling more • I would like the Design Guidelines to have more examples of good practice loft 	<ul style="list-style-type: none"> • The policy is not over-prescriptive and allows for different design solutions • The policy does not promote 'pastiche' but encourages the use of good quality materials and a colour and material palate which is <i>in harmony</i> with the materials of its context 	
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	<p>conversions.</p> <ul style="list-style-type: none"> • A key issue for residents of the area who are in private rented accommodation is availability of new and affordable homes for purchase. The proposed plan limits the height and size of extensions to existing building, potentially limiting the area's housing density to current levels. This is concerning as it suggests no overall increase in housing supply in an improving and well-connected area of south London. I would be in favour of higher, larger residential buildings as a way of increasing overall housing supply in the area. • Anything to remedy the scourge pebble dash, UPVC porches and front gardens turned into vast paved forecourts. • Need to take nature into account, when designing developments on this scale, and avoid replacing nature with development at all costs. • New development to be positively flora and fauna friendly • Open to allow passage of wildlife e.g hedgehogs not xxx • Cycle friendly and facilities for cycling • Contain trees and wild areas 		
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	<ul style="list-style-type: none">• This does not recognise the nature of this area. Where within one street there can be 3-4 different architectural styles. It was developed as and when. Differs a lot from N. London uniformity. Does not respect economic profile of the area. Is prohibitive. Pebbledash and replacement windows are rife.• Loss of front gardens through turning into car parking areas needs to stop		
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<p>BE3 Area of special local character</p>	<ul style="list-style-type: none"> • Suggest a Big Review of the 'Areas of Special Character. This would include all period property in the area • The marked area is tiny & should include all period property and buildings of historical interest. Big review needed to this plan. It should also include important trees and green space. • I don't think these roads should be any more protected than 1930s estates or local authority housing. It's all important. This just sounds snobby to me." • "Why Manrock road? Why the HOP area? I'd like the whole area to be designated an area of special interest." • Why Blythe Hill but not Blythe Hill Lane? • Need balance between cost for owner and keeping it pretty. • If you want a conservation area then properly define it! • But important to consider in the broader context of the whole Honor Oak area. • The area between HOP and Courtrai Road should also be designated as a special area as the houses are of similar high design. They are double fronted. Much more likely to 	<ul style="list-style-type: none"> • The Honor Oak Park area was previously proposed as a Conservation Area but did not meet designation criteria. It is considered that the area meets the criteria for designation of an ASLC. • A Heritage and Character Assessment has been commissioned to support designation of the proposed ASLC • Designation of an ASLC requires defined criteria to be satisfied • Protection of green space covered by other policies • Development in areas outside the ASLC is subject to policies BE1 and BE2 which requires development and extensions to be of a high quality of design which complements and enhances the local character and identity of the Neighbourhood Area 	<ul style="list-style-type: none"> • Clarification provided of criteria to be satisfied for designation of an ASLC • Policy BE3 criteria amended to ensure requirements comply with NPPF and are not over-restrictive eg: iv. 'Development will be required to demonstrate...' rather than 'Permission will be refused...' • Areas covered by ASLC Designation to be confirmed
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	<p>become houses of multiple occupation remembering that the houses south of HOP have mostly been converted into small flats but this has not happened yet in the northern roads.</p> <ul style="list-style-type: none"> • Size should be larger. • BE3 Captioned area not large enough. Does not capture all special local character in the Hopcroft area • Again the emphasis on high quality materials although admirable needs to be tempered by the economic profile of the area. Although not too much visible energy conservation concerns need to be included overall! • One tree hill should be designated as historical interest. A unique resource • Very important that this policy is followed. • Area bordered by named roads? • Do you mean Ravensborne road OR Ravensbore Park. • Why Marnock road Victorian terrace & 60s flats" • Entire length of Honor Oak Park should be in "Area of Special Local Character" as should Devonshire Road (Honor Oak end) • Again some "pandora's box" language. BE3 iii) 		
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	<p>"In particular it will respond creatively to and enhance its context."</p> <ul style="list-style-type: none"> ALSC response as previous question, agree with areas but increase the remit around Crofton Park end also 		
C1 Protection and enhancement of community facilities	<ul style="list-style-type: none"> Missing facilities have been highlighted such as a cinema and gym within walking distance. Include other pubs and Garthorne Road Nature Reserve and St Augustine's Any case for some wider recognition on this or other category? Thinking of [??] cafes." St William of York doesn't have a church hall." Increase designation for Blythe Hill Park. Be clear on the criteria for accepting any loss of community facilities. I'm very impressed to have all these facilities on our doorstep. Other pubs should be listed here ie. The Honor Oak, The General Napier. The latter is often forgotten but is one of the last remaining 'old fashioned locals' in Lewisham and it's character needs protecting." We desperately need a gym within walking distance. A cinema would also be nice!" Include Garthome Road nature reserve." 	<ul style="list-style-type: none"> The policy relates to built facilities. Green spaces are recognized as important community assets and are protected under other policies. St Augustine's falls outside the designated boundary and therefore cannot be included. Residents living in adjacent areas encouraged to develop their own neighbourhood plan to ensure their assets are also protected and enhanced. Policy relates to existing facilities not new facilities Cinema and gym would be acceptable uses as part of mixed use development schemes in town centres 	<ul style="list-style-type: none"> Policy C1 modified to make clear distinction between community facilities and community assets Dalmain Wildlife Garden and Crofton Park Railway Gardens excluded from list of community facilities as these are designated as local Green Spaces and protected under policy GS1. Criteria clarified relating to loss of facilities. Reference included to viability of use as community facility

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| | <ul style="list-style-type: none">• St Augustines- major HOP landmark!!• Mercy Land Parish- this is not a community asset. The buildings/ space are not public or used by the wider community. - The land should be given to the scouts!• Include Honor Oak Adventure Playground (Turnham road)• St Augustine's Church- again for some reason not included in Hopcroft, which it should be as it's the most recognised and one of the most used buildings in the area• C1 should protect<ul style="list-style-type: none">- all existing green space- Blythe Hill Tavern (even if outside the boundary) – a special facility in the community- General Napier- London Beer Dispensary and Mr Lawrences- Jam Circus• Alternative use criteria to be expanded to include the economically viable• One tree hill is a historic site and asset of community value• Rivoli ballroom and Brockley Jack Theatre in particular are really important assets. | | |
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<p>C2 Redevelopment of community assets</p>	<ul style="list-style-type: none"> • Does this mean anything? • It should say no development on green space. • If off-site is [agreed] then residents should be consulted. • Can statement be weighted more towards the protection of community assets as they are? • Overall facilities should be aspired to expand - e.g. yoga, dance, training, youth etc. 	<ul style="list-style-type: none"> • Development of green space is covered by other policies • Off-site provision will only be considered in exceptional circumstances where specified criteria are satisfied • Provision for new facilities is encouraged through complementary actions including shared use of facilities 	<ul style="list-style-type: none"> • Reference added to need for consultation with local community on off-site provision • Reference to Jenner Health Centre site added to policy
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<p>E1 Employment sites and enterprise</p>	<ul style="list-style-type: none"> • Need to make sure the employment opportunities suit all socioeconomic statuses represented in the area. • I don't know B1 or B2 • Development of housing over commercial premises. • Why explicitly support B8 and not B2? It makes little sense from an employment or vibrancy point of view. • "Does this include shops? • These areas must not go for housing! • Any business development of Beecroft mews should Ensure it does not generate further traffic as were concerned about air quality by the school and The heavy morning traffic that already exists • Hard to see how this development might improve local employment, other than perhaps in the short term. • These are also vital for the local economy, if an area can offer nature reserves near new developments, they make the sort of areas people will want to come and live and contribute to the local economy. What's good for the Planet is good for the economy. 	<ul style="list-style-type: none"> • Need to protect important employment sites for employment use in accordance with planning policy. Residential development is not permitted in LEL in accordance with Local Plan policy. • B2 industrial uses acceptable where this would not have an unacceptable impact on residential amenity or environment • Change of use from employment to retail would not be acceptable in employment areas. • Proposals for development in employment areas will be required to take into account impact on residential amenity, traffic, servicing etc • Development will be required to comply with policy BE1 	<ul style="list-style-type: none"> • Clarification provided of use classes • Policy E1 split into Malham Road LEL and other employment sites to provide additional protection to main employment areas • Reference included in policy to need to mitigate impacts of development in terms of traffic, parking, servicing, noise, air quality and residential amenity
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<p>E2 Malham road area of intensification</p>	<ul style="list-style-type: none"> • How realistic is this? Happy if it is. But no point clinging on if not. • It must respect the residential character of neighbouring streets which is predominantly two storeys high • Must include management of streetscape and parking enforcement. (ie. not on pavements.). • Consider impact on air quality at Dalmain School. 	<ul style="list-style-type: none"> • The Malham Road LEL has been designated in the Lewisham Development Plan. It is an important employment area in the Borough. • Any development proposals will be subject to policy BE1 	<ul style="list-style-type: none"> • Area of Intensification changed to Regeneration Area • Reference included in policy to ensure that amenity of adjoining residential areas is protected. Any proposals involving the intensification of employment uses will be required to include measures to mitigate impacts on residential amenity and to improve the environmental quality of the area • Reference included to management of streetscape
<p>SA3 Beecroft Mews</p>	<ul style="list-style-type: none"> • I don't know this area. 	<ul style="list-style-type: none"> • Beecroft Mews provides a range of business accommodation and makes an important contribution to the availability of business space in the area, in particular for small and medium sized 	<ul style="list-style-type: none"> • Designation changed to Neighbourhood Employment Site • Development will be subject to Policies E1 and BE1. Residential use may

		enterprises (SMEs).	be supported where this comprises live-work units with ground floor workspace as part of an employment led development scheme. There will be a presumption against the change of use to non-employment uses unless it can be demonstrated that the site has been unsuccessfully marketed for employment use and its continued use for employment is no longer viable.
NC1 Protection and enhancement of local neighbourhood centres	<ul style="list-style-type: none"> • Comments emphasise local preference for independent shops • Please maintain small independent businesses. Please do not allow continued growth of supermarkets/ fast-food chains, betting shops. • Limit the number of same or similar A3 developments eg. where there are already 1 or 2 of one type of good [?] no more are opened unless one of existing closes. 	<ul style="list-style-type: none"> • Policies already favour maintaining small independent businesses. • Policies already address many of the concerns raised and seek to protect A1, A2 and A3 uses. • Boundaries of Neighbourhood Centres would have to be amended through Local Plan process 	<ul style="list-style-type: none"> • Wording of policy amplified to provide greater weight to enhancement of Neighbourhood Centres

	<ul style="list-style-type: none"> • Pop up shops could be a good idea. • I like Honor Oak Park as it is now, the only thing I think is important is the need for a chemist • Extend HOP trading area to include rest of HOP and Stondon Park. Also include Crofton Park • Encourage business to use the pavement e.g. seating areas • Encourage mobile business/markets/pop-ups • Plenty of food outlets already more variety would be good. • Pop up shops to help new ideas/ innovations. • It is A1, A2 & A3 uses that should be protected on shopping parades such as Honor Oak Park • "In HOP, a new independent, locally-run wine bar (One Tree Hill) was refused permission after a long and drawn-out ordeal with the local planners. I think a lot of residents were disappointed and confused. • Control number of Fastfood outlets • https://se23.life/t/change-of-use-for-66-honor-oak-park-honor-oak-supermarket/45?u=chrisbeach. Perhaps HopCroft could focus on making it easier for 	<ul style="list-style-type: none"> • Policies NC2 and NC3 promote enhancement of neighbourhood parades and regeneration of Brockley Road/Stanstead Road parade • Local authority incentives including support for small businesses and affordable space is a complimentary action outside the Neighbourhood Plan policies 	
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	<p>new businesses like this? Seems the redundant minimarts are here to stay</p> <ul style="list-style-type: none"> • The Honor Oak Park area should include the rest of Honour Oak Park south of the lights and Stondon Park. also include Crofton Park area. • I really think don't think HOP Local Neighbourhood Centre needs a great deal of help. There are plenty of signs that it is finding it's feet. Perhaps a farmer's market on the strip of land by the railway is worth pursuing. The real help needs to go into Brockley Rise and the parade on Stanstead Road. Surely opportunities galore for micro/small retail and pioneering food businesses to make the step up into bricks and mortar from markets or online. Landlords need to be financially incentivized by councils to take a risk with budding entrepreneurs over betting shops and chicken shops. • Area to be extended to incl all of HOP and Stondon Pk retail areas also Crofton Park retail area • The Crofton Park Centre sees a lot of localised car transport and parking - which drives up air pollution and has a negative impact on 		
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	Brockley Road and surrounding streets. More could be made of this.		
NC2 Protection and enhancement of local neighbourhood parades	<ul style="list-style-type: none"> • Main comments highlight the run-down nature of the shops along the top end of Brockley Rise and the Brockley Rise triangle. • I think quotes would need to be involves. • I don't know what A1, A2 and A3 comprise. • Honor Oak Park local centre should include parade on Brockley Rise. • No shops should be permittd to have change of use to residential." • Some large retail units needed. Small units encourage proliferation of betting shops, chicken shops, take-aways at expense of more useful retail that needs large floor space. • Funding to improve existing frontages • This fails to address the problem uses such as fast food and gambling. Existing fast food establishments create a significant and unresolved litter problem within the area. That so much emphasis is made earlier about green walls (incidentally pointlessly because it is replicating local and regional policy), to not address the litter and pollution (smoke) problem is, at best, puzzling and and worst 	<ul style="list-style-type: none"> • Designation of Honor Oak Neighbourhood Centre and amendment to boundary would have to be promoted through Local Plan process. • Betting shops are sui generis- any new provision would be subject to planning permission. • Residential uses would be acceptable on upper floors and as part of mixed use redevelopment. 	<ul style="list-style-type: none"> • Reference added to working with TfL to address the bus terminal on Brockley Rise. • Policy wording amended to clarify position regarding change of use. Proposals for a change of use of a vacant retail unit to provide co-working space for small start-up businesses within Class B1a or community uses within Class D1 may be permitted. Changes of use of ground floor premises to residential use will only be permitted in exceptional circumstances where it is not possible to find a suitable commercial or business use for the retail unit and it has been demonstrated that the preferred uses are unviable and where the

	<p>negligent.</p> <ul style="list-style-type: none"> • For enhancing the parades: require the removal of full metal shutters and require the freeholders to maintain these buildings - in particular the two west side parades in Crofton Park (opposite the Post office and opposite the library) are in poor repair • Can a provision be included to discourage betting shops? • The local parade in Brockley Rise does need help - moving that TFL bus drivers too would start improvement rolling as would a general greening, traffic calming etc • Honor Oak Park realm improvements should extend west to junction with Devonshire Road and East to Brockley Rise. This will help connect shopping areas and make the area safer for pedestrians and cyclists. Improvements should include an "all ways" crossing in station area and road width reduction. William Mitchell sculpture to be cleaned. • Do not agree with residential use in shop unit in exceptional circumstances as potential for this would be exploited • Even the Brockley Rise area around 70 		<p>development will be of a high design quality which will not adversely impact on the character of the frontage.</p> <ul style="list-style-type: none"> • Reference included to redevelopment of sites in inappropriate uses in the Honor Oak Road/ Brockley Rise Local Neighbourhood and support for mixed use development with active frontages
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	<p>Brockley Rise, London SE23 1LN could do with invigorating investment and extra shops</p> <ul style="list-style-type: none"> • The criteria given to potential new business owners shouldn't be so harsh so as not to discourage them. • Stanstead Road parade is in particular need of help. • Hard to see how the proposed development will have any effect on this matter. • These must be sustainable to meet the needs of all people. • Change of use into bars should be encouraged, in particular in relation to the main Honor Oak shopping parade, where there are notably no bars. If rectified, this would create more buzz in the area and attract more people from surrounding areas, in particular younger people. The current make up of shops and units in the area are geared towards older residents with families - there is a distinct lack of offerings for younger people and residents without children. • The local shop parade on Brockley Rise close to Stillness School is not attractive and it would be great if it could be improved and be designated as a local neighbouring centre and 		
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	<p>include shops like a butcher, a bakery, an organic grocery to encourage food shopping locally.</p> <ul style="list-style-type: none">• independent shops/retail units sometimes need more space and are held back if they are in smaller units. But I agree with the sentiment• Some parades do not have the footfall for existing shops. These should in preference be developed for small business usage• Work with TfL to address the bus turning/terminal on Brockley Rise. The narrowness of the road and stopping busses worsening the air quality also		
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<p>NC3 Brockley Rise/ Stanstead Road local improvement area</p>	<ul style="list-style-type: none"> • “Not sure what ‘meanwhile use’ means.” • “I am not sure how you would be able to enforce this.” • “Include shops on Stanstead Road from Sharrons [?] -Brockley Rise.” • “All the Stanstead Road shops need mentioning especially those near the post office which is an important facility.” • Include the fourth paragraph used in NC2 (development proposals should be of a high quality design and improve the appearance of the shop parade etc.)" 	<ul style="list-style-type: none"> • It is considered that in combination with other policies, policy NE3 will assist in the regeneration of Brockley Rise/ Stanstead Road • Meanwhile uses are demonstrated to provide a proactive mechanism for promoting regeneration and area improvement through the temporary use of vacant commercial premises 	<ul style="list-style-type: none"> • Clarification of meanwhile uses provided • Reference to high quality design and improvements to appearance of Local Improvement Area
<p>GS1 Protecting green space</p>	<ul style="list-style-type: none"> • Issues relate to protecting the entire railway corridor from any development • Other issues are more management issues, like problems with tree roots etc. • I’m not familiar with Ewart Road green space + Dalmain Wildlife Garden- will have to explore! Any greening in my view is worthwhile. • Add HOP station green space to this. • The area next to Honor Oak Park station should be included. • Crucial to the area is protection green space. • Include the green corridor behind Buckthorne Road and the railway cutting. Vital nature 	<ul style="list-style-type: none"> • Existing green spaces and areas of importance for nature conservation are already designated and protected under existing Development Plan policies. The sites identified as Local Green Space under policy GS1 are not designated and are not protected under existing policies. • Land adjacent to Honor Oak Park station subject to existing SINC designation 	<ul style="list-style-type: none"> • Policy H2 and GS4 amended to provide stronger protection for railway corridor and sites of importance for nature conservation. • Site allocation SA2 land adjacent to Honor Oak Station deleted.

	<p>reserve. Ideally open it up to public access so we can all appreciate the green space and nature.</p> <ul style="list-style-type: none"> • Land adjacent to HOP station also green space and should be protected • The proposed area is green space and should be kept that way • The railway embankment from Forest Hill to New Cross Gate needs to be protected from development. • As a resident of Whatman Road, whilst I do not dispute the importance of the greenspace you have listed, I do not consider these to be my local green spaces. One Tree Hill, the allotments and green space next to Honor Oak Park station I do consider local green spaces of high importance and I would want to see these protected • including the RR track corridor as green space • Appropriate Native Trees. • 10% New trees every year where are they all going. SMART achievable targets. • Real concerns re cemetery paths and you route crosses old cemetery wall off makadum path. Bereavement Services raised issue with FOBLC" 	<ul style="list-style-type: none"> • Plan cannot include policies relating to open spaces outside the Neighbourhood Plan area 	
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	<ul style="list-style-type: none"> • I'm very concerned that the green corridor is not designated. • The possible development for housing adjacent to HOP station threatens the green corridor alongside the track from Forest Hill to New Cross • Increase street trees planting to 20% around main roads to try an offset poor air quality • The elephant in the room here is the Honor Oak green space that is its park, cemeteries, railway cuttings, nature reserves and One Tree Hill. Any plan that purports to protect neighbourhood green infrastructure that does not include these is not reflective of the Honor Oak neighbourhood, does not recognise its special character nor respect the people who live there. • There aren't any explicit mentions of protecting Hilly Fields, Camberwell Cemetery, One Tree Hill or the area around Honor Oak Park Station. Are we to assume that all areas marked in green on the map are protected? • HopCroft proposes building housing next to Honor Oak Park station - implying the protections in this ""Greening"" section are inadequate." 		
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	<ul style="list-style-type: none"> • One tree hill is a lovely green space to walk through Although could do with rejuvenating through better paths as they are cracked and uneven. I strongly agree with GS3 • Despite my wish to see increased housing development in the area, I would like to see existing green spaces protected. • As a resident of Honor Oak living just outside the HopCroft area (on Honor Oak Rise) and adjacent to One Tree Hill, I would be concerned to ensure that any proposals of this nature be properly consulted upon with those residents directly affected - a number of whom will not be able to be full members of the HopCroft forum. • embankment to west side Honor Oak .station must be protected and not allowed to be developed • Area of green space t west of HOP Stn to be retained as wild green space. Nature would be allowed to take it back at least to what it previously was • Extend the area to include all of HOP and Camberwell Cemeteries, Nunhead Cemetery OT Hill which are under threat from Southwark Council. 		
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	<ul style="list-style-type: none"> • To include Blyth Hill. The railway corridors. The private park at the back of Brockley View? Duncombe Hill/Camberwell Cemetery, Brockley Cemetery • the railway embankment corridor is a unique green space and source of biodiversity. Where possible – eg HOP station, it should be preserved and biodiversity increased 		
GS2 Greening the neighbourhood	<ul style="list-style-type: none"> • “Hilly fields and Blythe hill are hills and so very inaccessible for some. Can any more land be freed up for small children’s park? Lewisham Council’s service centre on Brockley Grove opposite the church? Can we use that space?” • Some pavements are very narrow and trees make it difficult for wheelchair users, buggies etc to get by. Need to only put trees in appropriate levels. • Also, where is funding coming from for this? We have been told by Lewisham that we have to pay for our own replacement trees (we are not in your designated area). If we have Lewisham pay for additional trees here, where is the funding coming from, what is no longer funded? • I would also say that if you are actually 	<ul style="list-style-type: none"> • New areas of Local Green Space designated to address issues of deficiencies in access to open space • Policy GS2 relates specifically to tree planting and landscaping in new developments • Reference to green walls and green roofs in policy BE1 • Reference to paving of gardens in policy HW1 	<ul style="list-style-type: none"> • Reference to increase in street tree planting by 10% per annum deleted from Policy GS2 and added to complementary actions to enable coordinated plan to be developed. Work with Brockley Tree Society team to develop guidance on appropriateness of certain trees on residential streets, especially those with narrow footpaths. • Cross reference to policies BE1 and HW1 included

	<p>committed to a green neighbourhood then you should probably be against putting flats on the land next to HOP which will have a huge impact on the green nature of HOP. Instead you should be looking to push Network Rail to reinstate this to natural habitat or if that is not possible, potentially think about other 'green' uses for this are</p> <ul style="list-style-type: none"> • “A ranger or tree officer should be involved to help upkeep the green.” • “Preserve and enhance green space around Honor Oak Park station.” • “Fill in for green space will help i.e. planting grass/ trees where footpaths are wide enough.” • “Green roofs, rain gardens, restrictions on area of new dev given over to hard, impermeable surfaces, green walls, ‘green’ site hoardings during development- ivy screens etc. Conduct a baseline biodiversity audit of green sites and identify improvements. CIL to fund these improvements” • “More trees on streets!” • “There are trees dying in Hengrave and Boverey Roads but they won’t be protected 		
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	<p>because the roads aren't HOPCROFT"</p> <ul style="list-style-type: none"> • "To include Boverey Road, Devonshire Road and Hengrave Road" • Policy GS2 If existing tree roots are causing damage to properties or their size excludes natural light then they must be dealt with. No tree, old or new, should have a preservation order on it. New trees should be carefully selected – slow growing and not liable to property damage • Discourage parking over gardens and driveways • Encourage green roofs • Encourage water recycling • Encourage urban growing of vegetables etc. • as above, land along railway station should be for biodiversity • Tree planting and maintenance could become community building exercises in each street. • I am certainly in favour of preserving existing green spaces and trees but do have some concerns that any planting of new trees in streets should be done very carefully taking account of the type of tree and it's eventual root structure. The last thing you need is to find that 20 years down the line, the very 		
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	<p>building design and environment policies that you set out earlier in the document are being undermined by the trees planted as a result of this policy...</p> <ul style="list-style-type: none"> • The greening of the South Circular corridor is particularly essential. The risks to health and the mortality rates are a scandal. Bottle necks such as the Stanstead Road bus lane approach is particularly worrying as cars/lorries sit idle spewing out fumes. More trees/screening from the public realm, parades and pavements. • Tree planting, which clearly carries no guarantees, will not compensate for the much larger loss of biodiversity and habitat. • It is because these are often excluded from the plans when it comes to the decision-making process. • Also add trees (e.g. cherry trees) on the curved stretch of Brockley Rise where there is Stillness School. Having cherry trees in bloom in Spring would make this a beautiful walk to school for the children and a pleasant road along which to walk. 		
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<p>GS3 Designation of local green chain walk</p>	<ul style="list-style-type: none"> • Just please make the link clean. I've lived here for 3 months and haven't understood yet where there's the entrance for the green chain. • Trick here is to integrate with existing Green Chain Walk. • Ask cemetery if they could open SE and SW gates to increase routes and usage of cemetery • Enjoyed walking 2/3rds of this during summer - got a bit lost in the cemetery but not a bad thing!" • Continuity of route important. • This to include Ladywell Fields • Excellent idea. I suggest an alternative one short could be included via Ewhurst Road to Brockley Jack. This will help elderly/weak walkers and link neighbourhood areas and shops at Ewhurst Road and Crofton Park. • Be good to see the Green Chain Walk and the "Three Peaks" properly waymarked • Is the proposal to have the Green Chain Walk go through the area of trees next to the railway line behind Buckthorne Road (not currently accessible)? This sounds like a very good idea in principal, but I would hope that 	<ul style="list-style-type: none"> • Support for Green Chain Walk and need for improved wayfinding and management noted 	<ul style="list-style-type: none"> • Reference to waymarking included in policy • Reference included to improved connections to the South East London Green Chain Walk. • Local Green Chain Walk changed to Three Peaks Green Walk to distinguish from designated South East London Green Chain
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	the route and access would respect the privacy and view of the residents of Buckthorne Road.		
HW1 Managing flood risk	<ul style="list-style-type: none"> • Largely overall support for this policy, with most comments being about strengthening the policy wording • One view about the irrelevance of the policy. • Help/ advice urgently needed for homeowners whose cellars have water ingress each time it rains (upwards through the cellar floor) • Flooding from water would most probably be from burst pipes so irrigation systems or storm drains would be a universal help. • Managing SUDS will help ie. preventing paving over front gardens important here. As is greed space to avoid runoff surface water, flooding. • The flood statement seems completely irrelevant given there is (almost?!) no flood risk zone within the neighbourhood plan area. Also, this is completely superfluous given local and national policy. • Paving over front gardens of existing properties required to have permeable surfaces. 	<ul style="list-style-type: none"> • Whilst the Neighbourhood Area is not at risk from river flooding, part of the area is at potential risk of flooding from surface water flooding as a result of heavy rainfall and/or blocked gullies. Risk from surface water flooding will worsen under predicted climate change conditions as the drainage system can only cater for relatively small storms. There is evidence of extensive surface water flooding, specifically around Stondon Park Junction with Brockley Rise. Concern has been expressed through consultation that recent developments have failed to sufficiently address these issues. • Policy HW1 makes general flood risk policy specific to this area • Policy refers to new development in the Neighbourhood Area not 	<ul style="list-style-type: none"> • Policy amended – paving over of front gardens with impermeable materials will be discouraged and will not be permitted where planning permission is required. • Include reference to managing existing flood risks in related actions.

	<ul style="list-style-type: none"> • I am in full support of the proposals for managing flood risk with respect to new developments. I'm a little surprised that there is no reference to the management of existing flood risks within the area. A case in point is the area around Blythe Hill Fields (e.g. Codrington Hill at the foot of the hill) where there is considerable runoff of rain water after periods of heavy rain. During cold winters this runoff can also freeze, making the whole area at the foot of the hill extremely dangerous. With the increasing likelihood of more severe weather conditions due to climate change, problems such as this will only get worse. • Similarly there is no reference to any initiatives to encourage people to return existing paved areas to a more suitable format. • Any neighbourhood plan for flood control really should take account of current problems. • Flood risk from runoff should be recognised in the Honor Oak Park station area and environs. New development should be discouraged where there is historic runoff 	<p>management of existing flood risks. This could be included as a related action.</p>	
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	<p>flooding issues including from Camberwell New Cemetery. Engagement with Southwark Council required to ensure that this is recognised in their development. Retention of trees should be included in affected areas, and the slopes adjoining them, as this mitigates this issue.</p> <ul style="list-style-type: none"> • Paving over gardens should not be ""discouraged"" in a concrete jungle like London - it should be banned. • And we need to see some minimum numbers for the tree planting. And not weasel words like ""where ever possible"" - the current proposals sound like a mere ""best efforts approach. • In terms of HOP station development, I have huge concerns about development leading to flooding of the station is this land is developed. • Also, when you say paving over of front gardens will be discouraged, is this something that can be mandated by law? " • Encourage the inclusion of rainwater gardens and plants that help reduce the risks of flooding • Front gardens should not be wholly paved 		
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	over but because of parking problems in the ward, paving should be allowed provided there is sufficient drainage		
HW2 Improving air quality	<ul style="list-style-type: none"> • Largely overall support for this policy, with most comments expressing a concern about air quality in the area. • Electric charging for existing residential properties needs including, not just for new developments" • The whole Brockley Corridor must be done, not just the Crofton Park station area. Air quality is bad and can only be improved by reducing traffic volume and speed - e.g. by reducing road width and putting in segregated cycle lanes • Improvements to air quality is vital. Far too much speeding goes on along this route. Drivers are ignoring the 20mph signs • Love the idea of green walls! • Needs measures to reduce private car usage. • Losing additional green space near HOP station is an issue. • Ban diesel! • Build a green wall at Beecroft Garden School. • EV support a good idea cycle routes and reallocation of road space could be 	<ul style="list-style-type: none"> • Support for stronger measures to improve air quality and links to other planning policies noted 	<ul style="list-style-type: none"> • Policy wording strengthened with cross reference to policies T1,T2,T3 and T4 • Include reference to measures to improve air quality on Stanstead Road • Include as action work with Lewisham Council on the extension of low emission zones, supporting the GLA consultation on this. • Lobby for charging points to be provided in suitable locations to serve existing development • Reference to need to mitigate against impacts of development on air quality included in policy E1

	<p>considered.</p> <ul style="list-style-type: none"> • Need to include data for railway corridor. • Too many cars double park outside Stillness School- sometimes triple park, often with engines running. Very very dangerous and poor air quality. Bring the parking warden in daily! • Definite need to encourage planning and investment in EV charging points • Air quality on the South Circular should be a national scandal. Measures to improve traffic flow especially making all bus lanes useable before 7am/after 7pm and plant trees if it passes close to schools, houses and shops. • The plan clearly shows the areas of heavy NO2 concentrations which will, as noted by me above, only increase during the construction, with more HGVs brought into the area, with engines additionally being run whilst stationary. • This is very true, but it must be the most important element of the whole plan and considered as the whole picture if all are to benefit all residents. • It would be great to also add electric vehicle charging points residential roads (e.g. 		
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	<p>brockley rise) so car users re encouraged to buy electric cars as they will have a convenient point where to recharge an electric car. I would switch to an electric car if there was a charging point on or close to the road or the area where I live.</p> <ul style="list-style-type: none"> • Seeing the council and Mayor's flagrant disregard for trees (e.g. Camberwell New Cemetery), we need get some concrete promises here." • Re improving air quality: Buses with cleaner technology; Extension of congestion zone charging to South Circular; Reducing speed limits! • I would suggest that your proposed housing development next to Honor Oak Park Station will undermine this hugely, as will your desire to 'intensify activity' at the Malham Rd industrial estate. The air quality in both these areas is terrible and focus should be on 'greening' these areas rather than further development. In particular, the Malham Rd industrial estate is right by Dalmain School which already has some of the poorest air quality in the country, further development here will make it even worse. 		
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	<ul style="list-style-type: none"> • Proposed housing at Honor Oak Park station will present traffic problems and damage air quality. • Wherever possible is not good enough - any new development must incorporate measures to improve air quality. There should be mandatory electric charging points. • I would like to see stronger wording on the requirement to incorporate measures to improve air quality in any development. • Report does not recognise that there is an Air Quality Management Area and this also includes Honor Oak Park going up the hill. Proposals to calm traffic, e.g. chicanes and speed cameras, should be considered, as should measures to keep traffic flowing smoothly, including removal of sleeping policemen and re-phasing of lights at junction Honor Oak Park/Stondon Park (prioritise all go out of Honor Oak Park west, then turn left filter to Stondon Park)." • Can we make Beecroft School a focus for air quality improvements. 		
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<p>T1 Enhancement of Brockley Corridor</p>	<ul style="list-style-type: none"> • Parking (residential) already severely affected in this area. Would be wholly against any further removal of parking spaces for E-charging residents can organise this themselves (I drive a zero emissions tiny car to be as eco responsible as possible)." • Planting of more trees in local area could cause problems with maintenance of trees also overshadowing roads making vision harder. More money would need to be invested for the protection of the trees. Trees could restrict space. Planting trees in residential areas could help. • Cyclists are important but so are pedestrians • Would ask for better cycle pathway designation at cycle/ pedestrian crossing near Sevenoaks Road. • Create a two way cycle path along the one way section of Brockley Rise between Stillness School and the main road. Used by many parents and children on bikes going the 'wrong' way- encourage more bikes and fewer cars for school runs." • I live on Firs Close and vehicles park far too close on Brockley Rise to the turning into Firs Close making it difficult and dangerous to 	<ul style="list-style-type: none"> • The majority of comments relate to transport interventions that need to be addressed by the highways authority in collaboration with TfL and transport operators. These are covered in related actions • A study has been undertaken by Lewisham Council to look at the transport issues on the Brockley Corridor and a number of potential projects have been identified. However, proposals for the Brockley Corridor remain at an early stage of development and given the importance of the Brockley Corridor to the Neighbourhood Area, Lewisham Council and Transport for London should work with the local community to develop a coordinated scheme which meets the vision and objectives set out in this Plan. • Proposals in Plan are not limited to Brockley Corridor. More 	<ul style="list-style-type: none"> • Policy T1 amended to provide greater clarity over requirements for new development on Brockley Corridor– 'New development on the Brockley corridor will be required to incorporate improvements to the streetscape and make an appropriate financial contribution to the implementation of improvements in accordance with Policy T1'.
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	<p>turn out of Firs Close onto Brockley Rise when I'm driving</p> <ul style="list-style-type: none"> • Support for station improvements seems to be missing. • Improving the 2nd dangerous junction should be a high priority • The proposals are too low res to view properly on screen. But currently the bus lane between Crofton Park and Brockley stations is not wide enough to accommodate a bus. This ridiculous state of affairs means it is quicker in the mornings to walk this stretch but given how bad the pollution on this stretch is this is not an acceptable alternative • Residential electric car charging needs to be included. • Improved cycle priority at HonorOakPark/B Rise junct and mini roundabout nr Budgens.V dangerous. Lewisham Cyclists can help with cyclists engagement" • I'm concerned about some of these proposals, insofar as previous attempts to control traffic along the corridor have resulted in increased traffic in side road and the creation of ""rat runs"". Subsequent attempts to reduce this increased traffic in 	<p>general proposals for pedestrians, cyclists and public transport contained in policies T2, T3 and T4.</p> <ul style="list-style-type: none"> • The policies relate directly to the development and use of land and the actions set out other ways to realise the overall neighbourhood strategy. 	
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	<p>side roads ended up in forcing traffic back onto the main roads in and around the corridor, and we're back to Square One.</p> <ul style="list-style-type: none"> • I'm not convinced that a plan looking purely at the Brockley corridor will ever be successful, as most of the traffic using the corridor originates from outside of the area. Whether we like it or not, the Brockley corridor represents the main link route from the New Cross area and the A2 and the South Circular Road. Unless the local councils involved can propose an alternative route to link these 2 areas (which is highly unlikely) I think that many of the proposals in this section will not be possible to be sensibly implemented: and if they are implemented without reference to these macro-issues, they will only make matters worse - as has happened in the past. • Sort out the road markings on the cycle crossing at Sevenoaks Road on the Brockley Corridor. Put segregated cycle lanes up the corridor • Improvement of cycle links would be great - at the moment for example it is almost safe or my child to cycle quite a long way to his 		
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	<p>local friends' houses, except for a few small sections of the routes where it is almost impossible.</p> <ul style="list-style-type: none"> • As with a lot of this plan, this just focuses on things that will happen regardless of whether the neighbourhood area is constituted. The Brockley Corridor is already being developed by the council and any scope to enhance this within an area that is contiguous with the ward could be achieved by the ward assembly • Proposals to improve transport, even if achievable by a neighbourhood plan, would need to consider the wider area. There has been a huge increase in park and ride locally since the advent of the Overground. Enhanced local bus links to Honor Oak from Catford and East Dulwich would assist with this. An extension of the 63 bus route, if using green vehicles, would be ideal if done in conjunction with streetscape improvements already mentioned, e.g. removal of sleeping policemen to prevent damage to houses." • Deeply concerned at the concept of "reducing traffic speed." Lewisham council's 20mph zone is counterproductive for the environment (cars on the road for longer) and 		
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	<p>for safety (divergent driving styles on the same road). We should restore sane 30mph limits, not talk about further impeding traffic speed.</p> <ul style="list-style-type: none"> • Agreed with points on cycling • Side roads off Brockley Corridor need attention to stop cars parking on extreme corners (e.g. Barclays cashpoint users park on edge of Darfield Road) making it dangerous for pedestrians trying to navigate the road. Consider narrowing the end of these roads to stop cars being able to park there and make it easier to cross • More zebra crossings; Reduce speed limits! • This just doesn't seem very concrete so it's hard to know what you are really recommending. I think there needs to be consideration about better bus routes going through HOP. • I am strongly in favour of improvements that increase cycle safety on Brockley Rise, and would support design plans that aim to increase provision for cyclists and improve connections with nearby cycle-routes / routes toward central London. • Cinderella Line, bike lanes are all welcome 		
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	<p>but a greater emphasis MUST be put on support for the suburban lines to be turned over to Overground and TFL. Chris Grayling's decision before Christmas has been swept under the carpet meanwhile people continue to suffer the sub standard service and exorbitant fares from Southern, Southeastern and Thameslink. We need to lobby our MPs/councillors harder for this!</p> <ul style="list-style-type: none"> • We'd strongly recommend green infrastructure: quiet lanes for all pedestrians, and safe cycle routes and with easy access to all modes of transport." • There is very poor visibility for traffic coming out of the one way Brockley Rise road onto Stondon Park / Brockley Road (i.e. junction opposite Holmesley Road and Courtrai Road). Adding a mirror enabling traffic coming out of Brockley Rise to see oncoming traffic from Brockley Road AND adding appropriate road marking and signage to remind vehicles they are not allowed to park within 10 meters of this junction would help make it safer. Currently cars park very close to this junction and there is no visibility. • Adding a zebra crossing on Brockley Grove, 		
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	<p>close to Brockley Road would make it much safer for pedestrians to cross. Currently it is not very safe to cross, in particular as Brockley Grove quickly curves and there is no visibility of traffic coming from Brockley Grove. In addition, there can be a lot of traffic coming from the Brockley Road roundabout onto Brockley Grove so it is sometimes a long wait before being able to cross safely. I need to cross this road every day (often with a pram) to go shopping on Brockley Road, go to Crofton Park Station or the Crofton Park Library and having a zebra crossing would make it much safer to cross."</p> <ul style="list-style-type: none"> • I would be concerned if controlled parking were to be introduced to reduce the dominance of motor vehicles in all of the ward. Re: trees as per my comment under GS2. • Has anyone data been collected on how many people may use car clubs? If not many, why make provision for parking bays? • As far as I am aware most of this area falls within Lewisham's 20 MPH limits. I do not support further lowering and believe it is important to maintain arterial road 30MPH to 		
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	<p>clear traffic. Most road traffic changes are tampering and make traffic flow worse. The car and lorry is a fact of our lifestyle. Encouragement for more environmental vehicles should be enhanced</p> <ul style="list-style-type: none"> • Honor Oak Park outside railway station is a regular accident site and has heavy traffic. Care must be taken not to make it worse. • Suggest extending the P4 to Greenwich. Greenwich is not far but it is very hard to get to . it requires 2 busses. 		
T2 Pedestrians	<ul style="list-style-type: none"> • Safer pedestrian crossing on Brockley Grove where this intersects with Crofton Park Road/ Manwood Road. It is so dangerous here. Cars typically go over the speed limit. • Put speedbumps along Brockley Road! • Crossings and traffic calming on Honor Oak Park. • There is no need for extra pedestrian space- the pavements are not currently congested. • Point ii of T2 makes no sense • Cycling revision has to be segregated from traffic and pedestrians. Cycling provision has to be logical and linked up using Dutch planning and street layout as models • Shared space needs to be signed and cycling 	<ul style="list-style-type: none"> • Brockley Road, Brockley Rise and Stanstead Road have high levels of traffic and are perceived as dangerous for pedestrians and cyclists due to traffic speed. There is local support for general traffic speed reduction and local people also raised parking issues around Stillness Junior and Infants School and Beecroft School. • The Neighbourhood Plan seeks to address local issues relating to the safety and movement of pedestrians and to promote more sustainable modes of transport 	<ul style="list-style-type: none"> • Further clarification provided in policy that pavements will be widened in appropriate locations by setting development back

	<p>through cemetery is inappropriate and dangerous to ALL.</p> <ul style="list-style-type: none"> • NOT at the expense of pedestrians. NOT everyone can or should use a bike." • In particular with regard to pedestrians the freeholders of the shops (in particular the area opposite St Andrews church) are causing danger to the public • Certainly improve CP station building etc • Please see previous comments re. cycle links and green chain walk. • Walking and cycling routes need to be considered including the local green space in Honor Oak Park. Routes through Camberwell New Cemetery are not considered for example but enhancement of these would encourage these modes via routes between Honor Oak Park, Forest Hill Road in Honor Oak and Crofton Park shopping parade. • The route for the local green chain walk goes behind properties on the west side of Buckthorne Road that are not currently overlooked from the rear. This seems an unusual choice. • Please do not dig up perfectly good pavements as seems to be council policy in 	<ul style="list-style-type: none"> • The policies relate directly to the development and use of land and the actions set out other ways to realise the overall neighbourhood strategy. • Interventions need to be addressed by the highways authority in collaboration with TfL and in consultation with community. These are covered in related actions. 	
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	<p>many boroughs.</p> <ul style="list-style-type: none"> • Regarding pedestrians crossing, please see point 2 of my comments on page 9 (i.e suggestion to add a zebra crossing). • However traffic flow needs to be balanced with pedestrian crossings and pavement width. Parking must be maintained partly for local business but also residents • New pedestrian crossings should hopefully stop all speeding • Care should be taken to allow pedestrians and other users (eg around cafes) sufficient space 		
T3 Cyclists	<ul style="list-style-type: none"> • “Would be nice to see specifics here- particularly on improving the (quite extensive) existing routes.” • Look to install Bike hangers in residential areas with flats for cycle storage. Consider segregated cycle lane for Brockley Road • I am strongly in favour of improvements that increase cycle safety on Brockley Rise, and would support design plans that aim to increase provision for cyclists and improve connections with nearby cycle-routes / routes toward central London. • “Larger pavements would reduce space for 	<ul style="list-style-type: none"> • The Neighbourhood Plan seeks to address local issues relating to the safety and movement of pedestrians and to promote more sustainable modes of transport • The policies relate directly to the development and use of land and the actions set out other ways to realise the overall neighbourhood strategy. • Interventions need to be addressed by the highways authority in collaboration with Tf 	<ul style="list-style-type: none"> • Reference included in policy to requirement for wayfinding and provision of facilities for cyclists in new development

	<p>both cars and cycles. Cycles are a lot more preferable [?] in the situation.”</p> <ul style="list-style-type: none"> • “Anything that helps adult cyclists NOT to ride on the pavement is essential for safety of pedestrians. Especially older people.” • “Cycle routes should be off the main road.” • “Cyclists should stick to the road rule as pavements are not the place to ride. Bring in more penalties.” • “How to enforce 20mph speed limit? How to tackle dangerous driving?” • “More consideration of where cycling impacts on pedestrians eg. where routes cross pavements or go on pavements.” • “Greater definition of ‘appropriate’. Too many developments currently lack enough cycle parking.” • T3: With respect to cyclists my earlier comments apply. The only worthwhile improvement is physical separation of cyclists from motorised traffic. I should interested to hear the definition of "safe and well-defined cycle routes". • IF only adult cyclists didn’t ride on the pavement and followed the Highway Code • Generally in this area the roads are not that 	<p>and in consultation with community. These are covered in related actions.</p> <ul style="list-style-type: none"> • The policies relate directly to the development and use of land and the actions set out other ways to realise the overall neighbourhood strategy. • Interventions need to be addressed by the highways authority in collaboration with Tf and in consultation with community. These are covered in related actions. 	
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	<p>wide and through park and byways pedestrians must be protected from crazy cyclists</p> <ul style="list-style-type: none"> • accident blackspot at Honor Oak Park Station would be made worse in case of housing development on adjacent land. • There is actually no mention of cyclists in the paragraph headed "Provision for cyclists". What cyclists probably need most is separation from motorised traffic, by kerbs or other physical barriers. Traffic speed is not controlled (or, in my experience, affected by) by imposing a speed limit of 20MPH where there is little or no enforcement. Whilst I do not object to increasing pedestrian areas, this would seem to lead to the inevitable narrowing of the road, with a consequent increased threat to cyclists in the form of drivers being made impatient by the inability to safely pass cyclist. • I would recommend that cycle routes avoid Brockley rise, there are plenty of backstreets that can be used, far safer. • The provision of bicycle stands should be subject to consultation with residents who will be affected by the placement of the 		
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	bicycle stands and not make unilateral decisions which may have an adverse impact on the residents		
T4 Public transport	<ul style="list-style-type: none"> • Please work with other lead groups- railway group + A Cinderella Line. • Need also to address the frequency + capacity +reliability of rail services. • What powers do we have to do this? • Extension of 63 to the Chandos should be revisited. • Need more regular trains from Crofton Park (at least every 15 mins) and go all the way to St Pancras. • Southern and Thameslink need consulting to provide trains that reassemble some kind of service. Currenty HOP and Crofton Park services with southern/thamelink cant be relied upon and it is a disgrace. A direct bus to peckham rye/ east dulwich (that doesnt go around the houses) would help connect local areas • T4: Rail transport cannot significantly be improved - this can only be achieved by more efficient train operators • T4: Note side entrances to Crofton Park station also need beautifying as they are also 	<ul style="list-style-type: none"> • A number of issues relating to the quality of both train and bus travel and associated facilities which cannot be directly addressed by policies. • A significant number of comments relate to issues that can only be solved by the train company themselves. • The policies relate directly to the development and use of land and the actions set out other ways to realise the overall neighbourhood strategy. • Interventions need to be addressed by the highways authority in collaboration with Train companies, TfL and in consultation with the community. These are covered in related actions. • Need to work with other lead local organisations to drive these 	<ul style="list-style-type: none"> • Reference added to Brockley Corridor

	<p>entrances</p> <ul style="list-style-type: none"> the facilities as a whole are fine except some bus shelters are disappearing. Pavement width needs moderating to allow bus and large vehicle passage – more trains needed at crofton park station. Crofton park station disabled access, but can't board as dangerous gaps between train and platform Need car part at Honor Oak Park station to ease jams 	<p>issues such as improvements to the Cinderella line.</p>	
H1 Housing	<ul style="list-style-type: none"> I have had concerns re lack of adequate youngster supervision in CLA/LAC half-way residential households. 90% of the time fine but thrown bottles, violent arguments, loud music etc. “ Must encourage social and key worker housing Subject to improvement of associated infrastructure required to accommodate the increased population eg:. transport, schooling.” What does affordable actually mean? Parking! What does provision for education mean? Brownfield sides. 	<ul style="list-style-type: none"> General support for Policy H1 Policies in the Neighbourhood Plan seek to ensure the scale and type of development in the Honor Pak Park and Crofton Park Neighbourhood Area will respect the surrounding residential character and provide quality living environments supported by a network of local services and facilities. There is a need for housing in the area and given the lack of larger sites, the Plan seeks to ensure 	<ul style="list-style-type: none"> Clarification of policy H1 Addition of new Policy H2 relating to Windfall Sites. The development of sites which are not allocated for housing will be supported where the proposals satisfy the criteria set out in Policy H1 and provided that the proposed development is in accordance with other policies in the Neighbourhood Plan including protection of

	<ul style="list-style-type: none"> • Be careful to what you take away as it cannot be brought back. • How will you control developers once they purchase the land? Please consider replacing the current sites with MOT garage opposite The Chandos” • Encouragement of housing over shops or commercial premises should be included here as well as looking at entirely new build. • Only council housing should be built and not on green space. • Improved transport from HOP station to meet with this • Better transport for HOP station” • H1 is essentially pointless because it more or less replicates policy from elsewhere • Will this development actually benefit local people? • Fewer flats and single occupant residences. • I strongly object to any building on green corridor land. • There should only be social housing built here-if that's not possible, it's not worth losing the important green space in this area • I would like local residents to have more say in planning decisions 	<p>best use is made of available land to deliver a range of homes whilst ensuring that this does not conflict with other policies in the Plan.</p> <ul style="list-style-type: none"> • The Local Plan policies relating to housing are very broad and do not reflect local characteristics. The policy does not duplicate but complement existing policies. • The provision of affordable housing will be required to be in line with the 50% target set in the Development Plan • The policy requires Provision of a range of different sized units, including family housing (3+ bedrooms) • The use of space above shops for residential; is encouraged • Developers will be required to make contributions towards necessary social infrastructure including education, health and community facilities to meet needs arising from development. 	<p>green space and sites of nature conservation importance</p> <ul style="list-style-type: none"> • Policy H4 strengthened with designation of green corridor adjacent to railway as a Nature Improvement Area
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	<ul style="list-style-type: none"> • The area is designated as low development by the council for good reason. The existing green space should be preserved especially where SINC areas are involved. A local plan should re-inforce these points not work against them. • The character of the local area in Honor Oak is green. Housing on sections of the primary green space, i.e. Honor Oak Park, is completely inappropriate and works against a number of policies within this plan as well as Lewisham Council and London plan policy • H1 In shops also needed • I and ii affordable housing and shared ownership are way too expensive for salaries in this area. Council/housing association housing needs to be assigned as part of the mix • empty properties should be made available to rent. Eg 4 ackroyd road; many flats over shops empty and unused. • A key issue for residents of the area who are in private rented accommodation is availability of new and affordable homes for purchase. • 	<ul style="list-style-type: none"> • One of the Plan's recommendations is to encourage developers to form a consultation group with local residents and groups to discuss the implementation of larger developments between planning approval and completion. 	
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<p>SA1 Land at Whitbread Road</p>	<ul style="list-style-type: none"> • Mixed views about the site, with approximately half in favour of development and half in favour of leaving it as it is. # • New flats on Whitbread Road will seriously impact existing residents of Whitbread and Comerford road due to reduced parking, increased congestion and reduced natural light to adjacent properties. • SA1 - does not appear to involve the use of what is currently green space and I have no objection. • High design quality is less important to me than safe design and decent proportions/ size. ie. value for money. • From the presentation it is clear you don't have an actual clear view of the area. • This would be bad for children taking the green areas and taking the much needed garages area. • Safeguard play area for children. • Please consider developing this green space for play/ green area not housing. 1. Loss of light for nearby residents. 2. Increased noise and traffic. 3. Huge pressure on car parking- parking already a big problem. 4. I do not believe this is a suitable site for additional 	<ul style="list-style-type: none"> • There is a need for housing and a limited number of sites available for development. Delivering housing in the area is important to the overall success of the plan. • Proposals for affordable housing and community led/ self-build housing and the establishment of a Community Land Trust. • The site is owned by Lewisham Council and it is recommended that the Neighbourhood Forum will explore with Lewisham Council the local community and other organisations such as RUSS the opportunity for community led/ self-build housing 	<ul style="list-style-type: none"> • Policy amended- Proposals will be developed in consultation with local residents and it will be necessary to demonstrate that the proposed development will not have an adverse impact on existing residential amenity and parking or open space provision.
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	<p>housing.”</p> <ul style="list-style-type: none"> • Self-build should always be encouraged on small sites like this. • Concerned about impact on local parking- new site should include parking. • I don't understand why the forum is suggesting areas for building rather than protecting the ward • I am confused as to why this forum is promoting home building when the area is already very full and these homes would be unaffordable 		
SA2 Land adjacent to Honor Oak Station	<ul style="list-style-type: none"> • While some responses were in favour, there was a majority objection to this allocation. • SA2 - Land adjacent to Honor Oak Station. The proposed development here will be on land that is part of the Honor Oak Nature Corridor. It is an area rich in biodiversity and is an important link in the green corridor including One Tree Hill nature reserve and Camberwell New Cemetery. Instead of housing, I would like to see new trees planted here, and the area managed for future generations as part of a local nature reserve. • SA2 I do not object to social housing (indeed I 	<ul style="list-style-type: none"> • It is recognised that there is significant local concern about the allocation of Site SA2 for housing and the impact on protection of the SINC. 	<ul style="list-style-type: none"> • Site SA2 deleted • New policy H2 relating to Windfall Sites. The development of sites which are not allocated for housing will be supported where the proposals satisfy the criteria set out in Policy H1 and provided that the proposed development is in accordance with other policies in the Neighbourhood Plan

	<p>deplore the erosion of council housing stock) but I feel that this should not be on green land. No mention is made of where replacement green "infrastructure" (what exactly is that??!!) will be produced. If you build on a green area, how can this area be fully replaced? The designs shown at the start of this consultation clearly do not show any green walls or roofs and effectively completely negates the concept of similar house design proposed earlier; although the principle is to be admired. One can only cynically assume the housing mix results from council requirements. Ideally, if the proposal succeeds, it would be 100% social housing.</p> <ul style="list-style-type: none"> • Land adjacent to Honor Oak Station should not be developed • It would be impossible to mitigate any impact on biodiversity as the proposal is far too close to the site in question. • "SA2 and adjacent to Honor Oak Station should not be built on. Green space is rarely recovered once its use has been changed; it is often lost forever. • I would prefer if the land adjacent to Honor Oak Station was kept free of housing and 		<p>including protection of green space and sites of nature conservation importance</p>
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	<p>transformed in a public green space with a path leading to the Honor Oak Park playground and playing field and the cemetery. This path would avoid having to access the playground and field using the busy honour oak park road after the station.</p> <ul style="list-style-type: none"> • I don't agree with SA2 statement as any additional development in this area will destroy the green character of HOP. That one of the very few areas left that provide the required green space and will make the high-levels both of vehicle and human footfall congestion not only near HOP station but the length of HOP from the top of the hill down to stansted road/junction. • "This is a green space and should be left as such." • "Green space is more important. No school spaces available." • SA2 As this land is on the ward boundary , discussions would be required with Southwark regarding any adverse impact of any building development on community facilities and parking • "Any development should be opposed for impinging on green space." 		
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	<ul style="list-style-type: none"> • “Green aspects- living walls etc- should be required in the plans for any development.” • “Concerns re traffic/ environmental impact.” • “I would prefer the whole area beside the railway to be designated as a green area with no housing.” • “[Logistical issues] -transport access, debris falling to station etc.” • “This is a green space and the land next to the cemetery is to be kept for nature. There are newts and hedgehogs there.” • “Keep the green corridor from Forest Hill to New Cross- the area is densely populated- enough already!” • “This green space is just not appropriate for building and would deplete the area’s biodiversity” • “Housing should not be built on this valued green space and it’s impact on wildlife, One Tree Hill and St. Augustine’s” • Absolutely not. This area should be part of the green corridor and ought to be taken back by nature • This area should be included as part of the green corridor not being suggested to be built on 		
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	<ul style="list-style-type: none"> • It would be better to have a parking area – would then stop such bad parking in the local area • Presumably this is North of HOP station. It is not in Lewisham. However, should be of 2 storeys/ max 3 as it is on high ground would enclose the station and shadow Grierson Road. • Development at this site will contravene T4, T3, GS1, GS2, HW2 and BE3 policies in this document. Land is insufficient for any significant housing numbers, except at high density. It will damage a green resource and an important historic landmark. It will be dangerous for cyclists and add to bad traffic and hence poor air quality. • The area next to HOP station is valued green space and we should protect it- not build on it • I strongly feel the land next to Honor Oak Park should not be built on. It's valued green space" • Keep the land adjacent to HOP station as is. • I don't support the proposal to develop land alongside HOP station. It forms part of the green corridor liking recognised and important wildlife habitats. It is an 		
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	<p>opportunistic and unsustainable proposal.</p> <ul style="list-style-type: none"> • I have concerns about the impact of development on land by Honor Oak Station on the green corridor alongside the railway, also about any encroachment on the green space and historic cemetery it would border • What happens if owner is unable to sell and can't maintain building • I have serious concerns about using the land adjacent to Honor Oak station for residential development purposes. Wildlife in the area needs to be protected. • I foresee many logistical problems with housing over HOP station. Also views spoiled from Greirson Road!! • The land adjacent to Honor Oak Station SA2 is subject to major subsidence. In 1952 the railway line was blocked for a long time and the then Camberwell DC had to pay BR compensation. Network Rail has only recently re-landscaped the area after further subsidence. This is the most inappropriate place to build homes. • I have housing serious development by Honor Oak Park Station and Camberwell New Cemetery. It is a registered Site of Importance 		
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	<p>for Nature Conservation and of great importance to local wildlife and nature corridor connecting local nature reserves and green areas.</p> <ul style="list-style-type: none"> • The whole side of the bank used to be covered in trees and area of great natural beauty. The station and its natural surrounding was one of the reasons we moved to the area. It was Network Rail who cleared the area and the reason it isn't as good quality as it should be is because Network Rail didn't return it to its best state for nature conservation. They should now do that rather than profiteering from their own mismanagement of a Nature Conservation site. • Disagree with site allocation at Honor Oak Park station in existing Nature Conservation Area-move development to existing Brownfield development site. Concerns over increased traffic, lack of parking, impact on neighbouring green spaces, none. • The Save Southwark Woods campaign is committed to preserving all the open nature space in and around the Camberwell Cemeteries. Honor Oak Park is in Lewisham but is adjacent to Camberwell New Cemetery. 		
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	<p>in Southwark."</p> <ul style="list-style-type: none"> • The land adjoining Honor Oak Park station is an arrival feature at what is probably the principal gateway in Crofton Park Ward. Any development would have a damaging impact on the key defining feature of the area - green space and view of the green slopes of One Tree Hill. • A local plan, which should be sensitive to the reason why people live in an area, should not be courting development on an areas key green area. Network Rail have no plans for housing there and it is disingenuous to suggest so. • No mitigation measures through policy will change the fact that development on a key nature corridor, recognised of borough level importance, will diminish the number of species sustainable in the local ecosystem (due to species-area relationship). Indeed, this is even more of an issue due to the contiguous green space that exists including meadow and nature reserve on One Tree hill." • STRONGLY disapprove SA2 - the site proposed for development next to Honor Oak Park 		
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	<p>Station</p> <ul style="list-style-type: none"> • My concerns: Destruction, rather than protection, of a designated Site of Importance for Nature Conservation; Loss of the characteristic green outlook from Honor Oak Park station to One Tree Hill. This is an undeveloped hillside area, rare in London, and precious to those who live in Honor Oak. • Impact on traffic and safety - the access road will join a busy road immediately after a bend at the bottom of a hill. • Local schools - the only school nearby is a Catholic school and only 1 in 12 people are Catholic • All residents west of the station (the closest residents to the housing development) will be unable to express their concerns in the binding referendum. This is a disturbing choice by HopCroft forum, which is largely unknown in the area, and which to my knowledge has not used leaflets or posters in Honor Oak to draw attention to this plan and the consultation. • If the choice of site is not reconsidered before the referendum, I will organise a local media, leafletting and poster campaign throughout 		
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	<p>SE23, specifically pointing out the issues with the referendum area and the choice of site on its boundary.</p> <ul style="list-style-type: none"> • I strongly urge you to reconsider this site for the proposed housing plan." • I strongly disagree to this development. I moved here because of the sense of arriving to a greener place. The one tree hill area/ land next to station provides a break from the intensity of the city. It is pretty view from Honor Oak Peak leading to the station and it will impact and ruin this entirely • I am thoroughly against the proposal of encouraging development on the site of nature conservation interest next to HOP station for two reasons. • This would completely destroy a core part of the HOP neighbourhood - a wonderful vista and a sense of green space. We are already losing significant natural habitat through Southwark Council's ludicrous decision re Camberwell New Cemetery, and this would fundamentally change the nature of our wonderful neighbourhood. I have to be honest I am really surprised that any neighbourhood group that represented HOP 		
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	<p>would even consider this. We need more green space, not less, and this forum should be pushing for Network Rail/SOuthwark Council to return this in some way to natural/green space. There are so many better things we can do with this land to ensure it is an asset to the community rather than more flats.</p> <ul style="list-style-type: none"> • Secondly, if you are pushing for this to be family housing I would like to understand exactly how the issue with local school places will be addressed. These flats would be in the HOP primary school blackspot in that they are not close enough to local schools (Fairlawn, Stillness, Dalmain, Beecroft) to get a reception age child into a school. For 2016 intake, children who lived here would have only been able to get a school place at Francesca Cabrini, St Georges in Forest Hill (ditto above PLUS a train ride away) or Prendergast Ladywell Fields (which is a lovely school but there is no direct public transport from HOP to this school and I wish any parent luck walking that distance with a 4 year old). Additional housing right here would also mean that existing houses would have even 		
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	<p>less chance of getting into Stillness School. The school places in HOP are not enough as is, so this needs to be fixed before new housing is encouraged - and although you say contribute towards provision for necessary social infrastructure including education you need to be much clearer about what this actually means. There is physically no space for existing schools to expand so I am not sure what any 'contribution' would take the form of.</p> <ul style="list-style-type: none"> • Building houses on the site next to HOP station should not be allowed. We should be protecting our green spaces not destroying them. • I am against the development of the land adjacent to Honor Oak Park station as this is a green space and should be improved by planting of trees and shrubs not made into housing. Housing will bring more congestion and pollution. • Re proposed plans near HO station. This would encroach on the valuable seamless green pathway towards one tree hill, which is used widely by locals and visitors alike. Open space in this area is limited and I fear for the 		
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	<p>impact on the play ground, cemetery and allotments nearby. due to the increase in car pollution and residential footfall.</p> <ul style="list-style-type: none"> • Land adjacent to Honor Oak Station - Green spaces should remain and not be tampered with, especially if they are, or were Sites of Nature Conservation Interest. The natural habitat of wildlife and nature has already been greatly reduced forcing them to enter into built up areas where they are mostly considered a pest or nuisance with people looking for ways to get rid of the nuisance and ridding them from the locale, and not at the cause for it. Their environment (green spaces) should be protected, as this is what makes Honor Oak Park and its surrounding areas a very attractive and pleasant place to live. New living accommodation and workspaces should be built upon empty/abandoned deadspaces in and around existing residential areas • I would want to protect land adjacent to HOP station as the access is problematic and alleviates that sense of overwhelming density of development in area • I strongly disagree with the proposal to build 		
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	<p>housing next to Honor Oak Park Station. This land is already the subject of controversial proposals by Southwark Council (who I believe own it so I don't see how it could be used in any event for Lewisham housing targets). This is part of a green area that is already under threat due to development of Camberwell New Cemetery. It should be retained as a wild spot rather than built over.</p> <ul style="list-style-type: none"> • The land adjacent to Honor Oak Park Station is not, in my view, suitable for housing development. It should be developed as a green space, providing a continuous link with One Tree Hill and the cemetery. Tree planting would be particularly desirable • I strongly oppose the invitation to develop the land next to HOP station. By including it in the plan you invite development of this valuable green space. It seems to go against the spirit of the rest of the plan 		
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A3 Newsletters

Participate Your Neighbourhood, Your Ideas, Make it Your Plan

Your Neighbourhood Plan

The Background

In July 2014, the Crofton Park and Home Dock Park Neighbourhood Forum (HNF) was established and is now working together to create a Neighbourhood Plan for the designated area. The Forum, under the Localism Act 2011, has the power to create a Local Plan. This means that all of our local area should change and develop over time.

The purpose of the Forum is to provide an opportunity for the local, economic and environmental well-being of the Crofton Park & Home Dock Park Neighbourhood. We will be working with you to develop a Local Plan with policies that will make a real difference to our local community.

Future Events

From activity days we will be holding a series of events which will allow us to:

- Come together in planning, designing and creating the future of our Neighbourhood

Join us for the Forum Annual General Meeting on the 28th of January, 2015 at 7pm, Crofton Park Library.

We would like you to participate. Look out for the opportunity to participate in the annual meeting, join events and discuss. We will give:

- Neighbourhood Officers' Wards
- Training Materials
- Awarding Local Initiatives
- Co-Design Workshops
- Themed Tea Lads

If you have any other ideas or interests that would make a difference, let us know!

Contact Us

We'd like to hear your ideas, whether they be about the Plan, or how we can engage better with you. Get added to our mailing list and we'll update you on events and progress.

Email: hncroftonforum@gmail.com

Twitter: [@HopCrofton](https://twitter.com/HopCrofton)

Facebook: [HopCroftonForum](https://www.facebook.com/HopCroftonForum)

Web: <http://www.hopcroftonforum.org.uk>

DECEMBER 8 2014 NEWSLETTER

Our Neighbourhood is Changing! Your Ideas Count

Neighbourhood Planning is improving local areas across the UK. The 'HopCroft' neighbourhood forum invites everyone to contribute their ideas to how we improve ours.

FOR FURTHER DETAILS VISIT US

Drop in to Crofton Park Library 29 May – 6 June. See what we are doing & have your say!

Web: croftonparkneighbourhoodspace.org.uk

T: @HopCroftForum

E: HopCroftForum@gmail.com

ONE OF THE POSTERS ON DISPLAY LETTING RESIDENTS KNOW ABOUT OUR DATA GATHERING STAGE OF THE PLAN.

Put Your Views And Ideas on the Map

How To Get Involved

The people who live, work, go to school or visit the designated area, are able to contribute ideas to the Plan at any time.

If you would like more information or become a Neighbourhood Forum Officer or want to be part of the Planning Committee, do send us for an application form and more information.

How To Stay

The Forum wants to hear from you. On the 2nd of November we launched the preparation work for the Neighbourhood Plan. Our plan shows where mapped and discussed with local residents, workers and visitors of the area. You can contribute your own ideas and ideas in a number of ways:

- Visit Crofton Park Library and add your ideas to the map. Tell us what you like, dislike and what you would like to see changed in the area.
- Send us your views by email.
- Follow us on Facebook and tell us what you think.
- Come to an event. We will provide a map to view.
- All in our simple survey and return to the Library or just to any local shop, or call 0113 271 1111.

MAP THE NEIGHBOURHOOD

What is good about the area?

What is bad about the area?

What needs to change?

NEIGHBOURHOOD SURVEY

NEIGHBOURHOOD SURVEY	THANK YOU
Add a number to each of the boxes, with no more than 1 being the most important issue in the neighbourhood.	
Air Quality	
Road Safety	
Open Space Quality	
Culture Events/Things to do	
Transport (Bus, Rail, Tube, Road)	
Fly Tipping	
Urban Design and Layout Issues	
Built Heritage	
History	
Community Services Health, Education, Other	
Other, please specify	

Local Poetry Competition

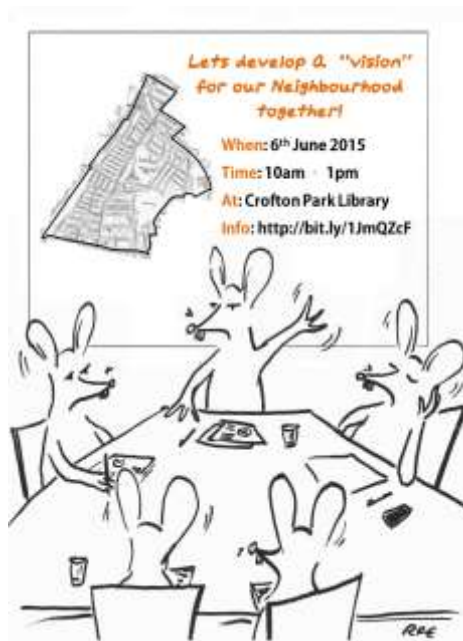
Poem, limerick, rhyme or sonnet
Enter the comp and write one on it
Make it funny, serious, sad or motley
Send in your odes that sum up Brockley

More info: <http://bit.ly/1DP27V> | Email entries to hncroftonforum@gmail.com

LOCAL POETRY COMPETITION FLYER



BROCKLEY MAX FESTIVAL SPRING ENGAGEMENT EVENTS ROADSHOW.



NEIGHBOURHOOD VISION WORKSHOP INVITATION



DRAFT PLAN LAUNCH EVENT FLYER GOING TO EVERY HOUSEHOLD.



Consultation Day flyer and poster, distributed around the area, including



Last Chance!

Consultation on the draft resident-led Neighbourhood Plan

(Clifton Park & Horner Oak Park)

Your opportunity to shape the planning policies that will influence planning applications for developments & environmental changes in your neighbourhood

Saturday 14th January 2017

11 am – 3.30 pm

At the **Clifton Road Club House**, 44 Westlake Road, B33 1NR (adjacent Clifton Primary School)

11am-11.30am Join consultation about the Plan by our Planning Committee (Open Consulting Group). An opportunity to ask our planner questions.

11.30am – 3.30pm Drop-in sessions to find out more & complete a feedback survey to tell us if you agree with the proposals. We will use your feedback to create the final plan, ready for formal submission.

Online Survey - Deadline 31st Jan 2017

Not able to join, or prefer to complete online feedback survey?

Please Email:

Online Form: <http://bit.ly/lythamCredSurvey>

Online Form: <http://bit.ly/lythamCredSurvey> (access by email)

All completed consultation surveys will be entered into a prize draw!

Contact us with any questions. Email: lythamCredSurvey@gmail.com
Twitter: @lythamCredSurvey / Web: <http://bit.ly/lythamCredSurvey>

A4 Consultation on the Draft Plan – Summary Outcomes

A1.1 Summary of Response Outcomes

A1.1.1 Online Stickyworld Responses

Policies

		Count from Stickyworld Submissions						%			
Slide	Question	Total Respondants	Full Support	General Agreement	Serious Concerns	Total Anonymous	No of Commens	Full Support	General Agreement	Serious Concerns	No of Commens
1	G1	122	78	20	24	57	19	64%	16%	20%	16%
1	DG	48	23	14	11	18	21	48%	29%	23%	44%
2	BE1	80	35	13	13	21	17	44%	16%	16%	21%
3	BE2-3	56	35	11	10	17	16	63%	20%	18%	29%
4	C1-2	53	34	11	8	16	14	64%	21%	15%	30%
5	EM1-2; SA3	59	27	12	9	4	10	46%	20%	15%	7%
6	GI1-GI3	56	34	8	14	20	21	61%	14%	25%	36%
7	HW1-HW2	57	41	9	7	22	17	72%	16%	12%	39%
8	NC1-NC3	53	36	12	5	19	14	68%	23%	9%	36%
9	T1	55	39	10	6	19	18	71%	18%	11%	35%
10	T2-T4	51	38	9	4	18	16	75%	18%	8%	35%
11	H1	57	20	4	33	20	33	35%	7%	58%	35%
12	Projects	59	n/a	n/a	n/a	21	28	n/a	n/a	n/a	36%

Projects

	Count	%
1 - Green Chain Walk	5	8%
2 - Railway Garden	0	0%
3 - Honor Oak Parade	12	20%
4 - Nature Reserve of Railway Corridor	13	22%
5 - Brockley Corridor	10	17%
6 - Brockley Green Pocket Park	6	10%
7 - Ewart Rd Green	1	2%
8 - Underutilised Spaces	0	0%
9 - Street Market	2	3%
10 - Gateways	4	7%

A1.1.2 Paper Responses

Policies

Question	Count - From Paper Submissions				%		
	Total Respondants	Full Support	General Agreement	Serious Concerns	Full Support	General Agreement	Serious Concerns
G1	8	3	3	2	38%	38%	25%
DG	8	4	2	2	50%	25%	25%
BE1	8	4	1	3	50%	13%	38%
BE2	8	4	1	3	50%	13%	38%
BE3	8	3	3	2	38%	38%	25%
C1	8	6	2	0	75%	25%	0%
C2	8	5	3	0	63%	38%	0%
EM1	8	7	1	0	88%	13%	0%
EM2	6	6	0	0	100%	0%	0%
SA3	7	6	0	1	86%	0%	14%
GI1	8	5	3	0	63%	38%	0%
GI2	8	5	3	0	63%	38%	0%
GI3	8	5	3	0	63%	38%	0%
HW1	7	6	1	0	86%	14%	0%
HW2	8	8	0	0	100%	0%	0%
NC1	9	6	3	0	67%	33%	0%
NC2	7	5	2	0	71%	29%	0%
NC3	8	8	0	0	100%	0%	0%
T1	9	2	4	0	22%	44%	0%
T2	9	6	2	0	67%	22%	0%
T3	9	7	1	0	78%	11%	0%
T4	9	6	1	0	67%	11%	0%
H1	9	5	2	0	56%	22%	0%
SA1	7	5	0	2	71%	0%	29%
SA2	7	1	2	4	14%	29%	57%

Projects

	Count	%
1 - Green Chain Walk	1	11%
2 - Railway Garden	3	33%
3 - Honor Oak Parade	2	22%
4 - Nature Reserve of Railway Corri	2	22%
5 - Brockley Corridor	0	0%
6 - Brockley Green Pocket P	0	0%
7 - Ewart Rd Green	0	0%
8 - Underutilised Spaces	0	0%
9 - Street Market	0	0%
10 - Gateways	1	11%

A1.2 Consultation Day Responses

Very low concern	Low concern	Medium concern	High concern
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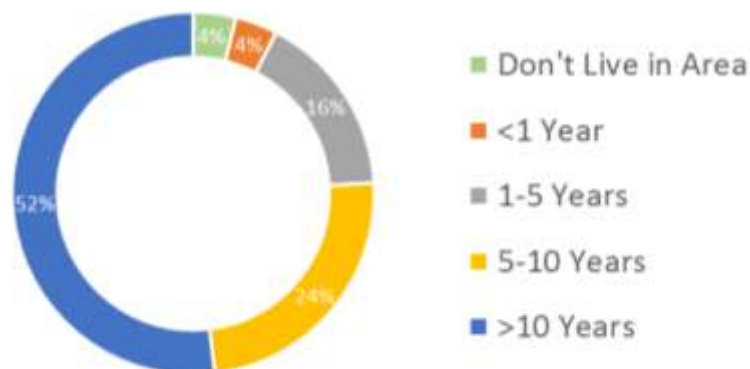
Policies	In Full Support	In General Support	Serious Concerns	TOTAL Responses
Policy G1- General	55	2	4	61
Design Guide	39	7	4	50
Policy BE1 - New Development	52	8	1	61
Policy BE2 - Extensions	47	7	4	58
Policy BE3 - ASLC	47	7	4	58
Policy C1 - Protect Facilities	54	7		61
Policy C2 - Redevelop	49	1	3	53
Policy E1 - Empl Sites	47	6		53
Policy E2 - Malham Rd	44	3	1	48
Policy GS1 - Protecting GS	54	3	4	61
Policy GS2 - Greening	56	5		61
Policy GS3 - Greenchain Walk	59	1		60
Policy HW1 - Flood Risk	54	1		55
Policy HW2 - Air Quality	53	6		59
Policy NC1 - Enhance N Centres	54	4		58
Policy NC2 - Enhance N Parades	51	6		57
Policy NC3 - Standstead Rd Improvement Area	51	4		55
Policy SA3 Beecroft Mews	45			45
Policy T1 - Brockley Corridor	53	5	1	59
Policy T2 - Pedestrians	56	2	1	59
Policy T3 - Cycling	52	5	2	59
Policy T4 - Public Transport	58	1		59
Policy H1 - Housing	45	8	4	57
SA1 - Whitbread Rd	42	3	4	49
SA2 - Honor Oak Station	39	4	12	55

A1.3 Summary of Participant Statistics

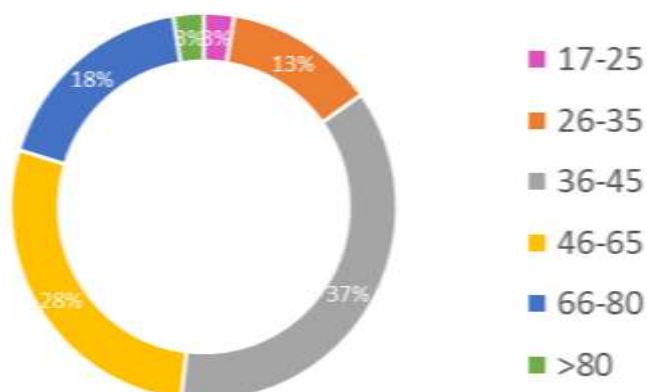
Not all participants completed an equal opportunities form. Based on the results submitted, the tables below summarise the information:

	Count	%
Total Respdants	79	
No of Males	33	42%
No of Females	46	58%
No of White	73	92%
No of Black British	4	5%

Length of Stay in Area



Age Range of Respondents



A2 Consulted Stakeholder Groups

Date Contacted	Organisation Name	Reason for Contact	Response
13-Oct 2016	GreenScene Team at Lewisham Council	Responsible for green spaces and conservation in the Borough	Responded
13-Oct 2016	Crofton Park Councillors	Councillor role in the Ward	Response only from Chair Cllr Pauline Morison.
13-Oct 2016	Ewart Road Tenants Association	A strong association, who is impacted by a couple of the policies	Did not respond as a group; some present at consultation event and responded individually
15-Oct 2016 Resent 29 Nov 2016	Network Rail	Landowner; impacted by some of the site proposals identified in the plan	No response
15-Oct 2016	Planning Policy Team Lewisham Council	Responsible for the Local Plan for the Borough	Responded
15-Oct 2016	Living Streets	A campaign group active in Lewisham for making better streets for walkers and cyclists	No response
15-Oct 2016	Friends Of Blythe Hill fields	Key community organisation in the area	Chair coordinating response and to get user group to attend on 14th Jan
15-Oct 2016	Crofton Park History Group	Key community organisation in the area	No collective response but members have responded individually
16-Oct 2016	Brockley Society	Key community organisation in the area; Focused on Brockley Conservation area outside the neighbourhood, but is active in the wider Brockley Area	No Response
14 Nov 2016 Resent 2 Jan 2017	Historic England	Statutory Consultee	Responded
14 Nov 2016 Resent 2 Jan 2017	Environment Agency	Statutory Consultee	no response resent to Charles as advised by Lewisham
14-Nov 2016	Natural England	Statutory Consultee	Responded
29-Nov 2016	AA Homes	Landowner; impacted by some of the site proposals identified in the plan	Responded
19-Jan 2016	Landowners of Kings College Grounds	Landowner; not directly affected by the plan but sent as a key stakeholder to the area.	No Response
11 Jan 2016	Dalmain School	Impacted by some of the site proposals identified in the plan	Responded
9 Jan 2017 – by letter	Beecroft Mews Landowner and Occupants	Landowner/Leaseholders impacted by some of the site proposals identified	One Response Received

		in the plan	
9 Jan 2017 – by letter	Maltham Road landowner and occupants	Landowner/Leaseholders impacted by some of the site proposals identified in the plan	No Response
2 Jan 2017	GLA	(Statutory) Stakeholder	Responded
9th Jan 2017	Friends of One Tree Hill	Key community organisation in adjacent area	Requested to meet; Met representatives from these organisations in February 2017; No collective response, but did feed in their responses individually, mainly concerned with the site allocation policy.
9th Jan 2017	Friends of the Camberwell Cemeteries	Key community organisation in adjacent area	
9th Jan 2017	Camberwell cemeteries working group	Key community organisation in adjacent area	
9th Jan 2017	Save Southwark Woods	Key community organisation in adjacent area	
9th Jan 2017	Garthone Road nature reserve	Key community organisation in the area	No Response
9th Jan 2017	Devonshire Road nature reserve	Key community organisation in adjacent area	No Response
20-Jan 2017	Southwark Council	Adjacent Local Authority sharing a boundary to one of the sites impacted by the plan.	Responded
Throughout Period	Residents	Residents	Using various channels to communicate to wider residents living within the boundary

TABLE 6: STAKEHOLDER LIST

