

Local Development Framework

Catford Town Centre Area Action Plan

The Preferred Options Report

July 2007



Important Information

Why has this report been prepared?

The Council is preparing a planning strategy for Catford Town Centre. The strategy will be called the Catford Town Centre Area Action Plan. It will guide where and how development should take place over the next 5-10 years and it will be used by the Council when making planning decisions about Catford Town Centre.

What does this report contain?

The Preferred Options Report contains the Council's preferred options (or approach) for the policies and proposals which are to be contained in the Area Action Plan. These are mainly grouped into themes (e.g. shopping, transport). The report also contains background and other relevant information which help understand and explain how the Council decided on the preferred options.

What work has previously been done?

An Issues and Options Report formed the basis of consultation in 2005. This report provided some preliminary issues, ideas and possible directions for the types of policies and proposals that could be contained in an Area Action Plan.

This work built on work undertaken on the Catford Design Framework and Development Strategy Project. This project was commissioned by the Council in 2003 to provide guidance on how a number of development opportunity sites in Catford Town Centre should be developed. Following changes to the planning system by the Government this project is now to be taken forward as part of the Catford Town Centre Area Action Plan.

Why does the preferred options report contain maps and diagrams?

Because a map/diagram can explain a lot of information briefly and in a visual form which is easy to understand, maps/diagrams are used throughout the Preferred Options Report.

Who can comment on the report?

Everyone can comment on the Preferred Options Report. Copies of the report can be:-

- viewed on the Council's website (www.lewisham.gov.uk);
- inspected at all borough libraries;
- inspected at the Planning Information Office, 5th Floor, Laurence House, Catford, SE64RU;
- obtained by contacting the Planning Policy Team on 020 8314 7400.

If you would like to speak to the Planning Policy Team about the report, you can telephone us on 020 8314 7400.

How and when should comments be submitted to the council?

If you would like to comment on the Preferred Options Report you can:-

- Send written comments to the Planning Policy Team, London Borough of Lewisham, 5th Floor, Laurence House, 1 Catford Road, Catford, SE64RU
- E-mail your comments to: planningpolicy@lewisham.gov.uk
- On-line at:- www.lewisham.gov.uk/environment/planning

In making comments, we need your feedback on what you think of the preferred options presented and what improvements be made.

The consultation period for the Preferred Options Report ends on 28th September 2007. It is important that you submit your comments by this date. This is to ensure the Council has plenty of time to consider what everyone has said and to move forward to the next stage.

What happens next?

Once the Council has reviewed what the community have said, it will consider what should be in the submission version of the Area Action Plan. This will then be submitted to the Secretary of State and be subject to an independent examination.

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1.0 Introduction

1.1 Background to the Area Action Plan

The Catford Town Centre Area Action Plan (AAP) will be the Council's planning strategy for Catford Town Centre. It will provide a comprehensive range of policies and proposals for improving Catford Town Centre and supporting its regeneration. The key aim of the AAP is to maximise and enhance the good things about Catford Town Centre whilst addressing the things which the community want to see changed or improved. The AAP is intended to stimulate development interest and will be used by the Council when making planning decisions. Appendix 1 provides an overview of the statutory context within which the AAP is being prepared.

1.2 The Preferred Options Report

This document is the Council's Preferred Options Report for the AAP. It follows on from the Issues and Options Report consulted on in 2005 from which a range of comments and submissions were received. These have been considered, along with National and regional planning policy and the evidence base in developing the options for Catford Town Centre and in determining the preferred options that are set out in this report.

The purpose of consulting on the preferred options is to gather input from the community and key stakeholders on the way in which the Council thinks Catford Town Centre should be planned and managed. This will then allow the Council to consider these views prior to finalising the AAP and submitting it to Government for independent examination (and eventually adoption).

1.3 Catford Town Centre in Context

Catford Town Centre is an important location in the London Borough of Lewisham in a number of ways, including its setting on the road, bus and rail networks, its role as the civic heart of the borough, its densely populated residential hinterland, as well as being the second largest town centre in the borough (see Figure 1). Appendix 3 provides a detailed overview of Catford Town Centre which has informed the preferred options.



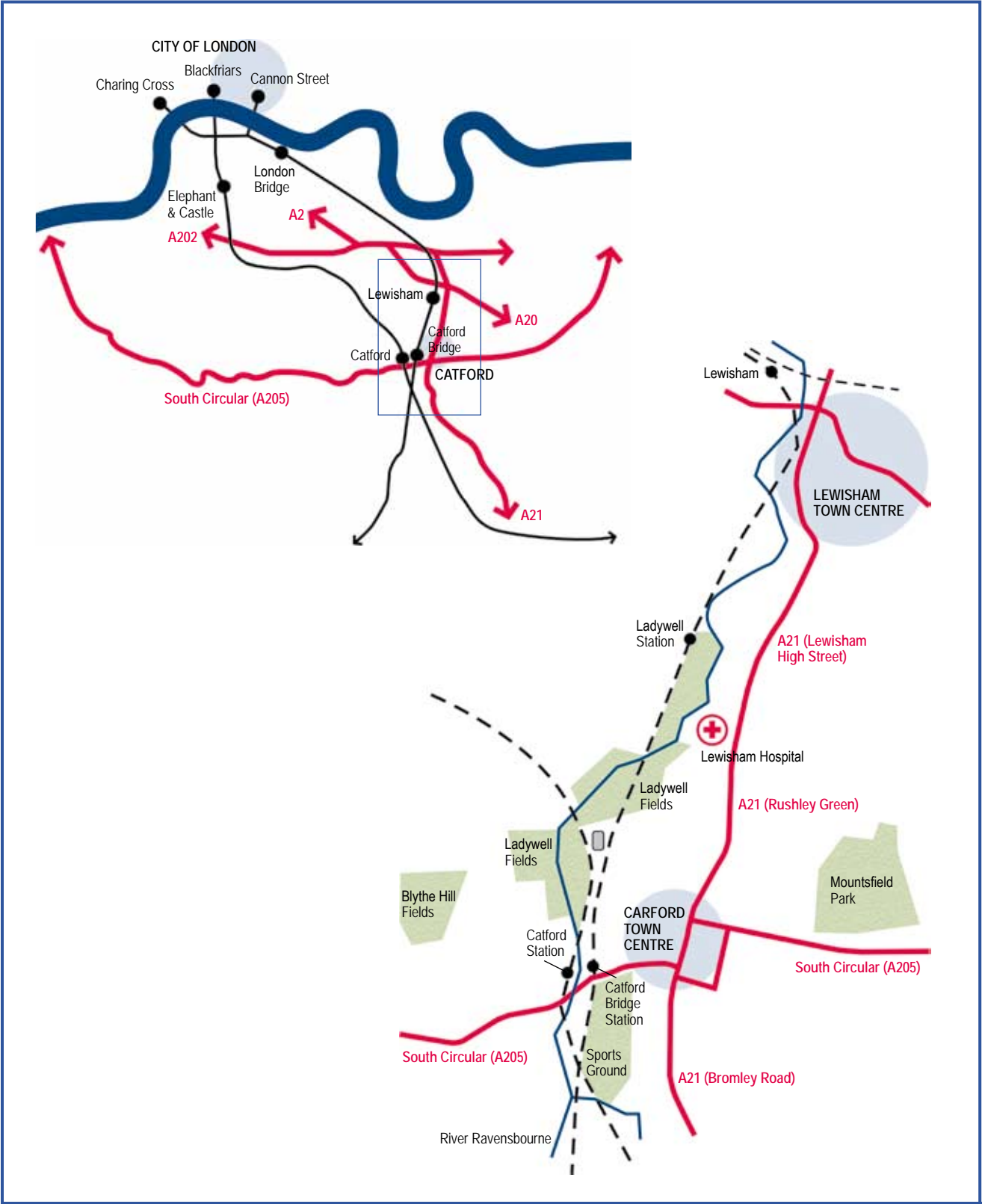


Figure 1 - Catford Town Centre in Context

2.0 Vision and Objectives

2.1 Lewisham Community Strategy

The Lewisham Strategic Partnership, which brings together representatives from the public, private, voluntary and community sectors, prepared and adopted the Lewisham Community Strategy (2003-2013). It is a ten-year strategy to promote the economic, social and environmental well-being of all those who live, work and study in the borough. The Community Strategy sets out the following shared vision for the borough:-

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

The AAP seeks to advance this vision through the policies and proposals it contains.

2.2 A Vision for Catford Town Centre and Key Objectives

The vision for Catford Town Centre is as follows:

Catford will be a lively, attractive town centre focussed around a high quality network of public spaces. It will have a well-designed shopping centre and leisure uses, provide homes for a large, diverse residential community and will be the home of Council services for the Borough.

A number of key objectives have been identified which seek to help achieve the vision:-

1. Catford Town Centre will offer a variety of shops and a thriving street market that caters for the basic needs of the local community (including a mix of convenience and comparison shopping), as well as a number of speciality shops that draw in visitors from further a field.
2. Catford Town Centre will have attracted a series of new developments that embrace the highest standards in architecture and urban design and raise the image and profile of the area; complemented by the retention of historic and high quality buildings.
3. Catford Town Centre will have a strengthened role as the civic centre of the borough, with a high concentration of Council services and employees providing a key anchor for the town centre economy.
4. Catford Town Centre will establish itself as a popular evening destination, building on the success of the Broadway Theatre and accommodating a range of cultural and leisure facilities that appeal to a wide variety of people.
5. Catford Town Centre will have raised its profile as a creative and vibrant place and will contain an attractive, safe and animated public realm, including new public spaces and the introduction of high quality design and public art.
6. Catford Town Centre will have increased its accessibility by the creation of safe and attractive pedestrian and cycle links and through improved interchange facilities and pedestrian links to and at bus stops and railway stations.
7. Catford Town Centre will benefit from safe and attractive pedestrian and cycle links to key destinations in the locality, including the open spaces at Ladywell Fields, Blythe Hills Fields and Mountsfield Park.



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

Catford will be a lively, attractive town centre focussed around a high quality network of public spaces.

It will have a well-designed shopping centre and leisure uses, provide homes for a large, diverse residential community and will be the home of Council services for the Borough.



3.0 The Spatial Development Strategy for Catford Town Centre

3.1 Land use and activities

There are four main elements driving the spatial development strategy for Catford Town Centre as follows:-

- Land use and activities;
- Creating new public spaces;
- Transport improvements; and
- Regeneration of key development sites.

An attractive town centre needs a diverse range of activity throughout the day and the night. Catford already has diversity in its town centre. In addition to shopping, the centre offers the popular Broadway Theatre, Catford Library and the Mecca Bingo Hall. New development can also extend the night time economy with more cafes and restaurants.

There is a demand for good shopping in Catford and this has been proven by the public consultation. For many people this is still the primary reason to visit the town centre. Good retailers will be attracted to Catford when the retail accommodation reflects modern standards of unit size, quality of construction and servicing arrangements. A larger number and larger sizes of retail units will attract greater commercial success.

It is recognised that there is scope for enlargement without significantly affecting the viability of the regenerated Catford Town Centre or the aspirations of the Lewisham Town Centre to achieve Metropolitan status (see Lewisham Town Centre Area Action Plan).

The vitality and viability of the core shopping area must be protected and a mix of shops provided throughout the centre. Uses outside of the core shopping area, particularly those located on the Plassy Road retail area, should be complementary to those offered in the core shopping area. Leisure and community uses should be retained and services improved. New and additional housing will create an active centre, meet housing need and achieve the objective of mixed and balanced communities.

Regular pedestrian movement during the day and night is a key factor in the creation of a vibrant town centre. It will come from a more permeable network of pedestrian connections that are designed to be pleasant and feel safe.

It will also come from the replacement of dead frontages (such as the backs of retail boxes and service yards on Thomas Lane) with active frontages (such as shopfronts, entrances to homes and so on).



3.2 Creating New Public Spaces in Catford Town Centre

People enjoy spaces that are safe, lively and have a good environment. The public spaces in Catford will feel safe when they are full of people. They will be lively when there are attractions to draw people there. They will have a good environment when they respond to the benefits of the natural environment and avoid the detrimental effects of traffic, wind and shadow. It is important that the spaces continue to feel safe and pleasant at night as well as during the day.

Catford already has attractive public spaces but they are hidden in part by the detrimental effects of existing roads and traffic. The Broadway and Rushey Green are very attractive components of the existing centre. Their merits and their rightful position as central public spaces will be revealed by freeing the centre from the effects of the South Circular (A205).

A central part of the future plans for Catford Town Centre involves the creation of new public spaces. The Issues and Options report identified the area between Laurence House and Catford Broadway. These spaces would be created by the relocation of the South Circular (A205) to the rear of Laurence House and by other supporting changes to traffic management.

This change would have a dramatic effect on Catford Town Centre and would improve the environment for pedestrians, create new open spaces, and free up land for new development which will advance the overall regeneration of the town centre. The redevelopment of the Shopping Centre would also provide the opportunity to provide new public space and improved pedestrian connections which would create an attractive environment.



Figure 2 - New open spaces created by the realigned South Circular



3.3 Transport Improvements

A clear transport network that enhances the pedestrian and cycling environment will facilitate traffic movement and management, and address issues currently caused by severance where the road system currently divides the town centre.

The realignment of the South Circular (A205) has for some years been a project which the Council has pursued, and subject to support and funding from Council's key partners (including Transport for London who are responsible for the road), the project could be a reality within the timescale of the area action plan.

The project delivers key regeneration objectives and would radically alter the physical environment making people a priority rather than vehicles. The project provides an opportunity to review future uses of the land where the road is currently located, in order to provide better accessibility, public open space and links to the existing shopping centre; and traffic management within the town centre such as traffic flows on certain streets and the location of bus routes and stops. However, due to the complexity of this project, the redevelopment of other sites could proceed, if the road option was delayed.

3.4 Regeneration of Key Development Sites

The successful regeneration of the town centre will be driven by the redevelopment of five separate but inter-related sites which will play a significant part in changing Catford Town Centre for the better over the next 5-10 years. These are highlighted on the Spatial Development Diagram (Figure 3).



3.5 Bringing it Together - The Spatial Development Strategy for Catford Town Centre

The spatial development strategy can specifically be represented through the following:

- Redevelopment of the shopping centre. A strengthened core retail area, anchored by a supermarket, creating an opportunity to provide improved shopping and leisure facilities; residential and office uses; new public space; improved pedestrian connections to Rushey Green and Catford Broadway; and improved environment to the surrounding residential areas, especially along Holbeach Road and Thomas Lane.
- Relocation of the South Circular (A205) to the rear of Laurence House. Create an opportunity for high quality public space including a public square, and redevelop Council sites for community, leisure, retail, office or hotel uses, with activity at street level. The setting for the Broadway Theatre will be improved, and Catford Broadway can become a focal point for the market, small shops during the day and the evening economy uses during the night.
- Redevelopment of the Plassy Road retail island as a non-core retail area. Improved shopping, leisure and community facilities can be provided in association with new housing and pedestrian connections to the town centre and Rushey Green. Active frontages will be provided along key routes and landscaping will define and soften site boundaries.
- Redevelopment of the former Greyhound stadium site and the land between the two railway stations for mixed-use. This will include residential, office, community, small scale convenience retail uses and open spaces, with strong links provided to the town centre and Ladywell Fields.
- Improvement to the railway station environment in association with redevelopment of the former Greyhound Stadium site. A new building will be provided for Catford railway station and a new public space between the two stations created to improve interchange, including environmental improvements to the River Ravensbourne and the Waterlink Way.
- Redevelopment of the Wickes site for mixed-use. This will include residential, community, comparison retail, employment, community and small scale convenience retail uses, with improved links to the town centre and environmental improvements to the River Ravensbourne.

The spatial development strategy is illustrated on Figure 3.

The spatial development strategy is given effect through the details policies and proposals as outlined in the following sections of the AAP. These address the five key development sites as well as a series of development control policies which can be used by the Council when making planning decisions.

1. Catford Shopping Centre and Milford Towers:

A strengthened core retail area with an improved shopping centre, high quality retail units, integrated supermarket, new public space and links to Catford Broadway and Rushey Green, office and residential uses, and improved environment to the surrounding residential areas, especially along Holbeach Road and Thomas Lane.

2. Civic Quarter and South Circular (A205):

Realigned South Circular (A205) provides the opportunity to create new public spaces and redevelop Council sites for community, leisure, shops, cafes, restaurants, office or hotel uses, with activity at street level. The setting for the Broadway Theatre will be improved, and Catford Broadway to become a focal point for the market, small shops during the day and cafes/restaurants and the theatre during the night.

3. Plassy Road Island:

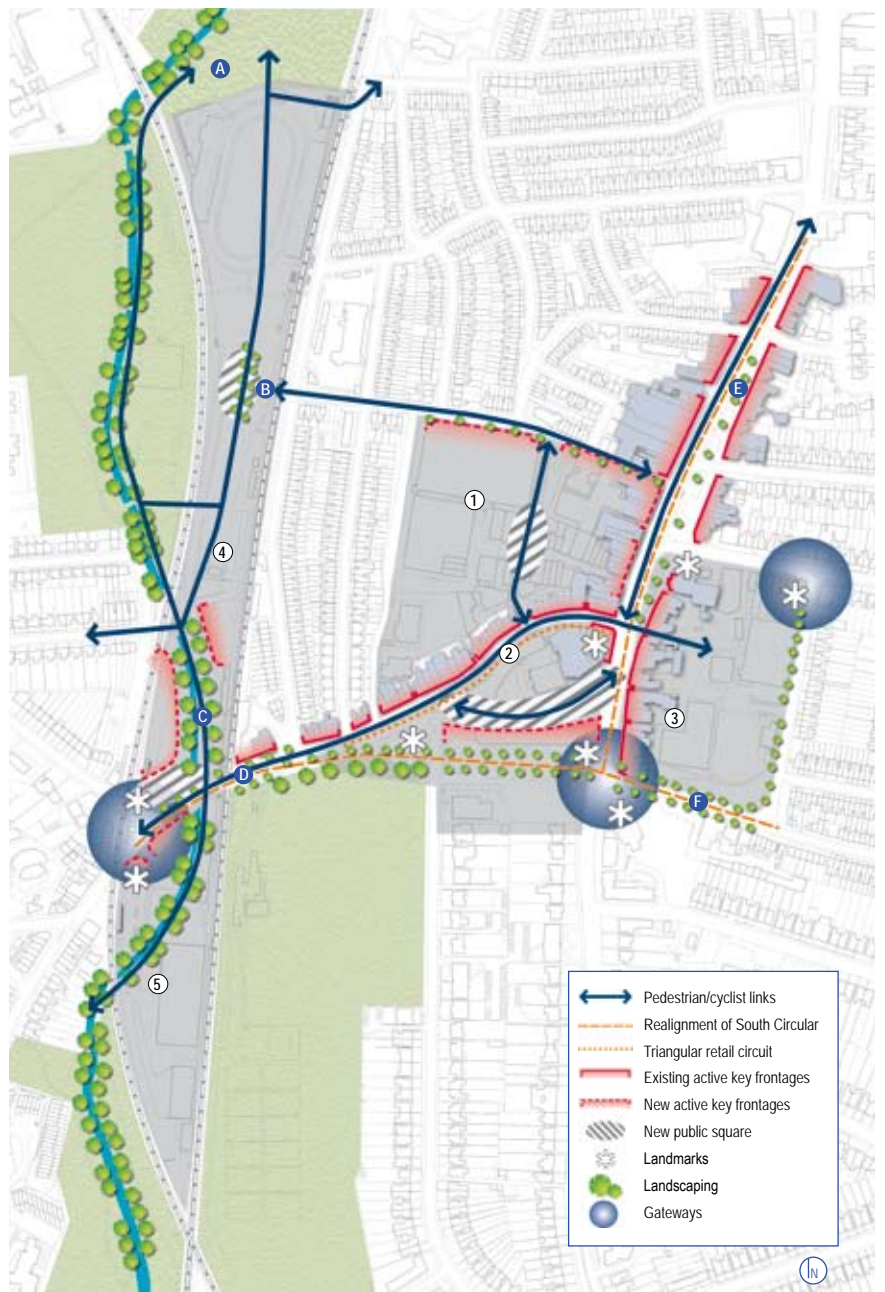
A non-core retail area with leisure and residential uses, linked to the town centre and Rushey Green, with active street frontages along key routes and landscaping to define and soften site boundaries.

4. Greyhound Stadium and railway stations:

A mixed-use redevelopment including residential, community, small scale convenience retail uses and open spaces, with strong links to the town centre and Ladywell Fields.

5. Wicks Site:

Comprehensive mixed use redevelopment including residential, employment, comparison retail, community facilities and small scale convenience retail uses. A naturalised River Ravensbourne provides a focus for the redevelopment. The development should include improved links to the Town Centre and improved definition of the site through landscaping and high quality building design.



A. Improved access to Ladywell fields.

B. Improved access to Town Centre.

C. An attractive railway station environment needs to be created with links and public space between the stations, including environmental improvements to the River Ravensbourne and Waterlink Way.

D. Attractive pedestrian route into the town centre with widened pavements improved shopfronts and new trees.

E. Environmental improvements along Rushey Green.

F. Realigned South Circular designed as boulevard.

Figure 3 - Spatial development strategy for Catford Town Centre

4.0 Key Development Issues

4.1 Town Centre Boundary

The issues and options presented in the Catford Town Centre Area Action Plan Issues and Options Report (November 2005) are detailed below. For each issue, the options that were considered have been listed, followed by the preferred option; the draft policy or policies for that issue; and an explanation as to why the preferred option was chosen, having regard to the requirements of Government guidance contained in Planning Policy Statement 12.

The Council wishes to protect and enhance the status of Catford Town Centre as a major centre in London's retail hierarchy by supporting and enhancing retail, service and employment uses, supporting the civic function of the town centre, and promoting a wide range of other activities including leisure and entertainment uses. Catford Town Centre should be a focus for new development and therefore it is necessary to define a town centre boundary.

4.1.1 Options considered

The existing boundary was identified with areas which could be added and/or removed

Additions

1. South Circular (A205) re-alignment
2. Wickes retail
3. Greyhound Stadium site
4. Railway Stations areas
5. Residential area to north of existing boundary

Deletion

1. Culvery Road

4.1.2 Preferred option

The preferred option is to proceed with additions 1, 2, 3 and 4 and deletion 1.

4.1.3 Draft policy

The preferred town centre boundary is illustrated on Figure 3a.

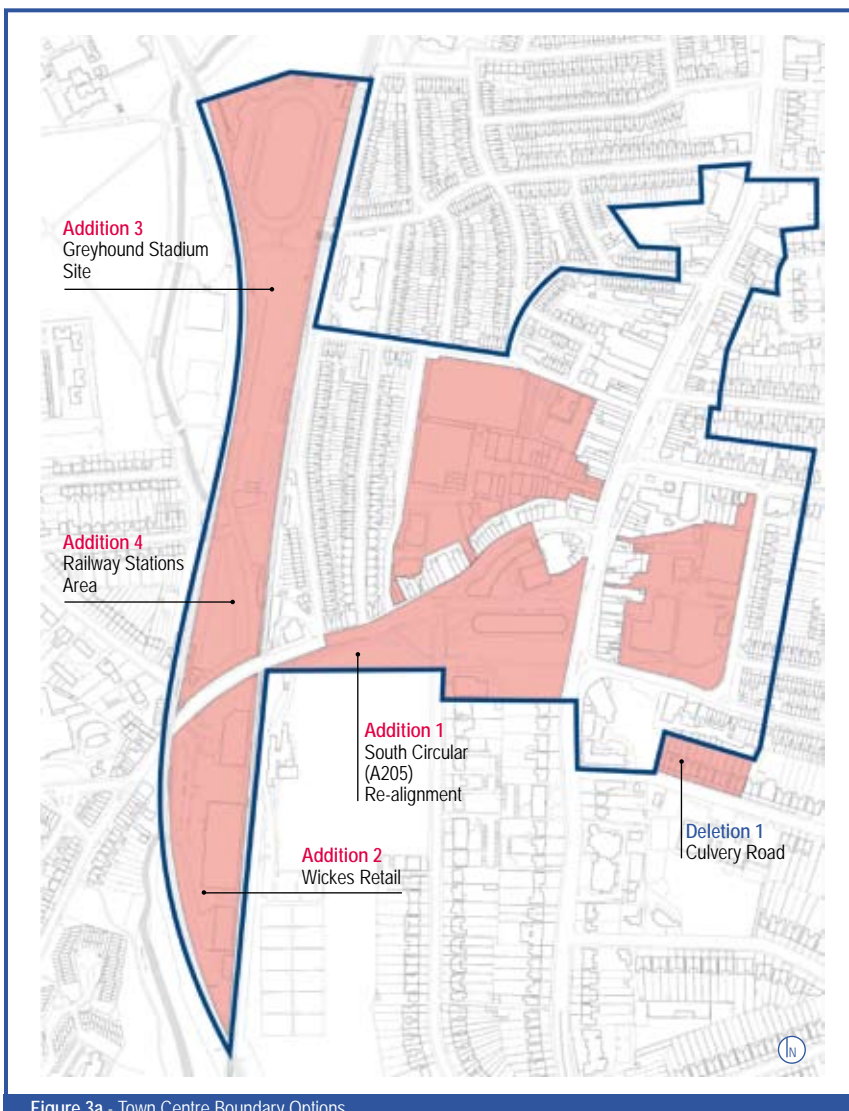


Figure 3a - Town Centre Boundary Options

4.1.4 Reasons for the preferred option

Consistency with national and regional planning guidance

PPS6 states that local planning authorities should define the extent of the town centre on the Proposals Map (paragraph 2.16) which the preferred option will achieve.

The London Plan designates the Catford Town Centre as a Major Centre in the London retail hierarchy.

The town centre boundary specifically supports London Plan policies 3D.1 (Supporting town centres), 3D.2 (Town centre development) and 3D.3 (Monitoring and improving retail facilities).

Consistency with the Community Strategy and other Council documents

The preferred option supports the Council's Community Strategy, and specifically Action Plan 4 to foster enterprise and sustainable business growth, and secure sustainable regeneration (housing, transport and environment).

Issues and Options consultation report

There was general support for the preferred option which was seen as having the potential to assist in the regeneration of the Catford Town Centre. Network Rail supported the inclusion of the two railway stations and improved links to the town centre. The Greater London Authority supported additions 2, 3 and 4.

What alternatives were considered and why they were rejected

Addition 5 was dismissed as this is an established residential area and there appears to be few benefits in the area falling within the town centre boundary. A tighter, more logical boundary would result from omitting this area from the town centre.



4.2 Retail and Leisure

Shopping and retailing will continue to be the dominant use in Catford Town Centre and the AAP will set out policies which provide directions on the range and distribution of retail and shopping uses found throughout the town centre. The Issues and Options report addressed the following:

- The need for a variety of shops that cater for the basic needs of the local community
- The aspiration that Catford Town Centre will provide specialty shops which draw in visitors
- Consideration of the range of convenience retailing (everyday essential items like food) and comparison retailing (items not obtained on a frequent basis such as clothes and household goods)
- The need for any additional retail floorspace or places where retail uses should be converted to other uses.

Leisure uses can compliment retail uses and key aspirations for Catford Town Centre include the desire to see it establish itself as a popular evening destination, to build on the success of the Broadway Theatre and to accommodate a range of cultural and leisure facilities.

4.2.1 Options considered

The following retail use options were put forward:

1. Core shopping areas

- A. Designate part of the town centre as a Core Shopping Area
- B. Maintain the existing core shopping area
- C. Expand the existing core shopping area
- D. Remove shopping centre allocations and rely on town centre boundaries
- E. Set a target for no less than 70% of uses to be shop (A1) uses
- F. Set a target below 70% of uses
- G. Protect existing larger retail outlets in the core from being subdivided into smaller outlets
- H. Permit subdivision of larger retail outlets into smaller outlets

2. Non-core shopping areas

- A. Restrict the number of restaurants, cafes, drinking establishments and hot-food takeaways (A3, A4 and A5 uses)
- B. Restrict A5 uses more than A3 and A4

3. Evening economy

- A. Support a greater mix of uses including cafes, bars and other evening economy uses to support the vitality of the retail offer
- B. Encourage evening economy uses as part of a mix in uses in a particular area
- C. Concentrate evening economy uses in a particular zone
- D. Do not provide a specific town centre approach

4. Other shopping areas (periphery of the Core/Non-core areas)

- A. Permit a range of uses within the other shopping areas with no restrictions
- B. Permit the conversion of shop and business premises to residential uses (including the ground floor)
- C. Only permit the conversion to residential of the first floors
- D. Do not permit conversions

5. Retail parks

- A. Focus comparison shopping in the retail parks
- B. Permit retail park areas to be redeveloped including mixed uses

6. Street market

- A. Retain the presence of the street market
- B. Designate specific areas where the market can operate

The following leisure use options were put forward:

7. Cafes/restaurants and eating out

- A. Promote the town centre as a café and restaurant destination
- B. Encourage cafes and restaurants in specific areas of the town centre
- C. Permit cafes and restaurants anywhere within the town centre

8. Theatre/cinema

- A. Designate the cinema for on-going cinema uses
- B. Permit any use to occur in the cinema

9. Other leisure uses

- A. Permit and encourage a range of leisure activities
- B. Seek the provision of leisure uses as part of any major/large proposal

4.2.2 Preferred option

For retail uses, the preferred option is to proceed with options 1A, 1E, 1G, 2B, 3B, 4A, 5B and 6B. For leisure uses, the preferred option is to proceed with options 7A, 8A and 9A and 9B.

4.2.3 Draft policies

CAAP1 Core Shopping Areas

Within the Core Shopping Areas, as defined on the Proposals Map, the Council will strongly resist any change of use involving the loss at ground floor of an A1 use. The following factors will be taken into account when considering exceptions:

- a) Whether the proposal harms the overwhelming retail appearance of the shopping frontage, with an over concentration of non-retail uses (normally three non A1 uses together and 70% maintained in A1 use);
- b) Whether the proposal will generate a significant number of pedestrian visits; and
- c) Whether the proposal uses vacant units (having regard both to their number within the shopping centre as a whole and the Core Shopping Area and the length of time they have been vacant).

All non retail development within the Core Shopping Area, including where relevant changes of use, should:

- a) Not harm the amenity of adjoining properties, including that created by noise and disturbance, smell, litter and incompatible opening hours (all of which may be controlled by appropriate conditions);
- b) Provide attractive display windows and entrances that are compatible with adjoining shop units; and
- c) Make adequate provision for access for people with disabilities.

CAAP2 Non-core shopping areas

Within the Non-Core Shopping Areas, proposals for development or change of use from an A1 use will generally be acceptable provided:

- a) A1 uses account for at least 40% of uses;
- b) It is to an A2, A3, or appropriate A4 or A5 use or community or amusement centre;
- c) It does not harm the amenity of adjoining properties;
- d) It does not harm the retail character, attractiveness, vitality and viability of the shopping centre including unreasonably reducing the percentage of A1 units; and
- e) It is considered appropriate to the area's specific retail character.

CAAP3 Other shopping areas

Outside the Core and Non-Core Shopping Areas, applications for development or change of use which involves the loss of an A1 use will normally be acceptable provided it does not harm the:

- a) Amenity of adjoining properties; and
- b) Character, attractiveness, vitality and viability of the centre as a whole.

CAAP4 Larger retail units

In the identified Core Shopping Area the loss of larger retail units of over 250 square metres gross floor area suitable for occupation by national multiples will be resisted unless it is demonstrated that there is a lack of demand.

CAAP5 Evening economy uses

(1) Restaurants and cafes (Use Class A3)

A3 uses will be granted permission where they satisfy the following principles:

- a) Their location, design, parking and traffic generation is acceptable and is not a danger to other road users, public transport operators or pedestrians; and
- b) They do not harm the living conditions of nearby residents, including that created by noise and disturbance from users and their vehicles, smell, litter and unneighbourly opening hours.

In addition, applicants will be expected to provide acceptable arrangements for:

- a) The efficient and hygienic discharge of fumes and smells, including the siting of ducts, which should be unobtrusive;
- b) The collection, storage and disposal of bulk refuse and customer litter;
- c) Sound proofing, especially to any living accommodation vertically and horizontally; and
- d) The impact on neighbours of the proposed opening hours which will normally be restricted to 8.00am to 12 midnight.

(2) Pubs and bars (Use Class A4)

Proposals for pubs and bars (class A4) will be acceptable outside of the Core Shopping Area subject to the following considerations:

- a) The impact on neighbouring residential amenities;
- b) Proximity to schools, places of worship and similar sensitive uses;
- c) The appropriateness of the scale of the development for the location;
- d) The concentration and existing level of disturbance from A3, A4, A5 and other entertainment and leisure uses; and
- e) The appropriate provision of ventilation and extract ducting systems.



CAAP6 Hot food takeaways (Use Class A5)

Proposals will also be subject to the Core and Non-core policy and:

- a) The impact on the amenities of neighbouring residential accommodation;
- b) The specific nature and size of the use proposed;
- c) The character of the area;
- d) The existing number and concentration of A3, A4 and A5 and other entertainment and leisure uses in the centre; and
- e) The provision of ventilation and extract ducting.

Hot food takeaways (use class A5) will not be allowed to exceed a level which would harm the viability and vitality of the core, non-core and other shopping areas.

CAAP7 Markets

The Council is committed to supporting the ongoing operation of the market and will work with market traders, retailers and other town centre stakeholders, to improve and enhance its operation in appropriate locations.

CAAP8 Public houses

The Council will only permit the change of use of public houses to other uses, or their demolition, where:

- a) It has been demonstrated that there are alternative remaining public houses in the vicinity; and
- b) That the potential for alternative community use of the building has been exhausted.

CAAP9 Mini cab or taxi offices

The Council will grant planning permission for mini cab or taxi businesses only in locations where they would not:

- a) Cause any adverse impact on the surrounding area by virtue of traffic congestion, including parking, which would be of detriment to the safety of other vehicle users or pedestrians; and
- b) Have a detrimental effect on the amenities of adjoining property, especially residential occupiers, including that caused by noise disturbance.



4.2.4 Reasons for the preferred option

Consistency with national and regional planning guidance

Retail

The preferred options supports PPS6: Planning for Town Centres, which states that the Government's key objectives for retail and town centres is to promote their vitality and viability by planning for the growth and development of existing centres. A wide range of services are encouraged in a good environment accessible to all.

The preferred option supports paragraph 2.17 which states that local planning authorities may distinguish between primary and secondary shopping areas (core and non core) where primary frontages contain a high proportion of retail uses and secondary frontages provide greater opportunities for flexibility and a diversity of uses. Policies should make clear which uses will be permitted in such locations.

The preferred options also supports paragraph 2.23 which states that local planning authorities should prepare planning policies to help manage the evening and night time economy uses.

The London Plan designates the Catford Town Centre as a Major Centre in the London retail hierarchy. The preferred options support London Plan policies 3D.1 (Supporting town centres), 3D.2 (Town centre development) and 3D.3 (Maintaining and improving retail facilities) which aim to maintain and improve retail facilities.

Consideration in plan making should be given to maintaining, managing and enhancing local retail facilities that provide essential convenience and specialist shopping, as well as encouraging mixed-use developments. Local authorities should also be proactive in preventing the loss of retail facilities that provide essential convenience and specialist shopping.

Leisure

PPS6 states that local planning authorities should encourage a range of complimentary evening and night time economy uses, such as cinemas, theatres, restaurants, public houses, bars, night clubs and cafes that appeal to a wide range of people. Local planning authorities should also consider the scale of leisure developments they wish to encourage and their likely impact, including the cumulative impact on the character and function of the centre and issues of anti-social behaviour, crime and the amenities of nearby residents.

The London Plan encourages the development of leisure uses within town centres and evening and night-time entertainment activities and the preferred options support Policy 3D.4 (Development and promotion of arts and culture).

Consistency with the Community Strategy and other Council policy

The preferred option supports the Council's Community Strategy, and specifically Action Plan 4 to foster enterprise and sustainable business growth, and secure sustainable regeneration (housing, transport and environment).

What alternatives were considered and why they were rejected

Retail

For the core shopping areas, options 1B, 1C, 1D, 1F and 1H were dismissed as they do not support government policy or contribute to the economic viability of the town centre.

For non-core shopping areas, option 2A was dismissed as the proliferation of A5 uses is not compatible with the future aspirations for the town centre.

For the evening economy, options 3A, 3C and 3D were dismissed as a comprehensive and targeted approach to these uses is supported in the town centre.

For other shopping areas, options 4B, 4C and 4D were dismissed as the preferred option covers these possibilities.

For retail parks, option 5A was dismissed as the area provides a redevelopment opportunity whilst retaining an emphasis on comparison goods.

For the street markets, option 6A was dismissed as the designation of the market in specific areas can complement other retail uses of the town centre.

Leisure

For cafes/restaurants and eating out, option 1C was dismissed as a comprehensive and targeted approach to these uses is supported in the town centre.

For the cinema site, option 2A was dismissed as the former cinema has received planning permission to be used as a church.

Other planning reasons

Shopping is the primary function of the town centre and monitoring reveals that policies to control the retail character have generally been successful. Beyond maintaining a supply of shop (A1) uses to meet the shopping needs of the community, there is also a desire to attract people and a key aspiration is for the town centre to contain a mix of convenience and comparison retailing.

Protecting outlets suitable for comparison shopping is important as the size of the outlet is often a key factor in whether comparison retailing is suitable in a given location (particularly with nationally branded stores). There may also be the opportunity to create additional larger outlets as part of any large scale redevelopment.

Within the non-core shopping areas the increase in the number of restaurants and cafes (A3 uses) reflects the growing and increasing importance of the café and restaurant culture and its enhancement and encouragement (particular to support the leisure economy) is a key aspiration.

There is also a need to improve the role of the market within the town centre, which is currently operating well below its capacity and potential.

4.3 Employment

Increasing employment opportunities throughout the borough is a key aim of the Council and town centres are key locations for additional employment.

The key issues are the scope for additional employment uses, the role of the town centre as the civic centre of the borough, as well as the role of small and medium sized premises. Catford Town Centre is located in an area with more limited employment prospects for the community than the London average. The Rushey Green Ward and the borough as a whole, has higher unemployment, long-term unemployment and youth unemployment rates than the London average.

A key aspiration for Catford Town Centre is for the civic role to be enhanced and that the Council's operations in the town centre be a key anchor for its wider development and regeneration.

4.3.1 Options considered

The following employment options were put forward:

1. Office/work space employment

- A. Seek to retain existing employment uses
- B. Large developments to provide for employment space as part of any proposal
- C. No requirements to provide employment space

2. Hotel/visitors accommodation

- A. Encourage hotel/visitor accommodation within the town centre

4.3.2 Preferred option

The preferred option is to proceed with options 1A, 1B and 2A.

4.3.3 Draft policies

CAAP10 Employment space

The Council will seek:

- (a) To retain existing employment and office space; and
- (b) For large scale developments to provide suitable employment space as part of any mixed-use proposal.

CAAP11 Tourism and tourist accommodation

The Council will:

- (a) Welcome proposals for tourist accommodation falling within Use Class C1 subject to adequate highway considerations; and
- (b) Facilitate and support tourism by promoting local attractions and by providing street signing and other promotional activities.

4.3.4 Reasons for the preferred option

Consistency with national and regional planning guidance

PPS6: Planning for Town Centres, promotes commercial and public sector office developments in town centres and advocates a 'Need' assessment for office space.

London Plan policies support employment uses and office development in town centres. Policy 3B.3 (Office provision) highlights the role of offices in rejuvenating suburban town centres.

Consistency with the Community Strategy and other Council policy

The preferred option supports the Council's Community Strategy, and specifically Action Plan 4 to foster enterprise and sustainable business growth, and secure sustainable regeneration (housing, transport and environment).

What alternatives were considered and why they were rejected

Option 1C was dismissed as although the town centre does not need expansive areas of additional office space, small areas can contribute to supporting small local businesses and fostering the borough's economic activity.

Other planning reasons

The London Office Policy Review 2006 (Greater London Authority) concluded that for hotel accommodation, branded budget hotels, bed and breakfasts and backpacker lodges would be most likely to locate in a borough such as Lewisham.

The report also points out that it is 'vital that the focus is on the longer term and the potential that each borough offers. It would therefore seem that Catford Town Centre may be a potentially attractive location for the provision of hotel/tourist accommodation.



4.4 Urban Design

Good design is essential to the success of the Catford Town Centre. To make a real change a new direction must be set for how the town centre looks and feels. The appearance is constantly raised as a priority area for improvement by the community and the design of new development will have a significant impact on the way the town centre evolves over the coming years. New development provides the opportunity to substantially alter people's perceptions in a short space of time.

4.4.1 Options considered

The following urban design options were put forward:

1. Set specific design principles for new development.
2. Set broad design principles for new development.

The following design principles for new development were also put forward:

- Enhance the public realm
- Improve landscaping
- Encourage new developments at the town centre gateways to raise the profile of the town centre as a whole
- Create visual interest and a sense of arrival by marking entrances with art (sculptures, murals etc)
- Enhance the night time appearance of buildings at the entrances to the town centre
- Encourage the redevelopment of underused sites

4.4.2 Preferred option

The preferred option is to proceed with both options, with specific design principles applied to the redevelopment of the five opportunity sites.



4.4.3 Draft policies

CAAP12 Urban design principles

Development will be required to address the following criteria:-

- **Maximise use**
Every site for development/redevelopment should maximise the potential of the site to ensure that no opportunity is lost to effect change, subject to the surrounding context and infrastructure capacity.
- **Mixed-use**
An appropriate mix of uses will be encouraged both vertically and horizontally in the Catford Town Centre. In particular, residential development above ground floor retail and commercial uses will be encouraged.
- **Building footprint**
Historic plot and street patterns should be respected and where appropriate extended in areas of new development/redevelopment. Large-scale development should be delivered as a series of smaller units, each capable of accommodating a range of uses over time.
- **Orientation**
Development should be designed to accommodate active uses at street level, including shop fronts; entrances to residential or commercial properties; and windows, to ensure passive surveillance over public spaces and the creation of more interesting spaces and facades.
- **Building design**
Buildings should front public spaces and on major streets and public spaces 'backs' of buildings should be avoided. A clear demarcation between public and private space should be maintained.
- **Tall buildings**
Tall buildings should be of an outstanding architectural quality when compared to both existing development in Catford and also when compared to the best new buildings in London. Particular attention should be made to view lines to any new tall building.
- **Connection**
Development should be designed to improve connections into and through the town centre, particularly for pedestrians, and where possible, create new public routes.
- **Crime prevention**
Secured-by-design principles are to be considered in the design of new development in order to create spaces that minimise crime and make people feel safe.
- **Landscaping**
Landscaping should be a priority for all development and includes trees, grass, seats and lighting.
- **Relationship with nature**
Development adjoining or near the Ravensbourne River should be designed so that the natural elements of the area are protected and enhanced. The natural feel of the area should be continued through the development by incorporating appropriate landscaping and water features.
- **Heritage**
Development close to any identified heritage asset should aim to protect or enhance that feature whilst being a distinctively designed proposal in its own right. Development should not seek to copy heritage features of nearby buildings, but should rather take forward important heritage features in a contemporary manner.

CAAP13 Public spaces

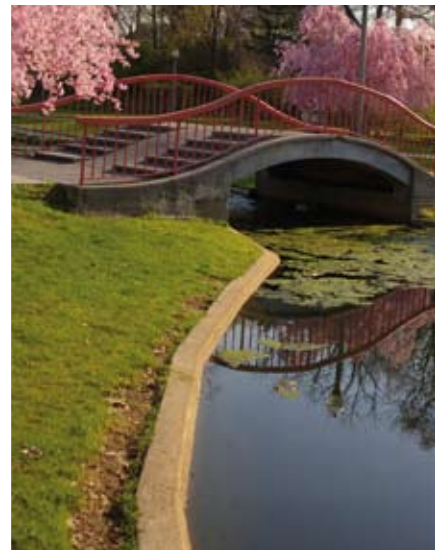
(a) The Council will support public realm improvements particularly in association with all major developments. Public spaces should be designed to be attractive, robust and easy to maintain.

(b) Development adjacent to proposed public space will need to address the contribution it makes to that space.

The use of planning obligations and conditions on planning permissions may be used in pursuit of this policy.



Figure 4 - Illustrative view of landscaping and development around naturalised river Ravensbourne



4.4.4 Reasons for the preferred option

Consistency with national and regional planning guidance

PPS1: Delivering Sustainable Development, promotes high quality and inclusive design. Planning authorities need to ensure that developments are sustainable; durable and adaptable; optimise the potential of the site; create and sustain an appropriate mix of uses; and support local facilities and transport. Environments should be safe and accessible, address the needs of all in society and be visually attractive as a result of good architecture and appropriate landscaping.

The preferred options supports PPS6: Planning for Town Centres, which states that the Government's key objectives for retail and town centres is to promote their vitality and viability by planning for the growth and development of existing centres. The preferred option further supports the companion to PPS6 Planning for Town Centres: Guidance on Design and Implementation Tools.

The London Plan sets out key regional policies for promoting high quality urban design. Policy 4B.1 (Design principles for a compact city) outlines the key design principles that should be adhered to in assessing development proposals. The Mayor is keen to ensure that sites are maximised to their highest possible intensity taking into account the context of their setting. Policies 4B.10 (London's built heritage) 4B.11 (Heritage conservation) and 4B.12 (Historic conservation-led regeneration) support the protection and enhancement of heritage conservation.

Consistency with the Community Strategy and other Council policy

The preferred option supports the Council's Community Strategy, and specifically Action Plan 4 to foster enterprise and sustainable business growth, and secure sustainable regeneration (housing, transport and environment).

The preferred options are consistent with the Lewisham Local Implementation Plan. The LIP is a statutory document required by the Mayor of London to show how the Borough will implement its transport strategy. The LIP encourages walking by improving the street environment and conditions for pedestrians.

What alternatives were considered and why they were rejected

Both options are being pursued. Making a better first impression as people arrive in the town centre can have a significant impact on perceptions and the willingness to consider Catford as a desirable place to visit, which can contribute to the town centre's economic viability and vitality.



4.5 Transport

Access to, through and within Catford Town Centre can be improved and better managed. A key project the Council is committed to is the realignment of the South Circular (A205) to the south of Laurence House. This would move traffic out of the town centre, improve conditions for pedestrians and cyclists, and create new public spaces. Other transport measures include improvements to the railway stations and bus services.

4.5.1 Options considered

The following transport options were put forward:

1. Catford railway stations

- A. Improve and promote existing transport links to the town centre including rail and bus
- B. Use the redevelopment of surrounding sites to achieve improvements to the railway stations
- C. Retain current levels of service

2. Road changes

- A. Realign the South Circular
- B. Do not realign the South Circular

3. Public transport projects

- A. Bus enhancements
- B. Additional National Rail services

4.5.2 Preferred option

The preferred option is to proceed with additions 1A, 1B, 2A and 3A and 3B.



4.5.3 Draft policies

CAAP14 Development and accessibility

(a) Major trip generating developments will be required to provide a Transport Assessment to be submitted with a planning application to assess the likely travel movements by all modes and their impact on congestion, safety, and the environment of the surrounding area. The scope of the assessment will reflect the scale of the development proposed and the extent of the transport implications.

(b) A travel impact statement would normally be accompanied by a travel plan.

(c) Mitigation measures identified in the Transport Assessment will be secured through a condition or planning obligation on a planning permission.

CAAP15 Travel Plans

(a) Developments that will have a significant transport implication will be required to submit a Travel Plan in order to reduce the impact of travel and transport on the environment.

(b) The implementation of a Travel Plan will be secured through a planning obligation or a condition on a planning permission.

CAAP16 Transport Infrastructure

In appropriate circumstances, planning obligations will be sought for:

(a) Highway improvements or traffic management measures, which are necessary for a development to proceed; and/or

(b) Public transport improvements to services or facilities, specifically for the Catford and Catford Bridge railway stations; and/or

(c) Other measures to improve accessibility for pedestrians and cyclists.

The cumulative impact of a development will also determine if and when planning obligations are sought.

CAAP17 Car free residential development

The Council will support car free development provided that:

(a) There is very good public transport accessibility; and

(b) Developers can demonstrate that the development will have no adverse impact on on-street car parking.

Where this policy applies, residents will not be eligible for an on-street parking permit.

CAAP18 Controlled Parking Zones

Proposals which adversely affect on-street parking may be required to contribute to the introduction of a Controlled Parking Zone (CPZ) and a planning obligation may be sought to secure funding.

CAAP19 Car Parking Standards

The Council will normally require development to make provision for off-street parking in accordance with the standards set out in Appendix 4. New development should:

(a) Provide conveniently located spaces designate for the use by people with disabilities;

(b) Where appropriate, encourage multi-use parking, including the public use of private commercial car parking spaces; and

(c) Have regard to the level of public transport accessibility.

CAAP20 Motorcycle Parking

The Council will normally require development to make provision for motorcyclists and allocate parking space in appropriate development.

CAAP21 Promotion of Public Transport

The Council will work in partnership with relevant agencies to extend public transport to and from the town centre particularly through the support of the London Bus Priority Network. The use of planning obligations and conditions on planning permissions may be used in pursuit of this policy.

CAAP22 Transport Interchanges

(a) Better interchange within public transport, and between public transport and private transport, will be sought as opportunities arise. Where appropriate developments should improve such facilities and provide for cycle access.

(b) Interchange and railway station improvements at the Catford stations will be pursued with relevant agencies.

(c) The use of planning obligations and conditions on planning permissions may be used in pursuit of this policy.

CAAP23 Walking and cycling

The Council will seek:

(a) To provide a comprehensive system of safe and well signposted walking and cycling routes, both through and to the town centre, including the Waterlink Way along the Ravensbourne River;

(b) To use design features to help define key pathways within the town centre, such as from the railway stations through the civic quarter and Catford Broadway onto the Catford Shopping Centre and through to Rushey Green high street;

(c) Take account of the needs of cyclists in the design of highway improvement schemes; and

(d) Provide secure, attractive, convenient and adequate cycle parking and changing facilities in the town centre, public transport interchanges and on business, residential and leisure developments.

The Council will seek to safeguard the Waterlink Way and to identify opportunities to improve the continuity of the route by working with relevant landowners and the Environment Agency.

The use of planning obligations and conditions on planning permissions may be used in pursuit of this policy.

Consistency with national and regional planning guidance

The preferred options support the objectives of PPG13: Transport, which aims to integrate planning and transport at the national, regional and local level. This includes the promotion of more sustainable transport choices, accessibility to jobs, shopping, leisure facilities and services, by public transport, walking and cycling and reducing the need to travel especially by car.

The London Plan sets out policies to enable conditions to improving buses, walking, cycling and parking in town centres through policies 3C.19 (Improving conditions for buses), 3C.20 (Improving conditions for walking), 3C.21 (Improving conditions for cycling) and 3C.23(Parking in town centres).

Consistency with the Community Strategy and other Council policy

The preferred option supports the Council's Community Strategy, and specifically the objectives to foster enterprise and secure sustainable regeneration, support the preferred option. Action Plan 6 discusses the need to ensure the borough has the transport infrastructure to underpin its social, economic and environmental ambitions.

The preferred options are consistent with the Lewisham Local Implementation Plan. The LIP is a statutory document required by the Mayor of London to show how the Borough will implement its transport strategy. A key proposal is the realignment of the South Circular (A205).

What alternatives were considered and why they were rejected

Option 1C was dismissed as services need to be improved to serve an increasing population. Option 2B was dismissed as the realignment of the South Circular has the potential to create an attractive 'boulevard style environment' and additional public space in the town centre.

4.6 Renewable Energy and Waste

Improvements can be made to the environmental sustainability of the Catford Town Centre. Key issues to address are the inclusion of sustainable construction and design techniques, renewable energy and waste management.

Development will need to incorporate environmental improvements to ensure CO2 emissions are reduced to control the emission of pollutants that are harmful to health and contribute to global warming.

4.6.1 Options considered

The following renewable energy and waste options were put forward:

1. Require all new developments to include renewable energy as part of their proposals.
2. Require renewable energy only for large scale/major proposals.
3. New development makes space for recycling facilities.
4. Include recycling bins throughout the public parts of the town centre alongside normal waste bins.

4.6.2 Preferred Option

The preferred option is to proceed with all the options with minor alterations.

4.6.3 Draft Policies

CAAP24 Construction

All proposed developments will need to incorporate sustainable design and construction measures appropriate to the scale and type of development.

CAAP25 Energy efficiency and renewables for major developments

The Council will require proposals for major developments with a floor space of over 1000m², or ten or more residential units to:

- a) Provide an assessment of energy demand and the expected energy and CO2 emissions savings from energy efficiency and renewable energy measures incorporated into the development, including the feasibility of CHP/CCHP and community heating systems.
- b) Achieve a 3* rating under the Code for Sustainable Homes or BREEAM 'Very Good rating'. The Council will expect this to be supported by a commitment to achieve certification under an appropriate scheme at the detailed design stage.
- c) To incorporate on-site renewable energy equipment to reduce predicted CO2 emissions by at least 20%. Applicants will be required to provide a full feasibility study of all renewable technologies considered.

The above measures may be secured through planning obligations or by condition.

CAAP26 Stand alone and roof mounted renewable energy

Installation of stand alone and roof mounted renewable energy schemes will be permitted provided that the following criteria are met:

- a) the impact of noise and vibration from mechanical components is considered satisfactory;
- b) the visual amenity from public viewpoints is safeguarded;
- c) there is no adverse impact from reflected light and shadow flicker on adjoining land-uses; and,
- d) any impact on open space areas / conservation areas / historic buildings/ general character of the area, is considered satisfactory.

CAAP27 River water quality

- (a) The Council will seek to protect and improve the water quality of the River Ravensbourne to create healthy and attractive natural habitats, by ensuring development minimises the amount and intensity of urban run-off and discharge of pollutants into the river system.
- (b) The Council will oppose proposals that are likely to lead to a reduction in water quality, unless suitable mitigation measures are provided.

CAAP28 Water Resources

The Council will require proposals to demonstrate that water is available for the operational phase of the development and that the following measures have been addressed:

- (a) Main water use is minimised;
- (b) Rainwater harvesting opportunities are maximised; and
- (c) Grey water recycling systems are incorporated.

CAAP29 Flood risk

The applicant will be required to establish whether a development site is located within a flood risk area and where necessary apply the sequential test.

In Flood Zone 3a (medium and high risk areas) development will only be permitted when assessed again the following criteria:

- (a) Provision of a local flood risk assessment and adequate flood protection and mitigating measures on or off site;
- (b) The design allows for protection from future flooding; and
- (c) Where necessary contribute to the cost of works to provide, improve and maintain flood defences.

The use of planning obligations and conditions on planning permissions may be used in pursuit of this policy.

CAAP30 Sustainable urban drainage systems (SUDS)

The Council will require applicants to demonstrate how surface water run-off is managed as close to its source as possible. The use of sustainable urban drainage systems will be encouraged for all developments. Preference will be given to proposals that ensure that adequate water resources are available and that:

- Minimise the use of treated water
- Maximise rainwater harvesting opportunities
- Incorporate grey water recycling systems.

The Council will require proposals for developments on brownfield sites with a floor space of 1000m², or ten or more residential units to demonstrate through calculations that the rate of run-off of surface water from the site is less than the conditions before development.

CAAP31 Air Quality

The Council will require development proposals to take air quality into account with other material considerations, and provide an air quality assessment where considered appropriate by the Council. Where necessary the development proposal will be required to provide appropriate mitigation measures which will be implemented by a condition or planning obligation (s106 agreement).

CAAP32 Development on Contaminated Land

Where development is proposed on contaminated land, or land suspected of being contaminated, the council requires the developers to:

- (a) submit a contaminated land survey
- (b) identify any contamination of land and provide details of proposed remedial treatment which can be required as a condition on a planning application or through a planning obligation.

CAAP33 Noise and vibration

Where noise and vibration-sensitive development is proposed close to an existing source, or when a noise and vibration generating development is proposed, a detailed noise and vibration impact survey will be required outlining possible attenuation measures.

CAAP34 Light attenuation

Proposals for light-generating development, floodlights or otherwise obtrusive lighting will be required to be accompanied by a detailed light-impact survey outlining possible attenuation measures.

CAAP35 Construction waste and aggregates

Developments will be required to demonstrate how they will contribute towards reducing and recycling construction, demolition and excavation waste. Information on these measures must be submitted with an application.

The Council will require that new developments over 1000m², or 10 dwellings should submit and implement a site waste management plan to minimise the disposal of wastes to landfill, by reducing waste of materials on site and promoting reuse, segregation, recycling and composting of wastes that arise. The waste management plan is required to evaluate what level of reuse and recycling is possible and set targets for materials diverted from landfill.

CAAP36 Construction materials

The Council will require:

- (a) All development proposals to demonstrate how they intend to contribute towards using construction materials from sustainable resources, and use recycled and reused materials;
- (b) All major developments of 1000 square metres or more, or 10 residential dwellings or more, to source at least 10% of the total value of materials used from recycled and reused materials; and
- (c) Any development which requires the demolition of an existing building to recycle and/or reuse reclaimed materials for the proposed development.

The Developer will be expected to follow the principles and procedures from the ICE Demolition Protocol.

CAAP37 Residential waste facilities

The Council will require all new residential developments to provide sufficient waste storage and recycling facilities.

Planning applications for residential developments will consider the following:

- The provision of facilities to recycle or compost household waste by means of a separated dedicated storage space.
- Appropriate siting of waste storage and recycling facilities within the development, visual screening and health and safety precautions.

Requirements for planning obligations will be used in pursuit of this policy

CAAP38 Waste facilities in commercial and large scale development

The Council will require all new commercial/business operations to provide designated space for waste storage and recycling facilities, and to demonstrate how they will contribute towards reducing operational waste and increasing segregation and recycling of waste.

Applicants proposing large-scale developments or developments that employ or attract a large number of people, such as supermarkets or industrial units, should provide appropriately designed facilities for the collection for recycling or re-use of the waste that they, their customers or the staff generate. Applicants should submit a comprehensive waste and recycling management strategy.

4.6.4 Reasons for the preferred option

Consistency with national and regional planning guidance

The preferred options support PPS1: Delivering Sustainable Development, which sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system.

PPS22: Renewable Energy, supports the inclusion of policies in local development documents that require a percentage of the energy to be used in new residential, commercial or industrial developments to come from on-site renewable energy developments.

Local planning authorities and developers should also consider the opportunity for incorporating renewable energy projects in all new developments, including small scale renewable energy schemes using technologies such as solar panels, Biomass heating, small scale wind turbines, photovoltaic cells and combined heat and power schemes.

The preferred options support PPS25: Development and Flood Risk, where local planning authorities are encouraged to include policies which avoid and manage the threat of flood.

Sustainable design and construction standards are promoted in the London Plan (Policy 4B.6 Sustainable design and construction) ensuring the conservation of energy, materials, water and other resources, reducing the impacts of noise, pollution, flooding and micro-climate effects, and use sustainable water behaviour among other factors. This is further enhanced through the Mayor's Supplementary Planning Guidance : Sustainable Design and Construction.

Consistency with the Community Strategy and other Council policy

The preferred option supports the Council's Community Strategy, and specifically Action Plan 4, to foster enterprise and sustainable business growth, and secure sustainable regeneration (housing, transport and environment) and Action Plan 6, to secure the sustainable regeneration of Lewisham, its housing, transport and environment.

What alternatives were considered and why they were rejected

Option 1A was dismissed as all developments will be encouraged, rather than required, to include renewable energy as part of their proposals.

The draft policies ensure a wide array of environmental improvements are included.

Other planning reasons

Oil, coal and gas contribute to the release of greenhouse gases and global warming. The government has a target of reducing CO2 emissions by 20% by the year 2020 and generating 10.4% of electricity from renewable sources by 2010.

There is considerable potential for small scale energy efficient schemes to be integrated into new developments such as solar power, solar hot water and building mounted wind turbines. There is also potential for the town centre to support better management of the waste supply and this can be through means such as ensuring new development makes space for recycling facilities within a development and introducing recycling bins throughout the public parts of the town centre alongside normal waste bins.



4.7 Housing

The sustainability of our communities can be improved where new housing is provided in locations with good public transport and accessible services such as town centres. Housing will be integral to the regeneration of Catford Town Centre as additional residents will bring more activity and vibrancy to the town centre, particularly in the evenings.

Such housing will need to be high quality and provide a range of sizes and tenures in order to meet housing need and to promote sustainable patterns of development.

4.7.1 Options considered

The following housing options were put forward:

1. Shop-top housing

- A. Promote housing above ground floor shops (shop-top housing)
- B. Do not promote/permit shop-top housing

2. Density

- A. Support taller buildings and more intensive development
- B. Maintain current density/housing levels
- C. Promote housing as part of the development of opportunity sites
- D. Ensure that the redevelopment of existing housing results in the overall provision of the same or more housing on the site

4.7.2 Preferred option

The preferred option is to proceed with additions 1A, 2A, 2C and 2D.



4.7.3 Draft policies

CAAP39 Housing provision

The Council will expect major development in the town centre to include residential uses as part of any redevelopment scheme subject to:

- (a) An appropriate housing mix in both size and tenure, including the provision of larger units suitable for family accommodation; and
- (b) Where housing currently exists on a site, any redevelopment results in the overall provision of the same or more housing on the site.

Suitable sites will include:

- (a) The five development opportunity sites as identified in the Opportunity Area/Site Allocations policies and on the Proposals Map; and
- (b) The conversion of existing buildings in the town centre, particularly premises above shops, subject to considerations of residential amenity and a separate and secure entrance being provided for the new housing created.

CAAP40 Housing design

Housing design should be of an outstanding architectural quality when compared to both existing development in Catford and the best new buildings in London. Particular attention should be made to significant view lines.

CAAP41 Lifetime Homes Standards

All new residential dwellings should be built to Lifetime Homes Standards and 10% of all new dwellings should be wheelchair accessible or easily adapted for those using a wheelchair. This includes all new build, conversions and flatted development.

CAAP42 Affordable Housing: Thresholds and Amount

Where a development site is capable of accommodating 10 or more dwellings or is 0.3 hectares or more in size, the Council will seek to secure 35% of new private residential build as affordable housing.

The use of planning obligations and conditions on planning permissions may be used in pursuit of this policy.

CAAP43 Affordable Housing: Tenure

The required affordable housing tenure mix will be 70% social rented and 30% intermediate provision delivered across private sites. Developer's would be required to demonstrate a mechanism for retaining affordable housing in perpetuity.

The use of planning obligations and conditions on planning permissions may be used in pursuit of this policy.

CAAP44 Housing dwelling mix

The Council will seek an appropriate mix of dwellings within a scheme, having regard to the following factors:

- (a) The physical character of the site or building and its setting;
- (b) The previous or existing use of the site or building;
- (c) Access to private gardens or communal garden areas for family units;
- (d) The likely effect on demand for car parking within the area;
- (e) The surrounding housing mix and density of population;
- (f) The need for larger units suitable to accommodate families; and
- (g) The location of schools, shops and open spaces.

4.7.4 Reasons for the preferred option

Consistency with national and regional planning guidance

The preferred options reflects PPS1: Delivering Sustainable Development, which states that planning authorities should ensure the provision of sufficient, good quality new homes including an appropriate, mix of housing and adequate levels of affordable housing in suitable locations, whether through new development or the conversion of existing buildings (paragraph 23).

The preferred options are in line with the objectives set out by the Government in PPS3: Housing. Paragraph 31 of PPS3 states that local planning authorities should adopt positive policies to bring empty housing and buildings back into use. PPG3 advocates that inefficient use of land should be avoided and that new housing development at places with good public transport accessibility, such as town centres should be sought at greater intensity. PPS3 also requires the delivery of a mix in housing, which includes affordable housing. Local authorities must identify the amount of provision which will be sought.

The London Plan seeks to maximise the provision of housing. The provision of additional housing would help the Council meet and possibly exceed its housing targets. The preferred options support London Plan policies 3A.1 (Increasing London's supply of housing), 3A.2 (Borough housing targets), 3A.3 (Efficient use of stock), 3A.4 (Housing choice), 3A.5 (Large residential developments), 3A.7 (Affordable housing targets) and 3A.8 (Negotiating affordable housing in individual residential and mixed-use schemes).

Consistency with the Community Strategy and other Council policy

The preferred option supports the Council's Community Strategy, and specifically Action Plan 6, to secure the sustainable regeneration of Lewisham, its housing, transport and environment.

What alternatives were considered and why they were rejected

Option 2B was dismissed as redevelopment within the town centre provides an opportunity to increase density and contribute to its viability and vitality in accordance with government and regional policy.

Other planning reasons

Commercial vitality and viability of the centre is of prime importance. The inclusion of non-retail uses can play a positive role in contributing to this vitality and viability. There are significant development opportunities in the centre which this area action plan seeks to promote and the provision of additional housing will contribute to the town centre's viability.



4.8 Community

The provision of community facilities and infrastructure (such as community centres, hospitals, leisure/fitness centres, libraries, health facilities, schools and training centres and emergency services etc) is vital to the successful regeneration of the Catford Town Centre. Many different groups are involved in this area from the government to private and community sector service providers. A co-ordinated approach needs to be adopted to ensure improved provision, accessibility and skills.

4.8.1 Options considered

The following community options were put forward:

1. Protect existing community service uses in any redevelopment proposals.
2. Ensure community service uses are included as part of any large development proposal.
3. Require developers contribute to the provision of community service uses through monetary or space contributions.
4. Require large development proposals to submit a social impact report/assessment to determine the community service needs arising from a proposal.

4.8.2 Preferred option

The preferred option is to proceed with all of the options.



4.8.3 Draft policies

CAAP45 Existing community uses

The loss of buildings used for community uses/purposes will not be considered acceptable unless it can be shown there is no longer a demand for the service.

Should the loss of buildings involve a relocation of the facilities, then this will need to be established prior to another use being permitted at the facility to be closed or on land where the facility is located.

CAAP46 New community uses

The Council will work in partnership with appropriate community service providers to ensure that health, education and community service needs arising from a development are provided for.

The use of planning obligations and conditions on planning permissions may be used in pursuit of this policy.

CAAP47 Major developments

The Council may require major developments to prepare a Social Impact Report to assess the community service needs arising from a proposal.

Major development should also contribute to education and training by incorporating schemes as part of their construction and on-going operations. This may involve one or more of the following:

- (a) Employment opportunities and training schemes for local people in construction related industries associated with the development;
- (b) Employment of local people in the on-going enterprise; and/or
- (c) The development of training programmes (from small-scale work-experience type activities through to formal educational programmes) associated with the on-going enterprise.

The use of planning obligations and conditions on planning permissions may be used in pursuit of this policy.

CAAP48 Flexible community spaces

The Council recognises the need for the provision of flexible community spaces in the town centre, and is supportive of the inclusion of such space within any redevelopment proposal.

4.8.4 Reasons for the preferred option

Consistency with national and regional planning guidance

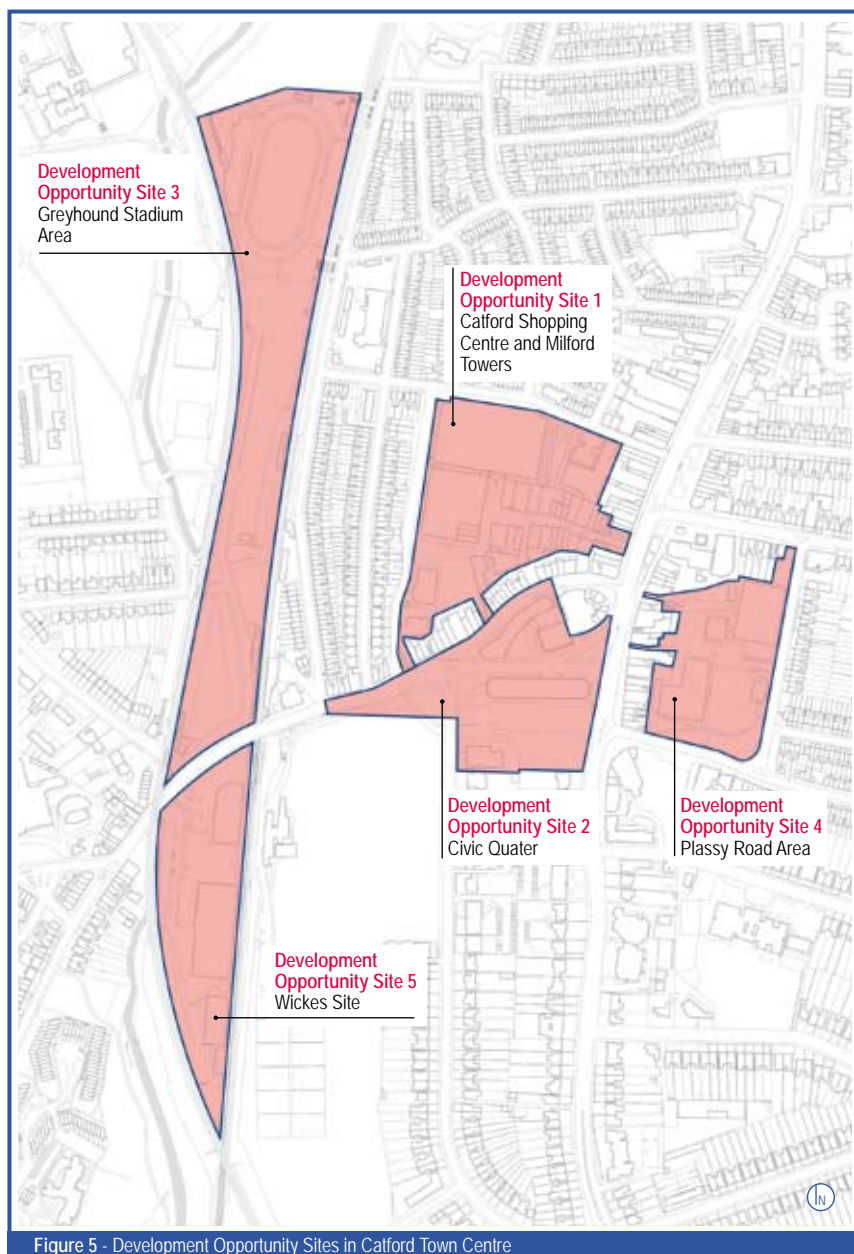
The preferred options support PPS6: Planning for Town Centre, which states that the Government's key objectives for retail and town centres is to promote their vitality and viability and this can be enhanced through the inclusion of compatible and suitable leisure and community uses.

Consistency with the Community Strategy and other Council policy

The preferred option supports the Council's Community Strategy, and specifically Action Plan 6, to secure the sustainable regeneration of Lewisham, its housing, transport and environment.

5.0 Introduction to the Development Opportunity Sites

Sections 5 of this report reviews the potential future land uses of the five key and inter-related development opportunity sites located within the Catford Town Centre. The successful regeneration of these sites will play a significant part in changing the town centre for the better over the next 5-10 years. Each site is considered to be a key development opportunity site (or site allocation) due to its significance in delivering the AAP's vision, objectives and overall spatial development strategy.





Development Opportunity Site 1

Catford Shopping Centre and Milford Towers

5.1 Development Opportunity Site 1 Catford Shopping Centre and Milford Towers

5.1.1 Description

Catford Shopping Centre and Milford Towers is of crucial importance to the town centre and Catford as a whole. A quality redevelopment will transform both the reality and perception of Catford. The site includes approximately 3.3 hectares of land to the rear of the Rushey Green high street and Catford Broadway, and is bounded to the north and west by Holbeach Road and Thomas Lane. At ground level, it comprises the Catford Shopping Centre (including a Tesco supermarket); the Holbeach Road multi-storey car park (482 car spaces); a surface level car park; a derelict workshop; the Holbeach Road Job Centre; Catford Mews indoor market; and a number of properties on Catford Broadway and Rushey Green. Above the Shopping Centre is located a service deck and a residential estate Milford Towers that consist of four five-storey blocks containing 276 flats, which are mostly socially rented.

5.1.2 Opportunities

The site is central to the regeneration of the town centre and their future use will be an important element of how successful the regeneration of the area is. Over the past few years, various discussions have been held with St Modwen Properties (the owners of the Catford Shopping Centre) about potential redevelopment, focussing on expansion of the Tesco supermarket. St Modwen recognises the need to seek technically and commercially viable solutions to address the shopping centre's environment and layout. The redevelopment of the site is a real opportunity to:

- Create a more appealing shopping environment
- Make the shopping centre more attractive to existing and new retailers
- Bring Milford Towers up to 2010 Decent Homes Standards, or as a minimum provide the same amount of housing in new buildings
- Provide buildings which relate and address the surroundings, particularly along Thomas Lane and Holbeach Road and
- Provide additional uses on the site through office or commercial development.

5.1.3 Constraints

The constraints relate to:

- Site ownership, management and the willingness of major land owners and tenants to facilitate redevelopment
- Staging of any redevelopment and its impact on the retail activity on the town centre
- Vehicle access and traffic flows, especially along Thomas Lane and
- Water capacity.

Preliminary research also indicates that considerable works will be needed to bring the housing estate up to 2010 Decent Homes Standard which may necessitate the provision of housing in new buildings.

5.1.4 Options Considered

The Issues and Options Report put forward the following uses for the site:

1. Retail (70% A1) at ground floor.
2. Residential above ground levels.

Design options and ideas put forward as part of the Issues and Options Report for Catford Shopping Centre include:

- Widening and possibly relocating the pedestrian entrances to the Shopping Centre on Rushey Green and Catford Broadway and creating a retail circuit linking Winslade Way with other shops, facilities and spaces in the town centre.
- "Designing out crime" by introducing an animated street frontage on the main pedestrian routes to and through the site.
- Partly or wholly redeveloping the Shopping Centre, introducing buildings of a high quality design.
- Introducing a number of tall buildings to emphasise key views into the development.
- Making Holbeach Road an attractive street by redeveloping the multi-storey car park and the Job Centre.
- Bringing Milford Towers up to 2010 Decent Homes Standards.
- Making changes to the layout of the site to create clear distinction between places for people and places for cars, bins and service vehicles.
- Making Thomas Lane two-way to improve vehicle access to the site and direct cars away from residential streets.

5.1.5 Preferred option

The preferred option is to enhance the environment of the site through wholesale redevelopment. The site should remain the focus and core of the Catford town centre's retail activity, with a supporting mix of uses including residential and office/commercial uses. The shopping environment should be enhanced through an improved public realm providing new and significant public space; attractive buildings with active frontages; and better access and links through the site and to other areas of the town centre. Through redevelopment a new triangular retail circuit could be established linking Rushey Green high street with Catford Broadway via a pedestrianised mall, and a further connection to the Civic Quarter and South Circular (A205) site, all with a continuous frontage. The centre's main supermarket will be located on the site.



5.1.6 Reasons for the preferred option

What alternatives were considered and why they were rejected

The preferred option provides for a mixed use retail led scheme with the emphasis on the site being the focus for retail activity, and the need to ensure residential units are provided at the same or above existing numbers. Retail uses or residential uses alone were not considered to be the preferred option as they would not allow the full potential of the site and its town centre location to be maximised as part of a mixed use site within a town centre. It is considered that a mixed use scheme, including improved design outcomes for the site, would greatly improve the town centre and improve accessibility through and to the site, and within the town centre.



5.1.6 Draft Policy

The Council will require a comprehensive master plan for the redevelopment of the Catford Shopping Centre and Milford Towers site, which should be considered in association with the Civic Quarter and South Circular (A205) site and the Plassy Road island site.

The site is the core retail area of the town centre and is allocated for a mix of retail (A1, A2, A3, A4, A5), residential (C3), business (B1a), community (D1), and leisure (D2) uses.

Development proposals will need to provide:

- a) A strengthened and enhanced Core Shopping Area, which is the focus for retail activity in the town centre, of which at least 70% are shop (A1) uses;
- b) Integration of the site to its town centre surrounds through improved access and permeability, particularly improved pedestrian links to Rushey Green high street and Catford Broadway;

c) An appealing shopping environment with quality shop frontages;

d) A new triangular retail circuit to link Rushey Green high street with Catford Broadway via a pedestrianised mall through the site;

e) A redeveloped supermarket that provides ground floor retail space, basement car parking and is integrated at ground level with other uses in the Core Shopping Area;

f) A public realm designed to encourage pedestrian activity, using high quality materials, including street trees, seating, public art and good lighting;

g) Improved pedestrian access from Holbeach Road for existing residents and future residents of the Greyhound stadium area;

h) 'Animated' street frontage on the main routes around and through the site and buildings that address the street, including Thomas Lane and Holbeach Road;

i) Retention of the buildings along Catford Broadway or new buildings that match the grain and scale of existing buildings;

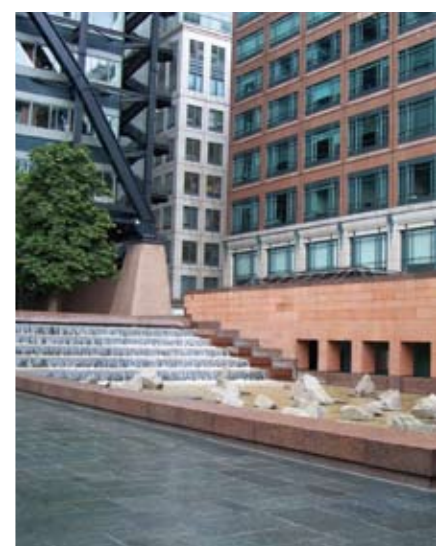
j) High quality housing to 2010 Decent Home standard or equivalent, where the overall number of residential units is equal or greater than what currently exists;

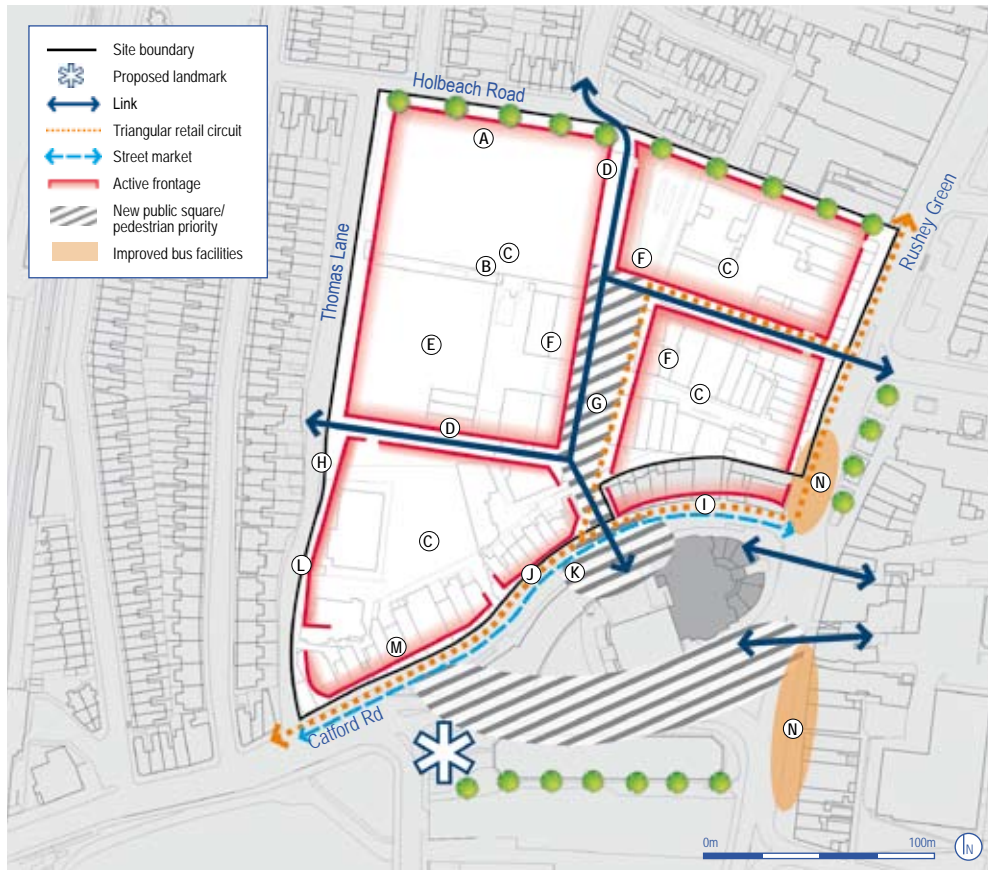
k) An improved and consolidated street market;

l) Improved and better located bus facilities; and

m) An assessment of the flood risk.

The policy requirements and design principles are illustrated on Figure 6.





A. Redevelopment (to include replacement car parking) with animated/active frontages along Holbeach Road

B. Potential for office accommodation

C. Residential development on top of new retail units to incorporate a mixture of housing types, sizes and tenures

D. Redevelopment to include improved and new pedestrian links to and through the area, including improved access to Rushey Green, Holbeach Road and Thomas Lane

E. Supermarket redevelopment to be integrated into the town centre, possibly with potential for a frontage on Catford Broadway

F. Core retail area / site with high quality, and larger size shop units

G. New Public space at centre of new development

H. Redevelopment to have animated frontages along Thomas Lane and pedestrian access to the shopping centre

I. Improve links with Rushey Green and Catford Broadway and create a high quality, triangular retail circuit

J. Street market consolidated and improved along Catford Broadway

K. Development should have a highly visible entrance on an improved and enlarged public space along Catford

L. Opportunity to make Thomas Lane two way to improve access to shopping centre

M. Retain fine grain and scale of building along Catford Broadway in any redevelopment

N. Improved bus waiting environment

Figure 6 - Key design considerations for Site 1 - Catford Shopping Centre



Development Opportunity Site 2

Civic Quarter and South Circular

5.2 Development Opportunity Site 2 Civic Quarter and South Circular

5.2.1 Description

The Civic Quarter and South Circular (A205) site includes two potential development opportunity areas to the north and south of Catford Road:

- Land to the north of Laurence House, comprising the space currently occupied by the South Circular (A205), the Town Hall and Civic Suite, and the Grade II listed Broadway Theatre.

Land to the south of Catford Road, comprising Laurence House, a (temporary) surface car park for Council employees, a lorry park, and a telephone exchange building. The site is bounded to the south by the Culverley Green Conservation Area. The site includes the location for the realigned South Circular (A205).

The area is affected by Transport for London's (TfL) long-standing plans to realign the South Circular (A205) to the south of Laurence House. TfL are currently in the process of preparing a road design in consultation with Lewisham Council and the Council is actively campaigning for the project to be included in TfL's current works plan.

In parallel, the future use and location of Council premises at the Town Hall, Civic Suite and the Laurence House, is being reviewed. The future of these buildings and their on-going uses is dependant on the Council's medium to long-term office needs.

5.2.2 Opportunities

The redevelopment opportunities primarily relate to the realignment of the South Circular (A205), which would remove traffic from the town centre and allow the creative use of the road space for a mixture of new public spaces and buildings, and permit better connectivity with the core shopping area. The area north of Laurence House has the potential to become the new people orientated focus of Catford, with public spaces and traffic free routes and an improved setting for the Broadway Theatre. The realigned South Circular (A205) has the potential to give the area South of Laurence House a larger profile in Catford and allow for a beneficial redevelopment that would enhance the image of the town centre, through better traffic management and attractive building frontages on the realigned road.

5.2.3 Constraints

Redevelopment is dependant on two main considerations and decisions: the realignment of the South Circular (A205); and the Council's review of its medium to long term office needs. If the road or Council offices remain, there will be minimal opportunity for change.



5.2.4 Options Considered

The Issues and Options consultation put forward the following uses for the site:-

A. The land north of Lawrence House:

1. Open space (public square, outdoor dining, environmental improvements).
2. Active ground floor retail/leisure orientated uses such as restaurants.
2. Civic uses.
3. Council offices.
4. Residential on top floors.

B. The area south of Lawrence House:-

1. Residential.
2. Leisure/retail/commercial to complement town centre at ground floor and lower levels.

Design options and ideas put forward as part of the issues and options consultation for the area north of Lawrence House included the following:

- Introducing environmental improvements around the Broadway Theatre to improve the setting of this landmark building.
- Making improvements to Catford Broadway and the street market, including the triangular space to the west of the Town Hall.
- Introducing buildings of high design standard if the Town Hall and Civic Suite are redeveloped. The buildings should take account of the scale and character of surrounding buildings, including the listed Broadway Theatre and the two-storey development on Catford Broadway.

- Moving traffic to the south of Lawrence House and create a pedestrian friendly, public space at the heart of the town centre ("Catford Square").
- Increasing the size of the existing space to the west of the Town Hall to create a spacious square outside the (potential) redeveloped Catford Shopping Centre.
- Animating existing and newly created spaces by "opening up" existing buildings (Catford Library, Council Access Point, Civic Suite) or introducing new buildings that address the street.
- Locating bus stops in easy reach of places where people want to go.

Design options and ideas put forward as part of the issues and options consultation for the area south of Lawrence House included the following:

- Introducing buildings of good design to transform the "blighted" look of the development opportunity site.
- Facilitating the development of a landmark building on Rushey Green. This could serve to enhance the arrival experience for those entering the town centre from the south and east.
- Creating a sympathetic transition between Catford Town Centre and the Culverley Green Conservation Area.
- Defining and enhancing site boundaries by introducing vegetation (trees and shrubs) if the site can not (yet) be developed.
- Designing the new South Circular to become a spacious and attractive boulevard.

5.2.5 Preferred option

The preferred option is to provide for a mix of uses to support the civic uses, especially the Civic Suite, library and One-Stop Shop. Council offices would be acceptable as would residential uses. Leisure and retail uses would need to complement the existing town centre provision. Redevelopment of the area should improve the setting of the Broadway Theatre and include high quality new public spaces, fronted by active uses and improved links to and within the centre. The realigned South Circular (A205) should be designed to become a spacious and attractive boulevard - a street rather than a motorway.

5.2.6 Reasons for the preferred option

What alternatives were considered and why they were rejected

The preferred option incorporates aspects of all options put forward. The preferred option in this case is being driven by the unique opportunity provided by the potential realignment of the road, as well as Catford's civic functions, to create public spaces and an on-going employment uses. The creation of public space through the realignment of the South Circular (A205), the opportunity to better use this land and provide connections and pedestrian links through and within the town centre, would greatly improve the areas amenity and physical characteristics.



Figure 7 - Draft Proposals to re-route the A205 South Circular

5.2.7 Draft Policy

The Council will require a comprehensive master plan for the redevelopment of the Civic Quarter and South Circular (A205) site. Site redevelopment should be considered in association with the Catford Shopping Centre and Milford Towers site.

The site is allocated for a mix of uses including civic (such as the library, one-stop shop and other civic functions) (D1), office (B1a), retail (A1, A2, A3, A5), leisure uses (D1, D2), residential (C3) and hotel accommodation (C1).

Development proposals will need to provide:

a) Buildings of high design standards if the Town Hall and Civic Suite are redeveloped. The buildings should take account of the scale and character of surrounding buildings, especially the listed Broadway

Theatre and buildings located on Catford Broadway;

b) Improvements to Catford Broadway and the setting for the street market;

c) A building or buildings making a clear and bold design statement on Rushey Green;

d) Integration of the site to the immediate Catford Town Centre surrounds through improved access and permeability both to and within the site;

e) Environmental improvements around the Broadway Theatre to improve its setting;

f) Provision for loading and unloading access to the Broadway Theatre;

g) Active uses at street level;

h) Improved and consolidated location for the street market;

i) New public open spaces designed using high quality materials, which include street trees, seating, public art and lighting;

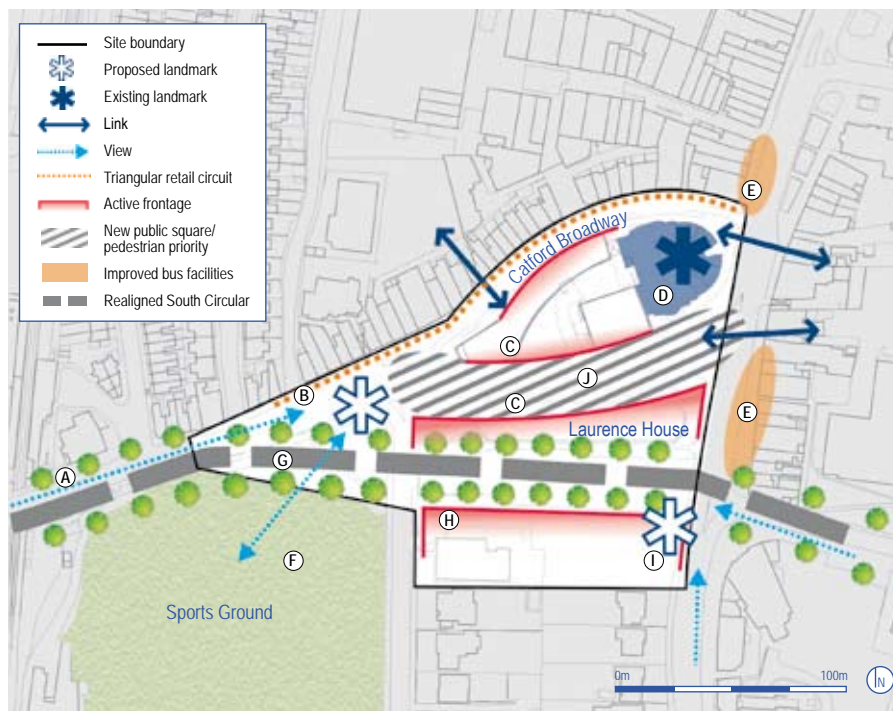
j) A sensitive transition between the Town Centre and the Culeverly Green Conservation Area;

k) Improved and consolidated bus facilities;

l) The realigned South Circular as a spacious and attractive boulevard designed to improve the overall pedestrian environment and connectivity within the town centre; and

m) An assessment of the flood risk.

The policy requirements and design principles are illustrated on Figure 8.



- A.** Improve visual and physical links with train stations through public realm improvements
- B.** Consolidate and improve street market along Catford Broadway
- C.** New development council sites to include ground floor activity to animate spaces. Uses could include: community and leisure facilities, shops, cafes restaurants, and office or hotel
- D.** Improve setting of Broadway Theatre through environmental improvements or creation of new square if South Circular relocated

- E.** Bus stops need to be located close to where people want to go and bus waiting environment improved
- F.** Improve visual and physical links with sports grounds
- G.** Proposed new route of the South Circular, realigned to improve pedestrian environment in the town centre. New route designed to create attractive "boulevard style"
- H.** Create an attractive frontage on the possible future South Circular

- I.** Key gateway site when entering Catford from the south and east. Redevelopment should include landmark frontages to enhance first impressions
- J.** Creative use of space (if South Circular relocated) potential for new squares pedestrian priority and new buildings

Figure 8 - Key design considerations for Site 2 - Civic Quarter and South Circular



Development
Opportunity Site 3

Plassy Road Island

5.3 Development Opportunity Site 3 Plassy Road Island

5.3.1 Description

The Plassy Road Island site comprises approximately 1.9 hectares of land located to the rear of the Rushey Green high street and bounded by the Catford gyratory system (Plassy Road, Brownhill Road, Sangley Road). The site comprises the Catford Island Retail Park (Lidl, JB Sports, Mecca Bingo, Dreams and McDonalds); a timber yard; individual shop units fronting Brownhill Road; and the existing walk-through access to Rushey Green with access to the core shopping area. A large part of the site is currently made up of surface level car parking, with vehicle access directly from Plassy Road and a second vehicle access to the timber yard from Rushey Green. To the south along Sangley Road, the site adjoins land set aside for the realignment of the South Circular (A205).

5.3.2 Opportunities

From a land use perspective the Plassy Road site is considered to be under used. The extent of the surface level car park and the lack of uses above ground floor represent a missed opportunity to capitalise on the sites location and relationship to the Catford Town Centre. There is potential to better use space above ground level retail uses for residential development. The proximity of the site to the Town Centre means there is an opportunity to contribute to an improved town centre image, and improved links between the town centre and the residential development to the east.

5.3.3 Constraints

Development on the site may be constrained by the existing occupier's not wishing to relocate. Pedestrian access to Rushey Green is restricted via passageways between existing buildings fronting Rushey Green, which constrains town centre access. Land set aside for the re-alignment of the South Circular will need to be excluded from any redeveloped site.

5.3.4 Options Considered

The Issues and Options consultation put forward the following uses for the site:

1. Retail.
2. Residential.
3. Leisure uses (restaurants / bars).

Design options and ideas put forward as part of the issues and options consultation included the following:

- Facilitating the development of a new gateway feature on the corner of Plassy Road and Brownhill. This may be either a new building making a clear and bold design statement to mark the entrance to Catford Town Centre and/or public art such as a sculpture in this area. This could improve the arrival experience for those entering the town centre from the east.
- Introducing more vegetation (trees and shrubs) into the development, including the boundaries, to help define the site and to soften and improve its appearance.
- Improving the interface between Catford Town Centre and the residential area to the immediate east by considering and responding to the scale and character of this area.
- Creating a road corridor environment that is more pedestrian friendly, easier to cross and where the domination of the motorcar is reduced.
- Reviewing the need for, and location of, existing surface level car parking on the site.
- Enhancing pedestrian links from the site to Rushey Green, the rest of the town centre and east of Plassy Road.

5.3.5 Preferred option

The preferred option is to proceed with redevelopment of the site which provides a mixed-use scheme. This will include ground level retail, leisure and community uses combined with residential uses. Improved accessibility to and through the site should be provided, which link the site both to the town centre and the adjoining residential areas. The site is seen as secondary and complimentary to the core shopping areas, and for this reason a maximum retail unit size has been included.

5.3.6 Reasons for the preferred option

Issues and options consultation

The Greater London Authority supported a more intensive development. The London Development Agency supported better integration of the site into the Town Centre.

What alternatives were considered and why they were rejected

The preferred option provides for a mixed use scheme and incorporates the three uses put forward for the site. This would provide better use of the land, an opportunity to integrated redevelopment with the core shopping area, and improve accessibility through and to the site.

5.3.7 Draft Policy

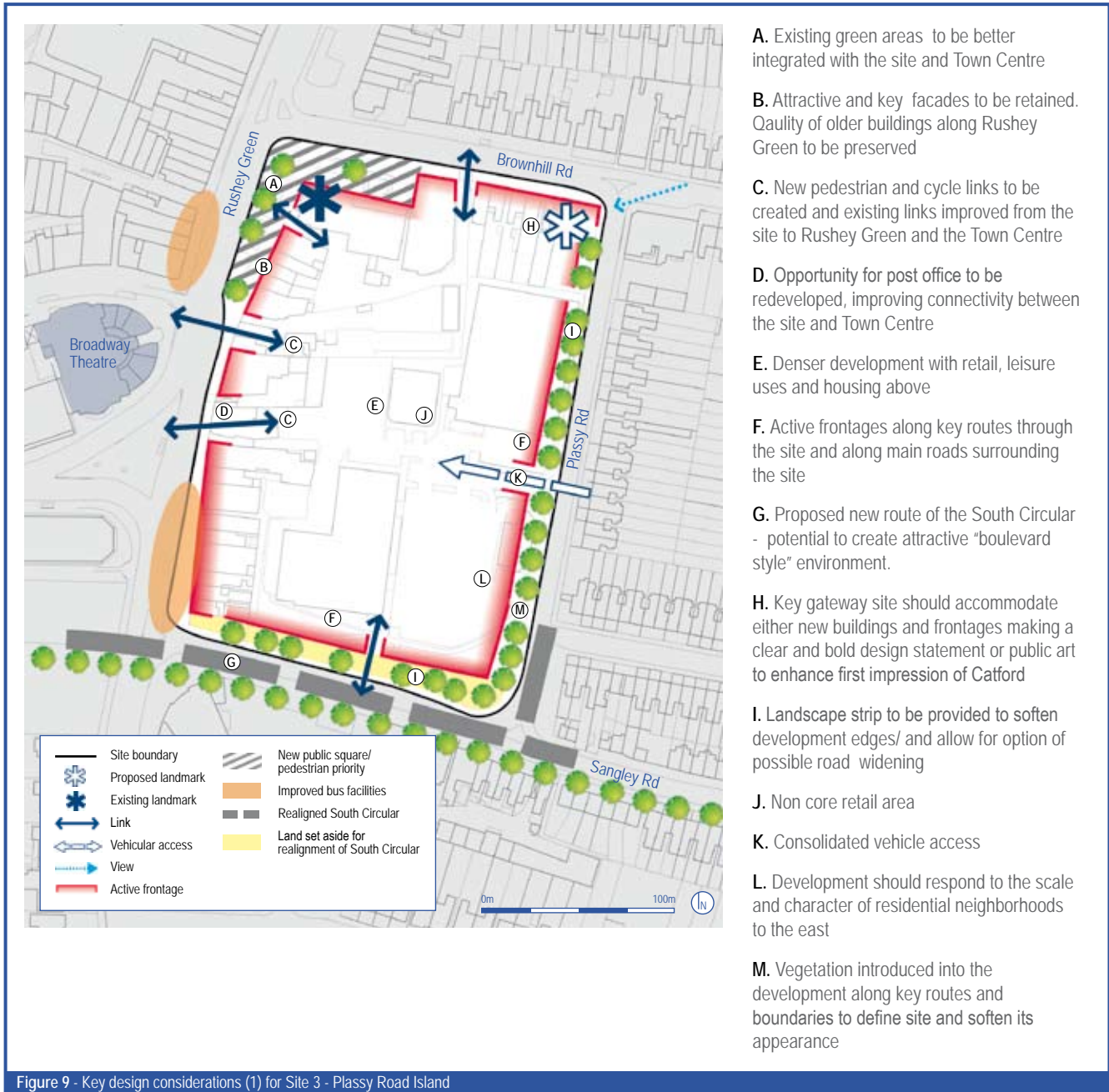
The Council will require a comprehensive master plan for the redevelopment of the Plassy Road Island site. Consideration will need to be given to the site's relationship to the Shopping Centre and Milford Towers site and the Civic Quarter and South Circular (A205) site.

The site is allocated for a mix of retail (A1, A2, A3, A4, A5), residential (C3), community (D1) and leisure (D2) uses, to compliment uses in the core shopping area.

Development proposals will need to provide:

- a) Integration of the site to the core shopping area of the town centre and immediate surrounds through improved access and permeability both to and within the site;
- b) Development which capitalises on the site's proximity to Catford Town Centre including taller buildings and denser development;
- c) Attractive new buildings with activity on the ground floor;
- d) A maximum retail unit size of 1500 gross square metres;
- e) No net loss to the existing level of community and leisure uses;
- f) A high quality, easy to maintain public realm designed to encourage pedestrian activity;
- g) Improved definition of the boundaries of the site through landscaping and innovative building design that define and overlook pedestrian routes through and adjacent to the site;
- h) Safe and consolidated traffic access to the site; and
- i) Safeguard transport corridors for the realigned South Circular (A205) in accordance with Transport for London's approved scheme.

The policy requirements and design principles are illustrated on Figure 9.



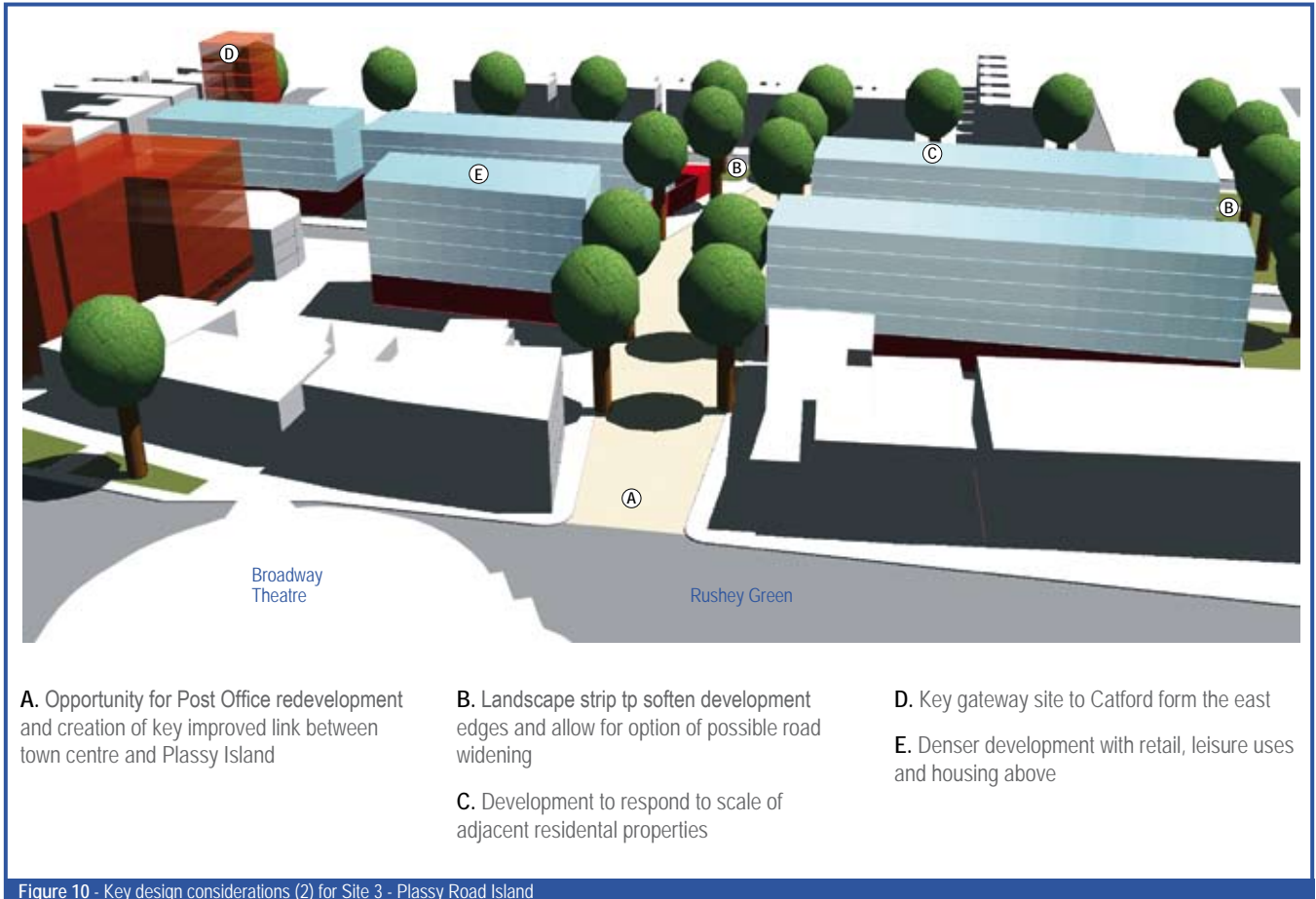


Figure 10 - Key design considerations (2) for Site 3 - Plassy Road Island





Development Opportunity Site 4

Former Greyhound Stadium and Catford Railway Stations

5.4 Development Opportunity Site 4

Former Greyhound Stadium and Catford Railway Stations

5.4.1 Description

The Greyhound Stadium area including the two Catford railway stations, is located between the Catford and Catford Bridge railway lines, north of the South Circular (A205) and includes approximately 4.7 hectares of land. Prior to its demolition the site was the location of the Catford Greyhound Stadium. The site currently comprises large areas of vacant and under-used land as well as some light industrial uses. The Catford and Catford Bridge railway stations are located in the southern part of the site. Vehicle access is via Westdown Road, a residential street; and egress is via the same route plus Adenmore Road, which meets Ravensbourne Park at the South Circular (A205) junction. The River Ravensbourne runs in a concrete channel through the site and the Waterlink Way (a pedestrian and cycle route) cuts through the site and provides a link from the South Circular and the railway stations, to the residential neighbourhoods to the west and Ladywell Fields to the west and north. Ladywell Fields are designated as Metropolitan Open Land, a Site of Nature Conservation Importance and a Green Corridor.

The site is currently in the early stages of planning for a housing led mixed-use regeneration scheme by English Partnerships. This will help meet the need for new housing in the borough with a focus on provision for key workers.

5.4.2 Opportunities

Redevelopment provides the opportunity to contribute to an improved image of Catford Town Centre, especially from the South Circular. This can be achieved through innovative building design and improvements to the railway station environment, including the space between the two stations and the River Ravensbourne. This will facilitate improved visual and physical links (especially pedestrian and cycle access) between and to the site, the town centre, Ladywell fields, the surrounding residential neighbourhoods and between the two train stations.

5.4.3 Constraints

The scale and type of redevelopment is constrained by the site's severance from the town centre. This relates to its location between the railway lines and the vehicle access constraints this creates – the site has only one car access point, via a residential road. A main sewer line runs through the site and there is a risk of flooding, the impact of which will need to be assessed and a Flood Risk Assessment undertaken according to information and guidance provided by the Environment Agency.

Thames Water has indicated concerns regarding water supply capability. The water supply network in this area is unlikely to be able to support the demand anticipated from this development. It will be necessary for Thames Water to undertake investigations of the impact of any development and in the event of an upgrade to its assets being required, a lead time of up to three years may be necessary.

5.4.4 Options Considered

The Issues and Options consultation put forward the following uses for the site:

- Retail and shopping
- Residential
- Mix of uses including small scale community and commercial uses

Design options and ideas put forward as part of the issues and options consultation included the following:

- Facilitating the development of a gateway building on the South Circular making a clear and bold design statement to mark the entrance to Catford Town Centre. This could improve the arrival experience for those entering the town from the west.
- Introducing development of high design quality, in particular at highly visible locations such as the area overlooking Ladywell Fields and on the South Circular.
- Introducing buildings that are sympathetic to the scale and character of adjacent development, in particular the properties on Dogget Road that overlook the site.
- Introducing improvements to the River Ravensbourne to “soften” the concrete channel and make the river more visible.
- Clearing away overgrown vegetation on the site.

- Creating new pedestrian routes through the site linking Catford Town Centre and Ladywell Fields with new and existing residential areas to the east and west of the railway lines.
- Introducing buildings to overlook pedestrian routes and public spaces to help prevent crime.
- Improving Waterlink Way cycle and pedestrian route.
- Facilitating the redevelopment of Catford Station ticket office, possibly combining the facility with a new gateway building.
- Improving the area between Catford Bridge and Catford Stations and strengthening the links between the two.
- Enhancing station and ticketing facilities, making the stations easier to use.

5.4.5 Preferred option

The preferred option is to proceed with the option seeking a housing led mixed-use regeneration scheme. Any redevelopment will require a comprehensive master plan to ensure the site provides a positive contribution towards the regeneration of Catford and an integrated scheme. This would involve residential uses (with a focus for key workers) and a mixture of small scale integrated community, retail and office/commercial uses. Improvements to the railway stations and the surrounding environs will need to be included.

The space between the stations will need to function as a connected, active and accessible public space. Redevelopment will need to analyse the movement of people in order to provide logical pedestrian and cycle links to the town centre and beyond. Open space and improved accessibility to and through the site should be provided as well as the potential to improve and naturalise the River Ravensbourne. The location of the sewer line should not dictate the site layout. The use of planning obligations and conditions on planning permissions would also be used in pursuit of the preferred option.

5.4.6 Reasons for the preferred option

What alternatives were considered and why they were rejected

The preferred option focuses on a housing led regeneration scheme incorporating small scale community and commercial/retail uses. Residential development would represent a better use of the land particularly the provision of key worker housing.

Due to the site's shape and constrained access, intensive retail uses are not considered appropriate. Convenience retail is considered acceptable if it is small scale and serves an immediate local need. The provision of open space and improved accessibility both to and within the site improves amenity as does the potential to open up and/or naturalise the River Ravensbourne. It is also considered that single use of the site from the range of options presented would result in an area with a lack of activity and vibrancy and that a mix of uses would best promote a sustainable development.

5.4.7 Draft Policy

The Council will require a comprehensive master plan for the redevelopment of the Greyhound Stadium area and the railway stations. This will involve a housing led mixed use development with a focus for key workers and a mixture of small scale integrated community, retail, open space and recreation uses. Improvements to the railway stations and the surrounding environs will also need to be pursued.

The site is allocated for a mix of residential (C3), community (D1), small scale convenience retail (A1, A3), business (B1) and open space and recreation.

Development proposals will need to provide:

- a) A layout that provides for open space, and is not dictated by the sewer line;
- b) Integration of the site with the Catford Town Centre, residential development to the east and west, and Ladywell Fields, through an analysis of the movement of people to ensure logical improved access through and to the site (pedestrian and cycle access);
- c) Improved definition of the boundaries of the site through landscaping and innovative building design that define and overlook access routes through and adjacent to the site, particularly along the South Circular (A205) and the boundaries with Ladywell Fields;

d) Building design that is sympathetic to the scale and character of adjacent residential development;

e) Environmental enhancement of the River Ravensbourne and the associated Waterlink Way;

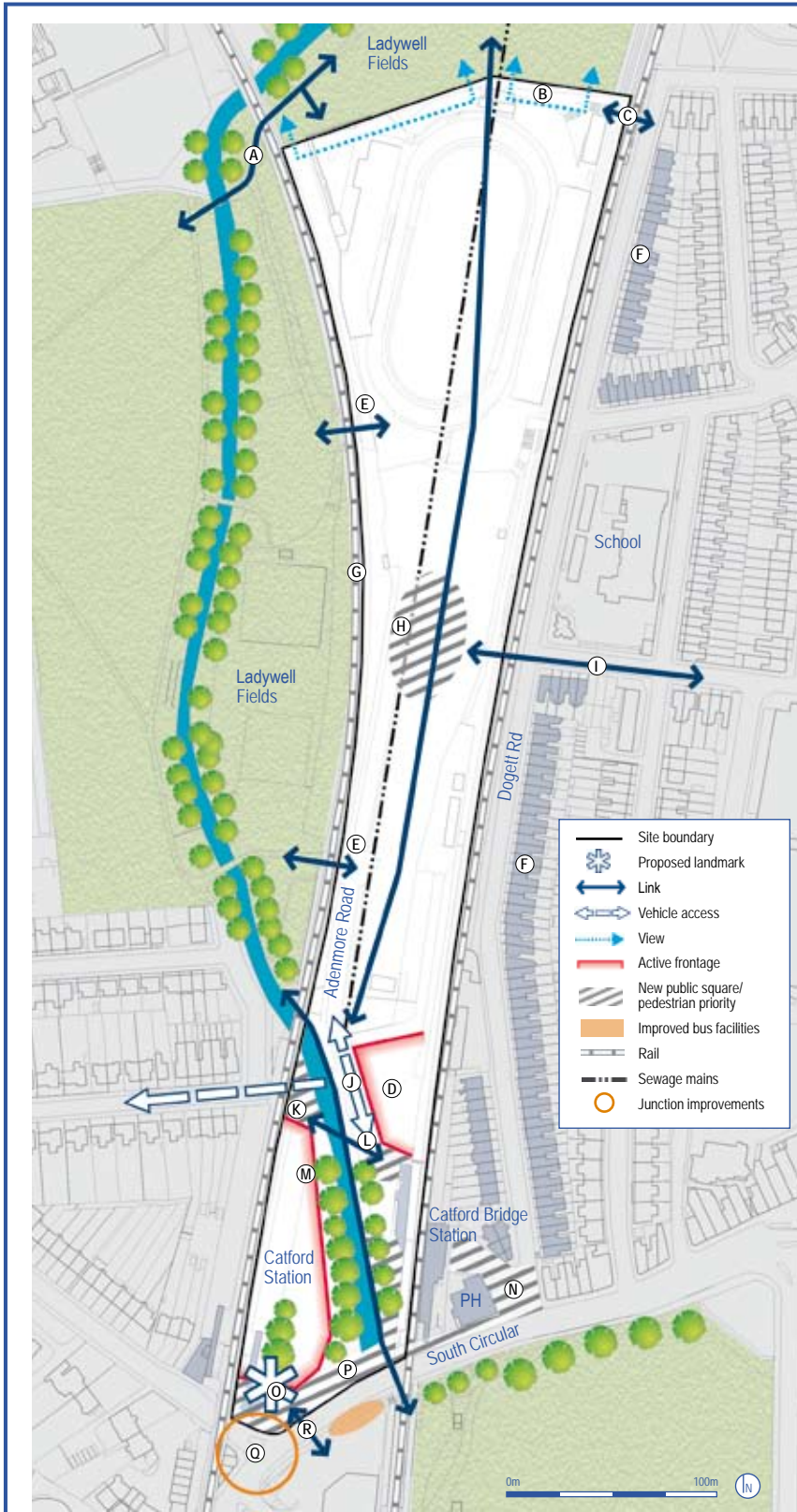
f) An assessment of the flood risk;

g) An assessment of the existing trees and vegetation, and what is to be retained, to inform the landscape plan for the site; and

h) Enhanced railway station facilities for Catford Station and Catford Bridge Station, which includes improved accessibility between the two stations and new public space that is connected, active and accessible.

The policy requirements and design principles are illustrated on figures 11 and 12.

The use of planning obligations and conditions on planning permissions may be used in pursuit of this policy.



- A.** Link pedestrian/cycle access to/from site to Ladywell Fields
- B.** Introduce attractive high quality buildings to enhance views from, and introduce views across to Ladywell Fields
- C.** Pedestrian/cycle link
- D.** Building frontages should define and overlook key pedestrian routes through the site
- E.** New pedestrian/cycle routes should be introduced through the site linking residential areas to the east and west
- F.** Future development should consider impact on existing homes located to the east across the railway lines
- G.** Introduce attractive high quality buildings to enhance views from, and introduce views across to Ladywell Fields
- H.** Mixed use developments surrounding new community heart
- I.** Pedestrian/ cycle access towards town centre
- J.** Access road to station site
- K.** Potential for second station entrance
- L.** An assessment to be made of the existing trees to inform the landscape plan and what is to be retained
- M.** River environment and Waterlink Way route to be improved. Development should be set back a minimum of 8 metres from River Ravensbourne
- N.** Improve area to the front and rear of Catford Bridge railway station
- O.** Key gateway site when entering Catford from the west. Redevelopment should be mixed use and include landmark frontages to enhance first impressions as part of improvements to the station and surrounding area to make it attractive and safe
- P.** Area between railway stations to be improved to create a public space linking the two stations and routes for pedestrians. Adenmore Road to be closed and pedestrian links improved
- Q.** Junction improvements
- R.** Improved pedestrian links (crossing) across South Circular

Figure 11 - Key design considerations (1) for Site 4 - Greyhound Stadium and Stations



A. Link to Town Centre

B. New development should consider impact on existing residential character across the railway line

C. Buildings to overlook pedestrian routes and public spaces

D. Create new pedestrian routes through the site linking new and existing residential areas

E. The links and the area between Catford Station and Catford Bridge station to be improved by creating easy access between the stations as part of an integrated public space

F. Opportunity for gateway building making a clear and bold design statement to mark the entrance to the town centre, incorporating new railway station building. Station and ticketing facilities to be improved

G. Potential to open up River Ravenbourne, provide new landscaped public space through site and improved Waterlink Way

Figure 12 - Key design considerations (2) for Site 4 - Greyhound Stadium and Stations



Development
Opportunity Site 5

Wickes

5.5 Development Opportunity Site 5

Wickes

5.5.1 Description

The Wickes site is located between the Catford and Catford Bridge railway lines, to the south of the South Circular (A205) and forms the western edge of the town centre. The site is approximately 2 hectares and accommodates several large retail outlets and some light industrial uses. A large part of the site is taken up by two surface level car parks, each with their own separate access from the South Circular.

The River Ravensbourne cuts diagonally through the site in a covered channel. The Waterlink Way, a pedestrian and cycle route, runs along the western and northern boundaries of the site and provides a direct link to the South Circular, the former Greyhound Stadium site to the north, and the Catford and Catford Bridge railway stations.

5.5.2 Opportunities

While there has been no immediate interest in developing the site, the site is generally under used with the lack of uses above ground floor and surface level car parks. The site represents an opportunity to contribute to an improved image of Catford Town Centre, capitalise on its close location to the town centre and public transport accessibility, and for improvements to be made to the River Ravensbourne and the way pedestrians and cyclists are catered for.

5.5.3 Constraints

Redevelopment could be constrained by current fragmented land ownership, present owners unwillingness to relocate, the ground level difference from the South Circular to the site, and the severance of the site from the town centre due to the railway lines. The risk of flooding will also need to be assessed and a Flood Risk Assessment undertaken according to information and guidance provided by the Environment Agency. The road layout and potential traffic congestion from increased vehicles could impact on the immediate and surrounding areas.



5.5.4 Options Considered

The Issues and Options consultation put forward the following uses for the site:

- Using the space above ground/lower levels retail uses for other uses.
- Residential.
- Hotel or visitors accommodation use.
- Retail.

Design options and ideas put forward as part of the issues and options consultation included the following:

- Facilitating the development of a gateway feature on the South Circular. This could include a new, possibly tall building making a clear and bold design statement to mark the entrance to Catford Town Centre and/or public art such as a sculpture or colourful lighting at this location. This could improve the arrival experience for those entering Catford from the west.
- Improving the definition of the boundaries of the site. This may include vegetation to soften the impact of buildings and car parks or attractive new buildings with activity on the ground floor.
- Facilitating the development of tall buildings that overlook the sport fields and form an attractive backdrop to Catford Town Centre to the east.
- Reviewing the potential to open up the river Ravensbourne thus creating an attractive feature for the site.

- Making the junction with the South Circular and Ravensbourne Park easier to cross by combining the two vehicle access routes into the site and introducing pedestrian crossing facilities.
- Enhancing pedestrian and cycle links under the South Circular and Catford railway line and across the site.
- Facilitating the development of buildings that define and overlook pedestrian routes through and adjacent to the site, including the South Circular.

5.5.5 Preferred option

The preferred option is to proceed with an option seeking the comprehensive redevelopment of the site for a mix of uses which taps into the potential for the site's regeneration.

This includes residential development, comparison retail and small scale convenience retail. Given the prominence of the site a hotel or visitors accommodation use may also be a desirable use. Open space and improved accessibility to and through the site should be provided as well as the potential to open up and/or naturalise the River Ravensbourne.

5.5.6 Reasons for the preferred option

What alternatives were considered and why they were rejected

The preferred option incorporates aspects of all options put forward. Inclusion of residential uses would represent a better use of the land. The existing comparison retail uses should continue as part of the mix of uses. Convenience retail is considered acceptable if it is small scale and does not compete with existing large scale uses located in the core of the town centre. The provision of open space and improved accessibility both to and within the site improves amenity as does the potential to open up and/or naturalise the River Ravensbourne.

5.5.7 Draft Policy

The Council will require a comprehensive master plan for the redevelopment of the Wickes site.

The site is allocated for a mix of residential (C3), comparison retail (A1), employment (B1), community facilities (D1) and open space uses. Small scale convenience retail may be acceptable if serving immediate local needs.

Non-residential uses should be concentrated in the northern half of the site to be more accessible to the South Circular (A205).

Development proposals will need to provide:

- a) Integration of the site to the Catford Town Centre and immediate surrounds through improved access and permeability both to and within the site, including enhanced pedestrian and cycle links across and under the South Circular (A205) and Catford railway line;
- b) Improved definition of the boundaries of the site through landscaping and innovative building design that define and overlook pedestrian routes through and adjacent to the site, including the South Circular;
- c) Attractive new buildings with activity on the ground floor and buildings that overlook the sport fields and form an attractive backdrop to Catford Town Centre to the east;
- d) Innovative solutions to the ground level differences between the site and the South Circular;
- e) Improved accessibility and links across the South Circular to Catford Station;
- f) Consolidated access to the site by making the junction with the South Circular and Ravensbourne Park easier to cross by combining the two vehicle access routes into the site and introducing pedestrian crossing facilities;
- g) Environmental enhancement of the River Ravensbourne and the associated Waterway Link; and
- h) An assessment of the flood risk.

The policy requirements and design principles are illustrated on Figures 13 and 14.



Figure 13 - Key design considerations (1) for Site 5 - Wickes

- A.** New bus facilities should be considered as part of interchange development
- B.** Improve pedestrian and cycle link under South Circular and to railway stations
- C.** Innovative solution required to overcome level difference and create attractive boundary to the South Circular
- D.** Improved pedestrian and cycle links (crossing) across South Circular
- E.** Simplify and rationalise junction and access to site
- F.** Key gateway sites: buildings and frontages to enhance first impression of Catford
- G.** Building frontages should define and overlook key pedestrian routes through the site
- H.** River Ravensbourne improvements/naturalisation at centre of site redevelopment. Development should be set back a minimum of 8 metres
- I.** Introduce a Waterlink Way and improvements to link under viaduct
- J.** Introduce buildings that overlook the sports fields
- K.** High density mixed use development across the site with ground floor retail/business or podium parking and residential above
- L.** Improve the definitions of the boundaries of the site through landscaping and building design



A. Housing should be oriented to maximise views, natural light and reduce impact of noise from railway

B. Landscaping required to soften edges of development, mitigate proximity to railway and contribute to biodiversity

C. Retain railway arches and potential for creative use

D. Opportunities for high density mixed use development to maximise town centre location and accessibility to public transport; ground floor retail/podium parking with residential above

E. Potential to naturalise the River Ravenbourne and provide a new landscaped public space through the site. Waterlink Way to be improved

F. Taller buildings (up to 6-7 storeys) could maximise use of site, and take advantage of views to/from town centre and adjacent green space

G. Opportunity for gateway building making a clear and bold design statement to mark the entrance to the town centre

Figure 14 - Key design considerations (2) for Site 5 - Wickies

6.0 Implementation Framework

The AAP forms the basis of a strategic framework to guide and inform the future regeneration of Catford Town Centre. The private and public sector will be able to use this plan to prepare and inform schemes and projects consistent with the vision. These schemes will vary from large scale projects of strategic importance to smaller projects of local influence, and straight forward change-of-use applications.

The issue of securing funding, both public and private sector, and establishing an appropriate delivery framework for the elements that make up the AAP is central to the realisation of the vision.

AAP's are intended to have a strong focus on implementation and delivery. Government guidance also sets out the importance of monitoring the effectiveness of the area action plan. Paragraph 4.48 of PPS12 states that 'Local planning authorities must develop monitoring systems to assess the effectiveness of local development documents'.

This includes the following aspects:

- Monitoring the efficiency of policies and proposals
- Seeking all available resources, public and private for the implementation of policies and proposals in the plan
- Encouraging consideration of community benefit and planning loss
- Commitment to consultation and
- Undertaking enforcement action.

The AAP will provide a comprehensive and integrated framework for change and growth. It will identify the land that is considered suitable for new development, provide guidance as to the implementation of such development and set down the Council's expectations in terms of design quality and innovation. It will also identify a comprehensive package of environmental, social/community and infrastructure projects/initiatives to serve the needs of existing and projected new populations, and improve the quality of the environment and operation of the town centre.

The Council is committed to the comprehensive delivery of all aspects of the Preferred Options report and recognises that in order to secure delivery it will be necessary to:

- Create the conditions required to stimulate investor confidence
- Work with and encourage developers and landowners to bring forward their land and buildings for development/ redevelopment
- Engage with other public sector stakeholders and the voluntary sector responsible for the delivery of different aspects of the area action plans preferred options
- Promote and encourage the delivery of design excellence and innovation
- Secure necessary highway improvements, accommodate new public transport infrastructure, enhance the public realm and improve pedestrian linkages
- Ensure the delivery of a built form and public realm of the highest design quality
- Put in place measures to secure the long term management and maintenance of the public realm and
- Put in place appropriate measures to ensure ongoing consultation and involvement of the resident and business community.

In pursuit of the above the Council will:

1. Encourage partnership working

The Council will work in partnership with a range of public, private and voluntary sector organisations in order to ensure the delivery of the area action plan policies and proposals. Key partners will include:

- Lewisham Strategic Partnership
- Public organisations such as the Greater London Authority, London Development Agency, Thames Gateway Development Corporation, English Partnerships and the Environment Agency
- Transport operators, Transport for London and Network Rail
- Landowners and potential developers
- Registered Social Landlords
- Existing businesses and business organisations
- Community and voluntary sector organisations
- Local residents
- Primary Care Trust
- The emergency services

The Council already works with several of the above and will continue to develop these relationships in the future to ensure the delivery of the area action plan.

2. Promote Council owned land for development

The Council owns a number of key sites within Catford Town Centre including the Town Hall/Civic Suite, Laurence House and the vacant land to the south of Laurence House. As part of the process of stimulating investor interest and encouraging the development of other identified sites the Council will endeavour to bring forward Council owned land for redevelopment as an early phase of the implementation process. In bringing forward these sites particular emphasis will be given to the realisation of the Council's design and sustainability objectives as a showcase for best practice.

3. Continue to work with Transport for London and other transport partners on the delivery of the realigned South Circular (A205) and other transport improvements

The area action plan identifies a range of highway and public transport improvement works. A key project of the area action plan is the realignment of the South Circular (A205) which has been on the agenda for some 25 years. The Council is in active discussions with TfL for its implementation. Other public transport initiatives include improvements to Catford and Catford Bridge railways stations, improvements to bus operations and stops, and related traffic management throughout the town centre.

Work in relation to the realisation of each of these projects is at various stages in the design and implementation process. The Council will continue to work with its partners to secure the delivery of improvements in relation to the phasing of development.

These projects are aligned with that of the Lewisham Local Implementation Plan (LIP). Key LIP policies include:

- LIP Policy 3A9. Catford. The Council will encourage the London Mayor and TfL to implement their proposals for the A205 at Catford.
- LIP Scheme 3A.4 Catford. Subject to the provision of funding and TfL implementing its proposals for the A205, the Council proposes creating a new central public space within the space that would be left by the relocation of the A205.

- LIP Policy 3A.10 Catford. The Council proposes working with TfL, Network Rail, train operating companies and other partners to develop proposals and identify funding mechanisms to deliver access and improvements to and between Catford and Catford Bridge Stations, allied with the redevelopment of the 'Dog Track' site and improvements to the A205 and town centre.

The proposals are also designed to work towards TfLs Area Based Scheme objective.

4. Use Compulsory Purchase powers to bring forward land for development in accordance with the proposals set out in the Area Action Plan

The area action plan is intended to encourage third party landowners and developers to bring forward their land and buildings for development/redevelopment. The Council will work with the landowner/ developers of each identified Opportunity Site in order to assist the process of bringing them forward for development within the area action plan period and beyond.

It is accepted, however that there will be sites where landowners may be reluctant or unwilling to bring forward their land for development. In such circumstances the Council may choose to use its compulsory purchase powers to achieve the plan's objectives.

5. Secure developer contributions towards the improvement of the public realm and transport improvements and the delivery of social and community facilities

The Council, as planning authority will be responsible for ensuring that the environmental and infrastructure improvements and community facilities required as a result of increased development are secured and implemented in an appropriate manner. The funding and delivery of such will be secured via a planning obligation agreement or by conditions attached to any planning permission.

The legal framework for planning obligations is Section 106 contained within the Town and Country Planning Act 1990 and associated Circular 05/2005. In accordance with the requirements of the Circular, planning obligations will be related to the needs and demands generated by each development and to the viability of provision. Individual developer obligations will fall into two categories:

- Those requirements that are essential to the development of each individual site i.e. the provision of affordable housing, open space, access, car and cycle parking, land use and sustainability targets.
- Financial contributions i.e. financial and other contributions to area wide facilities and benefits.

The Council is currently in the process of producing a Supplementary Planning Document (SPD) for planning obligations as part of the LDF. The Council proposes to use this document as a starting point or baseline position in the negotiation of each individual development contribution package. Once the contribution has been paid it will be placed within a pooled fund and will be used to realise a range of transport/ environmental and social/ community facilities. The improvements/ facilities include:

Transport and movement:

- Funding for a high quality network of walkways, cycleways and 'at grade' crossing points within and through the area
- Funding of new pedestrian/cycle links across the railway
- Funding of improved public transport interchange facilities
- Funding of improvements to the Catford gyratory and realignment of the South Circular (A205)
- Funding of improved bus waiting facilities
- Funding for a range of transport related initiatives including car clubs, bike sharing/ parking schemes
- Funding of environmental improvement works associated with the streets and strategic connections defined by the area action plan
- Funding of vehicular and pedestrian signage.

Community infrastructure:

- The provision of an appropriate level of affordable housing
- Support for school places
- Support for affordable nursery care provision
- Support for recruitment and training
- Support for health facilities.

Open space and public realm:

- Provision of new and improved spaces associated with the railway stations, Shopping Centre and Civic Quarter
- Funding of improvements to the existing open spaces
- Funding of crime reduction and prevention measures
- Funding of art in public spaces
- Funding of management and maintenance of the public realm.

Economic development:

- Town Centre Management
- Local employment schemes / construction training
- Support for local businesses
- Town centre improvements

This list should not, however, be viewed as definitive. In the period to 2016 and beyond the Council's priorities may alter, reflecting the changing needs of the town centre and the business and resident community. The list of requirements will be kept under review and developed during the course of the implementation process.

6. Co-ordinate public sector funding to support the delivery of key infrastructure projects

The town centre could benefit from a range of special funding programmes, primarily from public sector funding sources. These will be co-ordinated and prioritised in line with development phasing and will be used to help deliver the environmental/ infrastructure improvements and community/social facilities identified by the area action plan.

7. Monitoring the policies

Each policy will be monitored to ensure it achieves its objective. Such measures will include:

- Adherence to PPS6 recommendations for town centre 'health check' monitoring
- Liaison with the Town Centre Manager on monitoring and implementation
- Housing completions, especially affordable housing
- Employment land provision
- Renewable energy provision and capacity
- Car parking provision
- Quality and quantity of open space
- Community and health services and facilities provision.

7.0 Conclusion

This report provides the preferred options to guide the future redevelopment and regeneration of the Catford Town Centre.

It has presented:

- A Vision, objectives and spatial development strategy
- Key development issues and draft policies and
- Development opportunity areas/site allocations.

We need your feedback on what you think of the preferred options presented in this report. Specifically the draft policies and their intended application, and the preferred options for the five development opportunity sites.



Appendix 1 – Statutory Context

A1 local development framework

The Catford Town Centre Area Action Plan, when adopted, will be a Development Plan Document forming part of the Lewisham Local Development Framework. The Local Development Framework is a series of planning documents which collectively provide the planning strategy and policies for the London Borough of Lewisham. Being a part of the Local Development Framework will give the Catford Town Centre Area Action Plan a firm statutory basis upon which decisions on planning applications can be made.

More information about the Lewisham Local Development Framework can be obtained in the Council publication 'A Guide to the New Planning System – Introducing Lewisham's Local Development Framework'.

A2 planning policy statement 12 – local development frameworks

Planning Policy Statement 12 (Government planning guidance) provides an outline of when an area action plan could be prepared. The Council has considered these in determining the suitability of Catford Town Centre for an area action plan. Planning Policy Statement 12 states the following:-

Area action plans should be used to provide the planning framework for areas where significant change or conservation is needed. A key feature of area action plans will be the focus on implementation. They should:

- deliver planned growth areas;
- stimulate regeneration;
- protect areas particularly sensitive to change;
- resolve conflicting objectives in areas subject to development pressures; or
- focus the delivery of area based regeneration initiatives.

In areas of change, area action plans should identify the distribution of uses and their inter-relationships, including specific site allocations, and set the timetable for the implementation of the proposals. Further guidance, such as the layout of uses within these allocations and design requirements etc, may be provided in the relevant area action plan or in one or more supplementary planning documents in the form of a master plan. In areas of conservation, area action plans should set out the policies and proposals for action to preserve or enhance the area, including defining areas where specific conservation measures are proposed and areas which will be subject to specific controls over development.

A3 relationships with national and regional planning policy

Planning policy originates from all levels of government and the Council must ensure that its planning policies, like the Catford Town Centre Area Action Plan, are consistent with National Planning Policy and in general conformity with the London Plan. The statutory process for preparing the Catford Town Centre Area Action Plan involves an independent examination, one of the purposes of which is to assess whether the plan meets the above requirements. Appendix 2 provides an overview of the main directions arising out of National Planning Policy and the London Plan.

A4 relationship with other documents in the local development framework

The Local Development Framework is a series of planning documents. The following explains the relationships between the Catford Town Centre Area Action Plan and the other relevant documents which are to be contained in the Lewisham Local Development Framework.

- Spatial (Core) Strategy is the main planning document for the whole of Lewisham and it will set out the overall strategic direction for Catford Town Centre along with the rest of the borough.
- The Catford Town Centre Area Action Plan will provide the detailed policies and implementation mechanisms needed to advance the strategic directions set out in the Spatial (Core) Strategy.
- The Development Policies Document will contain a series of generic development control policies. The Catford Town Centre Area Action Plan will provide its own development control policies where they are required in order to respond to local circumstances. Where the generic development control policies are appropriate, the Area Action Plan will identify them as applying to Catford Town Centre.

Appendix 2 – National & Regional Planning Policy

Planning Policy Statement 1 – Delivering Sustainable Development (PPS1) provides an overview of the Governments key policies for the planning system. In preparing development plans (such as the Catford Town Centre Area Action Plan), PPS1 advises planning authorities to:-

(i) Promote national, regional, sub-regional and local economies by providing, in support of the Regional Economic Strategy, a positive planning framework for sustainable economic growth to support efficient, competitive and innovative business, commercial and industrial sectors.

(ii) Promote urban and rural regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed use developments for locations that allow the creation of linkages between different uses and can thereby create more vibrant places.

(iii) Promote communities which are inclusive, healthy, safe and crime free, whilst respecting the diverse needs of communities and the special needs of particular sectors of the community.

(iv) Bring forward sufficient land of a suitable quality in appropriate locations to

meet the expected needs for housing, for industrial development, for the exploitation of raw materials such as minerals, for retail and commercial development, and for leisure and recreation - taking into account issues such as accessibility and sustainable transport needs, the provision of essential infrastructure, including for sustainable waste management, and the **need to avoid flood risk and other natural hazards.**

(v) Provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car, while **recognising that this may be more difficult in rural areas.**

(vi) Focus developments that attract a large number of people, especially retail, leisure and office development, in existing centres to promote their vitality and viability, social inclusion and more sustainable patterns of development.

(vii) Reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development. Planning

should actively manage patterns of urban growth to make the fullest use of public transport and focus development in existing centres and near to major public transport interchanges.

(viii) **Promote the more efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings.** Planning should seek actively to bring vacant and underused previously developed land and buildings back into **beneficial use to achieve the targets the Government has set for development on previously developed land.**

(ix) Enhance as well as protect biodiversity, natural habitats, the historic environment and landscape and townscape character.

(x) Address, on the basis of sound science, the causes and impacts of climate change, the management of pollution and natural hazards, the safeguarding of natural resources, and the minimisation of impacts from the management and use of resources.

In relation to design, PPS1 sets out that planning authorities should plan positively for the achievement of high quality and inclusive design. It continues to outline the following: -

High quality and inclusive design should be the aim of all those involved in the development process. High quality and inclusive design should create well-mixed and integrated developments which avoid segregation and have well-planned

public spaces that bring people together and provide opportunities for physical activity and recreation. It means ensuring a place will function well and add to the overall character and quality of the area, not just for the short term but over the lifetime of the development. This requires carefully planned, high quality buildings and spaces that support the efficient use of resources. Although visual appearance and the architecture of individual buildings are clearly factors in achieving these objectives, securing high quality and inclusive design goes far beyond aesthetic considerations. Good design should:

- address the connections between people and places by considering the needs of people to access jobs and key services;
- be integrated into the existing urban form and the natural and built environments;
- be an integral part of the processes for ensuring successful, safe and inclusive villages, towns and cities;
- create an environment where everyone can access and benefit from the full range of opportunities available to members of society; and,
- consider the direct and indirect impacts on the natural environment.

Town centres are the spatial expression for a range of national planning policies, including Planning Policy Statement 6 – Town Centres. These policies identify town centres and their surrounds being principle locations for development and change.

This is being driven by the following policy directions: -

- Capitalising on accessibility of town centres (particular non-car based transport);
- Locating high trip generating activities in town centres;
- Encouraging mixed use developments in town centres;
- Encouraging housing in and around town centres;
- Altering standard requirements in town centres to encourage new development (e.g. less car parking, higher densities);
- Requiring town centres to be the first preference for the location of new retail and leisure developments;
- Providing locations for businesses and employment;
- Developing the evening and night time economy;
- Meeting the needs of the community for goods and services.

A2 the London plan

The London Plan (Spatial Development Strategy for Greater London) 2004 was prepared by the Mayor of London. It only deals with matters of strategic importance in accordance with the Greater London Authority Act 1999. The following is a brief overview of what the London Plan says about Catford Town Centre.

Key themes

- The Mayor of London identifies sustainable development as a key theme driving the policies of the London Plan. In accordance with this, the London Plan supports the following: -
- Optimising the use of previously developed land;
- Using a design led approach to optimise the potential of sites;
- Ensuring that development occurs in locations that are currently, or are planned to be, accessible by walking, public transport and cycling;
- Ensuring that development occurs in locations that are accessible to town centres, employment, housing, shops and services.

Town centres

The London Plan identifies a network of town centres which are encouraged to be location for a full range of functions including retail, leisure, employment services and community facilities. It seeks to sustain and enhance the vitality and viability of town centres through high density, mixed use development and environmental improvement (Policy 2A.5).

The suburbs

The London Plan promotes policies for suburban London, encouraging spatial strategies that promote change and enhance the quality of life of suburban London. In particular, it encourages retail, leisure, key commercial activity and services to be focused on town centres and to promote areas around town centres with good access (public transport, walking) as appropriate for higher density and mixed use development (Policy 2A.6).

Housing

The London Plan has a strong focus on increasing London's supply of housing, with a housing target for each borough being established. The Local Development Framework will need to accommodate the London Plans housing target and in doing so, will need to carefully manage increased densities whilst balancing the existing valued qualities of the boroughs housing areas.

In addition to increasing the overall supply of housing, the London Plan also seeks to increase the supply of affordable housing. The Mayor of London has a strategic direction for 50% of all new housing (from all sources) to be affordable. The London Plan encourages local authorities to set an affordable housing target having regard to the Mayor of London's target and local conditions.

Transport & transport infrastructure

The London Plan encourages the integration of transport and development by encouraging patterns and forms of development that reduce the need to travel (especially by car) and by supporting high trip generating development only at locations with high public transport accessibility and capacity (Policy 3C.1). The London Plan also requires that bus priority measures should be assisted by Local Development Frameworks (Policy 3C.13) and it identifies strategic walking routes, with the Thames Path and the South East London Green Chain crossing Lewisham (Policy 3C.20).

Waste

The London Plan aims to meet National policy in terms of waste being treated or disposed of within the region in which it is produced. In addition to this, requirements for recycling and composting need to be met. To support this the London Plan encourages: -

- The safeguarding of existing waste management sites;
- Identification of new sites for waste management;
- Promote waste facilities that have good access to river or rail transport;

The London Plan also encourages the recycling of aggregates, and the development and protection of sites and facilities to support aggregate recycling facilities (Policy 4A.1-4)

Energy & efficient use of water

The London Plan encourages energy efficiency and renewable energy (Policy 4A.7-13). It encourages:-

- The use of energy assessments in major developments;
- The generation of a proportion of major developments electricity and heating needs to come from renewables;
- The identification of sites for wind turbines;
- Maximising rain harvesting opportunities and using grey water recycling systems.

Design

The London Plan has a collection of policies grouped under the design theme. These include policies on achieving good design within developments but also in the public realm, encouraging sustainable design and construction, and protecting and conserving built heritage. View protection is contained in these policies, with two view lines from Greenwich Park to St Pauls Cathedral crossing Lewisham (Policy 4B.1-17).

The London Plan also encourages maximising the potential of sites in terms of intensity of use, seeking the highest intensity of use compatible with the local context. To advance this the London Plan identifies residential density ranges for different contexts.

The blue ribbon network

The London Plan identifies the Blue Ribbon Network, which includes the Thames, the canal network, the other tributaries, rivers and streams within London and London's open water spaces such as docks. In Lewisham the London Plan identifies the Ravensbourne River as being part of this network. The effect of these policies in the London Plan is to protect the network, ensure the sustainable use of the network, consider flooding risk, protect land adjoining the network for river related uses, and to consider appropriate design and built form adjoining the network.

The London Plan also encourages the designation by local authorities of a Thames Policy Area, within which detailed appraisals should be prepared to provide a detailed planning framework for the River Thames.

Appendix 3 – Catford in Context

A3.1 Role and Function

Catford town centre is the second largest town centre in the Borough. It acts as the borough's civic centre and is home to a wide range of shops, services, cultural and leisure facilities. It is classified as a Major Town Centre in the Lewisham UDP and in the London Plan and therefore has the same weight in policy terms as Lewisham town centre. Yet despite this important role, its strategic setting on the road, bus and rail networks and its populated hinterland, the town centre suffers from a poor overall image and lack of investment. Changes are necessary to make a place that people want to visit and in which they want to shop, live, work and use for leisure activities. This can be achieved by addressing the centre's weaknesses. Particular concerns include:

- A limited range of quality shops and evening economy
- An uninviting and undistinguished public realm
- The quality of some buildings, most notably the Catford Shopping Centre and Milford Towers
- Poor pedestrian links within the town centre and from the town centre to key destinations, such as the railway stations and local parks
- Traffic congestion, noise and physical segregation associated with the South Circular (A205), Rushey Green (A21) and the town centre gyratory system.

The Council's planning strategy for a centre such as Catford is to promote its vitality and viability by protecting a core of retail uses, encouraging diversity including the evening economy and a mix of uses such as housing, improving the overall environment and implementing regeneration strategies.

The following provides a snapshot of the main characteristics of the Catford Town Centre.

A3.2 Location and Setting

Catford town centre is located in the London Borough of Lewisham, some seven miles south-east from central London and just 1.5 miles south of Lewisham town centre. The centre is situated on two strategic road corridors, the South Circular (A205) and A21 London to Hastings trunk road, locally known as Catford Road / Brownhill Road and Rushey Green / Bromley Road respectively.

To the north and east of the town centre the area is characterised by a dense, predominantly Victorian residential hinterland. To the south are the Private Banks sports grounds (designated as Metropolitan Open Land) and more suburban style late Victorian housing, partly designated as the Culverley Green Conservation Area. Two parallel railway lines (with stations at Catford and Catford Bridge fronting the South Circular Road) and the River Ravensbourne effectively separate the town centre from the residential area to the west.

The narrow strip of land between the two railway lines accommodates some low-density industrial use, as well as the former Greyhound Stadium and associated car parking. The town centre core has green squares along Rushey Green, where two pieces of public art have recently been located. There are also three major parks in close proximity. Ladywell Fields and the athletics track stretches across both sides of the railway lines to the north and west of the study area with Blythe Hill Fields further to the west. Mountsfield Park is located to the east.

A3.3 Accessibility

The accessibility of Catford is by far the town centre's greatest asset. However the current environment at the railway stations and the bus stops, combined with the traffic system and flows, are major liabilities and adversely affect peoples' first impressions of the area.

Rail

The town centre and its surrounds are served by two National Rail Stations, Catford and Catford Bridge. The stations are situated just 80 metres apart, a few minutes walk to the west of the town centre. Both of these stations are operated by South Eastern Trains and provide excellent connections into central London and to Kent.

Good accessibility to the City and Central London makes Catford attractive to commuters, with large numbers of passengers using the stations at peak times. Yet the quality of the railway environment is very poor. Although the Catford Bridge station building has considerable architectural merit, the overall appearance of the station environment is one of neglect and under-investment whilst the Catford station booking office is small and of very poor quality, with a temporary appearance. There are poor levels of perceived safety.

Bus

The town centre is highly accessible by bus, with 14 regular bus routes travelling through, or terminating in the study area. Seven of these routes provide a fast connection to Lewisham town centre and interchange for rail, bus and DLR services. Four night bus routes provide services to and from Queens Park, Trafalgar Square, Croydon and Tottenham Court Road.

Bus passengers account for a large number of people who visit the town centre. Bus stops servicing the town centre are currently concentrated along Catford Road (outside Laurence House, the Town Hall, and the Catford Bridge Station) and Rushey Green. The quality of the bus waiting environment is adversely affected by the noise and pollution associated with traffic on Catford Road and Rushey Green. Due to the large number of passengers, pavements are crowded at peak times. Pedestrian movement between bus stops and railway stations or town centre destinations is inconvenient due to the busy roads and inconvenient (staggered) road crossings.

Bicycle

National Cycle Route 21 (from London to Eastbourne via Gatwick) follows the River Ravensbourne and is known locally as Waterlink Way. There are no other cycle facilities in the town centre, although cyclists can use bus lanes, including the southbound contraflow lane on Rushey Green. Bicycle parking is provided in clusters around the town centre, including an area to the west of the Town Hall, in Holbeach Road and other locations.

Car

The town centre is located at the junction of two strategic road corridors, South Circular (A205) and the A21 Rushey Green. A gyratory system including Rushey Green, Brownhill Road, Plassy Road and Sangley Road is in operation to manage the high levels of through-traffic in the town centre. Despite this gyratory, the area suffers from high levels of congestion.

Pedestrian

The South Circular (A205) and A21 road corridors bisect the town centre. The roads cause barriers to pedestrian movement and have a negative impact on the quality of the pedestrian environment, in terms of noise, pollution, road safety as well as the visual clutter associated with guard railings, traffic signals, road signs and other highway equipment.

The Catford Shopping Centre and the eastern section of Holbeach Road are partly pedestrianised and benefit from a strong pedestrian feel. Catford Broadway is semi-pedestrianised, however, vehicle access, loading/unloading and parking distract from its quality and character. As noted above, the Catford Shopping Centre is poorly connected with the surrounding environment and other facilities in the town centre.

There is currently limited pedestrian access along the section of the River Ravensbourne that runs through the study area. However, it forms part of a long-term scheme known as Waterlink Way, to implement a continuous pedestrian and cycleway from the south of the borough to the Thames.

A3.4 Retail

Catford has 45,200 m² of retail floor space divided over some 210 retail outlets. 55 national retailers occupy 26% of the total floor space compared to the United Kingdom average of 36% (Experian Goad).

Catford Shopping Centre is the focus of retail activity in the town centre, although as noted earlier, it is in poor condition and is not viewed as attractive. It is a purpose-built shopping mall owned by St Modwen Properties, anchored by Tesco, with various other retail outlets and a recently refurbished multi-storey car park. Retail activity is also located at:

- The Plassy Road retail development, which contains a number of large retail outlets, anchored by Lidl, centred around a surface car park
- A street market with stalls generally located along Catford Broadway active Monday, Thursday, Friday and Saturday
- Catford Market located within and as part of the Shopping Centre, active from Tuesday to Sunday
- Rushey Green, predominantly its western side, from Catford Broadway to Bradgate Road, which includes a number of national multiples (including Argos and Boots)
- The northern side of Catford Road and Catford Broadway, from the railway station to Rushey Green and
- The area south of the railway stations generally comprising bulky goods type warehousing. Key tenants include Wickes and Halfords.

Catford has benefited from some limited investment in additional retail floor space in recent years, raising it up the retail ranks and is locationally attractive for tapping into its immediate population. Investment in convenience shopping is needed to provide an improved shopping environment, enhance and retain the existing major anchor (Tesco) and secure the future of existing comparison shopping in the town centre.

Catford investment yields are in the region of 6% and vacancy rates at 9.5% are slightly below the UK average of 10.1%. Average rents of £172.50 per m² are being achieved, with rents of £377 per m² being achieved in the highest value retail space.

There is published retailer demand for Catford, for 2,500 to 4,500 m² of comparison retail space and discussions with Tesco have indicated a desire to expand the existing unit. St Modwen Properties have been accumulating additional interests surrounding the Catford Shopping Centre with a view to redevelopment.

Whilst the potential shopper population for Catford is in the order of 450,000 people, the limited choice of shops in the town centre results in shoppers being attracted to the larger centres of Lewisham and Bromley. The residual numbers who shop in Catford may be in the order of 10,000 to 11,000 people (CACI). With the lack of retail draw in Catford to respond to the available shopping in central Lewisham and Bromley, it has done well to continually move up the retail hierarchy since 1998.

A3.5 Civic, Culture And Leisure

Civic, cultural and leisure facilities include:

- **Town Hall and Civic Suite.** These provide the Council's 'flagship' headquarters and host most public meetings and a range of ceremonial functions although their future use is currently under review.
- **Laurence House.** This is the Council's principal office location and is the main building serving the public, with the Council Access Point located on the ground floor providing a one-stop shop for many services. Additional Council offices are located at Capital House on Rushey Green.
- **Catford Library.** The library is also located at the ground floor of Laurence House. The layout and structure of the building are not ideally suited to library use and more spacious accommodation would be appropriate.
- **Broadway Theatre.** This has recently benefited from a £2.5m refurbishment scheme and now hosts a variety of theatre and music productions, art exhibitions and other events, drawing in people from throughout the borough and beyond. Cinema equipment has recently been added.
- **Ladywell Arena.** A recently refurbished athletics track and fitness gym serving a large catchment.
- **The Mecca Bingo Hall on Plassy Road.**
- **Powerleague leisure facilities** which includes gym, squash courts, grass pitches, cricket squares and flood lit ATPs.

The Catford Greyhound Stadium, located to the west of the town centre, closed in 2003. The site has since been purchased by English Partnerships as part of its London wide initiative to increase the number of key workers homes.

Although there has been some good quality recent openings, restaurants in the area are predominantly of the fast food / takeaway variety and the bars and pubs appeal only to a limited proportion of the community. The town centre therefore underperforms as an evening destination despite the presence of the Broadway Theatre and the audiences it attracts.

Catford's location on the South Circular (A205) means it is well located to secure a hotel operator. Hotel operators have indicated they are willing to pay up to £10,000 per bedroom for sites within the M25 and this would form a valuable additional use to the town centre.

A3.6 Residential

In addition to the predominantly Victorian terraced housing stock, residential development in the town centre includes:

- **Milford Towers,** a 1970s housing estate above the Catford Shopping Centre, which is owned and managed by the Council
- **Eros House** (converted from offices)
- Retirement apartment block on Sangley Road and
- Some of the upper floors of Rushey Green, Catford Road and Catford Broadway shops.

Milford Towers accommodates 276 units, consisting of 80 bedsits, 131 one-bedroom flats and 65 two bedroom flats. 260 of the units are socially rented, with the remaining 16 units in leasehold tenure. The Council is currently assessing the future of the estate as part of the Decent Homes programme.

The London Plan has also set targets for the London Borough of Lewisham to secure an additional 11,700 homes by 2016. The London Mayor sees town centres such as Catford, with its good public transport provision, as locations where the development potential of new sites should be maximised at density levels of between 200 and 700 habitable rooms per hectare. Subject to relevant thresholds, affordable housing will need to be provided at 35%.

The residential market in Lewisham has continued to strengthen reflecting the wider London and South Eastern markets. Between November 2000 and November 2006, average property prices increased from £137,737 to £245,070 and for Catford (SE6) from £179,302 to £304,912 (Land Registry). This is partly due to relatively lower average house prices, compared to £298,272 in Lambeth, £316,211 in Southwark and £247,743 in Greenwich (Land Registry). Residential development land in Lewisham has continued to sell strongly. Residential land values are averaging between £5 and £5.5 million per hectare and up to £7 million per hectare for flats. Current Capital Values are in the order of £2,163 per square metre and annual private rents are approximately £135 per square metre.

A3.7 Office and Other Employment

The main two employers in the area are the Council itself and the Lewisham Hospital, which is located to the north of the town centre. Further employment is offered by the retail and leisure sectors, services and very limited light industry. In addition to the Council offices some upper floors and several smaller buildings throughout the area accommodate offices. As discussed later in this report, the Council is separately considering the future of its existing Town Hall and Laurence House offices.

The office based employment market in Catford is limited with only local demand. Rents being achieved are in the order of £108 per square metre which does not underwrite the creation of new office accommodation.

The profile of property ownership reflects the relative lack of prosperity in Catford compared to its surrounding areas. 52% of property is privately owned compared to a UK average of 68% with socially rented accommodation accounting for 34% of households against the UK average of 20%.

Appendix 4 – Car Parking Standards

Please refer to the notes at the end of the table for an explanation of the standards and terms used.

Use Class	Description	Parking Standard	Cycle Parking	Detail
RETAIL				
A1		1 space per 35-50m ² (PTAL 2 to 4) 1 space per 75m ² (PTAL 5 to 6) (Source: London Plan) 1 space per 20-30m ² (PTAL 2 to 4) 1 space per 30-45m ² (PTAL 5 to 6) (Source: London Plan) 1 space per 18-25m ² (PTAL 2 to 4) 1 space per 25-38m ² (PTAL 5 to 6) (Source: London Plan)	Town centre/local centre: 1 space per 125m ² (Source: UDP) Out of centre: 1 space per 350m ² (Source: UDP)	Customer parking may be considered unnecessary in certain locations. Under such circumstances planning obligations will be sought for transport improvements.
	Non food warehouse	1 space per 30-50m ² (PTAL 2 to 4) 1 space per 40-60m ² (PTAL 5 to 6) (Source: London Plan)	Town centre/local centre: 1 space per 300m ² (includes garden centres) Out of centre: 1 space per 1500m ² with minimum of 4 spaces (Source: UDP)	Customer parking may be considered unnecessary in certain locations. Under such circumstances planning obligations will be sought for transport improvements.
	Shopping mall/complex in town centre	1 space per 35-50m ² (PTAL 2 to 4) 1 space per 50-75m ² (PTAL 5 to 6) (Source: London Plan)	Suggesting: 1 space per 300m ²	
A2	Financial and Professional	Nil (Source: London Plan)	1 space per 125m ² with minimum of 2 spaces (Source: UDP)	Headquarters-style buildings of financial buildings and high street banks, building societies etc., should be treated as B1 offices.
A3	Restaurants & Cafes	Nil (Source: London Plan)	1 space per 20 seats (Source: UDP)	
A4	Drinking establishments	Nil (Source: London Plan)	1 space per 100m ² (Source: UDP)	
A5	Hot food takeaways	Nil (Source: London Plan)	1 space per 50m ² (Source: UDP)	

Use Class	Description	Parking Standard	Cycle Parking	Detail
BUSINESS				
B1 (a) B1	Offices	1 space per 600-1000m2 (Source: London Plan)	1 space per 125m2 with minimum of 2 spaces (Source: UDP)	
B1 (b), (c) B2 and B8	Research and development, light industry, general industry, warehousing, storage and wholesale distribution	1 space per 600-1000m2 (Source: London Plan)	1 space per 500m2 (Source: UDP)	Associated office space will be treated as offices for parking requirements. Parking must take account of minimum operational needs. Developments that operate HGVs as part of their business or anticipate deliveries by HGVs must provide at least one HGV space.
Sui Generis	Builders merchants, car sales, rental, service and repair garages	1 space per 600-1000m2 (in addition to any vehicle display areas)	1 space per 500m2 (Source: UDP)	Some Sui Generis uses are considered acceptable in employment locations. Parking standards are required to resist the over supply of parking for customers on such sites.
RESIDENTIAL				
C1 Hotels	Hotels including boarding houses and guest houses	To be determined on an individual basis using a transport assessment and travel plan to support the level of parking. (Source: London Plan)		Appropriate taxi ranks and coach/bus parking stands will be required as part of the Transport Assessment.
C2 Residential institutions	Residential schools/ colleges	To be determined on an individual basis using a transport assessment and travel plan to support the level of parking. (Source: London Plan)		
C3 Dwelling houses	Houses: Detached/ Semi Detached	1.5-2 spaces per dwelling (Source: London Plan)	1 space per house	
	Terrace houses	1-1.5 spaces per dwelling (Source: London Plan)	1 space per house	
	Flats	1 to less than 1 space per flat (London Plan)	1 space per flat	
Other Residential	Live/Work	As per Class B uses with 1 space per unit for the residential component.		It may be appropriate to reduce parking in locations with good access to public transport.
	Children's Homes, Elderly Person's Homes and Nursing Homes	1 space per 4 resident bed spaces (Source: London Plan)		A Transport Assessment and Travel Plan are required to support the level of parking.

Use Class	Description	Parking Standard	Cycle Parking	Detail
EDUCATION AND HEALTH				
C2	Hospitals	Considered on an individual basis using a transport assessment and travel plan to support the level of parking. (Source: London Plan)	1 space per 5 staff plus 1 space per 10 staff for visitors (Source: UDP)	Full details of staff numbers, bed spaces and visitors will be required to support the level of parking.
D1 Non-residential institutions	Adult training centres, conference centres, libraries and community centres	Considered on an individual basis using a transport assessment (Source: London Plan)	1 space per 10 staff plus 1 space per 10 visitors (Source: UDP)	
	Higher and further education establishments (vocational and academic)	Considered on an individual basis using a transport assessment and travel plan to support the level of parking. (Source: London Plan)	1 space per 8 staff/students (Source: UDP)	
	Day centres and pre-school play and nursery provision	1 space per 2 staff (Source: London Plan)		
	Primary, secondary and special schools	Considered on an individual basis using a transport assessment and travel plan to support the level of parking.	Primary and special school: 1 space per 10 staff Secondary school 1 space per 10 students/ staff (Source: UDP)	Non-residential education and training centres may require some parking for staff and operational requirements but the focus of attention should be on child safety, including segregation of vehicle and pedestrian movements on site. Safer routes to School programmes should be promoted. Safe and convenient dropping off/collection areas should be provided for parents' cars and coaches/school buses.
	Medical and other health practices, including dental, veterinary and alternative medicine	Considered on an individual basis using a transport assessment.	1 space per 5 staff (Source: UDP)	A Transport Assessment and Travel Plan may be required to support the level of parking.

Use Class	Description	Parking Standard	Cycle Parking	Detail
LEISURE				
D1	Places of worship	Considered on their merits		
D2	Theatres and cinemas	Considered on an individual basis using a transport assessment.	1 space per 50 seats (Source: UDP)	A Transport Assessment and Travel Plan may be required to support the level of parking.
	Health clubs, licensed clubs and sports facilities with or without a licensed clubhouse	Considered on an individual basis using a transport assessment.	1 space per 10 staff plus 1 space per 20 peak period visitors (Source: UDP)	A Transport Assessment and Travel Plan may be required to support the level of parking.
DISABLED				
All Use Classes		10% of all parking provided at a minimum of 2 parking bays. The appropriate number of disabled parking bays will be assessed on the size of the site and the nature of the proposed use. (Source: London Plan)		Parking for disabled people is additional to the maximum parking standards.
MOTORCYCLE, MOPED AND SCOOTER PARKING				
All use classes				The parking spaces should be located as near as possible to the building entrance(s). Large developments will be expected to include shower and changing facilities.

Use Classes

Use Classes are defined by the Town and County Planning (Use Classes) Order 2000.

Floor space

The floor space in all cases refers to gross floor area, including the thickness of walls, unless otherwise indicated. RFA refers to retail floor area.

Standards

- (a) All standards are maximum unless otherwise stated.
- (b) The parking requirements are calculated separately for each use where several land uses are combined within one scheme. However, where mixed uses clearly generate demands at different times of day, consideration will be given to a level of parking provision based on the maximum amount of parking space required at any one time.
- (c) All calculations should be rounded up to the nearest whole number.
- (d) All staffing figures should be read as full-time equivalent staff employed at peak times.

Parking space sizes

The minimum dimensions are:

Standard car parking space (or bay): 2.4m x 4.8m

Wheelchair accessible car parking space: 3.6m x 4.8m

Motorcycle/ moped/ scooter parking space: 1.4m x 2.5m

Articulated vehicle space: 3.5m x 18.5m

Coach space (60 seats): 3.5m x 14.0m

Note:

- The term 'one space' used in the standards refers to standing area only and does not include manoeuvring space or space for un/loading.
- Single garages will be accepted as parking space for bicycles if the internal width exceeds 3.5m or the length 5.3m.

Loading Arrangements

Sufficient space for the standing and manoeuvring of all goods vehicles likely to serve the development at any one time is essential. At least 50m² should be provided, laid out to accommodate the largest vehicle likely to be accommodated. Development layouts should allow all vehicles to enter and leave the site in a forward direction.

Car parking layouts

All surface car parks should be adequately screened and landscaped and where possible laid out in small groups of parking spaces. Development will only be permitted where it provides off-street parking, turning, loading and unloading for service vehicles to the satisfaction of the Local Planning Authority. Attention should be paid to "Secure by Design" considerations.

New Buildings, Extensions and Changes of Use

The council will have regard to existing parking on a site and may consider the possibility of a reduction in the amount of parking where the new use requires fewer spaces than the existing use of the site. Where standards differ between uses in the same Use Class or between uses which are allowed as permitted development under the Town and Country Planning (General Permitted Development) Order 1995, conditions may be applied to planning permissions restricting rights to change the use of the site without the consent of the LPA.

Development not providing parking

Developments below the relevant parking standard threshold will be considered on their merits having regard to the transport and parking strategy and regeneration objectives. The required parking provision will be used as a starting point in negotiating suitable on-site parking. The Council will have regard to the level of public transport access and the proposed uses.

Uses not mentioned

For uses not mentioned provision will be a matter for negotiation between the applicant and the Council, considered on their merits based on restraint. For large scale developments a travel plan will normally be required.

Parking for wheelchair users and people with disabilities

In accordance with PPG13, there will be a requirement for an additional 10% of all parking spaces on a site to be designated as disabled parking bays. However, the London Plan advises that there should be flexibility with this requirement and therefore the appropriate number of disabled parking bays will be assessed on the size of the site and the nature of the proposed use. The disabled parking bays will be required to be provided to the mobility standard of 3.6m x 4.8m, specifically marked out and positioned as near as possible to the entrance of the building. As a guide at least two parking bays should be for this use.

Multiple use of parking facilities

Applicants may consider the multiple use of parking facilities (for use by different sections of the community, for different uses and either at the same or at different times). The multiple use of parking facilities may require planning permission and applicants should contact the Local Planning Authority to discuss their proposals before proceeding. Shared parking or multiple use of parking spaces may be encouraged to maximise parking in appropriate locations. Multiple use parking will only be permitted where there is full co-operation from all occupiers. Such parking arrangements will not be considered as a means of meeting the required parking standards for a development.

Front garden and garage parking

Hard surfacing of front gardens to provide new or additional off-street parking can be detrimental to the local streetscape and character. Where new or additional parking is unavoidable, design advice should be sought from the Council. Similarly, the conversion of garages to provide additional accommodation can have a harmful effect, particularly if the alteration is out of keeping with the original dwelling. Again, design guidance should be sought from the Council. This particularly applies in conservation areas. Where a space within a curtilage is a garage, a condition will normally be applied, preventing the garage from being used as a habitable room to ensure it remains as a parking space. Garages will be required to maintain an internal width of 3000mm.

Uses likely to generate coach traffic

Uses likely to generate coach traffic (e.g. hotels, public halls, educational establishments, swimming and sports facilities, theatres etc) should provide adequate off-street facilities for coaches, including pick-up and set-down points, manoeuvring space and sufficient parking bay(s). Development layouts should allow for coaches to enter and leave the site in a forward gear.

Cycle parking

Cycle parking facilities should be conveniently located, secure, easy to use, sheltered, well lit and signposted.



For translation, please provide your details below:

Për përkthim, ju lutemi shkruajini më poshtë detajet tuaja:

Pour la traduction, veuillez fournir les détails ci-dessous:

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மொழிபெயர்ப்பிற்காக தயவுசெய்து உங்களைப் பற்றிய விபரங்களைக் கீழே அளியுங்கள்:

Tercüme edilmesi için, lütfen aşağıda detaylarınızı belirtin:

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Emri:

Nom:

姓名:

Magaca:

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Address:

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地址:

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முகவரி:

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- Türkçe/Turkish
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- Other language (please state)

Return to:

Kthejeni tek:

Retourner à:

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Kusoo dir:

திருப்பி அனுப்புவதற்கான முகவரி:

Şu adrese geri gönderiniz:

Gởi trả về:

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