

# Catford Town Centre Local Plan

Further Options 2013

February 2013

Copy for Public Consultation



## INTRODUCTION AND BACKGROUND

**Catford Town Centre, home of the council's services and the civic heart of the borough, will be a lively, attractive town centre focused around a high quality network of public spaces. Driven by the redevelopment of key opportunity areas, including the redevelopment of the former Catford Greyhound Stadium site and the Shopping Centre, Catford will have an improved retail offer and will be home to a diverse residential community. The Broadway Theatre and Studio will continue to be a focus for arts and cultural activities and the market will continue to contribute to Catford's identity.**

This is Lewisham's emerging vision for Catford Town Centre; a vision that has been developed over a number of years in conjunction with many different stakeholders. The Council is committed to ensuring regeneration and significant improvement takes place in Catford and there are now a number of key redevelopment opportunities that provide an exciting prospect to change the town centre for the better.

In order to help steer the regeneration of the area, the Council is updating its planning strategy for the town centre called the Catford Town Centre Local Plan or The Catford Plan for short. The Catford Plan will guide where and how development should take place for the period to 2026 and once agreed and adopted it will be used by the Council to assess and determine planning applications within the town centre.

This document, the Catford Town Centre Local Plan Further Options 2013, details the Council's emerging vision, plans and policies for the area's future. The document has been prepared using extensive local research and:

- outlines the key planning and design issues that will need to be resolved
- updates the information presented for public consultation in 2005 and 2007 and
- shows a recommended approach the Council could adopt as part of the final Catford Plan together with the reasonable alternatives that are being considered. All options and alternatives are open for comment and you are invited to suggest other options if you feel there is another way.

## HAVE YOUR SAY

Lewisham Council wants to know what you think about the proposals outlined in this document and anyone can comment. Copies of the document can be:

- viewed on the Council's website  
[www.lewisham.gov.uk/catfordplan](http://www.lewisham.gov.uk/catfordplan)
- inspected at all borough libraries and Council's AccessPoint, Ground Floor, Laurence House, Catford, SE6 4RU and
- obtained by contacting the Planning Policy Team on 020 8314 7400 who will also be happy to answer any questions you may have.

Comments should be in writing as follows:

- On-line: <http://consult.lewisham.gov.uk/portal>
- E-mail: [planning.policy@lewisham.gov.uk](mailto:planning.policy@lewisham.gov.uk) with 'Catford Local Plan Further Options 2013' as subject
- Post: **Planning Policy, London Borough of Lewisham, 3rd Floor, Laurence House, 1 Catford Road, SE6 4RU**

Alternatively please fill out one of the questionnaires or tell the Council your thoughts at one of the many consultation events that will take place during February and March 2013.

### The key questions we are asking include:

- 1 Do you have any comments on the issues facing Catford and the opportunities this presents (Section 2)
- 2 Do you support the Council's vision, objectives and plans for key development sites in Catford? (Sections 3 and 4)
- 3 Do you have any comments on the recommended or alternative policy options put forward? Particularly those for the key development sites?(Sections 4 and 5)
- 4 Are there other policy options and/or alternatives you would like to suggest?
- 5 Do you have any other comments on this document?
- 6 Do you have any comments on the accompanying sustainability appraisal? (Refer to separate document)

The consultation period ends at **5pm on Friday 5 April 2013.**

## WHAT HAPPENS NEXT?

Following your feedback, the Council will decide what policy options, alternatives or other suggestions are taken forward for inclusion in a draft plan. There will then be another round of consultation and a further chance to comment before the draft plan is submitted to the Secretary of State for an independent examination to determine whether it can be adopted. This will all happen later on in 2013.

Once adopted, the Catford Plan will show what the Council expects to be delivered in the town centre and it will be used to assess and determine relevant planning applications.

This consultation is just one stage in the preparation of the Catford Plan. The full timetable – past, present and future – is as follows.

|   |                               |
|---|-------------------------------|
| Sustainability scoping report   | August 2005                   |
| Issues and options  | December 2005                 |
| Preferred options   | August to September 2007      |
| Updated sustainability scoping report   | May 2012                      |
| <b>Further Options 2013</b>   | <b>February to April 2013</b> |
| Publication of proposed submission plan (the draft Catford Plan)                  | July 2013                     |
| Submit the Catford Plan to the Government   | October 2013                  |
| Examination in Public (formal discussion of the Plan to check that it is 'sound') | January 2014                  |
| Adoption by the Council   | May 2014                      |

# Contents

|   |           |   |            |   |            |
|---|-----------|---|------------|---|------------|
| <b>1.0 INTRODUCTION</b>                                     | <b>5</b>  | <b>3.0 VISION FOR CATFORD TOWN CENTRE</b>                     | <b>43</b>  | <b>6.0 IMPLEMENTATION, MONITORING AND RISK</b>                | <b>145</b> |
| 1.1 WHAT IS THE CATFORD TOWN CENTRE LOCAL PLAN?             | 6         | 3.1 PREPARING A VISION  | 44         | 6.1 IMPLEMENTATION  | 146        |
| 1.2 STUDY AREA  | 7         | 3.2 PLANNING AND DESIGN PRINCIPLES                            | 44         | 6.2 MONITORING  | 151        |
| 1.3 WHY PREPARE A CATFORD LOCAL PLAN?                       | 8         | 3.3 CATFORD PLAN OBJECTIVES                                   | 50         | 6.3 RISKS AND CONTINGENCY                                     | 152        |
| 1.3.1 Planning context and policy                           | 8         | <b>4.0 KEY DEVELOPMENT ISSUES AND MAJOR TOWN CENTRE SITES</b> | <b>53</b>  | 6.3.1 Changes to legislation and national policy              | 152        |
| 1.4 PREVIOUS CONSULTATION                                   | 9         | 4.1 TRANSPORT AND TRAFFIC                                     | 54         | 6.3.2 Phasing of development                                  | 152        |
| 1.5 RECENT CHANGES THAT ENABLE THE CATFORD PLAN TO PROGRESS | 10        | 4.2 CATFORD CENTRE AND MILFORD TOWERS                         | 64         | 6.3.3 Infrastructure  | 153        |
| 1.5.1 Catford Centre  | 10        | 4.3 CIVIC CENTRE  | 69         | 6.3.4 Economic climate  | 153        |
| 1.5.2 Milford Towers  | 10        | 4.4 LAURENCE HOUSE  | 73         | 6.3.5 Evidence base   | 153        |
| 1.5.3 Catford Broadway                                      | 10        | 4.5 PLASSY ROAD ISLAND  | 77         |   |            |
| 1.5.4 Former Catford Greyhound Stadium                      | 11        | 4.6 FORMER GREYHOUND STADIUM                                  | 82         | <b>APPENDIX 1 Policy, Guidance and Evidence Base Linkages</b> |            |
| 1.5.5 Realignment of the South Circular                     | 11        | 4.7 WICKES AND HALFORDS                                       | 87         | <b>APPENDIX 2 Delivery Strategy and Monitoring Framework</b>  |            |
| 1.6 PREPARING THE CATFORD PLAN                              | 12        |   |            | <b>APPENDIX 3 Catford Town Centre Infrastructure Schedule</b> |            |
| <b>2.0 CATFORD TODAY - ISSUES AND OPPORTUNITIES</b>         | <b>15</b> | <b>5.0 TOWN CENTRE WIDE POLICIES</b>                          | <b>93</b>  | <b>Glossary of Terms</b>                                      |            |
| 2.1 OVERVIEW  | 16        | 5.1 PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT          | 94         |   |            |
| 2.2 TOWN CENTRE AREAS AND KEY ISSUES                        | 19        | 5.2 PROVIDING NEW HOMES                                       | 97         |   |            |
| 2.2.1 Rushey Green and Bromley Road                         | 20        | 5.3 GROWING THE LOCAL ECONOMY                                 | 99         |   |            |
| 2.2.2 Catford Broadway and the Civic Quarter                | 20        | 5.3.1 Economic growth for Catford                             | 99         |   |            |
| 2.2.3 Catford Shopping Centre and Milford Towers            | 21        | 5.3.2 Mixed use and employment use                            | 101        |   |            |
| 2.2.4 Laurence House  | 22        | 5.3.3 Shopping area vitality and viability                    | 104        |   |            |
| 2.2.5 Plassy Road Island and Sangley Road                   | 23        | 5.3.4 Evening economy uses                                    | 112        |   |            |
| 2.2.6 Catford Road and the railway stations                 | 24        | 5.3.5 Restaurants and cafes                                   | 114        |   |            |
| 2.2.7 Former Greyhound Stadium                              | 25        | 5.3.6 Hot food take-away                                      | 116        |   |            |
| 2.2.8 Wickes and Halford retail area                        | 25        | 5.3.7 Shopfronts, signs and hoardings                         | 119        |   |            |
| 2.2.9 Issues and Opportunities – Town Centre Area           | 26        | <b>5.4 ENVIRONMENTAL MANAGEMENT</b>                           | <b>121</b> |   |            |
| <b>2.3 ISSUES AND OPPORTUNITIES</b>                         | <b>27</b> | 5.4.1 Carbon dioxide emission reduction                       | 121        |   |            |
| 2.3.1 Retail  | 27        | 5.4.2 Adapting to climate change                              | 124        |   |            |
| 2.3.2 Civic, cultural and leisure facilities                | 30        | 5.4.3 Managing and reducing the risk of flooding              | 126        |   |            |
| 2.3.3 Office and other employment                           | 32        | <b>5.5 BUILDING A SUSTAINABLE COMMUNITY</b>                   | <b>129</b> |   |            |
| 2.3.4 Residential   | 33        | 5.5.1 Design and public realm                                 | 129        |   |            |
| 2.3.5 Accessibility   | 34        | 5.5.2 Tall buildings  | 132        |   |            |
| 2.3.6 Townscape   | 39        | 5.5.3 Heritage Assets   | 135        |   |            |
| 2.3.7 Waterways and flooding                                | 42        | 5.5.4 Sustainable transport                                   | 138        |   |            |
|   |           | 5.5.5 Social infrastructure                                   | 141        |   |            |



# 1.0 Introduction

**Catford is the London Borough of Lewisham’s second largest town centre and is a key area with significant regeneration potential. It acts as the borough’s civic centre, provides shopping, cultural and leisure activities, is located on a strategic crossroads and is well served by public transport. On the other hand, it suffers from traffic congestion, is segmented by the roads (A21 and A205), its range of shops and services are limited and much of the public realm is uninviting and needs improvement. The Council is committed to the regeneration and significant improvement of Catford, and a number of redevelopment opportunities now provide an exciting prospect of changing Catford for the better.**

## 1.1 What is the Catford Town Centre Local Plan?

The Catford Town Centre Local Plan (referred to hereafter as the Catford Plan) is a planning document that will be used as a key tool for regenerating the town centre over the period to 2026. The plan will set out the vision and a set of policies and proposals for the town centre’s ongoing redevelopment and management.

The Catford Plan will:

- look at the function of the town centre including the mix of shops and other activities
- specify the type of development that can take place on key sites
- provide details on the size and design of new buildings
- show the amount and type of new homes to be built and their location
- show the improvements that should be made to traffic and transport and
- specify if any other infrastructure is needed to accommodate growth.

Once adopted, the Catford Plan will show developers and the community what the Council expects to be built and delivered in the town centre and it will be used to determine relevant planning applications. The plan will be part of the Lewisham ‘Local Plan’ and will support the implementation of the Lewisham Core Strategy and The London Plan.<sup>1</sup>

### Catford Town Centre Local Plan Further Options 2013

- This document outlines the Council’s ‘direction of travel’ for the future of the Catford Town Centre, and
- Outlines the key planning and design issues that need to be resolved
- Updates the information presented for public consultation in 2005 and 2007 and
- Shows a recommended approach the Council could adopt as part of the final Catford Plan together with the reasonable alternatives that are being considered.

The purpose of this consultation stage is to ensure that anyone who is interested, particularly the local business and resident communities and affected land owners, has the opportunity to comment on what options should be taken forward, and any alternative option being considered. The Council wants to hear from local people and believes that local knowledge and opinions result in a better plan.

Each policy option and the alternative/s presented is open to comment and has been the subject of a sustainability appraisal and strategic environmental assessment. All options and each alternative are open for comment and you are invited to suggest other options if you feel there is another way. All representations on the document will be considered when preparing the draft and final Catford Plan. The draft plan will then need to be submitted to Government for independent examination and if found sound, adopted by the Council.

<sup>1</sup> The term ‘Local Plan’ does not refer to a single document or plan but includes a number of statutory documents that are known as a development plan document or DPD adopted under the Planning and Compulsory Purchase Act 2004.

## 1.2 Study area

The study area for the Catford Plan is shown in Figure 1.1. This includes the town centre itself and those areas where there are redevelopment opportunities or where change needs to be carefully managed. Further detail is provided in Section 2.

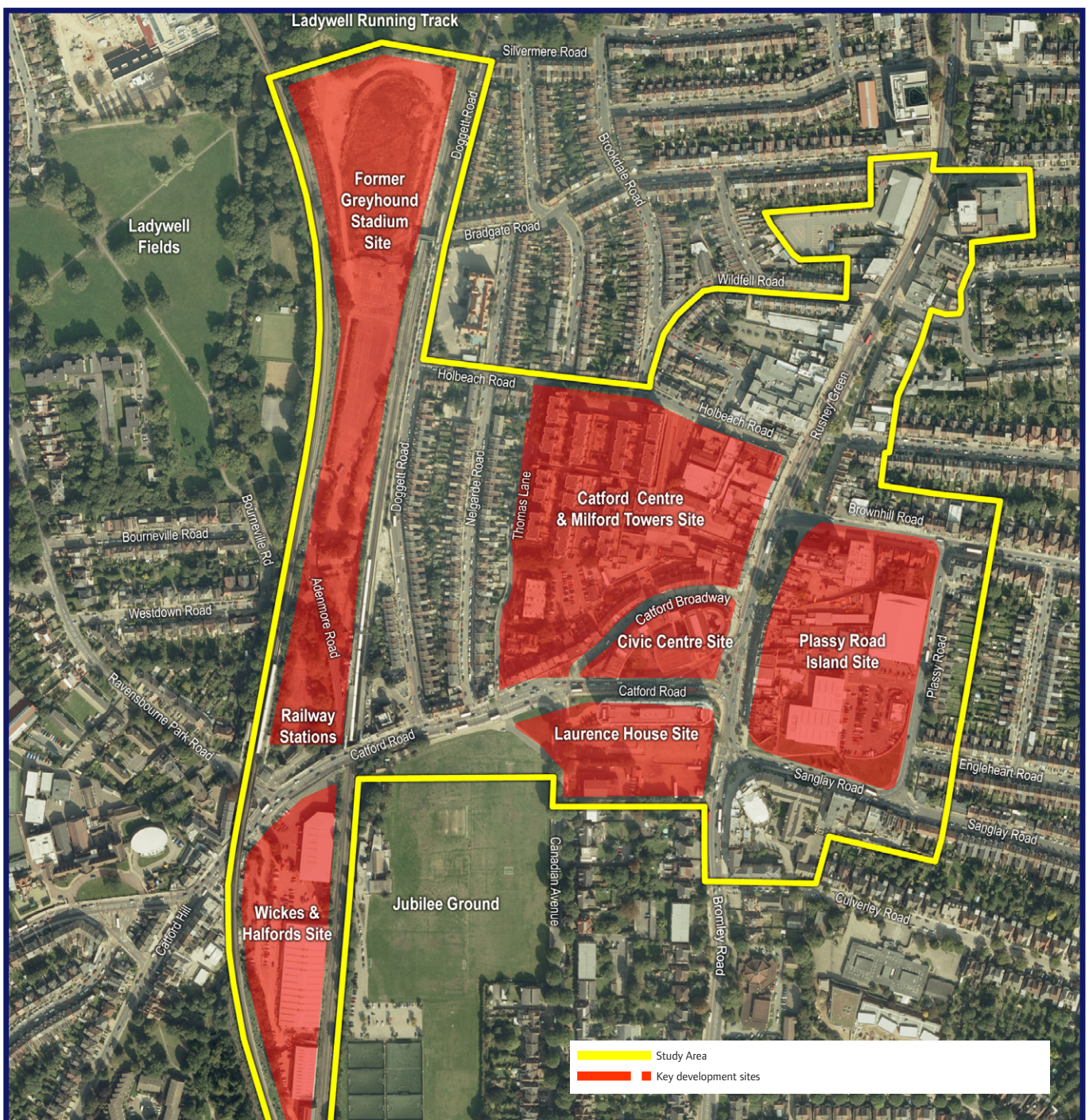


Fig 1.1 Catford Plan study area

## 1.3 Why prepare a Catford Local Plan?

The Catford Plan can provide a clear and agreed framework for the development of an attractive and distinctive town centre, to be enjoyed by all, that will address its strengths. The Council has an objective to improve Catford and across all formats of public consultation that have taken place to date there has been a strong desire by local people for radical change and for this to take place as soon as possible. Catford – despite its important role, its strategic setting on the road, bus and rail networks and the surrounding populated residential areas – has suffered from a poor overall image and lack of investment. However, recent change to the ownership and management of a key site, together with an updated planning policy context (national, regional and local) now provide the impetus to secure change.

### 1.3.1 Planning context and policy

#### National

The government has reformed the planning system and in March 2012 published a National Planning Policy Framework (NPPF) to replace all previous planning policy statements and guidance. The focus of the NPPF is on a presumption in favour of sustainable development and positive growth. The NPPF provides a high level planning policy context for Catford, setting out the evidence base requirements for town centre uses and encouraging local authorities to meet town centre needs in full. This is particularly relevant for Catford, given the need to maximise central opportunities for town centre development.

#### Regional

The replacement London Plan (published in July 2011) confirms Catford as a Major town centre within the London retail hierarchy and within an Opportunity Area where more intensive development is supported.

#### Local

Lewisham Council adopted its Core Strategy, the principal planning document for the borough, on 29 June 2011. The Core Strategy provides an up to date policy framework to support the preparation of the Catford Plan and is supported by an extensive evidence base that can be used to justify the Council's recommended options.

Spatial Policy 2 designates Catford as a regeneration and growth area. The policy states:

*The Council, working with its partners, will secure the necessary infrastructure to support the planned levels of growth and will maximise the physical, social and environmental regeneration opportunities new development will bring for the benefit of existing and future residents, to address deprivation issues, particularly health inequalities, to improve well-being.*

*Catford Town Centre will:*

- 1. be designated as a Major town centre with new development seeking to maintain and enhance its status, to secure its physical regeneration and ensure its continued contribution to the local night-time economy*
- 2. build on its role as the civic heart of the borough*

- 3. accommodate up to 22,000 square metres of additional retail floorspace by 2026*
- 4. accommodate 650 additional new homes by 2016 and up to 1,100 additional new homes by 2026*
- 5. be one of the borough's preferred locations for new office development.*

The policy also states that the Council will prepare specific planning policy for Catford Town Centre to ensure the forecast growth is managed and delivered. The Catford Plan is the implementation and delivery plan for the changes that will occur in the town centre during this period. In particular, it will provide a detailed planning and implementation strategy for major development and opportunity sites.



## 1.4 Previous consultation and context

This Local Plan consultation document (previously known as an Area Action Plan or AAP) follows on from consultation in 2007, known as 'preferred options' and is being undertaken in the context of the following:

- the publication of the NPPF following a Government review of the planning system in March 2012
- adoption of a replacement London Plan in July 2011
- adoption of the Lewisham Core Strategy in June 2011
- recent change to the ownership and management of a key site within the town centre.
- known developer interest and recent planning permissions
- the possibility of an extension of the Docklands Light Railway to Bromley (with a station at Catford) and
- the current economic climate.

The comments and representations made at previous public consultations are reflected in this document. In summary, the community and those interested in Catford have told us:

- There is a strong desire for radical change and for this to take place as soon as possible
- Catford as a whole is an attractive, green, accessible place to live, but the town centre is unattractive and not reflective of the wider area
- The town centre is seen to disproportionately drag down Catford's overall impression.

Local people have told us that the best things about Catford are:

- **Transport** (good public transport and links to other areas)
- **Arts / entertainment / leisure** (Broadway Theatre, athletics track, Ladywell Fields, variety of restaurants)
- **Shops** (convenient, local, variety, in small area, easily accessible, lively, markets)
- **Environment** (parks, green spaces, tree lined streets, front gardens, flower beds, Rushey Green, the river, conservation area, spacious)
- **Community** (friendly neighbours, community feeling, multicultural, community support officers, relaxed atmosphere, fun days, schools, church, consulting residents).

Local people have told us that the things to improve about Catford are:

- **Environmental issues** (cleaning, maintenance, rubbish)
- **Shops** (scruffy, limited choice, too many budget shops, limited night or Sunday hours)
- **Pedestrian links** (hard to get around, not safe, busy traffic, hard to cross roads)
- **Traffic** (South Circular, congestion, rat runs, highway safety)
- **Visual appearance** (concrete, overall impression, shop shutters).

**The Catford Plan will seek to protect and enhance what the community likes about the town centre and improve the things where people would like change.**

## 1.5 Recent changes that enable the Catford Plan to progress

The policies and proposals contained in the Catford Plan will need to be deliverable over the period to 2026. There has been an element of uncertainty surrounding previous proposals making implementation complicated and challenging. However, since 2010 there has been significant changes that could help unlock and deliver the development and regeneration opportunities. A summary is provided below.

### 1.5.1

#### Catford Shopping Centre

This is the major town centre site and its redevelopment will influence Catford's future. In early 2010 the Council purchased the shopping centre and the ownership of freehold and leasehold interests in and around the Centre were transferred from St Modwen Properties to Catford Regeneration Partnership Ltd (CRPL), a company set up and wholly-owned by the Council. The company now manages the shopping centre and the Council is seeking to use its ownership to attract private sector investment and kick-start a comprehensive regeneration programme involving demolition and rebuild.



Catford Centre

### 1.5.2

#### Milford Towers

Milford Towers is the housing estate that sits above the Catford Centre and its demolition is required as part of the comprehensive redevelopment and rebuilding of the town shopping centre. There is overwhelming support for its demolition due to its poor living environment and the impact on the shopping centre and surrounding area. The Council has secured funding to rehouse tenants and buy the flats in the block that are privately owned, and tenants are currently being rehoused. This addresses a major risk in redeveloping the Catford Centre.

### 1.5.3

#### Catford Broadway

In January 2012, the Council was awarded just under £1.5 million from the Greater London Authority (GLA) to make improvements to Catford Broadway. This was match funded by the Council and the combined funding is being spent on a number of initiatives to improve the street as well as supporting businesses and creating jobs. Works will commence in Spring 2013 and will include:

- improving the condition and overall look of shop fronts along the Broadway
- providing better facilities for the market and attracting new market traders
- developing a programme of community-led events, to attract more shoppers
- pedestrianising the street while maintaining access for shops and market traders
- re-laying the road and pavements, to address various issues including drainage.

Improving the appearance and function of Catford Broadway is an important first step towards the regeneration of the wider area. A renewed Catford Broadway will help to ensure that Catford remains a viable town centre during any development period of the Catford Centre, and is one of a number of measures being looked into by the Council to ensure the continued provision of amenities and services (including parking) whilst works take place.



Milford Towers



Catford Broadway

### 1.5.4

#### **Former Catford Greyhound Stadium**

Catford Stadium is a 4.7 hectare vacant site to the west of the town centre located between the two mainline railway lines. Prior to its demolition in 2002 the site was the location of the Catford Greyhound stadium. In 2004 English Partnerships (now the GLA) purchased the site, and engaged Countryside Properties PLC and Hyde Housing Association as development partners.

Planning permission was granted on 30 January 2009 for a scheme containing 589 residential dwellings, a community centre and an area of retail/commercial floorspace near the station. The scheme offers provision for a minimum of 35% affordable housing and 43% larger homes (3+ bedrooms). Part of the planning obligation required river enhancement works to the Ravensbourne, the creation of a public plaza between the two Catford stations, and the provision of a footbridge across the railway to

Doggett Road for town centre access. In 2012 the planning permission was implemented with works associated with the access road.

Following the economic downturn the original business case for the site was re-appraised and alternative options for delivery considered. Based on this work it was agreed that the Catford Stadium Development Agreement with Countryside should be terminated. Utilising the Homes and Community Agency's Development Partner Panel (DPP) the GLA undertook a further procurement process in 2012 (in collaboration with Lewisham Council) to select a developer to take forward the planning permission. The GLA has concluded this process and has now selected a developer for the site.

The delivery of this large and vacant site will secure the provision of affordable housing and improve infrastructure and connections to the station environment and town centre itself.

### 1.5.5

#### **Realignment of the South Circular**

There is a long standing proposal (over 40 years) from Transport for London (TfL) to divert the A205 (South Circular) from its current alignment north of Laurence House on Catford Road to a new alignment using the car park to the south and connecting Plassy Road via Sangley Road. This would potentially cut out the Catford Gyratory and reduce traffic flows in the town centre on Rushey Green and Catford Road. To date there has been no clear timetable or funding strategy for this major project. However, progress and development opportunities for key sites within the town centre now enable a review of this long standing proposal and develop alternatives that are more affordable and deliverable, so as to significantly reduce severance caused by the road network and improve the pedestrian environment.



Catford Broadway



Greyhound Stadium Site



Greyhound Stadium Site

## 1.6 Preparing the Catford Plan

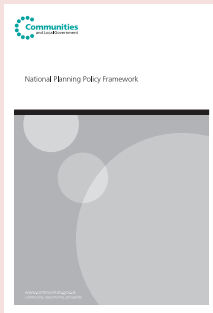
Under planning legislation The Catford Plan is known as a ‘Local Plan’ and a development plan document (DPD), and its preparation needs to follow a series of steps; the document itself also needs to include certain information in order to be found ‘sound’ prior to its adoption.

The policy options and alternatives put forward in this document are consistent with, and derived from, the sources listed below. Throughout the document the impacts of other planning policies are highlighted, particularly where they limit the reasonable options and alternatives

that can be put forward. It needs to be recognised that there are certain policy issues that need to be included, however, in certain circumstances, evidence has been used to justify a locally distinctive approach for Catford. Details are summarised below in Figure 1.2.



## National planning policy



The role and format of the Catford Plan will accord with planning legislation and be consistent with the NPPF, which sets out the government's planning policies for England and how they are expected to be applied. The focus of the NPPF is a *presumption in favour of sustainable development* and positive growth. The NPPF must be taken into account in the preparation of local plans and is underpinned by its 12 core planning principles.

## London Plan



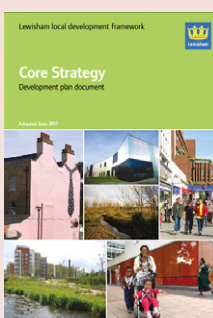
The London Plan provides a framework for managing London's growing population. It has important implications for the Catford Plan as it sets out London-wide policies (including targets) for housing, transport, employment and the environment that need to be reflected at the borough level. The Catford Plan will need to be 'in general conformity' with the contents of the London Plan.

## Sustainable Community Strategy



The Catford Plan will implement aspects of the vision outlined in Lewisham's Sustainable Community Strategy 2008-2020, *Shaping the Future*. The SCS includes an aspiration that Catford will undergo substantial regeneration and major redevelopment of Lewisham and Catford town centres will provide new business and leisure opportunities along with new housing developments. It also details the Local Strategic Partnership's commitment to improving the quality and vitality of town centres and localities, aspirations to support their growth and development by working with commercial partners and developers, and maximising the use of town centres as places to engage the local community.

## Lewisham Core Strategy



The Lewisham Core Strategy is the borough's principal planning document and was adopted in June 2011. The Catford Plan must align and implement relevant Core Strategy objectives and policy priorities. Justification for many of the Catford Plan's policy options and alternatives has already been made through the Core Strategy. However, in ensuring locally distinctive options and alternatives, the Council has referred to its extensive evidence base.

### Public consultation



The Catford Plan must be the subject of consultation with local residents and a wide range of interested local and community groups. This includes landowners, developers, government departments and agencies, neighbouring boroughs and other individuals and organisations. In preparing the Catford Plan to date, the Council has followed the statutory consultation process outlined in its Statement of Community Involvement. In preparing this Further Options consultation document, the Council has considered feedback received at the 2005 and 2007 consultation stages. The Council’s response to the Issues and Options and the Preferred Options consultations is available in a separate report. It needs to be noted that much has changed since that time and as such new and revised policy options and alternatives are presented – all of which are now open for comment and review.

### Sustainability appraisal



In line with national requirements, a sustainability appraisal (SA) (incorporating a Strategic Environmental Assessment) has been undertaken alongside the preparation of this document. The overall aim is to ensure the Catford Plan contributes to the achievement of sustainable development. This has involved a separate and concurrent evaluation of the further options and alternatives. The SA highlights the key social, economic and environmental impacts and identifies mitigation and avoidance measures to ensure effective implementation. The SA has contributed towards the reasoning and refinement of the policy options and relevant sections of the SA have been included to justify an approach. The SA is available to view as a separate report.

### Equality Analysis Assessment



An Equalities Analysis Assessment (EAA) will be prepared as part of the draft Catford Plan following this further options consultation. An EAA is the process of systematically analysing a proposed or existing policy or strategy to identify the effect, or likely effect, from the implementation of the policy for different groups in the community.

Local authorities have a duty under race, disability and gender legislation to carry out an EAA of their Local Plans. The assessment seeks to ensure that, as far as possible, any negative consequences for a particular group or sector of the community are eliminated, minimised or counterbalanced by other measures. The EAA will highlight key issues needing further consideration and the recommendations will be used in the preparation of the draft Catford Plan policies.

### Evidence base



In preparing the planning policies it is necessary to have up-to-date, relevant and reliable data on current and future issues. As such, the Council has commissioned or undertaken a number of technical studies, several of which support the policy options put forward. A list is provided in Appendix 1.

## 2.0

# Catford today - issues and opportunities



**Knowing the character of Catford today and being aware of the issues that need to be addressed is the first step to ensuring The Catford Plan can deliver appropriate change. The following provides an overview of the issues facing Catford and the opportunities this presents for future development and on-going town centre improvement and management.**

## 2.1 Overview

Catford Town Centre is a major centre within the London Borough of Lewisham. It is located seven miles south-east from central London and 1.5 miles south of Lewisham Town Centre. Catford is situated on two strategic road corridors, the South Circular (A205) and A21 London to Hastings trunk road, (Bromley Road) and is served by two Overground railway stations: Catford on the Blackfriars to Sevenoaks line and Catford Bridge on the Charing Cross/ Cannon Street to Hayes (Kent) line. Figure 2.1 and 2.2 shows the wider and local context of Catford Town Centre, and Figure 2.3 showing key buildings and streets.

Catford's rich history has fed into the vibrant diverse town centre that it is today. Catford is a busy shopping area and includes an outdoor market selling everything from fruit and vegetables to clothing and plants. Catford is the civic heart of the borough and is frequented by many visitors. The Broadway Theatre is an important venue for cultural entertainment in south east London and features international and local talent. There is also a range of restaurants, cafes and bars.

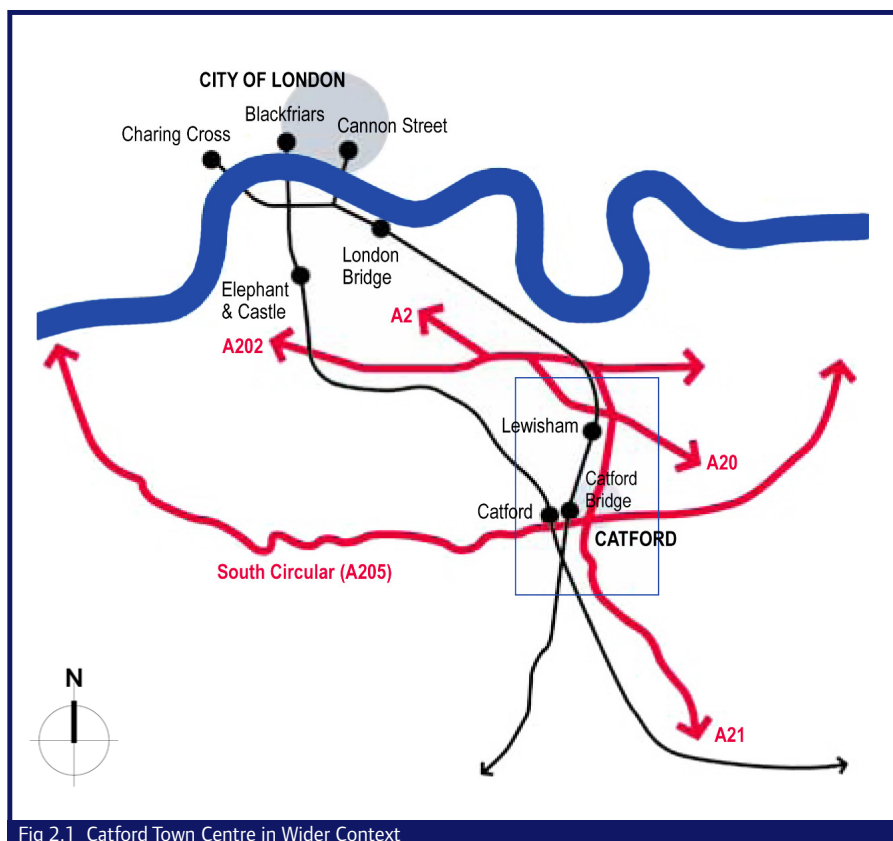


Fig 2.1 Catford Town Centre in Wider Context



The area is bordered by Downham, Forest Hill, Lewisham and Lee. To the north and east of the town centre the area is characterised by predominantly Victorian residential terrace buildings. To the south there is a more suburban style of late Victorian housing, partly designated as the Culverley Green Conservation Area.

The two parallel railway lines (with stations at Catford and Catford Bridge fronting the South Circular Road) and the River Ravensbourne 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 retail and industrial use, as well as the former Greyhound Stadium, now cleared and vacant.

While the core of the town centre has relatively little green or open space, apart from the fenced squares along Rushey Green, there are major parks in close proximity. Ladywell Fields and athletics track stretches across both sides of the railway lines to the north and west of the study area. Blythe Hill Fields is further to the west and Mountsfield Park is located to the east. The Jubilee Ground (privately owned but designated as Metropolitan Open Land and managed by St Dunstan’s School) is located to the south of the A205, as is the Pool River Linear Park, and together with Ladywell Fields forms part of the Waterlink Way, a pedestrian and cycle route running north-south through the borough.

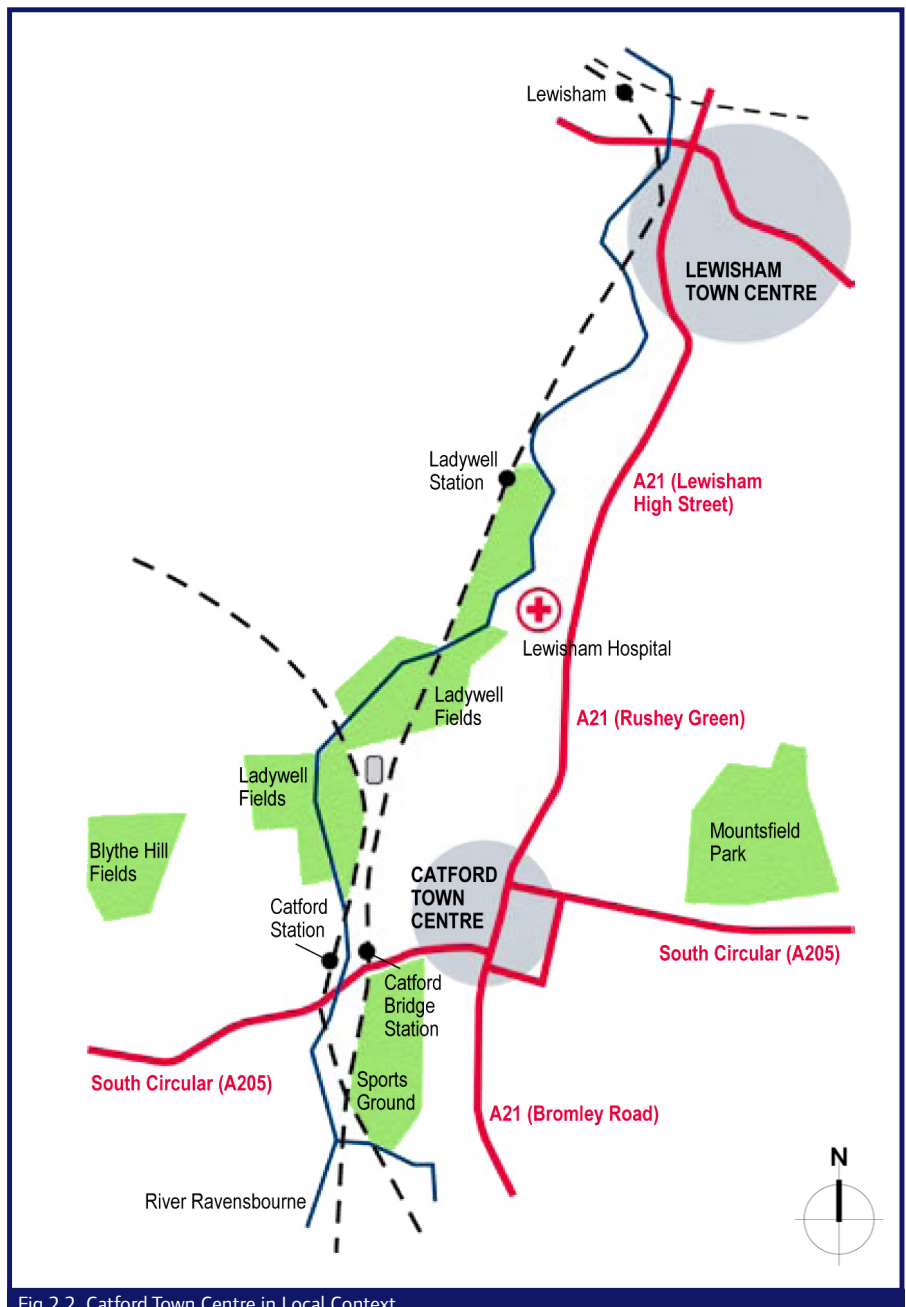


Fig 2.2 Catford Town Centre in Local Context

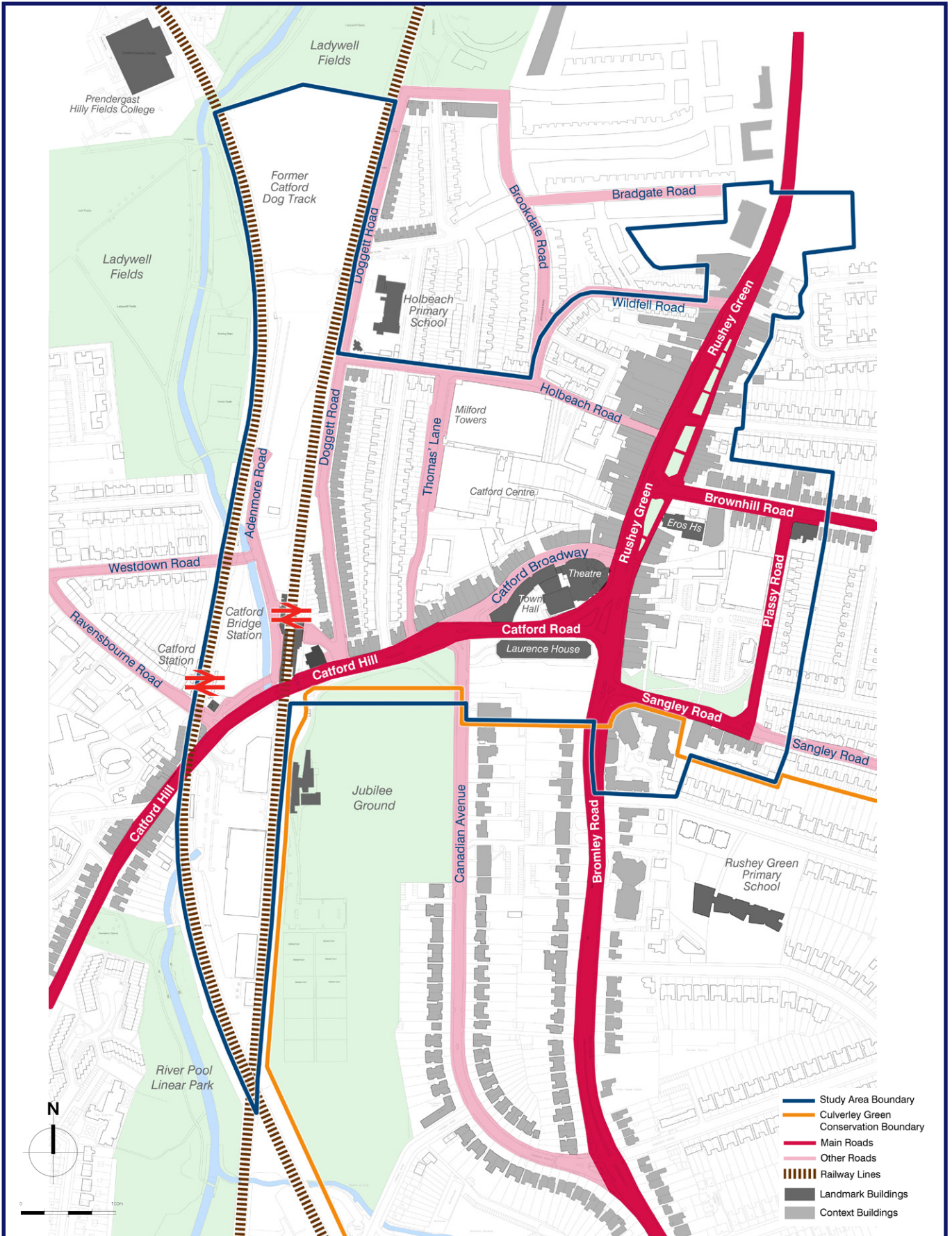


Fig 2.3 Town centre overview: key buildings and streets

## 2.2 Town centre study areas and key issues

The character of the area to be covered by The Catford Plan varies widely and has for the purpose of a general description been divided in eight town centre study areas. By identifying key issues appropriate policy options and alternatives can be presented. The study areas are as follows:

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>1 Rushey Green / Bromley Road</li> <li>2 Catford Broadway and the Civic Quarter</li> <li>3 Catford Centre and Milford Towers</li> <li>4 Laurence House</li> </ul> | <ul style="list-style-type: none"> <li>5 Plassy Road Island and Sangley Road</li> <li>6 Catford Road and the railway stations</li> <li>7 Former Greyhound Stadium</li> <li>8 Wickes and Halfords retail area.</li> </ul> |
|--|--|

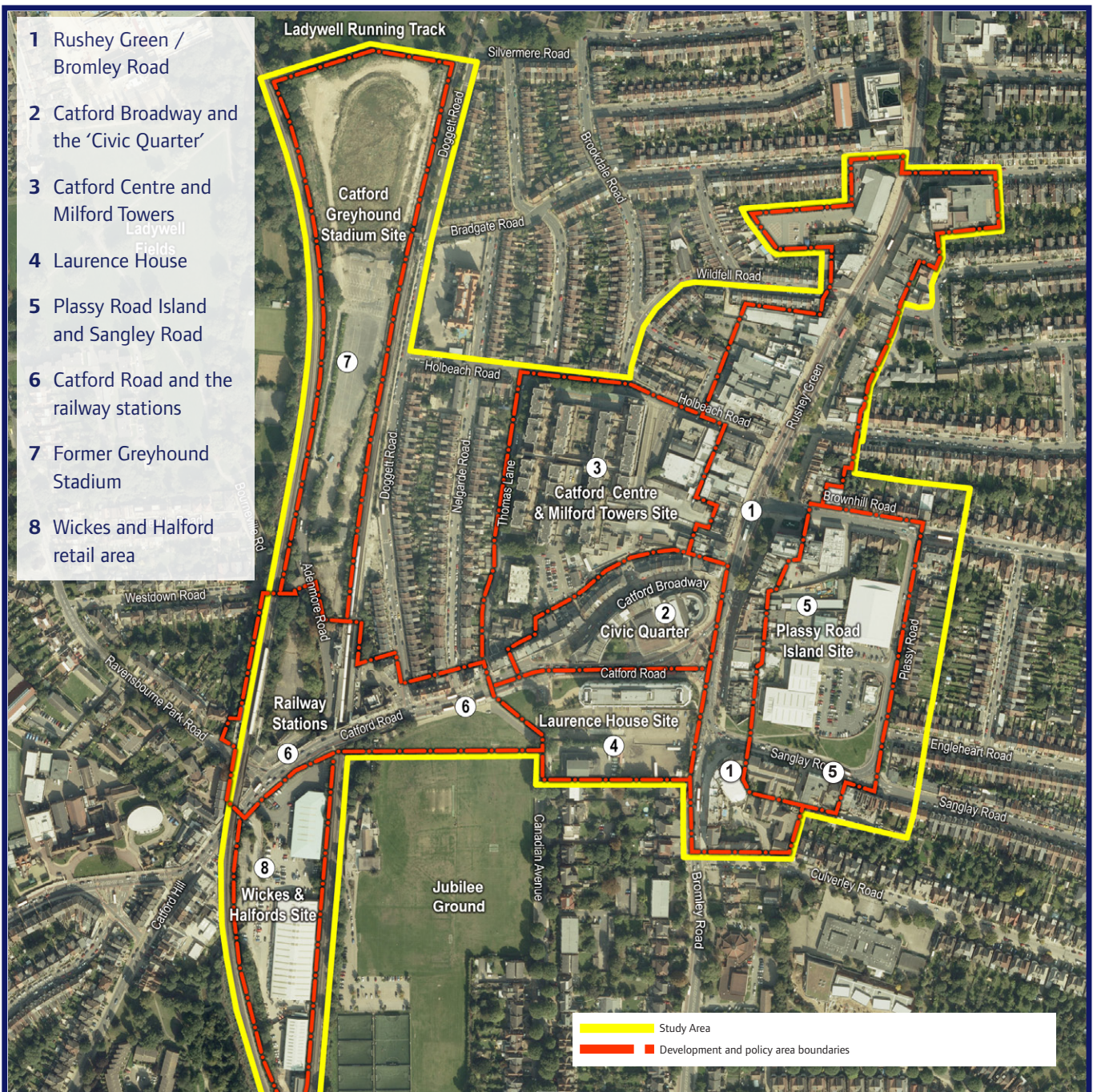


Fig 2.4 Aerial Photograph of Town Centre Areas

### 2.2.1 Rushey Green and Bromley Road

Rushey Green is the high street of the town centre and accommodates a variety of multiple and independent shops, as well as the Broadway Theatre and the former Catford Cinema (now a church). Its retail and commercial frontage stretches approximately from Bradgate Road in the north, to just south of Sangley Road in the south, although the retail units south of Sangley Road feel remote from the core town centre area.

Rushey Green is the main north-south bus route with many bus stops. Part of the street between Sangley Road and Brownhill Road serves as the South Circular (A205) and the A21, and traffic volumes along the street and throughout the town centre remain high.

Rushey Green has considerable townscape merit, despite the high volume of traffic and street clutter. The wide street benefits from a continuous and animated road frontage, general good quality buildings (though with some poor shop fronts), mature trees (London Plane) and linear green space (London Squares which are fenced) along much of its length. Below Culverley Road, the Bromley Road approach to the town centre is predominantly residential and suburban in appearance.

### 2.2.2 Catford Broadway and the Civic Quarter

The junction of Catford Road and Rushey Green is the geographical and functional ‘heart’ of the town centre. This study area contains the Lewisham Council Town Hall, Civic Suite and Broadway Theatre, located to the north of Catford Road. However, the space is dominated by road, vehicles and street clutter, including traffic signs and large sections of guardrail. The busy South Circular (A205) bisects the area and forms a barrier to pedestrian movement between the Town Hall, shopping centre, Laurence House and the library, as well as the residential areas that adjoin the town centre. The road forms a particularly poor setting for the Broadway Theatre, a landmark, art deco style, Grade II-listed building and the cultural focus of the area.



Rushey Green



Rushey Green



Catford Broadway

Catford Broadway, located between the Town Hall / Broadway Theatre and the Catford Centre, makes a valuable contribution to the Catford townscape. The gentle curve in the street is an attractive and locally unique feature that is echoed in the design of the Broadway Theatre and Town Hall. The groups of buildings that form the northern façade of the street have considerable architectural merit, although unsympathetic shop fronts and lack of maintenance detract from their inherent quality.

### 2.2.3 Catford Centre and Milford Towers

The Catford Centre was developed in the 1970s and is focused around a pedestrianised mall, Winslade Way, anchored by a multi-storey car park and Tesco supermarket and including the iconic Catford Cat on the Rushey Green frontage. The shops are serviced from a service deck at first floor level that is accessed via a ramp from Holbeach Road. Milford Towers, a residential estate, is raised above the service deck and consists of 4 five-storey blocks accessed by lifts accommodating 276 units.

The shopping centre is busy, well let and contains a mix of local and national retailers. This is supported by market stalls which are located in the pedestrian areas. While many people like the convenience and local character of shops in Catford, most dislike the shopping centre environment, its overall appearance, and the range and quality of the shops on offer. The shopping centre is seen as one

of the main negative things about life in Catford.

The architecture is stark and foreboding, the concrete structure dominates the spaces and the microclimate can be very uncomfortable (due to shade and drafts). There are also security, maintenance and functional issues relating to the interface between the public realm or ‘shoppers domain’, the servicing deck, yards and car park and the semi-private spaces associated with Milford Towers. Improvements to the multi-storey car park have made a positive change although perceptions of personal safety remain.

The shopping centre has poor visual and physical links with the rest of the town centre. The main pedestrian entrance is from Rushey Green, with further formal and informal access points from Holbeach Road, Catford Broadway, Thomas Lane and the service deck. The quality of the routes are generally poor, as they are fronted by blank walls, service yards and/or car parking and lack attractive



Town Hall and Civic Suite



Broadway Theatre



Catford Centre

views to entice pedestrians into the centre. A large sculpture of a cat was erected above the mall at the Rushey Green entrance, to raise the profile of the centre and roughly equal numbers of people love or hate the ‘Catford Cat’.

The public’s perception of Milford Towers is closely linked to the shopping centre, as they are part of the same overall structure. From previous rounds of public consultation, the vast majority of people within Catford and those who use the town centre support the demolition of both Milford Towers and the Catford Centre and its redevelopment.

### 2.2.4 Laurence House

Laurence House is the Council’s administrative office and houses the Catford Library and AccessPoint, where payments are made and information on Council services can be obtained. It is a five storey building and has no particular architectural merit, although landscaping on the building’s exterior has attempted to soften its features. The approach to the town centre from the south is dominated by Laurence House and the surface level car and lorry parking area located behind the building. Vehicular access is provided from Canadian Avenue, where an electricity sub-station is located. Proposals to realign the South Circular (A205) to the rear of Laurence House (the location of the current car park) have been promoted for around 40 years.



Laurence House



Laurence House



Catford Centre and Milford Towers



View of surface car park at rear of Laurence House

**2.2.5  
Plassy Road Island and  
Sangley Road**

To the east of Rushey Green is an area known as Plassy Road Island. The site is located to the rear of Rushey Green and the 'island' is formed by the A21/A205 gyratory system. The site accommodates a retail park (Lidl, JB Sport, Mecca Bingo, Dreams and McDonald's); individual shop units fronting Brownhill Road; and a timber yard.

The development on the island site is of no architectural merit, and gives a poor first impression when approaching the town centre from the east. On the north side of Sangley Road is a grassed area, which has been retained as a reservation for the South Circular (A205) realignment scheme. Vehicular access to the island site is from Plassy Road into a surface car park and directly off Rushey Green for the timber yard.

Development to the south of Sangley Road includes a purpose built 4-storey apartment block for aged housing. Pedestrian links from Plassy Road to Rushey Green are via a poor quality archway between Octavia House and The Goose on the Green pub. Brownhill Road forms part of the South Circular (A205), and is the gateway to the town centre from the east. While much of this road is attractive, with good quality Victorian buildings and mature London Plane trees, for the final quarter-mile approach the quality of the buildings reduce and the trees disappear.



Existing Pedestrian Access from Rushey Green



Plassy Road



Catford Island Retail Park - Plassy Road Island Site



Catford Island Retail Park - Plassy Road Island Site

## 2.2.6 Catford Road and the railway stations

Catford Road, perhaps better known as the South Circular (A205), forms the western approach to the town centre. The railway viaduct and bridge forms a natural gateway to the area, however the first impressions of the town centre are not positive: The properties along Catford Road are generally poorly maintained, pavements are narrow and filled with street clutter, and the road corridor lacks trees and other amenity features. Although the approach benefits from views across the spacious green of Jubilee Ground it is dominated by Laurence House, the Council's five storey office building.

Catford's two railway stations are located to the north of the South Circular (A205). The area between the railway stations is undeveloped and characterised by vegetation, and the route between the stations, Adenmore Road, is of poor quality. Catford Bridge Station is barely

visible from the main road, but is quite an attractive building. The facilities at Catford Station are poor with the ticketing office contained in a temporary building. Development proposals for the former Catford Greyhound Stadium site seek to improve the station environment and include river improvement and naturalisation works to the Ravensbourne.

Traffic congestion, principally on the South Circular (A205), is a major concern for local people and often cited as a reason to avoid Catford. Few discussions of Catford's present and future escape mention of the South Circular, and proposals that have come and gone for over 30 years. Rat running, traffic speeds and pedestrian safety are also significant concerns, and proposals to improve the situation are generally supported.



Catford Bridge Station



Catford Bridge Station



Catford Station



Existing Link Between Stations



### 2.2.7 Former Greyhound Stadium

The area to the north of Catford and Catford Bridge railway stations is dominated by a vacant site, the former Catford Greyhound Stadium. The railway line to the west (serving Catford Station) is raised on a viaduct and crosses two access routes to the neighbouring Ladywell Fields and residential area. The area, invisible from Catford Road, forms an important gateway for train passengers passing through the area on both railway lines.

The site has granted planning permission for a residential led development of 589 units with small scale community and commercial space. The planning permission includes a proposed foot bridge across the railway tracks, providing a direct pedestrian link between the new development and Catford Centre along Holbeach Road. This could also link the Centre to Ladywell Fields open space.

### 2.2.8 Wickes and Halfords retail area

The area to the south of the two railway stations and the South Circular (A205), between the railway lines, is dominated by several large retail outlets (namely Wickes and Halfords) and some light industrial uses. The site forms the western edge of the wider town centre area. 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 under the car parks. The Waterlink Way, a pedestrian and cycle route, runs along the western and northern boundary and provides a direct link to the South Circular, the former Greyhound Stadium site to the north, and the railway stations.



Wickes Store



Halfords Store



Former Catford Greyhound Stadium Site



Underpass from the Stations to the Wickes Site

## 2.2.9

### Issues and opportunities – Town Centre Areas

The issues for each town centre study area that need to be addressed through the Catford Plan are summarised below..

#### Rushey Green and Bromley Road

Traffic movement  
Bus movements and stops  
Street clutter  
Quality of shop fronts  
Use of London Squares

#### Catford Broadway and the Civic Quarter

Role and function of site  
Provision of Council's services/functions  
Theatre operations  
Pedestrian safety  
Traffic movement  
Bus movements and stops  
Street clutter  
Quality of shop fronts

#### Catford Centre and Milford Towers

Role and function of core retail area  
Mix of uses  
Connections to other parts of the town centre  
Design quality  
Provision of public space  
Traffic access, parking and servicing  
Housing quality

#### Laurence House

Role and function of site  
Connections to other parts of the town centre  
Design quality  
Traffic movement, parking, servicing  
Future of South Circular realignment

#### Plassy Road Island and Sangley Road

Role and function of island site  
Future mix of uses  
Connections to Rushey Green and other parts of the town centre and quality of pedestrian environment  
Future of South Circular realignment  
Design quality  
Traffic, parking, servicing  
Bus stops

#### Catford Road and the railway stations

Quality of pedestrian environment  
Bus movements and stops  
Links to town centre and surrounding areas  
Design quality  
Street clutter  
Quality of shop fronts  
Future of South Circular realignment  
Access and use of Jubilee Ground  
Ravensbourne River naturalisation/improvement

#### Former Greyhound Stadium

Role and function of island site  
Mix of uses  
Connections to other parts of the town centre and surrounding residential areas  
Design quality  
Housing mix  
Traffic access to site  
Station environment  
Ravensbourne River naturalisation/improvement

#### Wickes and Halford retail area

Role and function of site  
Mix of uses  
Connections to other parts of the town centre  
Design quality  
Traffic, parking, servicing  
Waterlink Way  
Ravensbourne River naturalisation/improvement

## 2.3 Issues and opportunities - Topics

The following provides further detail on the issues identified in the town centre study areas and the opportunities that are addressed in the Catford Plan.

### 2.3.1 Retail

#### Issues:

Large population catchment but shoppers choose elsewhere

Limited variety in the type of shops and late and weekend opening hours

Poor environmental quality in parts of the centre

#### Opportunities:

Build on Catford's location to attract shoppers

Redevelopment of the Catford Centre

Improve the overall shopping environment

Improve the range and quality of shops but maintain an affordable mix

Maintain and improve the market

#### Overview

The Lewisham Retail Capacity Study (RCS), undertaken between 2009 and 2010, found that Catford has around 48,800 sq.m gross of retail/service floorspace in 233 units and stated whilst it has a good convenience and service provision, the comparison floorspace provision is well below the UK average. There is a mix of independent and national retailers in the town centre; however the study did find that the centre was underperforming in terms of national multiples especially higher order retailers.<sup>2</sup>

The Council commissioned Peter Brett Associates (PBA) to prepare a Catford Retail and Economic Impact Assessment (2013) to inform the preparation of this Catford Plan further options document, which updates the RCS as it relates to Catford Town Centre.

The PBA assessment found Catford's retail offer has seen no change or improvement in recent years, making it more vulnerable to competition from other centres outside of the borough. Catford has already seen a decline in its Management Horizons or MHE ranking<sup>3</sup> from 2003 to 2008, therefore if it is to maintain its position in the retail hierarchy, it is important that the centre's retail offer is enhanced; investment in the town centre should be encouraged. The assessment also identified lack of investment in new retail floorspace, internet sales and decline in spending from the recession as threats to the town centre.

These identified threats are ones that are facing many town centres in the UK today. High Streets now account

for just 50% of retail spending due to increased internet buying and other forms of e-commerce, the strength of non-central shopping centres together with attractions and convenience of retail parks and supermarkets.

Shopping habits have also changed, with fewer, longer trips, emphasising a trend towards larger centres offering greater choice and a better experience. As a result there are too many shops and middle ranking and smaller centres are contracting. The recession has also emphasised these trends.

The decline of the UK's High Streets led to the Portas review which concluded that High Streets are in crisis and cannot carry on as they are. They need to act fast and implement many of the lessons learnt from shopping centre models; running them like businesses, offering an attractive experience, better service and a clear specialisation.



<sup>2</sup> Refer to Glossary for explanation of comparison and convenience retail

<sup>3</sup> Based on a weighted score for multiple retailers represented in the centre

### Current retail offer

The Catford Centre is the focus of retail activity, however it is in poor condition and is not viewed as attractive by shoppers. Retail activity is also located at:

- The Plassy Road Island, site which contains a number of large retail outlets, anchored by Lidl, centred around a surface car park
- Catford Market, a street market with stalls located on Catford Broadway and within the pedestrian area of the Catford Centre, active from Tuesday to Saturday each week
- The west side of Rushey Green, from Catford Broadway to Bradgate Road, and includes a number of other multiples (including Argos and Boots).

In terms of out of centre floorspace, Ravensbourne Retail Park is located on Bromley Road and the retail units located there include Curry's, PC World, Harvey's, Carpet Right and Comet. This is located outside the town centre and study area.

The assessment undertaken by PBA compared Catford's ranking to other major centres located in the sub region using 2008 MHE Shopping Index. This shows Catford has a much lower ranking than its competing centres and although the MHE Index has not been updated since 2008, it ranking provides a broadly accurate measure of where Catford sites in relation to its competitors; this suggests potential for improvement. Catford was ranked 440 compared to Lewisham (156), Eltham (271), Peckham (332),

Brixton (350), Woolwich (274) and Bexleyheath (149).

The PBA assessment included a survey of businesses in Catford and indicates the town centre has a high proportion of small independent retail businesses. The majority of respondents occupied small premises, but the businesses explained that they were happy with their existing premises and planned to remain there for the foreseeable future. In terms of perceptions of Catford, most of the aspects of Catford were rated as satisfactory to quite poor; suggesting that businesses think Catford could be significantly improved. Notably the environment of Catford was perceived negatively and improving the appearance of the centre was the most commonly cited answer when the respondents were asked about the most important things to address when planning for the future of Catford. Reducing crime, increasing car parking and improving the number of national retailers were also common answers.

### Diversity of retail uses

Key findings of the PBA assessment relating to the type of retail uses in the town centre include:<sup>4</sup>

- There is a strong convenience (A1) offer, with some 27% of the retail floorspace devoted to this use; this compared to the UK average of 17%.
- The comparison (A1) offer is limited with only 32% of retail floorspace devoted to this use; this compared to the UK average of 47%. Most comparison good sectors are underrepresented and the centre includes only five of the 31 major retailers; Boots, Superdrug, Argos, Tesco and WH Smith.

- The percentage of floorspace devoted to A1 services in Catford is 7%, which is just above the national average of 5%.
- In terms of A3 and A5 uses (restaurants, cafes and hot food take-away) 15% of the retail floorspace is dedicated to these uses compared to the UK average of 11%.
- The percentage of vacant floorspace, at 11%, is similar to the UK average of 12%. However a number of these vacant units are large and prominent giving the impression that there are a higher number of vacant units in the town centre.

The assessment of the quantitative need for retail floorspace in Catford found:

- Catford's catchment area is assumed to be an area surrounding Catford itself, extending to the north towards Lewisham, west towards Sydenham and Forest Hill, east towards Lee and south towards Bromley.<sup>5</sup>



Plassy Road Island Site

<sup>4</sup> Table 6.4, Catford Retail and Economic Impact Assessment, PBA, 2012

<sup>5</sup> Map 7.1, Catford Retail and Economic Impact Assessment, PBA, 2012

- It is expected that the population of the catchment will increase by some 26,813 persons and there will be an additional £360.4 million of comparison annual expenditure and £65.3 million of convenience annual expenditure by 2026.
- Catford's market share for comparison goods spending is 7.2% in 2009 and 13.1% for convenience goods; although these shares are relatively low it should be recognised that the catchment area includes other centres (such as Lewisham) and is overlapping with Bromley's catchment.
- The quantitative need assessment estimates a need for between 5,600 sq.m and 8,100 sq.m gross of comparison floorspace by 2026, based on constant and increased market share scenarios.
- The quantitative need assessment estimates a need for between 500 sq.m and 1,800 sq.m gross of convenience floorspace by 2026, based on a constant and increased market share scenarios.<sup>6</sup>

There is considerable scope for the enlargement and diversification of the shopping offer. The quantitative needs output should be treated with flexibility due to the potential for replacement floorspace to perform at a higher turnover level than existing floorspace thus meeting needs in an alternative way than simply new floorspace. Catford can also draw from a larger catchment area without significant impact on the viability of Lewisham Town Centre.

In terms of qualitative indicators the assessment found:

- Patterns of local spending indicate that Catford has a relatively low comparison and convenience market share, therefore there is an opportunity to increase this market share and claw back expenditure to the centre.
- Comparison shopping in Catford is very limited, with very few Goad key attractors (national measure of retailers) and a mostly low to discount retail offer, which restricts consumer choice. Therefore there is a qualitative opportunity to improve the comparison offer.<sup>7</sup>
- The convenience shopping provision in Catford is generally good.
- There is evidence that the comparison floorspace in Catford is overtrading, however the convenience floorspace is broadly in equilibrium.
- The quality of the retail offer in the centre is quite poor, with a lack of large, modern retail units. But there is scope to improve the quality of the offer, as well as improving the quality of the environment.

The assessment identified opportunities for Catford Town Centre, which included redevelopment of the Catford Centre, diversifying the retail offer (especially in regards to comparison goods) and building on its civic role. It is important that these opportunities are explored in further detail within the Catford Local Plan in order to create an attractive and lively town centre that offers an attractive experience for visitors.



Catford Market on the Broadway



Catford Market



Rushey Green

<sup>6</sup> Table 7.5 (for quantitative retail need - comparison and convenience floorspace), Catford Retail and Economic Impact Assessment, PBA, 2012

<sup>7</sup> Experian Goad reports provide an up-to-date picture of retail supply and consumer demand in over 3,000 Goad surveyed town centres in the UK and Ireland. The report defines the retail extent and composition of a town centre, showing the number of premises in 31 trade types and the retail space allocation across each of them. The report identifies National multiple retailers as 'key attractors'.

### 2.3.2 Civic, cultural and leisure facilities

#### Issues:

- Provision of a range of facilities
- Evening economy
- Distance between facilities and no linkages between different functions
- Perception of safety in the evening
- Number of people using facilities

#### Opportunities:

- Strengthen the evening economy
- Improve operations for the Broadway Theatre
- Consolidate Council and civic functions on one site
- Potential for leisure uses as part of Catford Centre redevelopment

### Civic, cultural and leisure facilities

Facilities include:

- Town Hall and Civic Suite. The Civic Suite provides the Council’s ‘flagship’ headquarters and host most public meetings and a range of ceremonial functions. It’s long term 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 AccessPoint providing a one-stop shop for services. Again, its future use is currently under review.
- 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 reconfigured accommodation would be appropriate.

- Broadway Theatre. This hosts a variety of theatre and music productions, art exhibitions, cinema screenings and other events, drawing in people from throughout the borough and beyond.
- The Mecca Bingo Hall on Plassy Road.
- Kaleidoscope Centre for children and young people on Rushey Green.
- Ladywell Arena. An athletics track and fitness gym at the northern edge of the study area located in Ladywell Fields serving a large catchment.
- A number of places of worship.

#### Food and drink

Catford is reasonably well provided for in terms of eating and drinking establishments. The diversity of use analysis shows that the proportion of floorspace dedicated to eating establishments in Catford is 15%, which is slightly higher than the UK average of 11%. However, overall the evening economy is considered weak. Despite some good quality recent openings, restaurants in the area are predominantly of the fast food / take-away variety.

The PBA assessment demonstrates that in Catford, there is scope by 2021 for over 1,174 sqm gross of additional A3, A4 and A5 floorspace, increasing to 1,870 by 2026 under a constant market share. This would be

higher at 2,450 sqm gross should an enhanced market share be adopted. It is expected that this floorspace would be developed alongside a retail led scheme to form a mix of uses, although this floorspace is likely to be predominantly in A3/A4 Use Class as the Council is seeking to restrict the scope for additional A5 uses in the town and across the borough. There may also be scope for a small amount of this growth to be achieved through the change of use of existing premises or standalone developments.



Broadway Theatre



Mecca Bingo Hall

## Cinemas

There are no cinemas in Catford Town Centre or the borough as a whole. The PBA report noted that despite there being no firm evidence of quantitative need that would suggest a policy response is required to meet a cinema need in the wider catchment, decisions on whether to attract a cinema to Catford should not be based solely on screen density since it is a rather blunt tool as it does not take into more local regeneration opportunities. A cinema does often attract footfall and can be a mechanism to enhance and develop the food and drink offer in Catford, by developing its evening economy.

Therefore, it should be possible to introduce a range of leisure uses to include a cinema in the town centre, encouraged as part of a mix of uses, subject to any policy aspiration being consistent with borough-wide strategies (such as Lewisham Town Centre). A cinema within Catford could act as a catalyst to attract further food and drink operators that could meet the qualitative gap in provision as explained above.

## Gyms

There are 14 health and fitness facilities in the catchment area (the area identified in section 2.3.1). An analysis of catchment population and average UK gym membership estimates 12% of the population is a gym member. This would assume that current facilities in the catchment are very slightly oversubscribed and there is capacity for additional provision should a suitable site be available.<sup>8</sup>

## Conclusions

The PBA Retail and Economic Impact Assessment considered broad quantitative needs (through expenditure growth) and qualitative needs through a consideration of the existing offer and gap analysis. Although the assessments for leisure are less evolved than those for retail, they showed:

- There is an opportunity for an enhanced food and drink offer in Catford to meet quantitative and qualitative needs in order to provide an improved choice and better evening economy.
- A cinema could be used to increase footfall as part of other regeneration initiatives in the town centre and attract new food and drink uses.
- There is scope for a gym in the town centre – likely to be a budget offering, in order to provide competition to other provision in the surrounding area.

It should also be noted that across all forms of consultation that have previously taken place on the Catford Plan, there is a strong desire for the town centre to include, improve and add to the current provision of leisure facilities as well as extending suitable night time economy uses.



Laurence House



Catford Library



Town Hall and Civic Suite

<sup>8</sup> Paragraphs 9.17, 9.18, Catford Retail and Economic Impact Assessment, PBA, 2012

### 2.3.3 Office and other employment

#### Issues:

Employment dominated by public sector and retail

Not seen as an office destination

#### Opportunities:

Strengthen and consolidate Catford’s civic role

Promote Catford’s location close to Central London and in the south-east

Improve the overall town centre environment to attract investment

The main two employers in the area are the Lewisham Council, and Lewisham Hospital, which is located about half a mile to the north of the town centre (outside the study area). Further employment is offered by the retail and leisure sectors, services (many of which locate in Catford for proximity to the Council and/or the hospital) and limited light industry. In addition to the Council offices the upper floors of shops and several smaller buildings throughout the area accommodate offices. The survey results from local businesses from the PBA assessment indicate that 11% of upper floors were used as offices.

The office based employment market in Catford is limited with only local demand. The rental return does not underwrite the creation of new office accommodation. As discussed later in this report, the Council is separately considering the future of its office accommodation currently located in the Town Hall building and Laurence House.



Laurence House



Lewisham Hospital



Broadway Theatre and Council's Civic Suite



### 2.3.4 Residential

#### Issues:

Milford Towers

Housing need and affordability

#### Opportunities:

Provision of new high quality housing including affordable housing

Residential development in the town centre includes Milford Towers, a 1970s housing estate above the Catford Centre, owned and managed by the Council; the brutalist Eros House (converted from offices); a retirement apartment block on Sangley Road; and some of the upper floors of shops located along Rushey Green, Catford Road and Catford Broadway. Predominantly Victorian and Edwardian terraced housing stock surrounds the town centre.

Milford Towers does not meet current housing standards and the Council has begun a programme to rehouse residents to prepare the way for its demolition as part of the redevelopment of the Catford Centre.

Average property prices in Catford are and continue to be lower than surrounding areas. In November 2012 the average price was approximately £268,000 – an increase of 6% over the last 12 months. This compares to approximately £320,000 for Lewisham, £413,000 in Peckham and £411,000 in Greenwich. Prices in Catford vary

from £520,000 for a detached house, £390,000 for a terrace and £195,000 for a flat. The average rent (pcm) in Catford is £995 compared to £1,235 for Lewisham, £1,655 in Peckham and £1,950 in Greenwich.<sup>9</sup>

Despite lower prices, evidence from the Strategic Housing Market Assessment (SHMA) shows that affordability remains an issue and housing need is overwhelming. The Indices of Multiple Deprivation (IMD) (2010) include a measure of housing deprivation which includes affordability. This showed the Rushey Green Ward is within the lowest 20% of LSOAs in England, while Catford South has four of the nine LSOAs within the lowest 20%. Population growth will place further pressure on the need to provide a suitable housing mix, one that can meet the needs of the local population.

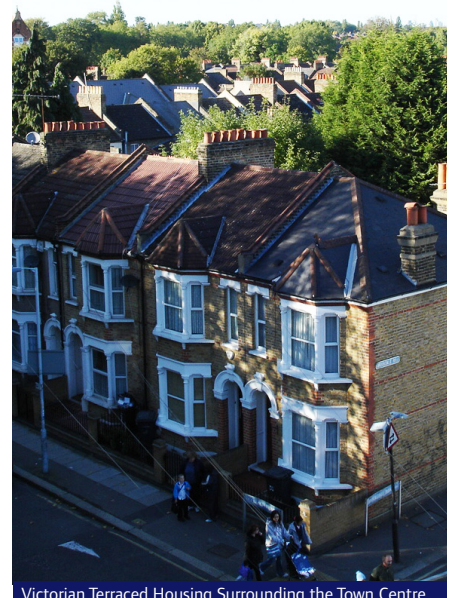
There are several potential development sites within the town centre that provide an opportunity for higher density residential development to meet housing need. This includes the Catford Centre, Laurence House, Plassy Road Island, the former Greyhound Stadium site and Wickes and Halfords. Development options for each site are discussed in more detail in section 4.



Milford Towers above Catford Centre



Eros House



Victorian Terraced Housing Surrounding the Town Centre

<sup>9</sup> All figures from www.home.co.uk – prices rounded to whole numbers (November 2011 to November 2012)

### 2.3.5 Accessibility

#### Pedestrian

##### Issues:

Busy roads segregate the town centre making movement difficult and dangerous

Poor connections around the town centre and to residential areas

Clutter from street furniture, signage clutter and road barriers

##### Opportunities:

Improve connections around and to the town centre

Improve overall safety and accessibility of the pedestrian environment

Improve access to and along the River Ravensbourne

The South Circular (A205) and A21 road corridors bisect the town centre. They 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 Centre, Catford Broadway and the eastern section of Holbeach Road are pedestrianised and benefit from a strong pedestrian feel. However, pedestrian and vehicular conflict remains on Catford Broadway, and on Holbeach Road the Catford Centre is poorly linked to the surrounding residential area.

The pedestrian environment from the town centre to the railway stations is generally poor and the pavements uneven, narrow in parts and cluttered with street furniture.

There is currently limited pedestrian access along the section of the River Ravensbourne that runs through the study area. It is either located on private land or hidden in culverts. The river forms part of the Waterlink Way providing a continuous pedestrian and cycleway from the south of the borough to the Thames and there are plans for river naturalisation as part of the development proposals for the former Catford Greyhound Stadium site.



South Circular Junction with Bromley Road



The River Ravensbourne by Catford Bridge Station

## Bus

### Issues:

Poor bus waiting environment

Inconvenient pedestrian movement between bus stops

### Opportunities

Improve waiting environment and connections between bus stops

Consolidate bus stops

Catford 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, including frequent 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 are currently concentrated outside Laurence House, the Town Hall, Catford Bridge Station, Catford Centre (north), opposite Catford Road junction (south) and near the Holbeach Road / Brownhill Road junctions and the east side of Plassy Road.

The bus stops on Plassy Road feel particularly remote as they require pedestrians to cross Plassy Road and Rushey Green to reach the town centre. The overall quality of the waiting environment is adversely affected by traffic noise and pollution. Due to the large number of passengers, pavements get crowded at times. Pedestrian movement between bus stops, the railway stations and town centre destinations is inconvenient due to busy roads and inconvenient staggered road crossings.



Bus Stops by Laurence House

Image of bus stops by catford bridge station

Bus Stops by Catford Bridge Station



Bus Stop on Thomas Lane



Catford Broadway

**Rail**

**Issues:**

Poor first impressions due to quality of the railway station environment

Poor links between Catford and Catford Bridge stations

**Opportunities:**

Improve the links to the town centre and the quality of the public realm Improve railway station environment and links between the two stations

Redevelopment to contribute to a new Catford station

Potential for DLR route and station

Catford is served by two railway stations, Catford and Catford Bridge, both operated by South Eastern Trains. The stations are situated 80 metres apart, a few minutes walk to the west of the town centre, and provide services to Kent, south-east London, Elephant and Castle, Charing Cross and Cannon Street. Services often stop at Lewisham.

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 poor. Although the Catford Bridge station building has considerable architectural merit, the overall appearance of the station environment is one of under-investment whilst the Catford station

booking office is of very poor quality, with a temporary appearance. As a result both stations are unpleasant to use, particularly at night. Access for disabled people and those with buggies or carrying luggage to Catford Bridge Station involves hazardous road crossings and considerable detours through an unpleasant environment. Catford station currently has no facilities for disabled people and those with buggies or carrying luggage.

Despite the proximity of the stations the two railway lines function as two completely separate entities with no information or ticketing facilities available at Catford Bridge Station for Catford or vice versa. The area of land between the two stations is heavily vegetated but not managed, and undeveloped with the poor quality environment further impeding the potential of the stations to facilitate interchange either between the two rail services or between train and bus. The walk from the railway stations to Catford Town Centre is very short, but of poor quality, with narrow pavements and unappealing shop fronts.

Therefore, a variety of factors combine to present an extremely unwelcoming western gateway to the town centre.

There is a long term possibility of a Bakerloo line connection as part of a southern extension as identified in the London Plan. Route options have not been defined but a station could be provided in Catford; at this stage it is not seen as a priority for TfL. There is also a feasibility study to extend the DLR from Lewisham to Catford (with a station) and onto Bromley, as well as considering other extensions in the area. Again route options and stations have not been defined but the Council’s preference is for any route to be tunnelled.

Many local people see the accessibility of Catford as by far the town centre’s greatest asset. However, many people feel the current environment at the railway stations, and the disjointed nature of the interchange, are major liabilities and adversely affect first impressions. It is important to consider the sense of arrival and the need to work with Network Rail, train operating companies, TfL and others on public realm improvements.



Catford Bridge Station - Doggett Road Entrance



Catford Station - off Catford Hill

## Bicycle

### Issues:

Cycle parking and conditions in the town centre

Busy roads can feel unsafe for cyclists

### Opportunities:

Improve road safety for cyclists

Safe and secure cycle parking for the town centre and at the railway stations

Waterlink Way follows the River Ravensbourne and provides a continuous cycleway from the south of the borough to the Thames (part of the National Cycle Route 21 from London to Eastbourne via Gatwick). However, the overall cycling environment within the town centre is poor and separation from traffic limited. Cycle lanes are painted on the main roads (but not separated from traffic) and waiting space designated at traffic lights/junctions. Cyclists can also use bus lanes, including the southbound contraflow lane on Rushey Green. Bicycle parking is provided in clusters around the town centre, but the provision of safe and secure cycle parking, especially at the train stations remains poor.



Bus Lanes on Rushey Green



Example of Cycle Parking in Town Centre



Cycle Parking at Catford Station



Cycle Parking at Catford Bridge Station

**Car**

**Issues:**

- Busy gyratory system with through traffic
- Road congestion and air quality
- Perception of safety in the public car parks

**Opportunities:**

- Review gyratory with potential changes to traffic flow and management

Catford 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 cope with the high levels of through-traffic. Despite this gyratory, the area suffers from high levels of congestion. The public realm adjacent to Catford Road and Rushey

Green is dominated by the highway requirements to facilitate traffic flows through Catford, rather than servicing the town centre.

The town centre is served by three public car parks.

- The Holbeach Road multi-storey car park (Council operated) with 690 spaces - the third floor is reserved for residents of Milford Towers.
- Thomas Lane car park (Council operated) with 67 spaces.
- Plassy Road car park (privately operated) with 187 spaces.

The lack of space for two way working on the southern part of Thomas Lane (which directly connects with South Circular (A205) forces traffic to access the Catford Centre via residential streets to the north and west adding to local traffic congestion. A small proportion of Council staff have access to private car parking spaces in the basement of Laurence House and the surface level car park behind the building. This area also acts as a lorry park. Transport and traffic issues are discussed in more detail in section 4.1.



Multi-storey Car Park off Holbeach Road



Plassy Road Car Park



Catford Gyratory: Plassy Road



Catford Gyratory: Brownhill Road



Catford Gyratory: Sangley Road

### 2.3.6 Townscape

Many previous comments from local people relate to the poor physical appearance of the town centre particularly the architecture of certain buildings; the ‘unfriendliness’ of the spaces; management and maintenance issues; and the lack of pleasant places to sit and spend time. This section reviews the strengths and weaknesses of Catford’s townscape – the things that contribute to making successful and attractive, or otherwise, places for people.

#### Issues:

First impressions and quality of the built environment and public realm

Green space and public outdoor places to sit

Connections and movement between and around the town centre

#### Opportunities:

High quality design for all new buildings

New public spaces including green spaces

Improve the links to and around the town centre

Improve the quality of the public realm

Retain and improve identified buildings and streetscapes

#### First impressions

First impressions of Catford Town Centre need to be improved particularly the views obtained upon approaching the town centre. Whereas views from the north (Lewisham) are of a fairly traditional high street (although traffic dominated); from all other directions, including the very busy South Circular, they are dominated by buildings and undefined frontages. Broadway Theatre sits at the heart of the town centre, yet its setting is compromised by highway clutter and narrow pavements. Views from the railway lines are dominated by the vacant and overgrown areas of land. During previous consultation, many people commented on the poor quality of certain buildings namely the Catford Centre, its multi-storey car park and Milford Towers.

Broadway Theatre is Grade II listed and has great architectural merit. The strength of Catford Broadway lies partly in the quality of the architecture (although the poor quality shop front designs detract from this), and partly from the attractive curve of the street. Together with the theatre, it forms a unique feature of Catford that should be retained in future redevelopment. The London Squares along Rushey Green are also unique. The former Catford Greyhound Stadium site and land south of Laurence House could make a significant positive contribution to the future townscape of Catford and in particular to first impressions upon arrival by train or by car from the south and east.

#### Severance

Laurence House is divided from the Town Hall and the Catford Broadway by the South Circular. This means the Library and AccessPoint for Council’s services are difficult to access. The Plassy Road Island site is also separated from the rest of the centre by the A205. If connections to the Plassy Road Island site could be strengthened this could significantly increase the site’s development value.



Laurence House And The South Circular



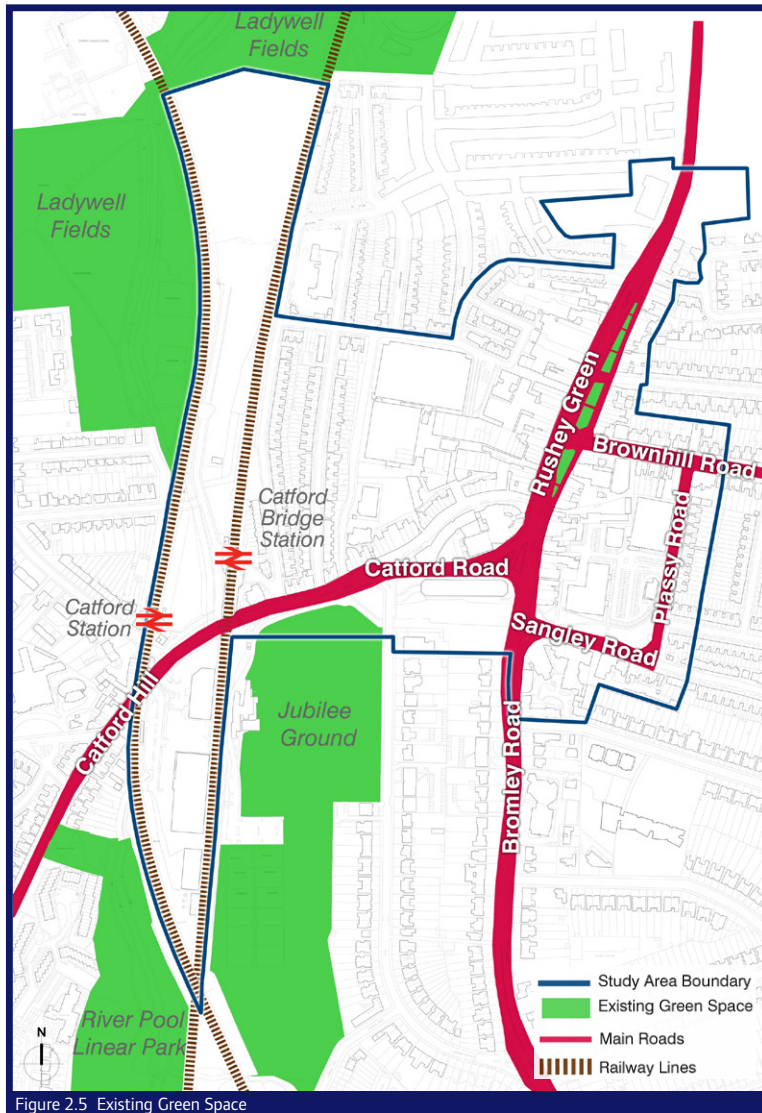
View of Plassy Road Site from Bromley Road

**Public spaces**

Many local people feel Catford needs more or better outdoor places to sit. There are several spaces in the town centre specially designed for pedestrians or intended for pedestrian use. However, these spaces lack the qualities to make them into places where people want to spend time, such as attractive and animated edges and/or and attractive micro-climate. Other spaces, such as Rushey Green and South Circular (A205) are dominated by heavy traffic and suffer from noise and air pollution.

**Frontage environment**

Links between Catford Centre and Rushey Green / Catford Broadway are considered by many local people to be poor; Holbeach Road and Thomas Lane suffer from the extensive dead frontage presented by the multi-storey car park and the rear of Tesco; and in its present form the ‘heart’ of the town centre - the area between the Town Hall and Laurence House - lacks ground floor activities. The link between the two railway stations, which has frequently been described as ‘unsafe’ and ‘unattractive’ lacks buildings to overlook the space.





### Historic environment

The section provides basic information on the key heritage assets in Catford Town Centre.

Broadway Theatre: is Grade II listed and was built in 1931-32 by Arthur John Hope of Bradshaw, Gass and Hope as a concert hall extension to the old Town Hall. The building is considered a key heritage asset for the town centre.

Conservative Club: a review of the heritage merit of the Conservative Club was undertaken by a Historical Building Consultant, who concluded that, whilst it has several elements of architectural interest and is deservedly on the Local List, it does not merit National listing, as many of the distinguishing features have been removed or altered and it is in a poor state or repair. Given the location of the property at the edge of the Catford Centre development site, proposals for its future will need to be considered as part of the design and planning process.

Town Hall/Civic Suite: in the mid 20th century, the 1875 Town Hall, designed by George Elkington, was no longer providing adequate accommodation for the local authority and proposals were drawn up for a new building. The plans had several stages and took about 20 years to come to fruition, with the old Town Hall finally closing in 1968 to make way for the construction of the current Town Hall and Civic Suite buildings. An initial assessment has concluded that these buildings do not merit listing.

Catford Broadway: the current row of properties was completed in 1927 and forms one of the key town centre facades. The curved route of Catford Broadway, formerly known as Springfield Park Crescent and also shown as a footway, appears in maps of the area pre-dating 1819. Due to the historical nature of this route, it is envisaged that the street and the current frontages be retained as part of the regeneration proposals.



Entrance to Conservative Club from the Broadway



Catford Broadway



Space Between The Two railway Stations



Broadway Theatre



Town Hall and Civic Suite

**Archaeology:** Catford Town Centre is located in an area of archaeological priority identified by English Heritage. This means the area holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Catford is derived from ‘the ford of the wild cats’. Its other local name of Rushey Green refers to the damp land adjacent to the Ravensbourne.

### 2.3.7 Waterways and flooding

#### Issues:

Potential risk from flooding  
Need to minimise and manage flood risk

#### Opportunities:

Creative on-site design techniques to minimise flood risk  
Restoration and naturalisation of the River Ravensbourne

The town centre falls within the catchment of the River Ravensbourne and its tributaries, which flows through Ladywell Fields and forms part of the Waterlink Way, to the west of the study area. The river and waterway network are natural assets which are part of effective action on climate change, contribute to the restoration of depleted biodiversity and create rewarding places for people to enjoy and learn from.

The River Ravensbourne is recognised as one of the most engineered rivers in metropolitan London. The river flows through part of the former Catford Greyhound Stadium site in a concrete channel and under the South Circular (A205) and the Wickes/Halfords car park, before emerging again in a channel at the western edge of the Wickes/Halfords site. Extensive restoration and naturalisation works were completed to the river in Ladywell Fields in 2012 and the approved planning application for the former

Greyhound Stadium site requires river improvement works to be completed.

The Council’s Strategic Flood Risk Assessment (SFRA) identified properties within the vicinity of the River Ravensbourne (flowing south to north, to the west of Catford Town Centre) as subject to a potential risk of fluvial (river) flooding. Investment has been placed into flood defence particularly within Ladywell Fields to reduce this risk. A potential risk of flooding from other (non river related) sources exists including possible sewer surcharging and surface water flooding as a result of heavy rainfall and/or blocked gullies. With changing climate patterns, it is expected that intense storms will become increasingly common and those properties (and areas) that are currently at risk of flooding may be susceptible to more frequent, more severe flooding in future years.

Council published the Ravensbourne River Corridor Improvement Plan in partnership with the Environment Agency in 2010. The plan assesses the river environment between Catford and the River Thames at Deptford, and identifies how development and local initiatives can enhance its quality. The key development sites identified within the Catford Plan have also been ‘sequentially tested’ in accordance with national planning policy and EA requirements.



## 3.0 Vision for Catford Town Centre

**The principal aim of the regeneration plans for Catford Town Centre is to enhance its image and attractiveness as a major centre and ensure its vitality and viability. In pulling together the issues and opportunities, the Catford Plan will provide the planning policy framework to guide and facilitate the changes and improvements that are necessary. In particular, the plan seeks to maximise the benefits of redevelopment in order to make Catford a better place to visit, enjoy, shop, live and work in.**

### 3.1 Preparing a vision

Previous consultation in 2005 and 2007 presented the following vision for the town centre.

**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.**

The vision was updated and expanded in the Core Strategy, which was adopted in June 2011.

**Catford Town Centre, home of the council's services and the civic heart of the borough, will be a lively, attractive town centre focused around a high quality network of public spaces. Driven by the redevelopment of key opportunity areas, including the redevelopment of the former Catford Greyhound Stadium site and the Shopping Centre, Catford will have an improved retail offer and will be home to a diverse residential community. The Broadway Theatre and Studio will continue to be a focus for arts and cultural activities and the market will continue to contribute to Catford's identity.**

This vision is still considered to be appropriate and it is suggested that it is included in the Catford Plan.

### 3.2 Planning and design principles

To deliver and implement the vision, the opportunities and characteristics identified in Section 2 are summarised in the following planning and design principles and shown in Figures 3.1 to 3.3. These can be reflected in objectives for the Catford Plan by which to judge the policy options that follow in sections 4 and 5.

#### Sustainability

Building upon its strategic role as a shopping and civic centre and hub on the public transport network Catford can become a sustainable, safe, healthy and attractive place to live, work, shop and socialise. The impacts of climate change can be addressed by requiring high standards of environmental design for new buildings, provision of decentralised energy and managing and reducing the potential risk of flooding.

#### Ensuring a mix of land uses and activities

An attractive town centre needs a diverse range of activity throughout the day and the night. Catford already includes a diverse range of uses. In addition to shopping, the centre offers the Broadway Theatre, Catford Library and the Mecca Bingo Hall. There is a strong aspiration to include leisure facilities in the Catford Centre and extend the night time economy with more cafes and restaurants.

The vitality and viability of the primary shopping area and the market must be protected and a mix of suitable shops provided throughout the town centre. Shopping is still the main reason many people visit Catford. Leisure and community uses should be retained and improved. While new and additional housing can create a livelier and safer town centre and meet local housing need. Continuous and active street frontages on major pedestrian routes and spaces can be introduced.

National retailers will be attracted to Catford when the retail accommodation reflects modern standards of unit size, quality of construction and servicing arrangements. A better mix of retail units could attract greater commercial success and 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.<sup>10</sup> These principles are illustrated in Figure 3.1.

<sup>10</sup> See the Core Strategy and the Lewisham Town Centre AAP

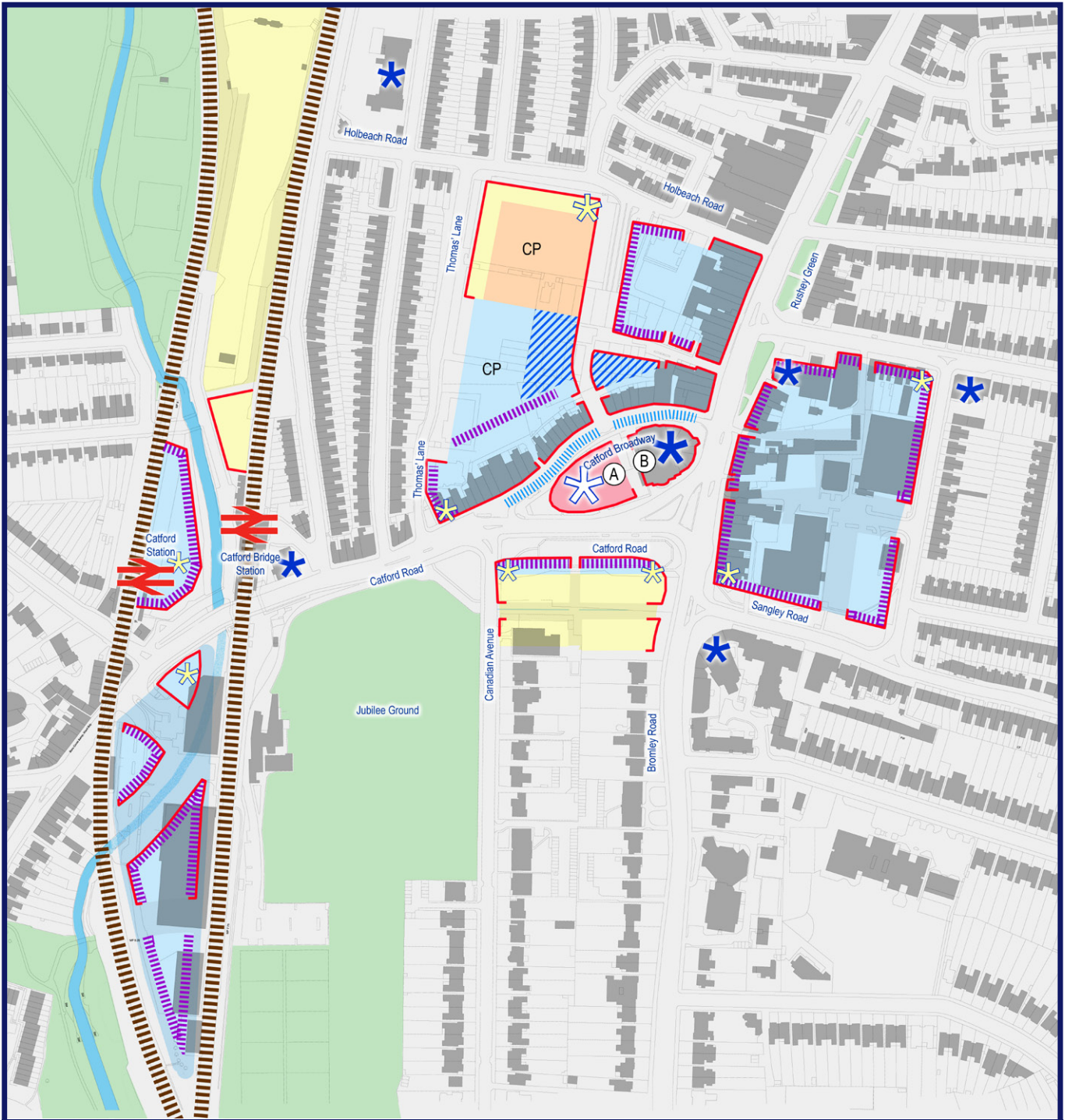


Figure 3.1 Land use and activities



### **Creating attractive and inclusive public spaces and lively street and pedestrian networks**

Regular pedestrian movement during the day and night is a key factor in the creation of a vibrant town centre. This can be achieved through a more permeable network of pedestrian connections throughout Catford that are designed to be pleasant and feel safe, contain activity such as the market and include active frontages.

People enjoy spaces that are accessible, safe, lively and have a good environment. The public spaces in Catford will feel safe when they are animated by people who want to be there and 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 effect of traffic, wind and shadow. All of these aspects can be enhanced through a clear maintenance and management regime of these spaces.

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 town centre and their setting needs to be enhanced. The redevelopment of the Catford Centre the former Greyhound Stadium and realignment options for the South Circular (A205) would also provide the opportunity to provide new public space, improve pedestrian connections and create an attractive environment. These principles are illustrated in Figure 3.2

### **Enhancing valuable public and cultural services**

Public services need to be accessible and reflect anticipated changing requirements and demand. In Catford they should also be better integrated with the public spaces. The council offices and library already provide valuable public service and Broadway Theatre is a local cultural asset. They will contribute even more when the barrier of the A205 is removed from their entrance. It may also be possible to expand the range of services on offer while rationalising office space.

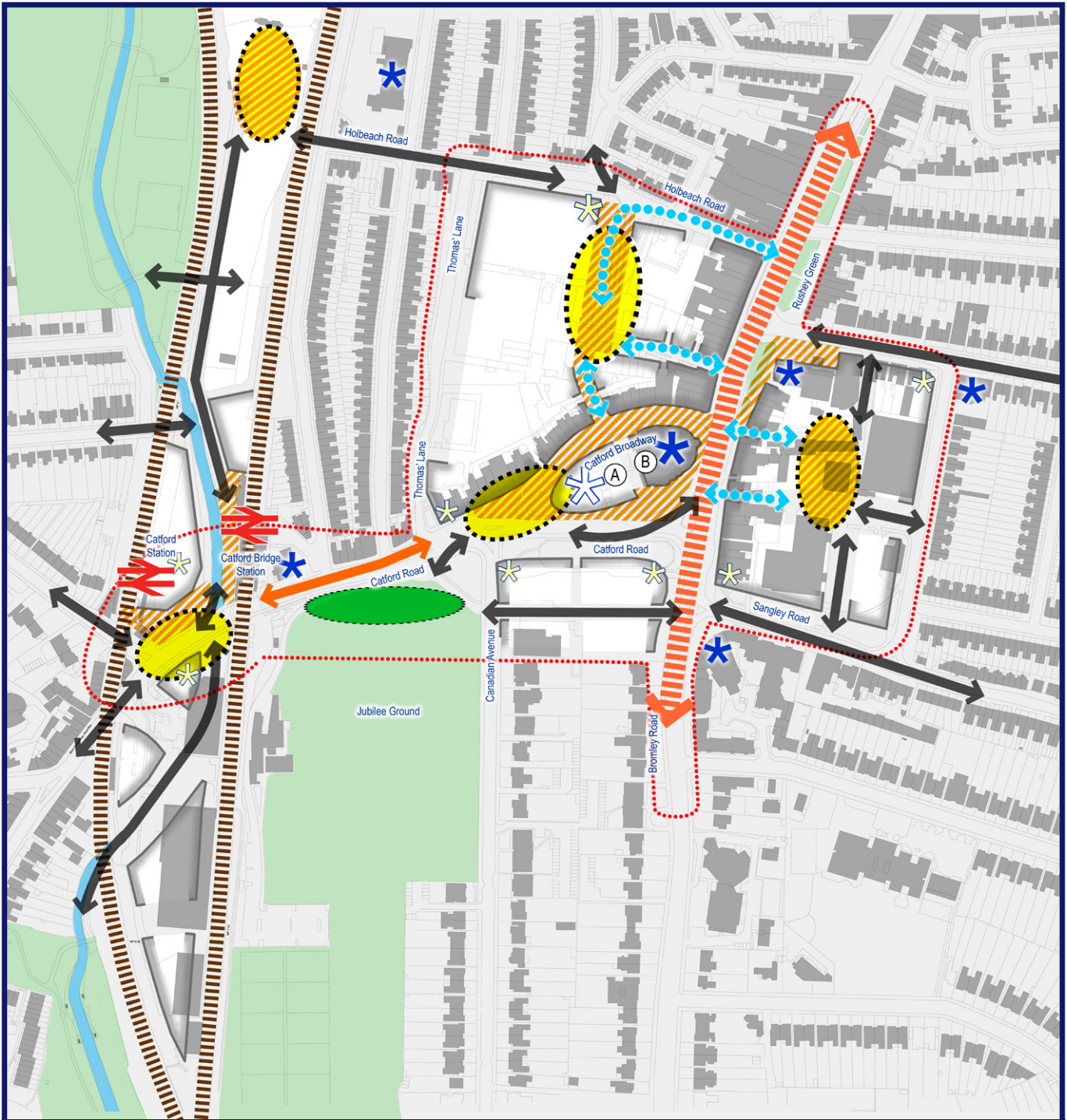











Figure 3.2 Public realm and pedestrian connections

-  New Public Space
-  Potential new accessible Green Open Space
-  High Street / Rushey Green
-  Indicative Boundary of Extent of Public Realm Improvements
-  Pedestrian Shopping Lane
-  Connection to Stations
-  New & Improved Public Open Space / Pedestrian Priority
-  Railway Line
-  Ravensbourne River

### **Connectivity and transport improvements**

Supporting changes to traffic management, particularly the South Circular and the gyratory, can reduce the impact of traffic in the town centre and will advance its overall regeneration. Severance issues can be addressed, where the road system currently divides the town centre and makes moving around difficult. This would improve the environment for pedestrians, cyclists, create new open spaces, and free up land for new development.

Catford has excellent public transport but the railway station environment, the walk to the town centre, and bus stop locations can be dramatically improved. These principles are illustrated in Figure 3.3.

### **Encouraging healthy lifestyles**

The design and management of Catford’s public spaces should encourage walking and cycling and contribute to healthy lifestyles. Access to nearby parks and green space such as Waterlink Way, should be enhanced and promoted.

Transport is a key determinant of health and well-being; providing access to jobs and services, which is good for mental health and allows for personal mobility and economic development. In the forms of walking and cycling it can offer the opportunity for direct physical activity, and by providing access to leisure facilities and open space it gives the chance to participate in other physical activities such as sports.

### **Managing change**

The anticipated change in the town centre needs to be managed to minimise disruption for businesses and residents and to help maintain business continuity. The Council can prepare a strong delivery and implementation framework by working with all those who use the town centre to keep them informed of development plans and ensure works are phased to minimise disruption.



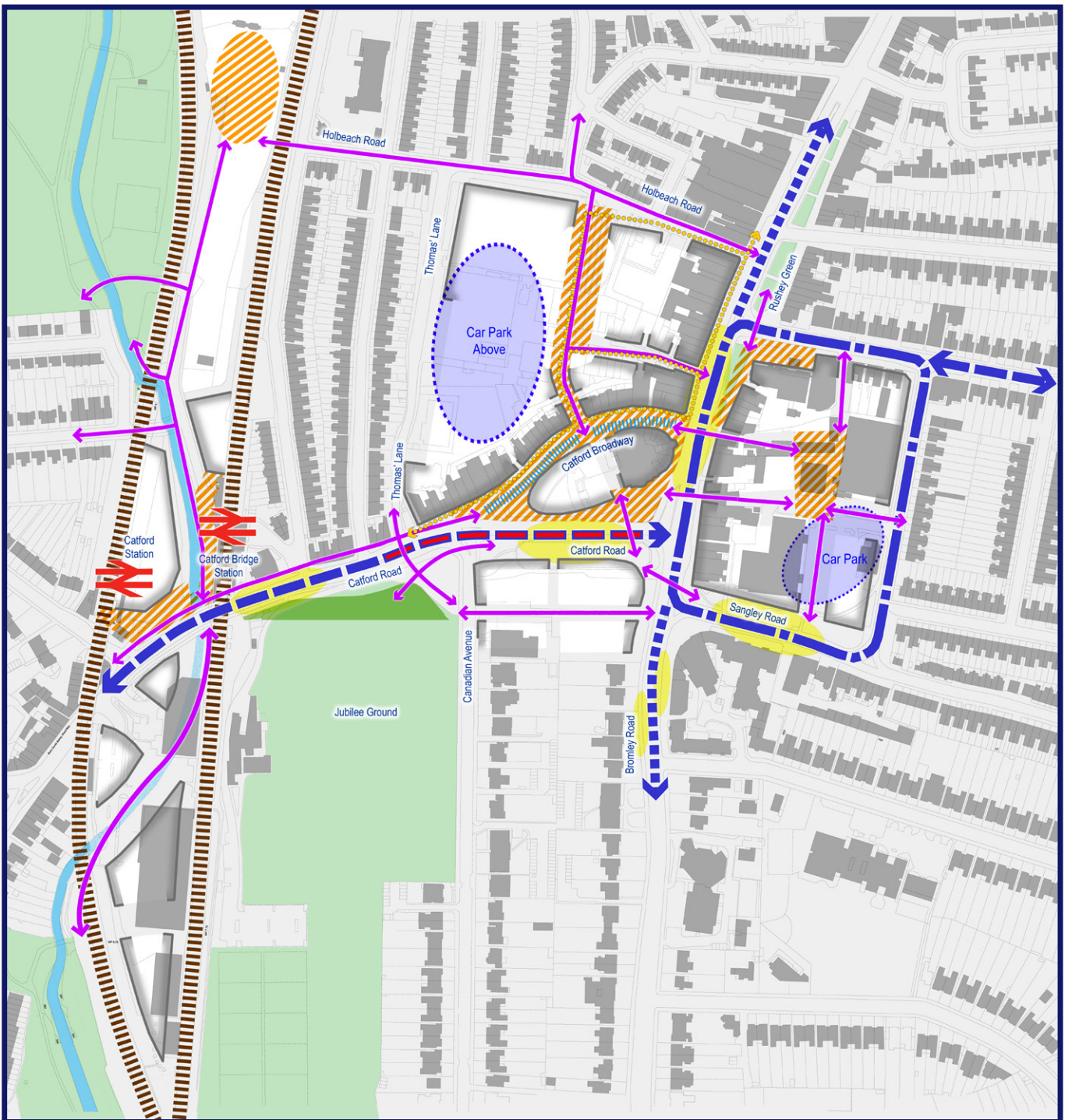


Figure 3.3 Movement and connections

- Two Way South Circular A205
- Potential widening of Catford Road into an Urban Boulevard
- Catford Gyratory (South Circular)
- Two-way High Street / Rushey Green A21 & Bromley Road
- Improved Links / Connections
- Market / Catford Broadway
- Retail Circuit
- New & Improved Public Open Space / Pedestrian Priority
- Improved Bus Facilities
- New Urban Park
- Railway Line
- Ravensbourne River

### 3.3 Catford Plan objectives

The guiding planning and design principles from Section 3.2 inform objectives to facilitate implementation and monitor progress of the Catford Plan. The Catford Plan will also need to reflect the following Core Strategy strategic objectives or priorities:

- Maximise regeneration and redevelopment opportunities, through the delivery of new homes and jobs, to secure substantial physical and environmental improvements and socio-economic benefits
- provide 1,750 new dwellings in Catford to meet housing needs of new and existing populations
- maintain Catford as a Major town centre, with a focus on quality design and development
- ensure climate change adaptation and mitigation is addressed as part of new development including reducing carbon emissions
- ensure flood reduction, water management and environmental, ecological and biodiversity features are protected
- provide transport and accessibility improvements which facilitate sustainable growth and
- enhance Catford's character through high standards of design that contributes to a sense of place and local distinctiveness.

The Catford Plan objectives have been tested using our sustainability appraisal to make sure they are working together to create sustainable places and are proposed to be as follows:

- 1** Ensure new developments embrace the highest standards in architecture and urban design that raise the image and profile of Catford, complemented by the retention of historic buildings and those of townscape merit.
- 2** Provide a variety of shops and a thriving street market that caters for the needs of the local community (including a mix of convenience and comparison shopping) as well as offering shops and services to attract visitors from further afield.
- 3** Create an attractive, safe and animated public realm, including new public spaces and the introduction of high quality design and public art throughout.
- 4** Establish Catford as a popular evening destination, building on the success of the Broadway Theatre and accommodating cultural and leisure facilities, restaurants and cafes, that appeal to a wide variety of people.
- 5** Establish a strategy for improving the traffic network that is both deliverable and effective in making Catford a cohesive, pleasant and safe place to move around by improving movement and facilities for pedestrians, cyclists and buses, enhancing interchange between buses and rail stations and reducing severance.
- 6** Strengthen Catford's role as the civic centre of the borough, with Council services and offices providing a key anchor for the town centre economy.
- 7** Maximise housing choice by providing new homes in the town centre for people on different incomes and household sizes.
- 8** Ensure developments contribute positively to the health of the population, negative impacts are mitigated, and the health and well-being of local people is promoted by supporting active lifestyles to reduce health inequalities.
- 9** Reduce the impact of development on the environment and help tackle climate change, poor air quality, pollution, noise, waste and flood risk.

The planning and design principles and the Catford Plan's objectives are collectively illustrated in Figure 3.4.

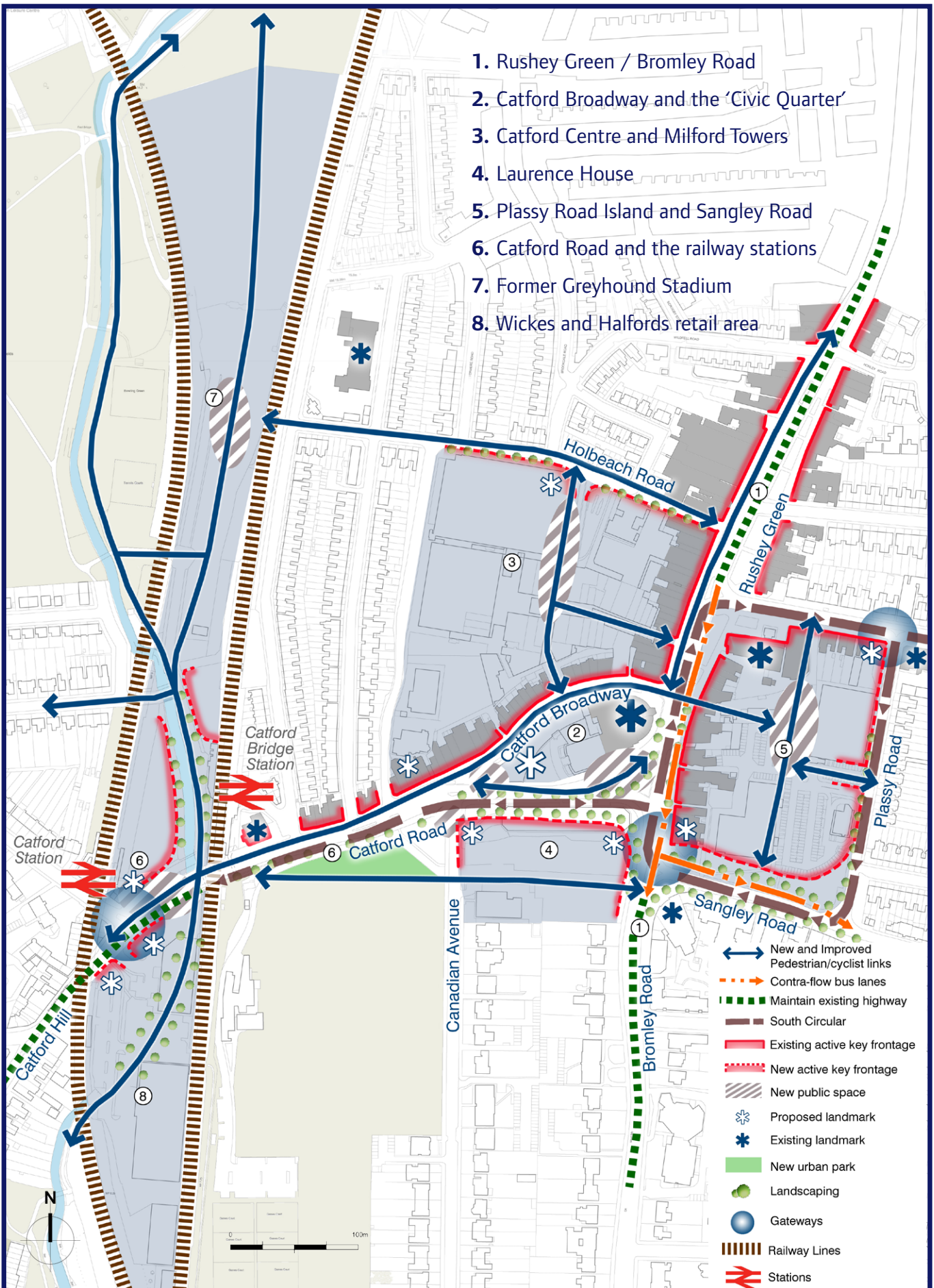


Figure 5.4 Spatial Development Strategy





## 4.0

# Key development issues and major town centre sites

This section outlines in more detail the key planning and design issues that need to be resolved having regard to the issues and opportunities identified in Section 2 and the need to implement the vision and objectives in Section 3. It includes specific town centre areas and sites where larger scale redevelopment can take place.

For each issue or site, a short description is provided together with the key interests such as landowners or government agencies. As there are several ways to deliver change, the Council has outlined what it wants to achieve and has put forward a recommended approach or option. A reasonable alternative option is provided to each of the Council's recommended options to help stimulate debate. The site specific policy options should be read in conjunction with those outlined in Section 5.

## 4.1 Transport and traffic

This section details the transport and traffic issues that need to be resolved in order to achieve the vision and objectives for the town centre and facilitate high quality development.

### A205 South Circular

The alignment of the A205, which forms the South Circular, runs through Catford in a one-way gyratory system that sees the eastbound traffic using Rushey Green northbound and Brownhill Road eastbound, while the westbound traffic uses Plassy Road southbound and Sangley Road westbound. This results in the Plassy Road Island site suffering severance and a highway dominated environment with fast flowing one way traffic. Similarly, the pavement areas next to Catford Road and Rushey Green are dominated by the highway requirements to facilitate traffic flows through Catford, rather than servicing the town centre itself. The existing traffic situation is shown in Figure 4.1.

There is a long-standing proposal from TfL to divert the South Circular from its current alignment north of Laurence House on Catford

Road to a new alignment using the Laurence House surface level car park to the south and connecting to Plassy Road via Sangley Road. This is shown in Figure 4.2. This would potentially cut out the Catford Gyratory and reduce traffic flows in the town centre on Rushey Green and Catford Road. However, this proposal has been around for about 40 years and there is still no clear timetable or funding strategy for what would be a major project.

There are reasons why this project has not happened; it would be complex,

expensive and difficult to implement – requiring a real appetite on behalf of TfL, the Council and others to make it happen. In addition, the TfL proposal would not result in a cohesive town centre since it would create a significant open space area between the frontage of the Broadway Theatre and the new alignment of Catford Road that would compete with other spaces (such as Catford Broadway) and too small an area to provide a viable development opportunity. It would also reduce the development potential of the remainder of the Laurence House surface level car park site.



Catford Gyratory

### What does the Council want to achieve

The Council is keen to develop a strategy for improving the Catford traffic network that is deliverable (i.e. less complex, less land intensive and less expensive) and results in a cohesive place that benefits pedestrians, cyclists and public transport users in line with the Catford Plan’s Objective 5 (see Section 3). It therefore commissioned a study by SKM Colin Buchanan consultants to investigate and review options to improve the public realm, pedestrian journey times and bus journey times along A205 Catford Road and Catford Gyratory; this includes Catford Road, Plassy Road, Sangley Road, Brownhill Road and Rushey Green, and the junction of Thomas Lane and Catford Road.

The findings of this study are set out in a separate technical note ‘Catford Gyratory Modelling Summary, Technical Note 2, 2013’<sup>11</sup>, which considers the following options :

- a. Two-way working on Plassy Road and Sangley Road
- b. Two-way working on Rushey Green and Brownhill Road
- c. Contra-flow bus lanes on Brownhill Road and associated junction upgrades
- d. Full two-way working (a variation of the current TfL proposal) and
- e. Contra-flow bus lane on Sangley Road.

These options all utilise TfL and Council safeguarded land and were assessed against the criteria of junction operation, improvement to

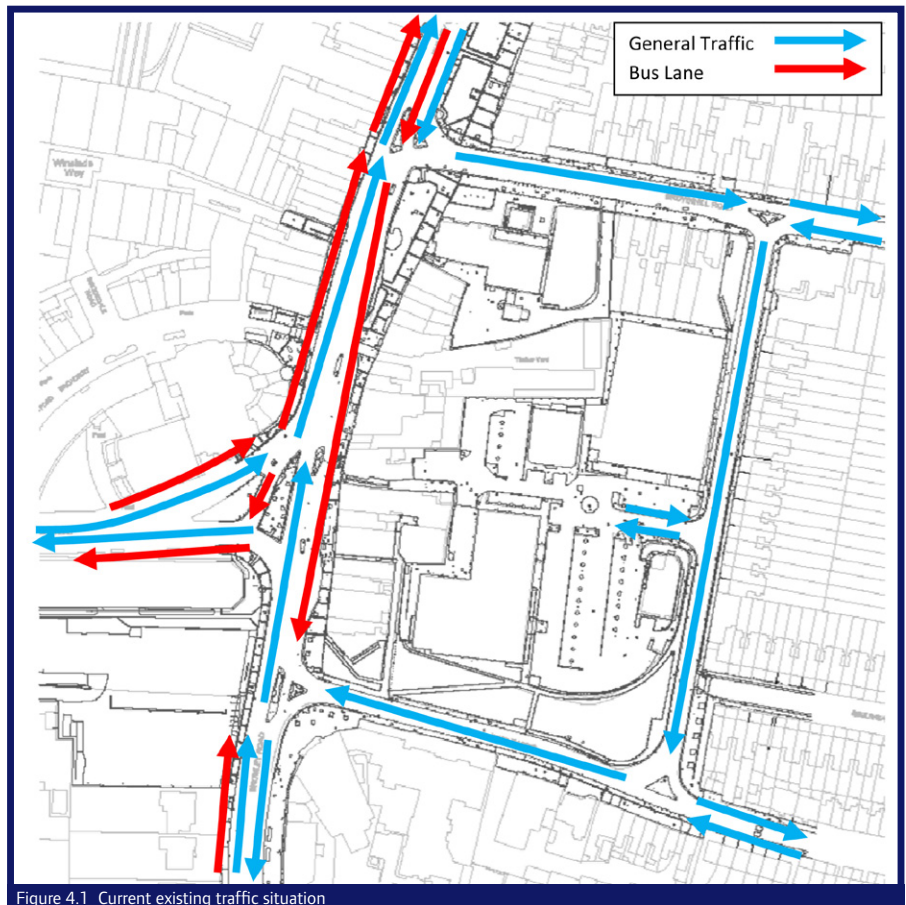


Figure 4.1 Current existing traffic situation



Figure 4.2 TfL Proposal to reroute the A205 South Circular

bus and vehicle journey times and improved pedestrian experience. The ‘do nothing’ or maintaining the current traffic situation was also assessed.

The SKM technical note concludes ‘option e’ is the most achievable scheme to deliver traffic and transport objectives. It also concludes

that the ‘do nothing’ option would not deliver the necessary uplift in the pedestrian experience to support the regeneration of the town centre and that the other options are either unviable in traffic terms or that potential benefits are outweighed by dis-benefits.

<sup>11</sup> The technical note can be viewed separately on the Council’s website



Figure 4.3 Council's recommended option for the South Circular

**Council's recommended option 1:  
Traffic and transport including the South Circular**

The Council supports deliverable transport and traffic improvements to Catford Town Centre and in particular the realignment of the South Circular (A205). In light of the options assessed for the town centre, the Council recommends the following:

- 1 Sangley Road widened (making use of part of the existing highway reserve) to provide eastbound contra-flow bus lane with associated improvements to the Bromley Road junction.
- 2 The junction between Catford Road and Rushey Green altered to simplify pedestrian crossings, improve traffic flows and improve space outside the Broadway Theatre.
- 3 Pedestrian facilities improved at the Rushey Green/Brownhill Road junction.
- 4 Provision of central medians and/or intermittent crossings on Rushey Green and Catford Road to assist pedestrian movement.
- 5 Station to town centre route enhanced with a widened footway on the north side of Catford Road.
- 6 General removal of inessential signage and guardrails.
- 7 Re-positioning of bus stops servicing the station and town centre to maximise accessibility.

The recommended option is illustrated in Figure 4.3 and is then described in more detail. The recommended option is also reflected in the policy options that follow for each key development site in sections 4.2 to 4.7.



## Explanation of Council's recommended option

### Sangley Road

At present four bus routes (124, 160, 181 and 284) travel from Catford Road to Sangley Road via Rushey Green, Brownhill Road and Plassy Road. It is proposed to introduce a contra-flow bus lane on Sangley Road to significantly reduce the journey time for these routes and to reduce the volume of buses on Rushey Green northbound. This would be facilitated by introducing an eastbound bus only right turn at the junction of Catford Road and Rushey Green. This movement would also allow for the bus route (171) from Catford Road to Bromley Road to travel south without having to travel round the gyratory. An eastbound bus stop would also be introduced on Sangley Road to service the routes 124, 160, 181 and 284 which currently stop at bus stop F on Plassy Road. The existing westbound carriageway would be maintained, with two right turn and one left turn lanes.

### Plassy Road and Brownhill Road

It is proposed to maintain one-way southbound operation on Plassy Road as existing, with a revised junction at the southern end, to facilitate a contra-flow bus lane on Sangley Road and to maintain the one-way eastbound operation on Brownhill Road as existing. This would not require any significant changes to the Brownhill/Plassy Road junction to facilitate the changes.

Nevertheless, TfL have requested that land is safeguarded to permit the future introduction of two-way working on Plassy Road, as this would improve access to the Plassy Road Island site. This would require limited highway widening on the west side of Plassy Road if redevelopment of the Plassy Road Island site took place, and incorporation of part of 12 and all of 14 Brownhill Road.

### Rushey Green

To improve the pedestrian permeability of Rushey Green, a central median strip or refuges at key locations would be introduced between Catford Road

and the access to the Catford Centre. In addition, at the junctions of Rushey Green with Brownhill Road, Catford Road and Sangley Road the existing east-west crossing movements would be reduced from three phases to two.

### Thomas Lane Junction

At present traffic access to the Catford Centre is via the A21 Rushey Green and residential streets to the north of the centre (Wildfell Road and Holbeach Road) and Doggett Road and Nelgarde Road to the west. The exit is via Thomas Lane to the A205 Catford Road. The proposed strategy is to enter and exit the Catford Centre from the A205 via Thomas Lane. This would require significant junction remodelling. The assessment undertaken by SKM Colin Buchanan has demonstrated that works to the Thomas Lane/A205 junction could support all access to a new shopping centre, including a larger Tesco store (larger than the current store). The scheme has been reviewed by TfL who support the in-principle proposal.

To reduce the conflicts in the vicinity of the proposed Thomas Lane junction,



Sangley Road



Brownhill Road

it is proposed to restrict movements at the Catford Road/Nelgarde Road junction to left-in/left-out only. Doggett Road would remain all movements, to facilitate the access for buses to access the existing bus stand which would remain (shown as AA on Figure 4.4). Traffic would access Nelgarde Road via Thomas Lane or Doggett Road.

#### Catford Road

As with Rushey Green, a central median is proposed on Catford Road to facilitate improved pedestrian permeability on Catford Road a central median is proposed to be introduced. A wide bus lane incorporating cycle facilities and a general traffic lane would be introduced in both directions on Catford Road and 6 metre wide footways to improve the public realm. The widened footways would extend from Catford station on both the north and south sides of Catford Road to improve the pedestrian routes to/from the station and the town centre.

#### Gyratory system

The proposals outlined here do not include the full removal of the gyratory system in Catford. However none of the proposals preclude this larger scale project being carried out at a later date. If the gyratory was removed it would have the following impacts;

- Plassy Road and Sangley Road would revert to two way working. This would require the use of safeguarded land to the north of Sangley Road and a road widening strip on the west of Plassy Road for the entire length of the road including incorporation of part of 12 and all of 14 Brownhill Road.
- The re-introduction of full two way

working on Rushey Green with associated modifications to the junction with Brownhill Road and Catford Road.

#### Pedestrian routes

Proposed Objective 5 of the Catford Plan calls for improved facilities for pedestrians, the reduction of severance and the creation of a cohesive, pleasant and safe place to move around. The Council's recommended option for the South Circular would greatly enhance the pedestrian experience by:

- improving the pedestrian links between the town centre and the Catford railway stations
- improving the pedestrian environment on Rushey Green
- improving pedestrian crossings on Catford Road and Rushey Green, both by making formal crossings more direct and providing safe locations for informal crossings and
- de-cluttering to maximise existing pedestrian space.

There is also the need to:

- improve the underpasses to Catford Road near the stations and the Wickes/Halfords site
- improve way finding throughout the town centre.

#### Cycling

Proposed Objective 5 of the Catford Plan calls for improved facilities for cyclists and the creation of a cohesive, pleasant and safe place to move around. The Council's recommended option for the South Circular would greatly enhance the cyclist experience by providing for

advance cycle lanes on the highway. There is also the need to:

- improve cycle parking throughout the town centre and at stations and
- provide cycle storage/parking within development sites.



Catford Road by the stations



Catford Road junction with Rushey Green

Bus movements and bus journey times

Proposed Objective 5 of the Catford Plan calls for improved bus movement/ facilities and interchange with existing and proposed rail station and the creation of a cohesive, pleasant and safe place to move around. Figure 4.4a shows the existing bus stop locations around Catford Town Centre and Figure 4.4b shows those stops proposed to be relocated.

Catford and Catford Bridge Stations are currently served by bus stops M, P, R & S. The current location of Bus Stops M and R cause a bottleneck to traffic on Catford Road, particularly when an eastbound and westbound bus arrive at the stops at the same time. The Council’s recommended option for the South Circular includes relocating westbound bus stops R and S into a lay-by to the west of Thomas Lane. This would allow the realignment of the central road markings to allow eastbound traffic to overtake stationary buses, without impeding oncoming traffic. As a result of the improved carriageway alignment bus stops M and P could be located west of Doggett Lane, improving bus stop accessibility to/from Catford Station.

Bus Stop J would be relocated onto Catford Road, servicing the existing eastbound routes, with the westbound bus stops T and V maintained as existing. The Rushey Green bus stops would also be maintained as existing (none of the redirected routes currently stop on Rushey Green). A new bus stop is proposed to be located on Sangley Road to service the diverted eastbound routes. Bus Stop F would remain servicing route 202 or could be removed if the existing bus stop T

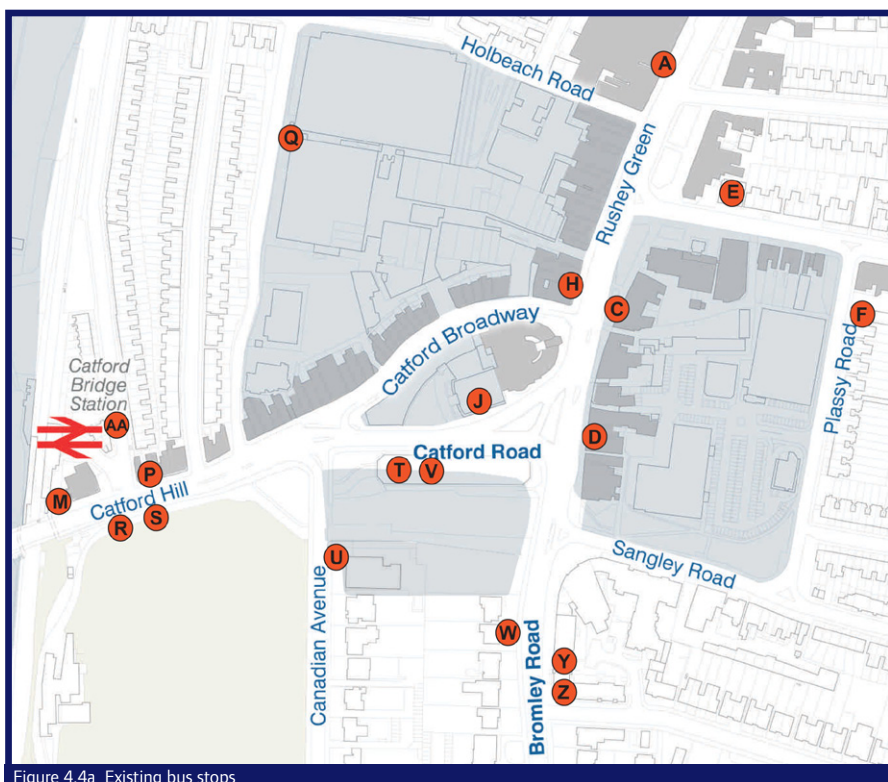


Figure 4.4a Existing bus stops

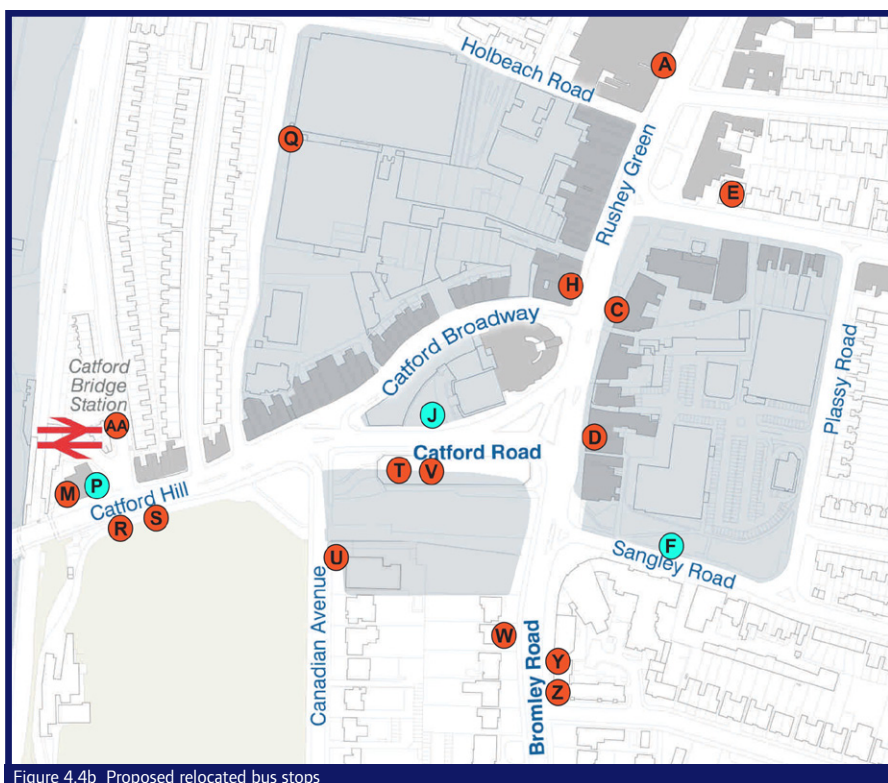


Figure 4.4b Proposed relocated bus stops

**KEY:**

- Existing Bus Stop
- Displaced Bus Stop

and bus stop A (200 metres east of gyratory on Brownhill Road) sufficiently serve the route. All remaining bus stops shown in Figure 4.3 would be maintained as existing.

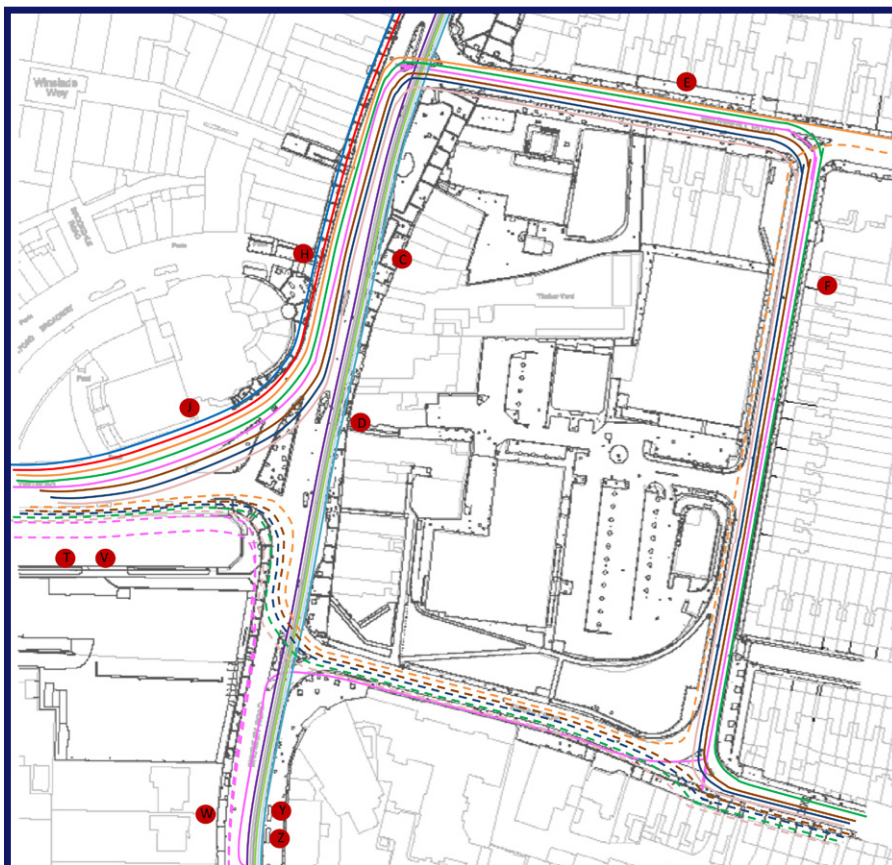
Based on the supplied TFL TRANSYT models of Catford Gyrotary the approximate journey time savings achieved by introducing the proposed changes described above are shown in Table 4.1.

| Movement                     | Peak hour buses | Journey time savings per bus (secs) |     |
|------------------------------|-----------------|-------------------------------------|-----|
|                              |                 | AM                                  | PM  |
| Catford Road to Sangley Road | 20              | 13                                  | 52  |
| Catford Road to Bromley Road | 8               | 96                                  | 104 |

Table 4.1 Bus journey time savings

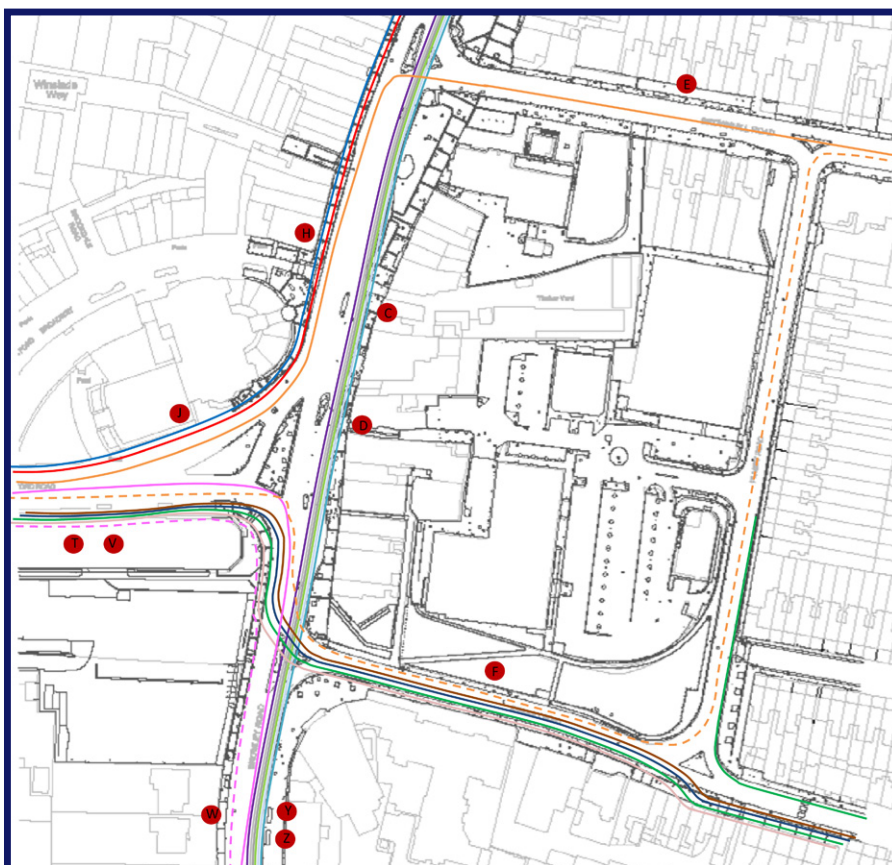
| Route Number | Origin             | Destination          | Frequency |
|--------------|--------------------|----------------------|-----------|
| 202          | Crystal Palace     | Blackheath           | 5         |
| 181          | Grove Park         | Lewisham             | 5         |
| 171          | Catford            | Holborn              | 8         |
| 124          | Eltham             | St Dunstan's College | 5         |
| 75           | Croydon            | Lewisham             | 5         |
| 185          | Lewisham           | Victoria             | 6         |
| 54           | Elmers End         | Woolwich             | 5         |
| 208          | Orpington          | Lewisham             | 5         |
| 199          | Canada Water       | Catford Bus Garage   | 5         |
| 160          | Catford            | Sidcup               | 4         |
| 47           | Catford Bus Garage | Shoreditch           | 6         |
| 284          | Grove park         | Lewisham             | 6         |
| N47          | St Mary Cray       | Trafalgar Square     | 2         |
| N136         | Chislehurst        | Oxford Circus        | 2         |

Figure 4.5 Existing bus routes



| Route Number | Origin             | Destination          | Frequency |
|--------------|--------------------|----------------------|-----------|
| 202          | Crystal Palace     | Blackheath           | 5         |
| 181          | Grove Park         | Lewisham             | 5         |
| 171          | Catford            | Holborn              | 8         |
| 124          | Eltham             | St Dunstan's College | 5         |
| 75           | Croydon            | Lewisham             | 5         |
| 185          | Lewisham           | Victoria             | 6         |
| 54           | Elmers End         | Woolwich             | 5         |
| 208          | Orpington          | Lewisham             | 5         |
| 199          | Canada Water       | Catford Bus Garage   | 5         |
| 160          | Catford            | Sidcup               | 4         |
| 47           | Catford Bus Garage | Shoreditch           | 6         |
| 284          | Grove park         | Lewisham             | 6         |
| N47          | St Mary Cray       | Trafalgar Square     | 2         |
| N136         | Chislehurst        | Oxford Circus        | 2         |

Figure 4.6 Proposed future bus routes



### Car Parking

SKM Colin Buchanan has carried out a town centre parking capacity study.<sup>12</sup> This demonstrates that the current town centre public car parking provision is not fully utilised. The major town centre sites currently have 1,214 public car parking spaces on weekends as follows:

- Holbeach Road – 690
- Thomas Lane – 67
- Laurence House - 115 spaces
- Plassy Road Island – 187 spaces and
- Wickes and Halfords – 155 spaces.

This reduces to 633 public parking spaces on weekdays, as all the spaces in the Laurence House surface car park and the majority of spaces in the Holbeach Road car park are reserved for Council use, as follows:

- Holbeach Road – 224
- Thomas Lane – 67
- Laurence House – 0
- Plassy Road Island – 187 and
- Wickes and Halfords – 155 spaces.

The SKM Colin Buchanan study also investigated future parking requirements based on the Council's recommended options for the key development sites in the town centre (see sections 4.2 to 4.7 of this Further Options report) and appropriate parking ratio set out in the London Plan. This investigated the town centre as a whole, the parking requirements when assessing the sites individually as well as the

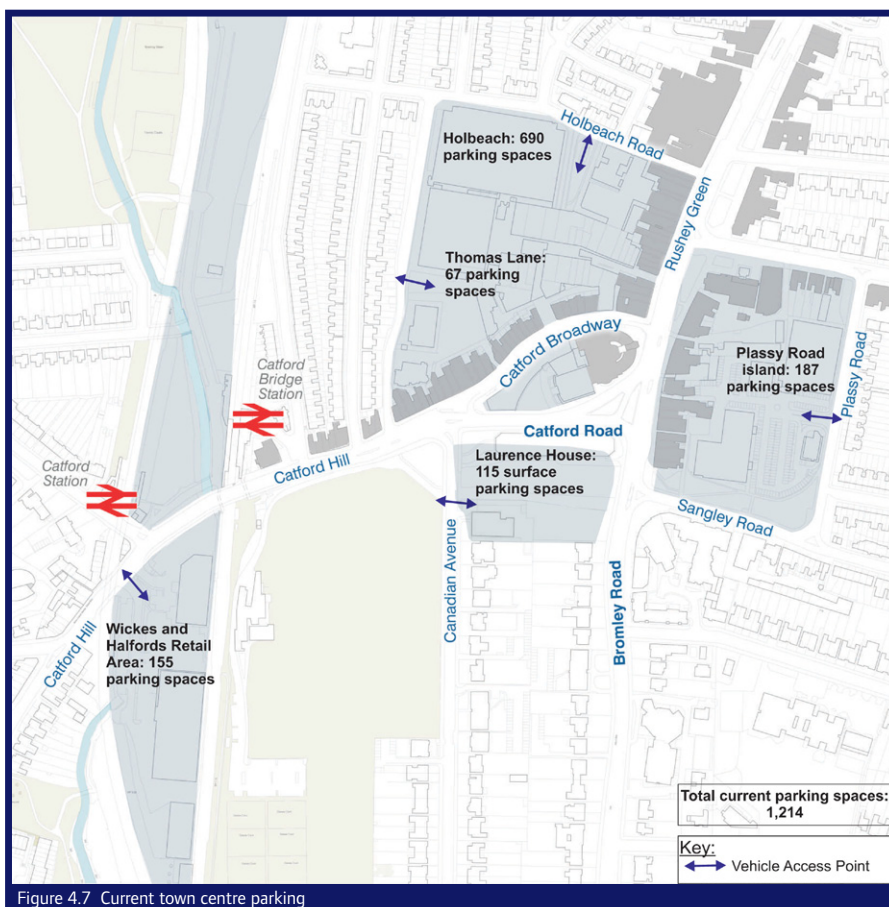


Figure 4.7 Current town centre parking

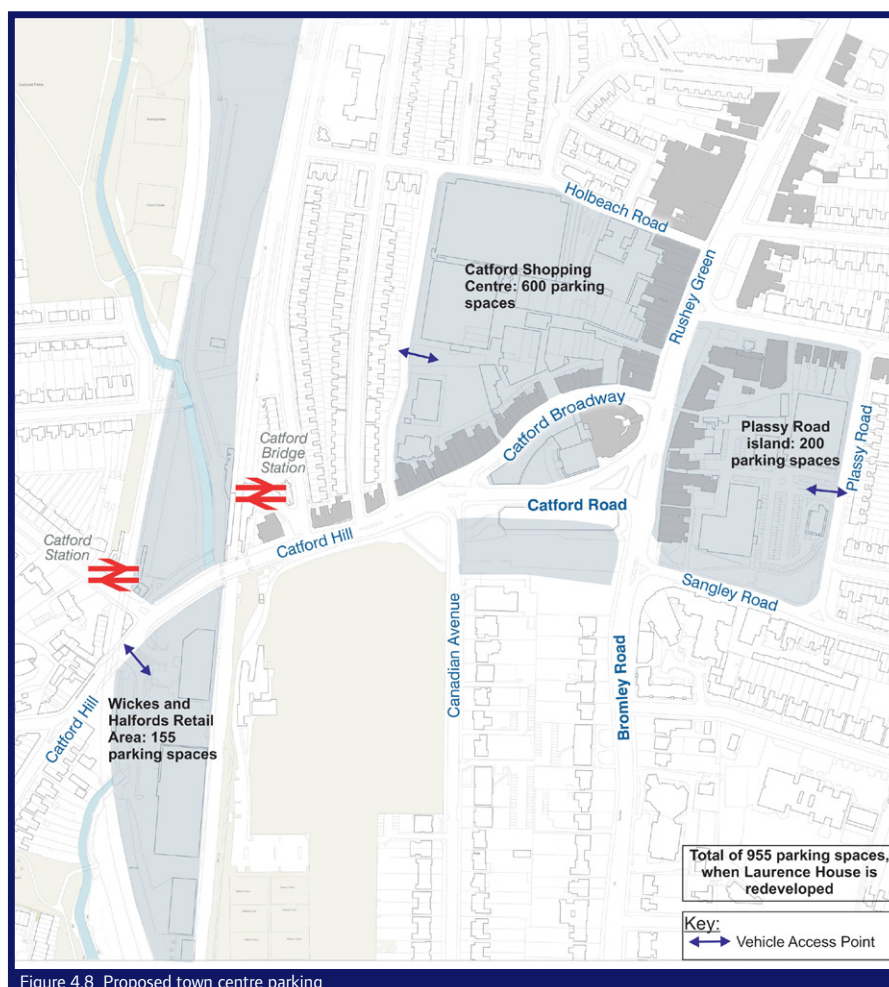


Figure 4.8 Proposed town centre parking

<sup>12</sup> This document can be viewed separately on the Council's website

operator requirements for a food store. This took account of:

- Catford’s high Public Transport Accessibility Level (PTAL) which is 6<sup>13</sup>
- the congested nature of the surrounding highway network even if parking is managed by a food store operator and
- the need for as much parking as possible to be available for wider town centre uses.
- Providing a modest increase to 200 spaces on the Plassy Island site - this would meet the higher levels of demand surveyed on a Saturday and intercept traffic from the east.
- Retaining the existing provision of 155 spaces at the Wickes and Halfords sites.
- Losing public parking from the Laurence House when the site is redeveloped.

Based upon the above considerations, it is concluded that future publicly available car parking provision in Catford Town Centre could be significantly reduced from the existing level whilst still providing sufficient spaces to satisfy minimum retailer requirements and ensuring a successful and vibrant town centre. Including the provision of 100 weekday only spaces for Council use, it is recommended that future public parking provision is provided within the range of 871 and 1,018 spaces. This level of parking could be provided as follows:

- Providing around 600 spaces within a redeveloped Catford Centre site, accessed off Thomas Lane. An improved access from Catford Road would enable this site to act as an interceptor for vehicles accessing Catford Town Centre from the west.

### Docklands Light Railway proposals

TfL is considering the extension of the DLR from Lewisham to Bromley. Various options are being explored and the emerging preferred option is a Phase 1 extension from Lewisham to Catford Bridge with an improved interchange between a new DLR station, Catford Bridge and Catford stations, and new stations at Lewisham High Street and near Ladywell. The later phase would subsequently extend the line from Catford to Bromley North.

Lewisham Council’s preferred option is the alignment of a DLR route in a tunnel from Lewisham to Catford, approximately under the current alignment of A21 and Catford Road, and a new Catford DLR station south of the A205 that could be provided within the Wickes and Halfords site. An interchange with the existing Catford stations could still be achieved with new passenger links under the A205.

TfL’s alternative option is an elevated and surface only extension from Lewisham to Catford Bridge via Ladywell. The existing Lewisham to Hayes line through Catford Bridge is currently safeguarded for the future expansion to the Bakerloo Underground line. TfL’s proposed route would need to run parallel to the existing railway and this would compromise the delivery of the consented scheme for the former Greyhound Stadium site, impact on recent park and river improvement works to Ladywell Fields, and result in a significant visual impact of a DLR line crossing over the A205.

<sup>13</sup> Where 6 is the highest and 1 is the lowest. See Glossary.

### Alternative option

Instead of choosing the recommended option, given the proposed vision and objectives, the reasonable alternative for this option could include:

- 1 Do nothing. The existing alignment for the South Circular (A205) would remain however improvements could be made to the public realm, albeit it not at a scale to radically improve the pedestrian and cycle experience in the town centre or alleviate the impact of traffic in the town centre.

### Delivery context / implementation

#### South Circular

The Council has held on-going discussions with TfL regarding the Council's recommended option for the realignment of the South Circular and the wider traffic and transport proposals for the town centre. Council's recommended option and specifically the realignment of the South Circular can be delivered over various phases. The initial phase could include the improvements to Rushey Green and its junction with Catford Road and Sangley Road that can be accommodated within the existing highway boundary, safeguarded land and land within the control of TfL and the Council.

The junction of Catford Road, Canadian Avenue and Thomas Lane would be delivered in conjunction with the redevelopment of the Catford Centre site.

The final phase to improve Catford Road between Thomas Lane and Rushey Green (the two improved junctions) can be undertaken during the re-development of the Laurence House site. This would require a limited amount of re-working of the previous phases at the interfaces with the improved junctions.

#### DLR extension

TfL have not advised the Council of a preferred route, provided detailed plans or indicated cost and funding for the project. The proposal to extend the DLR has been included within this Further Options plan for discussion and comment as any proposal would impact the town centre and the borough as a whole. The Council's preference is for any route to be tunnelled to reduce physical and visual impact. All comments will be passed on to TfL for consideration.

### What does the sustainability appraisal say?

Recommended option: This option is likely to encourage greater accessibility by sustainable modes of transport. In the long term this will likely have beneficial outcomes for climate change. Positive outcomes are shown for the townscape with the focus on median strips, widened footpaths and improving traffic flow arrangements. By improving the space outside the listed Broadway Theatre, the historic environment is accommodated, and depending on implementation, enhanced. Increasing connectivity and accessibility through enhanced public spaces and improvements to the road network to address current traffic issues will likely have

positive outcomes on the health and wellbeing of the local population which may positively influence social inclusiveness through community connections. Promotion of active space and a vital and viable town centre may potentially improve the sense of community identity, access to key services and facilities for the local population with resultant positive outcomes for anti-social behaviour and fear of crime. In the longer term, the outcomes from improved vehicle movement and greater sustainable transport and pedestrian options for local travel may benefit air quality and noise and vibration for the local community.

Alternative option: This option is unlikely to reduce car travel and will not address climate change mitigation. Traffic problems caused by the current South Circular alignment are likely to continue contributing to poor local air quality, noise and vibration. There are unknown impacts as mitigation of on-going adverse impacts of the current system will likely have a negative economic impact due to capacity limitation and subsequent impacts on pedestrians. The physical barrier that the South Circular has on land use in Catford is recognised under the alternative option and without realignment/improvements it is likely to perpetuate the current accessibility limitations.

## 4.2 Catford Centre and Milford Towers

The Catford Centre and Milford Towers is of significant importance to the future of the town centre and Catford as a whole. The site is approximately 4.31 hectares and includes land to the rear of Rushey Green and Catford Broadway and is bounded to the north and west by Holbeach Road and Thomas Lane. The site is dominated by the Catford Centre made up of approximately 20 small to medium sized retail units, a medium sized Tesco store and a 690 space multi-storey car park. The retail units are serviced by a first floor service deck. The Milford Towers housing estate of 276 units is located above the Catford Centre and consists of four five-storey blocks. The estate is accessed by stair and lift cores located along Thomas Lane and Holbeach Road.

### Key interests

- Lewisham Council – freeholder of town centre sites including the Catford Centre, Thomas Lane car park and the flying freehold of Milford Towers.
- Catford Regeneration Partnership Ltd (CRPL) (wholly owned by LB Lewisham) – leaseholder of Catford Centre and freeholder of Thomas Lane Depot and Conservative Club.
- Petersham Land – long leaseholder of the Tesco lease interest since February 2009.
- Brookdale Club – freehold owned private members club, located behind the Catford Ram in Brookdale Road, immediately adjacent to the Catford Centre. The site is owned by the shareholder members of the club, which has been resident in Catford for c.125 years.

- TfL – for improvements to the Thomas Lane /Catford Road (A205) junction

### What the Council wants to achieve

The site is central to the regeneration of the town centre and its future use will be an important element of the success of the regeneration. The redevelopment of this site will do the most to energise Catford and improve its retail offer. The Council wants to achieve wholesale redevelopment which would require demolition of the Catford Centre, Milford Towers, the car parks and associated buildings along Thomas Lane. The objective is to achieve a step-change in the quantity and quality of multiple retailers in the town centre complimented by an improved leisure and evening economy. This provides an opportunity to:

- create a more appealing shopping environment with suitable retail units to attract national shops
- provide buildings which relate to and address the surroundings,

particularly along Holbeach Road

- provide accessible, usable and pleasant public spaces
- provide a range of non-retail uses on the site which could include residential and leisure uses and
- review traffic access, delivery and servicing arrangements.

It is intended that a similar quantity of retail space on the site will be reprovided in different configurations. This quantity of overall floorspace may increase in order to support the wider physical and economic regeneration objectives for the town centre.

Tesco is the current anchor tenant in the Catford Centre. To consider the redevelopment opportunity for the site and inform design discussions the Council has held discussions with Tesco regarding the foodstore's interest in a replacement anchor store.



Catford Shopping Centre and Milford Towers



Milford Towers



## **Council's recommended option 2: Catford Centre and Milford Towers**

- 1** Allocate the Catford Centre and Milford Towers site for mixed use development. The Council will require a comprehensive approach to the redevelopment of this site that delivers the following priorities:
    - a. a redeveloped supermarket that provides ground floor retail space and is integrated at ground level with other uses in the town centre's Primary Shopping Area
    - b. provides a mix of retail uses (A1) and size of units to promote diversity in shop type
    - c. provides a mix of restaurant, food and drink uses (A3, A4)
    - d. provides an improved and consolidated street market
    - e. provides a mix of dwelling types, subject to an acceptable site layout, scale and massing, up to 200 new homes (C3)
    - f. provides a mix of leisure (D2) uses
    - g. creates a retail circuit to link Rushey Green with Catford Broadway and Holbeach Road via a pedestrianised street through the site
    - h. creates an appealing shopping environment with high quality shop frontages
    - i. retains the buildings along Catford Broadway, or where appropriate, new buildings that match the grain and scale of existing buildings
    - j. manages and reduces the risk of flooding
    - k. incorporates public car parking spaces and
    - l. provides for communal heating and cooling systems and facilitates a town centre decentralised energy network.
  - 2** The following design priorities have been identified as key features of any proposal for the site:
    - a. Integration of the site with the surrounding town centre through improved access and permeability, particularly improved pedestrian links to Rushey Green and Catford Broadway.
    - b. A public realm designed to encourage pedestrian activity throughout the site and along its boundaries, using high quality materials, including street trees, seating, public art and lighting
    - c. Improved pedestrian access from the residential areas to the north and future residents of the former Catford Greyhound Stadium site from Holbeach Road.
    - d. 'Animated' street frontages on the main routes around and through the site and buildings that address the street, including Thomas Lane and Holbeach Road.
  - 3** The following design considerations have been identified as potential features of any proposal for the site.
    - a. Residential development to wrap around supermarket and front onto Holbeach Road and Thomas Lane or upper levels of retail and leisure uses.
    - b. Car parking provision at upper levels.
    - c. Leisure uses to be located above new supermarket or retail units.
- The policy option requirements and design priorities are illustrated in Figure 4.9.

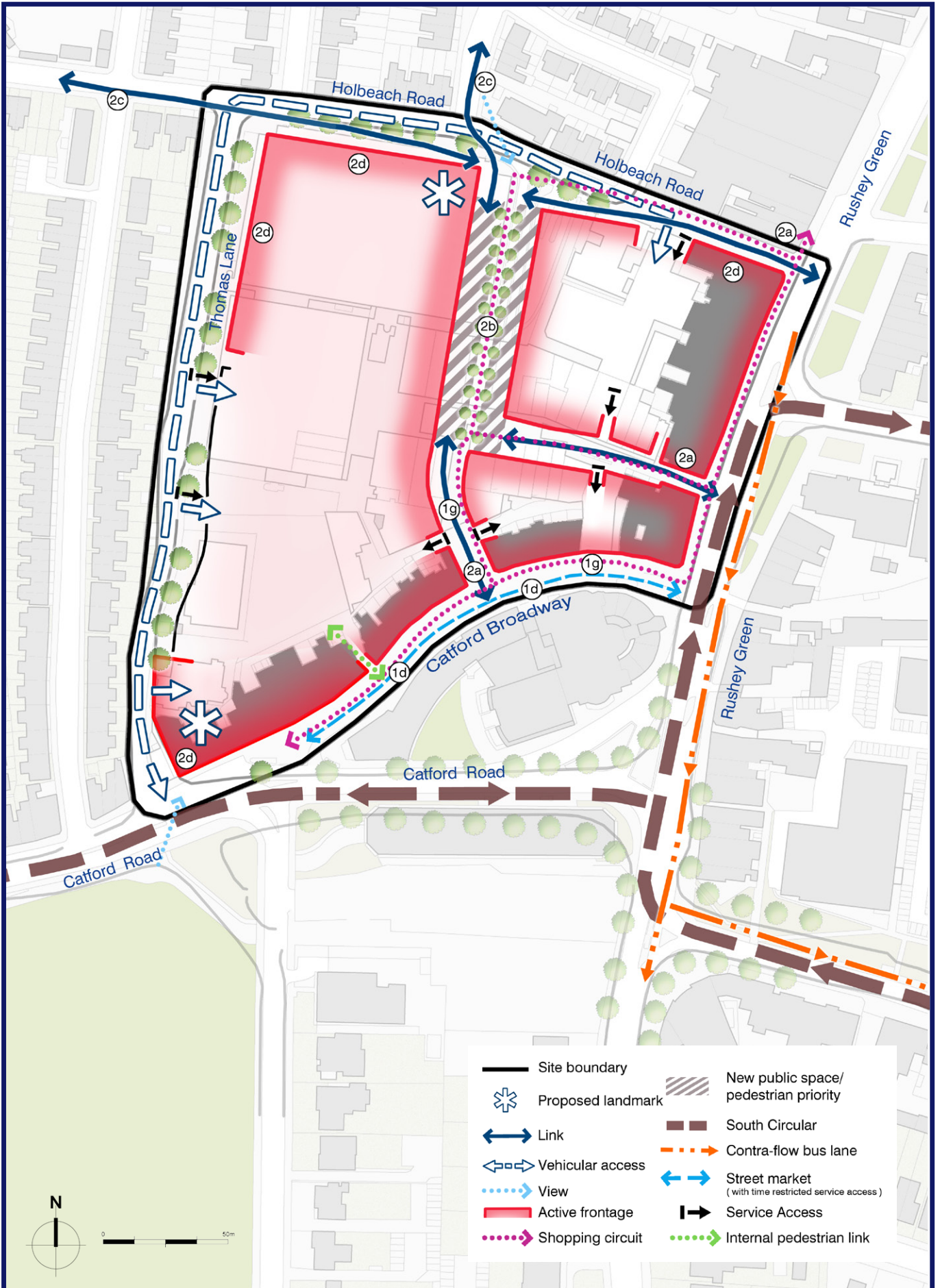


Fig 4.9 Key Design Considerations - Catford Centre

### Alternative options

Instead of choosing the recommended option, given the proposed vision and objectives, the reasonable alternatives for this option could include:

- 1 Exclude residential uses from the site. The site would be retained solely for retail and supporting town centre uses, including leisure.
- 2 Include a mix of business space on the site. This would take the form of office space (B1a).
- 3 Retain existing buildings. The buildings could be refurbished and improvements made to the street and pedestrian environment that did not involve demolition.

### Delivery context / implementation

The decant of secure tenants from Milford Towers is now underway and will continue with tenant moves by agreement until the appropriate point in the redevelopment timetable for the Council to inform any remaining tenants of the vacant possession date and assist them in finding alternative housing. Discussions with leaseholders will also formally commence at an appropriate future point.

The redevelopment of the site is subject to many factors, including identifying a deliverable scheme and agreeing commercial terms with the key parties who are, or will be, involved in the redevelopment of the site. It is anticipated that the Council will require a development partner to deliver any redevelopment.

Work for the Council undertaken by Conisbee structural engineers and PTE architects has demonstrated that Milford Towers and the Catford Centre could be demolished in phases, which would support a phased construction for a new shopping centre, but would present significant challenges to the design of a new scheme. Therefore the Council's preferred approach is to demolish and develop in a single phase.

### Contributions

In addition to affordable housing and the infrastructure priorities identified in CLP Policy Option 25, the priorities for site-specific developers' contributions associated with new development proposals could include but will not be limited to:

- Public realm improvements including provision of new public space such as a square
- Traffic improvements along Thomas Lane and Catford Road intersection.

### What does the sustainability appraisal say?

Recommended option: The co-location of mixed facilities if implemented effectively may help to provide a central anchor for the Catford Town Centre that contributes to the sense of community identity. The long term provision of increased quantity and quality of mixed use retail, food and drink, leisure facilities and encouragement of evening economy will have long term positive benefits. Safe pedestrian movement to and within the new development is promoted and together with on-site reduced car parking encourage sustainable travel. The promotion of a town centre decentralised energy network and other innovative and efficient designs for flood risk, and communal heating and cooling systems will have beneficial outcomes for Catford's adaption and mitigation of climate change impacts. The new guidance provided for active spaces, vitality and public realm improvements will have positive impacts on the local townscape.

The retention of Catford Broadway buildings and integration of designs with the surrounding aesthetics will contribute to the protection of heritage assets. The proposed mixed use development will result in an overall loss in housing stock for the Milford Towers residents. However the opportunity to live in a decent home will benefit from the provision of a new mix of dwellings with acceptable scale/layout and with greater access to local facilities and services. Generally the improvements to the public realm and connection with public transport, pedestrian and community/leisure facilities may benefit the local population depending on access for locals.

Alternative option 1: If implementation was to the same scale and density as that proposed in the recommended option, with commercial/retail development instead of residential use, this would have positive outcomes through co-location of numerous economic enterprises, potentially improving economic growth depending on accessibility/connectivity. Adverse long term impacts related to housing provision would likely be experienced with the loss and lack of replacement housing.

Alternative option 2: Whilst the existing commercial uses will be lost, the long term provision of increased quantity and quality of mixed uses will have long term positive benefits. There are similar environmental and transport impacts as per the recommended option. The mixed use development proposed through this option will result in an overall loss in housing stock, however the opportunity to live in a decent home will benefit from the provision of a new mix of dwellings with acceptable scale/layout and with greater access to local facilities and services.

Alternative option 3: The site is currently considered to be under used in terms of commercial density, quality and with significant car parks. This option, depending on its implementation and attraction of new enterprise, will therefore likely have negative effects on economic growth and employment opportunities through lower density use and existing site limitations over the longer term. Implementation and the extent and quality of existing building refurbishment will have uncertain impacts on the health of the population as wellbeing may be influenced by the retention of existing infrastructure and access to facilities, though the extent of new facilities might be limited by existing buildings. There may be both positive and negative impacts on the sense of community identity. Retention of the existing buildings will have short term benefits through negating demolition and construction waste as well as the associated local air quality, noise and vibration impacts.

## 4.3 Civic Centre

The Civic Centre site is an island of approximately 0.65 hectares bordered by Catford Broadway and the Catford Centre to the north, Rushey Green to the east and Catford Road (A205 South Circular) to the south. The site is the location for the Council Town Hall, offices and Civic Suite, and the Broadway Theatre, a Grade II listed building. The Council is in the process of relocating and consolidating the office functions to its Laurence House site.

### Key interests

- Lewisham Council – freeholder of the Civic Offices, Council Chamber and Broadway Theatre.
- TfL – A205 South Circular is a ‘red route’ and is managed by TfL.

### What the Council wants to achieve

The Council wishes to consolidate its civic functions and offices on one site. This would involve the demolition of the existing Town Hall, Civic Suite and Laurence House buildings. A new building located on land currently occupied by the Town Hall and Civic Suite would house these functions and include the office space and library currently located in Laurence House. The Broadway Theatre would be retained and redevelopment would allow better access and servicing to the theatre. It would also permit significant public realm improvements in front of the theatre and along Catford Road. This would be linked to the realignment option for the South Circular.

A condition survey of the Council’s civic buildings comprising the Town Hall, Laurence House and the Civic Suite has been carried out. The survey concluded that their redevelopment would:

- offer the opportunity to provide new, more efficient, sustainable office buildings, reducing the Council’s occupied space and carbon footprint
- offer the potential to provide new homes on the vacated Laurence House site in the long term (see section 4.4)
- release value associated with the current Town Hall and Laurence House sites and
- provide greater flexibility for the overall vision for the town centre, allowing a more ambitious programme of change.



Town Hall and Civic Suite



Broadway Theatre and Council Chambers

### Council's recommended option 3: Civic Centre

- 1 Allocate the Civic Centre site for mixed use development. The Council will require a comprehensive approach to the redevelopment of this site that delivers the following priorities:
  - a. provides a range of civic and council uses (as currently provided within the town hall, civic suite, library, AccessPoint)
  - b. provides a mix of business space (office) (B1a)
  - c. provides a mix of leisure uses (D2)
  - d. retains and enhances the operations of the Broadway Theatre including public realm improvements to enhance its setting
  - e. provides active uses at street level including to Catford Broadway
  - f. provides for the continued operation of the market along Catford Broadway and
  - g. manages and reduces the risk of flooding.
- 2 The following design priorities have been identified as key features of any proposal for the site:
  - a. Buildings are to be of a 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, especially the listed Broadway Theatre and buildings located on Catford Broadway.
  - b. Integration of the site to the immediate Catford Town Centre surrounds through improved access and permeability both to and within the site.
  - c. Active street frontage to Catford Broadway.
  - d. Provision for delivery and servicing areas for the Council buildings and Broadway Theatre.
  - e. New public spaces designed using high quality materials, which include street trees, seating, public art and lighting.
  - f. Improved and consolidated bus facilities along Catford Road and Rushey Green.
  - g. Generous tree lined pavements along Catford Road of at least 6 to 8 metres in width and public space that is attractive and improves the overall pedestrian environment and connectivity within the town centre.

The policy option requirements and design principles are illustrated in Figure 4.10.

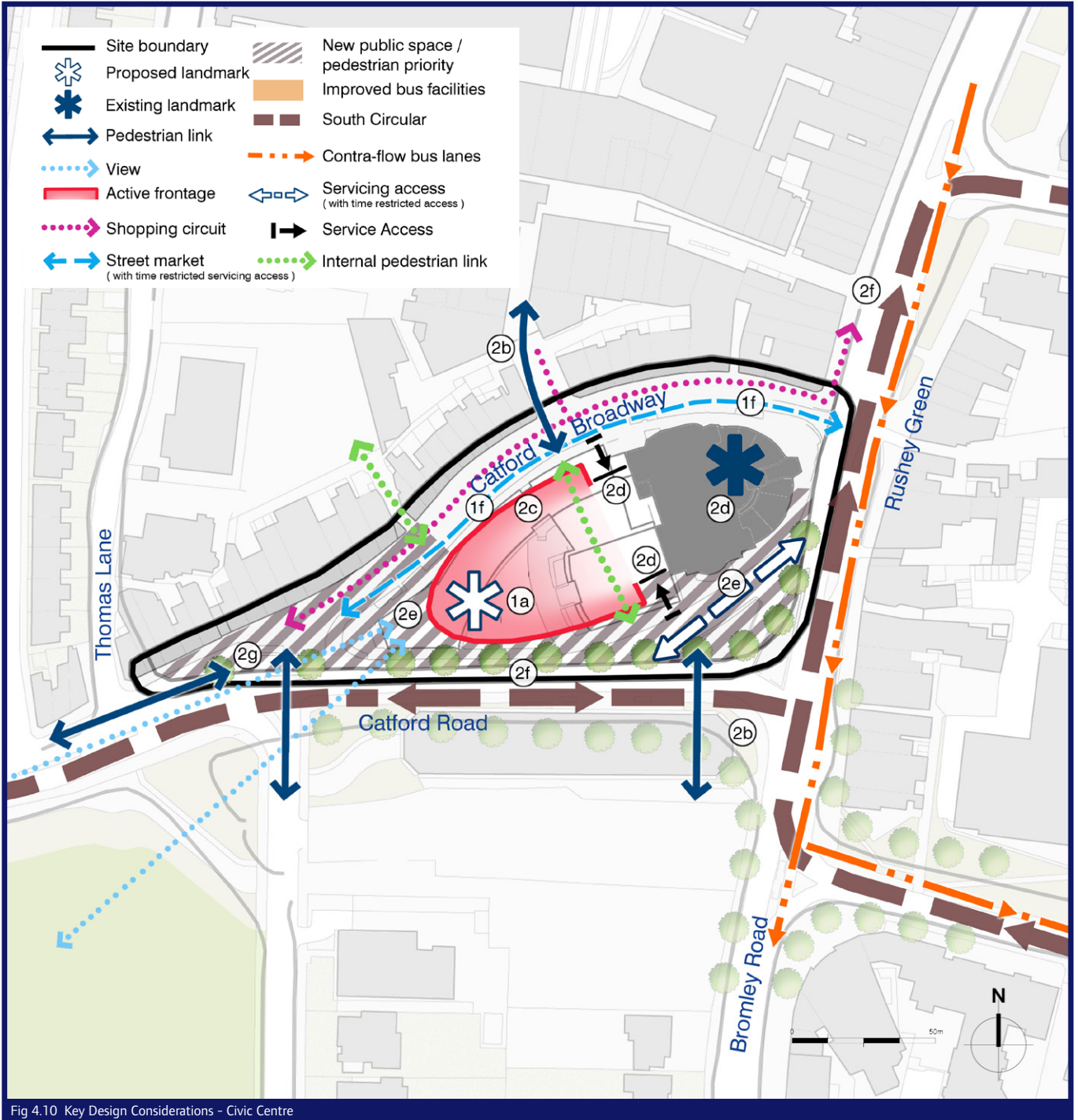


Fig 4.10 Key Design Considerations - Civic Centre

### Alternative options

Instead of choosing the recommended option the reasonable alternative for this option could include:

- 1 The site could be developed for housing.
- 2 The site could include a hotel (C1). This could be a stand alone development or it could be combined with residential use as indicated in alternative option 1.
- 3 Retain existing buildings. The buildings could be refurbished and improvements made to the street and pedestrian environment that did not involve demolition.

### Delivery context / implementation

The Council's current preferred approach is for this site to be a subsequent phase of development once the Catford Centre site has been brought forward, although this will be kept under review as proposals progress. The redevelopment of the site is linked to the new realignment option for the South Circular – whilst some of the work to the highway network can take place with the current buildings in situ, the enhanced scheme, with relocated bus stops and improved pedestrian access would require some land from this site. The redevelopment of this site for Council office accommodation will allow Laurence House to be released as a development site, which would occur in the latter phase of the plan period.

### Contributions

In addition to affordable housing and the infrastructure priorities identified in CLP Policy Option 25, the priorities for site-specific developers' contributions associated with new

development proposals could include but will not be limited to:

- Public realm improvements along Catford Road
- Traffic improvements associated with Catford Road and the realignment of the South Circular.

### What does the sustainability appraisal say?

Recommended option: This option is likely to have beneficial outcomes for local enterprise and economic growth. Improvements to access to and within the Civic Centre site are promoted for pedestrians and the improvement and consolidation of bus services along Catford Road which will contribute to increased sustainable travel.

The co-location of mixed use development may have long term positive outcomes if people do not have to travel long distances between services and can access all on the one site. The promotion of new and innovative building designs, consolidation of Council operations, incorporation of flood risk management and the co-location of multiple facilities with good public transport links will have beneficial outcomes for adaptation and mitigation of climate change impacts.

How the consolidation of Council services is managed and the changes during demolition and construction of the new development will be key to the impacts on population health, wellbeing and social inclusion. Generally the improvements to the public realm and connection with public transport, pedestrian and community/leisure facilities may benefit the local population depending on access for locals.

Beneficial outcomes for the local landscape and townscape are likely to be realised and the protection of the Grade II listed Broadway Theatre and design that accommodates its function and enhances its setting.

Alternative option 1: Impacts related to the environment and transport connections are likely to be similar as for the recommended option. However whilst the increase in housing stock will have positive effects for the provision of sufficient housing in Catford, the loss of the current civic services and facilities would likely have negative impacts on the local economy. Additionally, with the Civic Centre site developed for housing and the relocation of the Council functions elsewhere, there is likely to be less accessibility to community and leisure facilities and thus this will negatively impact on the sense of community identity associated with the public realm incorporating the Broadway Theatre.

Alternative option 2: There will likely be negative effects on economic growth and employment opportunities. There are likely to be uncertain impacts on the health of the population as wellbeing may be influenced through both not losing existing infrastructure but also access to facilities, though extent of new facilities might be limited by existing buildings. There may be both positive and negative impacts on the sense of community identity through both the retention of existing/know buildings and their renewal but also continuation of existing limitation for access and connectivity. Depending on the implementation of leisure and other facilities, there may be improved accessibility for the population.



## 4.4 Laurence House

The Laurence House site is approximately 1.59 hectares and is bordered by Canadian Avenue to the west, Catford Road (A205 South Circular) to the north and Bromley Road (A21) to the east. Laurence House fronts Catford Road and is the location of Council staff offices, Catford Library and AccessPoint.

The southern part of the site is occupied by a large surface car park, Catford Lorry Park, and a British Telecom (BT) exchange building on Canadian Avenue. This land forms part of the safeguarded route for a realigned South Circular. The adjoining area to the south of the site is located in the Culverley Green Conservation Area and consists of predominately large two storey semi-detached residential houses and blocks of three storey apartments.

### Key interests

- Lewisham Council – freeholder of Laurence House and the associated car and lorry park to the south.
- British Telecom (BT) – freeholder of the adjoining property on Canadian Avenue.
- TfL – A205 South Circular is a ‘red route’ and is managed by TfL.
- St Dunstan’s College – long lease holder of Jubilee Ground.

### What the Council wants to achieve

The relocation and consolidation of Council services on the Civic Centre site would provide an opportunity to redevelop the Laurence House site to facilitate a deliverable scheme to realign the South Circular and provide a residential development to increase housing supply and the immediate walk-in catchment for the town centre.

The future of the site is not seen as retail due to its separation from the primary shopping area and severance by the road network. However, ground floor complimentary leisure, community or retail uses could be included on the Catford Road frontage. Residential uses would be provided above and throughout other parts of the site. Redevelopment would allow for a new alignment of the South Circular along Catford Road (as discussed in Section 4.1); the setback of Catford Road on the south side of the site for an improved pedestrian environment and a new intersection with Sangley Road and Rushey Green. Residential development would need to consider the impact of the proposal on the adjoining Culverley Green conservation area. This option could also provide public space or an ‘urban park’ with a frontage to Catford Road to the west of the site by using land currently part of Jubilee Ground, albeit that part safeguarded for the rerouting of the South Circular and not used for sporting events.



Laurence House And The South Circular



View of surface car park at rear of Laurence House

### Council's recommended option 4: Laurence House

- 1** Allocate the Laurence House site for mixed use development. The Council will require a comprehensive approach to the redevelopment of this site that delivers the following priorities:
  - a. a residential led mixed use scheme that provides for a mix of dwelling types subject to an acceptable site layout, scale and massing, up to 250 new homes (C3).
  - b. provides for a mix of active ground floor uses on Catford Road that could include retail (A3, A4), community (D1), leisure (D2) as appropriate
  - c. provides for the realignment of the South Circular
  - d. provides safe and consolidated traffic access to the site
  - e. improves the pedestrian environment in the town centre and provides generous tree lined pavements of at least 6 to 8 metres in width along Catford Road.
- 2** The following urban design principles have been identified as key features of any proposal for the site:
  - a. Key gateway site when entering Catford from the west, south and east. Redevelopment should include landmark frontages to enhance first impressions.
  - b. Create an attractive frontage on the widened Catford Road / South Circular.
  - c. Improve visual and physical links with train stations through public realm improvements.
  - d. Improve and provide pedestrian links across to the Civic Centre and Catford Broadway.
  - e. Locate bus stops close to where people want to go and improve bus waiting environment.
  - f. Improve visual and physical links with Jubilee Ground.
  - g. Create a high quality, easy to maintain public realm designed to encourage safe pedestrian movement.
  - h. Improve site boundary definition through landscaping and innovative building design that define and overlook pedestrian routes through and adjacent to the site.
  - i. Consider the impact on the adjoining Culverley Green conservation area.
- 3** The following design considerations have been identified as potential features of any proposal for the site.
  - a. Provide for pedestrian routes through the site, between Bromley Road, Canadian Avenue and Catford Road.
  - b. Provide public space or an urban park fronting Catford Road using part of Jubilee Ground.

The policy option requirements and design principles are illustrated in Figure 4.11.

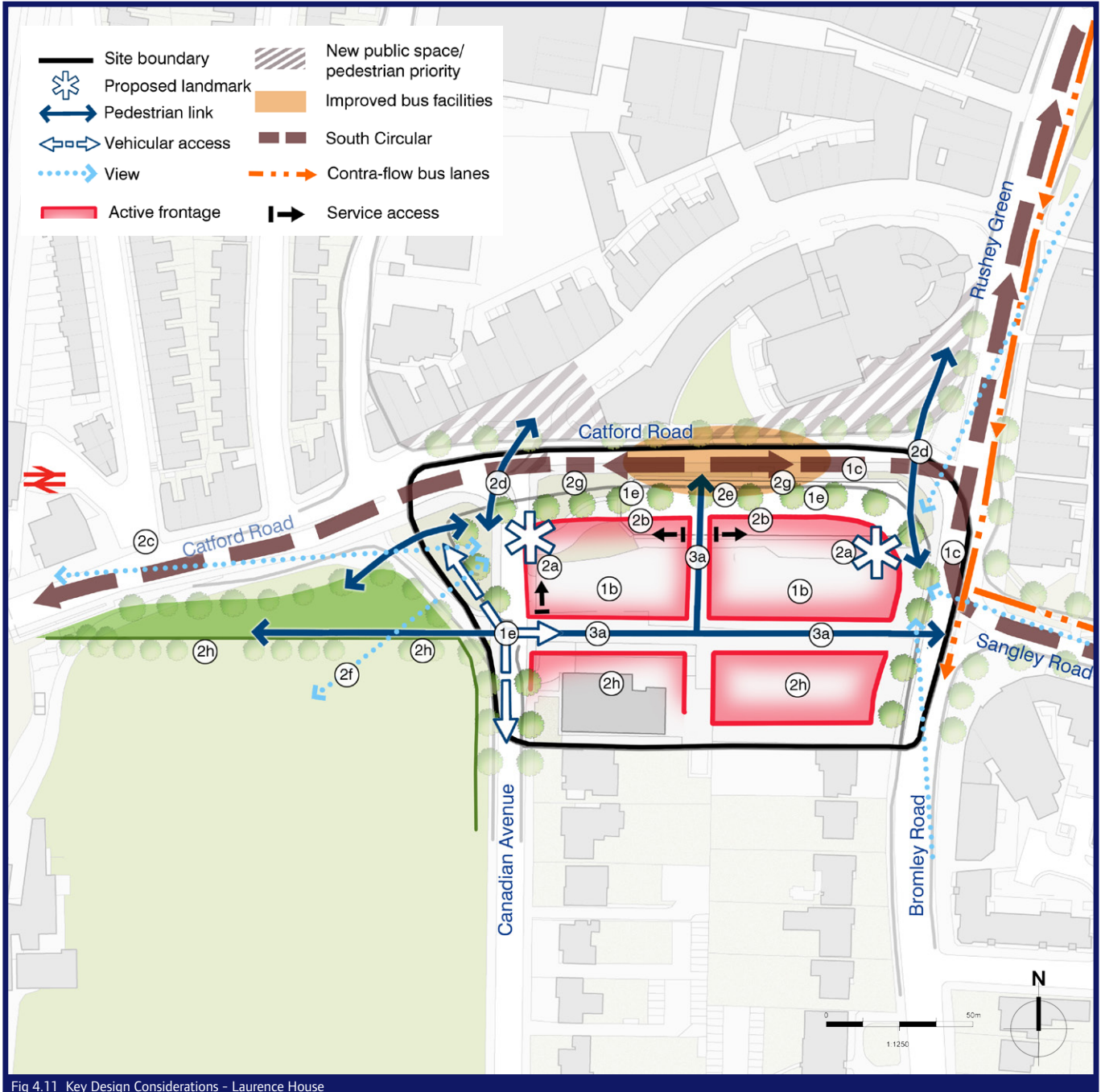


Fig 4.11 Key Design Considerations - Laurence House

### Alternative options

Instead of choosing the recommended option the reasonable alternative for this option could include:

- 1 The continued safeguarding of transport corridors for the realigned South Circular (A205) in accordance with Transport for London’s approved scheme.
- 2 Retain existing buildings. The buildings could be refurbished and improvements made to the street and pedestrian environment, including links to the Civic Centre and Rushey Green that did not involve demolition or road widening.

### Delivery context / implementation

Delivery and implementation of the proposals for the Laurence House site depend upon the existing uses being relocated elsewhere within the town centre. This would then also allow for the new realignment option for the South Circular and the new public space to the west of the site.

### Contributions

In addition to affordable housing and the infrastructure priorities identified in CLP Policy Option 25, the priorities for site-specific developers’ contributions associated with new development proposals could include but will not be limited to:

- Public realm improvements along Catford Road and Bromley Road
- Traffic improvements associated with Catford Road and the realignment of the South Circular.

### What does the sustainability appraisal say?

Recommended option: The variety of uses proposed will likely have positive effects through the provision of services, improving the connectivity of spaces and improving the accessibility to open space. How this is implemented/achieved will have the potential to improve the health and wellbeing of the population, promote an inclusive community, and offer opportunity for skills improvements through local enterprise or community centres.

The mixed use development on a currently under used site will benefit the local economy and enterprise. However, the Council services and workforce currently on site would need to be relocated which depending on implementation may have negative impacts.

This policy option provides guidance on the quality and aesthetics of any development on the Laurence House site with landscaping and the boundary views particularly emphasised to improve the site’s appearance. The improvement of connectivity with sustainable transport options, through and within the site, practical bus stop location, enhancements of pedestrian thoroughfares and co-location of different land uses may have long term beneficial outcomes for reducing the reliance on private vehicles and improve accessibility by sustainable modes of transport.

Alternative option 1: How and when this option would be implemented will determine impacts as existing uses on site may be impacted in terms of land take, though improved transport links may increase opportunities. Improving road networks may help support bus travel and make it safer for pedestrian and cycle access which may increase uptake. However this option does not specifically promote sustainable transport options thus there may be negative effects from continued high levels of private vehicle use and the associated climate change impacts.

Alternative option 2: The site is currently considered to be under used with significant surface car parks, therefore depending on its implementation and attraction of new enterprise, this option will likely have negative effects on economic growth and employment opportunities through lower density use and existing site limitations over the longer term. Depending on implementation the likely impacts are negative as biodiversity, flora and fauna as they are not specifically considered. Improving the street, pedestrian and cycle access for the site and consideration of new bus facilities will help to improve access to sustainable modes of transport and the linkages with the Civic Centre and Rushey Green.

## 4.5 Plassy Road Island

The Plassy Road island site is located to the south of the main shopping area and is bounded by the Catford gyratory system which include Plassy Road, Brownhill Road and Sangley Road. The site comprises the 'Catford Island Retail Park' (Lidl, JB Sport, Mecca Bingo, Dreams and McDonald's); a timber yard; individual shop units fronting Brownhill Road; and the existing walk-through access to Rushey Green with access to the town centre primary shopping area. The site is approximately 2 hectares and a large part is made up of surface level car parking, with vehicular 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).

### Key interests

- Church Commissioners - freeholders.
- TfL – properties on Brownhill Road and land on Plassy Road and Sangley Road reserved for the realignment of the South Circular.
- Timber Yard – freeholders.
- A range of private land owners.

### What the Council wants to achieve

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 Catford Town Centre. The value of the site can be seen as a location to provide further quality complementary retail and leisure uses in the longer term, and/or as a retail function that can add attractions of the wider town centre. At present it

operates somewhat in isolation, partly due to the very poor linkages and partly to the free surface parking. Intensification of current retail warehouse uses is not supported.

There is potential to better use space above ground level retail uses for residential development or to reconfigure land uses once existing leases expire. This would result in denser development. The proximity of the site to the town centre means there is an opportunity to contribute to an improved image, and improve links between the site, town centre and the adjoining residential areas. Access to Rushey Green needs to be improved and this could be achieved by providing a wider and clearer entrance to the site. The site is seen as secondary and complimentary to the primary shopping area of the town centre, and for this reason a maximum retail unit size has been suggested.



View of corner of site from Bromley Road



Car park and retail units



Plassy Road

### Council's recommended option 5: Plassy Road Island

- 1** Allocate the Plassy Road Island site for mixed use development that compliments uses in the primary shopping area. The Council will require a comprehensive approach to the redevelopment of this site that delivers the following priorities:
  - a. provides for a mix of retail uses (A1, A3, A4, A5) where the maximum retail unit size is about 1,500 square metres (gross)
  - b. provides for community uses (D1)
  - c. provides for leisure uses (D2)
  - d. provides for a mix of dwelling types, subject to an acceptable site layout, scale and massing, up to 350 new homes (C3)
  - e. provides for the realignment of the South Circular along Sangley, Plassy and Brownhill Roads
  - f. provides safe and consolidated access to the site and Plassy Road.
  - g. Integrates the site to the primary shopping area of the town centre and immediate surrounds through improved access and permeability both to and within the site, particularly improving access to Rushey Green.
  - h. Incorporates public car parking spaces.
  
- 2** The following design priorities have been identified as key features of any proposal for the site:
  - a. Creation of a high quality, easy to maintain public realm designed to encourage safe pedestrian movement.
  - b. Key Gateway site should accommodate either new buildings and frontages making a clear and bold design statement to enhance the first impression of Catford Town Centre.
  - c. Improved definition of the boundaries of the site through landscaping and innovative and attractive building design that define and overlook pedestrian routes through and adjacent to the site.
  - d. Development to respond to the scale and character of residential neighbourhoods to the east.
  - e. Existing green areas to be better integrated with the town centre.
  - f. Quality landscaping and trees to be introduced into the development along key routes and boundaries to define site route.
  - g. Potential to create attractive 'boulevard style' environment along Sangley Road with landscape strip to be provided.
  - h. Provide a central retail square / open space.
  
- 3** The following design priorities have been identified as potential features of any proposal for the site.
  - a. Opportunity for buildings not identified as having 'townscape merit' along Rushey Green to be redeveloped to improve connectivity between the site and Rushey Green.
  - b. Potential locations for car park above or below ground floor activities.

The policy option requirements and design principles are illustrated in Figure 4.12.

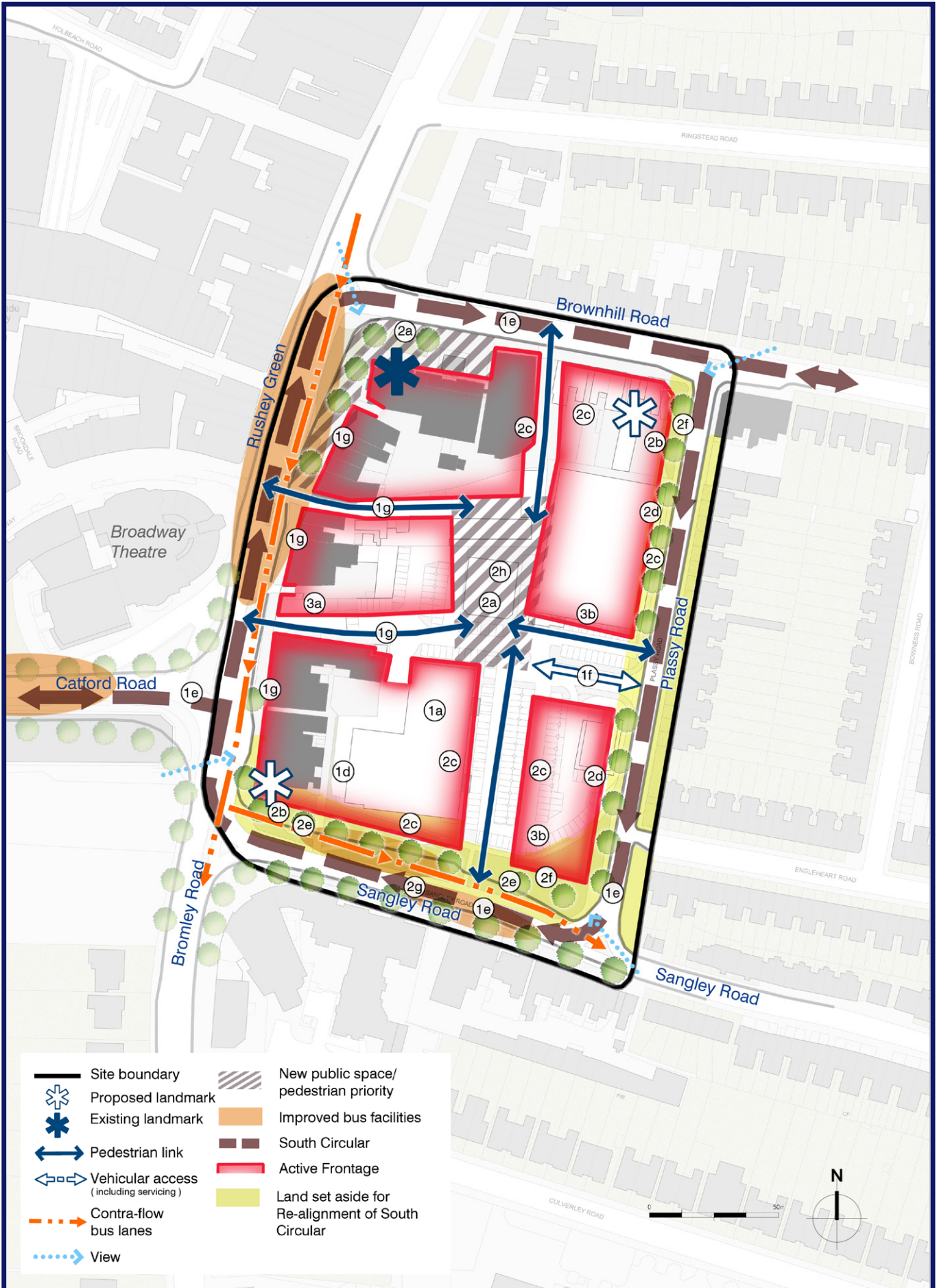


Fig 4.12 Key Design Considerations - Plassy Road Island

### Alternative options

Given the proposed vision and objectives, instead of choosing the recommended option the reasonable alternative for this option could include:

- 1 The continued safeguarding of transport corridors for the realigned South Circular (A205) in accordance with Transport for London’s approved scheme which would involve using part of the site for road widening. Retail and leisure uses would be maintained on the site.
- 2 Retain existing buildings. The buildings could be refurbished and improvements made to the street and pedestrian environment, including links to Rushey Green that did not involve demolition.

### Delivery context / implementation

The leases associated with the retail park expire in 2024 and this provides an opportunity to review land use and their configuration on the site. For this reason it is anticipated that delivery will be in the latter phase of the Catford Plan, although design work and negotiations are expected to start sooner. The Council would see any form of site redevelopment as being dependant upon the improvement of pedestrian access to Rushey Green and integration with the wider town centre policy requirements.

The realignment work to the South Circular and provision of contra-flow bus lanes could occur before this site is redeveloped due to the existing safeguarded land. See Section 4.1 for further details.

### Contributions

In addition to affordable housing and the infrastructure priorities identified in CLP Policy Option 25, the priorities for site-specific developers’ contributions associated with new development proposals could include but will not be limited to:

- Public realm improvements including better access to Rushey Green
- Traffic improvements associated with the realignment of the South Circular along Sangley Road, and Plassy Road and Brownhill Road.



Land set aside on Sangley Road for South Circular re-alignment



Existing pedestrian connection to site from Rushey Green



Access to Timber Yard from Rushey Green



### **What does the sustainability appraisal say?**

Recommended option: The improvement in transport options, incorporation of mixed use retail and other uses may have long term benefits on allowing economic growth across the wider town centre area. Incorporation of residential properties and higher density development may lead to beneficial outcomes for local enterprise.

Positive effects on open space are likely with the creation of new open space within the site and the need to incorporate landscaping and vegetation. The provision of up to 350 new residential will increase the quantity and quality of housing in Catford and co-location of other facilities will also positively contribute to opportunities for residents. Incorporation of higher density development sympathetic to the local environment will better utilise a currently under used site.

The improvement of connectivity with sustainable transport options, through and within the site and to Rushey Green, enhancements of pedestrian thoroughfares and co-location of different land uses may have long term beneficial outcomes for reducing the reliance on private vehicles and improve accessibility by sustainable modes of transport. Improvements to junctions and car parking facilities should be managed to ensure transport safety without promoting private vehicle use over sustainable transport options.

Alternative option 1: How and when this policy option would be implemented will determine the impacts as existing uses on site may be impacted in terms of land take, though improved transport links may increase opportunities. Improving road networks may help support bus travel and make it safer for pedestrian and cycle access which may increase uptake.

Alternative option 2: This option, depending on its implementation and attraction of new enterprise, will likely have negative effects on economic growth and employment opportunities through lower density use and existing site limitations over the longer term. Retention of the existing site buildings will have short term benefits through negating local air quality, noise and vibration impacts from demolition as well as resource use and waste generation from construction activities. Improving the street, pedestrian and cycle access for the site and consideration of new bus facilities will help to improve access to sustainable modes of transport and the linkages with the South Circular and Rushey Green. However the extent of these improvements would be limited when compared to the recommended option.

## 4.6 Former Greyhound Stadium

The former Catford Greyhound Stadium area including the two Catford railway stations, is located between the Catford and Catford Bridge railway lines, north of the South Circular 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 to the south of the site. Vehicle access is via Westdown Road, a residential street; and Adenmore Road, which meets Ravensbourne Park at the South Circular junction. The River Ravensbourne runs in a concrete channel through parts of the site as does the Waterlink Way. Ladywell Fields located to the west and north has recently been restored and is designated as Metropolitan Open Land, a Site of Nature Conservation Importance and a Green Corridor.

During 2012 this major redevelopment site was the subject of procurement process undertaken by the GLA (in collaboration with Lewisham Council) to select a development partner to take forward regeneration of the site. Planning permission was granted in January 2009 for 589 residential units and small scale community and commercial space and the procurement exercise took place on the basis that the consented scheme.

The provision of new housing on the site will increase the residential population of Catford and provide additional custom for local shops and other services. The development could also transform the setting of the two railway stations and contribute to improved linkages to the town centre. The planning permission includes a proposed foot bridge across the Catford Bridge railway tracks, providing a more direct pedestrian link between the site and the Catford Centre along Holbeach Road. This would also provide an additional link from the town centre to Ladywell Fields.

### Key interests

- Greater London Authority (GLA) – freeholder.
- Network Rail and Train Operating Companies – railway stations and track.
- Transport for London – road network.
- Environment Agency – Ravensbourne River.

### What the Council wants to achieve

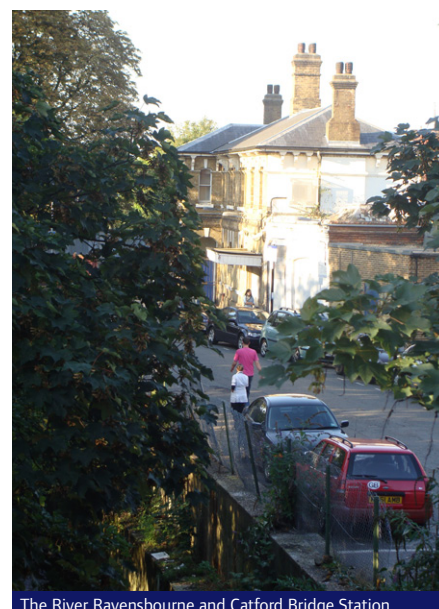
Redevelopment provides the opportunity to improve first impressions of the town centre, especially from the South Circular and when approached by train. This can be achieved through innovative building design, improvements to the railway stations, and the space between the two stations including the River Ravensbourne. Visual and physical links can be improved to the town centre, Ladywell Fields and the surrounding residential areas.



Catford Stadium



Area between the stations



The River Ravensbourne and Catford Bridge Station

### **Council's recommended option 6: Former Catford Greyhound Stadium**

- 1** Allocate the former Catford Greyhound Stadium site for a housing led mixed use development. The Council will require a comprehensive approach to the redevelopment of this that delivers the following priorities:
    - a. provides for a mix of dwelling types, subject to an acceptable site layout, scale and massing, up to 589 new homes (C3)
    - b. provides for a mix of retail uses that serve local needs and do not adversely impact on the town centre (A1, A3)
    - c. provides for community uses (D1)
    - d. provides for leisure uses (D2)
    - e. provides for a mix of small scale business space (B1a)
    - f. provides for on-site open space
    - g. contributes to the improvement of the railway stations and the surrounding environs.
    - h. improves pedestrian links across and under the South Circular
    - i. provides for junction improvements at Catford Road and Ravensbourne Park
    - j. provides appropriate and improved pedestrian and cycle access through and to the site between the town centre, residential areas to the east and west, and Ladywell Fields and
    - k. environmental enhancement of the River Ravensbourne and the associated Waterlink Way.
  - 2** The following design priorities have been identified as key features of any proposal for the site.
    - a. A layout that provides for open space.
    - 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. An assessment of the existing trees and vegetation, and what is to be retained, to inform the landscape plan for the site.
    - f. 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 priorities are illustrated in Figure 4.13.

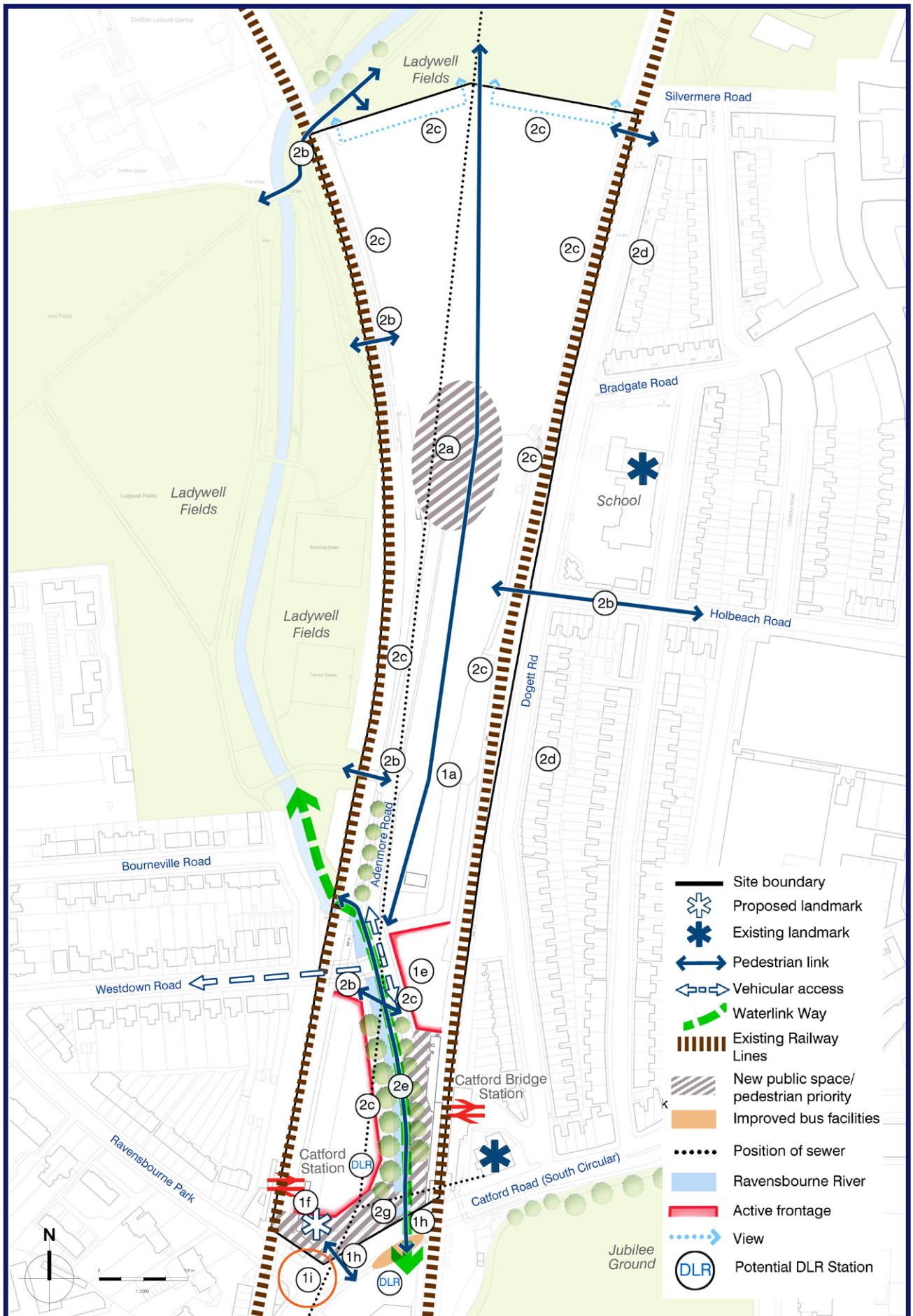


Fig 4.13 Key Design Considerations - Former Greyhound Stadium

## Alternative options

The reasonable alternative for this option is limited as the site is cleared and an approved planning application for the site sets future land use. However, if the existing planning permission is not further implemented the following option could apply:

- 1 Residential uses (C3). The site could be developed for housing and other uses could be excluded due to the proximity of the site to the town centre and its high public transport accessibility.
- 2 Use of the site for transport functions to accommodate the DLR extension from Lewisham to Bromley. This may involve all or part of the site and is subject to TfL plans.

## Delivery context / implementation

The GLA has undertaken a procurement process and is currently in the process of completing a development agreement with their preferred bidder. A work programme is being produced and the Council is in discussions with the GLA regarding ways to optimise the existing planning consent through potential amendments to the phasing and scheme design. The overall layout of the scheme will remain broadly similar to the approved planning consent.

As discussed in Section 4.1, there are proposals to extend the DLR from Lewisham to Bromley via Catford. These are at a pre-feasibility stage but would have an impact on this site if an overground option was progressed by TfL.

As discussed in Section 4.1, there are proposals to extend the DLR from Lewisham to Bromley via Catford. These are at a pre-feasibility stage but would have an impact on this site if an overground option was progressed by TfL.

## Contributions

In addition to affordable housing and the infrastructure priorities identified in CLP Policy Option 25, the priorities for site-specific developers' contributions associated with new development proposals could include but will not be limited to:

- Pedestrian and cycle access bridge across the Catford Bridge railway to Holbeach Road
- Enhancement works to the Ravensbourne River
- Station improvement
- Traffic improvements for surrounding streets and intersections.



Connection to Stadium Site from Ladywell Fields



Westdown Road - Principle vehicular access to site



Doggett Road - Opportunities for connections

### What does the sustainability appraisal say?

Recommended option 1: This policy option will have benefits for the local economy through mixed retail use development and the creation of residential properties will provide additional custom for local shops and other services. This demand may also improve employment opportunities in the town centre. The provision of significant new residential properties will increase the quantity and quality of housing and co-location of other facilities will positively contribute to opportunities for residents. The creation of open space within the site is prioritised and development needs to incorporate the considerations of the Ladywell Fields (MOL, SINC, Green Corridor), though impacts on biodiversity, flora and fauna would depend on implementation. Environmental enhancement of the River Ravensbourne is promoted which may have beneficial outcomes for local water quality, however development of the scale proposed in the policy option is likely to lead to increased demand/pressure on existing water resources.

Alternative option 1: With residential development excluding other uses on site, this policy option will have very positive, long term impacts for the provision of sufficient housing. However the exclusion of all other land uses will negatively impact on economic growth. The increase in local residents with good access to the town centre may however provide greater market for local goods and services which may have positive impacts on local enterprise opportunities. Environmental impacts as per part two of the recommended option will be similar for this policy option.

Alternative option 2: This policy option will allow for improved public transport options for the local population which will promote sustainable transport and help reduce car travel and its associated impacts. This may have long term benefits on allowing economic growth across the wider town centre area though greater connectivity, through this is dependent on implementation of either whole or part site use. There are likely to be both negative and positive effects as whilst short term, negative impacts on local air quality, noise and vibration would be present during construction, in the long term with improved public transport links, car travel and the associated negative impacts will likely be reduced. The implementation of this policy option will influence whether or not the townscape is enhanced.

## 4.7 Wickes and Halfords

The Wickes and Halfords 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, prominent businesses are Wickes and Halfords. 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 and provides a direct link to the South Circular, and via subway to the Catford and Catford Bridge railway stations and the former Catford Greyhound Stadium site to the north.

### Key interests

- Properties on the site are in multiple ownership.
- Transport for London – road network, DLR option
- Environment Agency – Ravensbourne River

### What the Council wants to achieve

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. Alternatively, the site is considered appropriate for non-food bulky goods retail, which compliments the primary shopping area but will not be considered acceptable for convenience retail.



Wickes and Halfords



Pedestrian Link Under Viaduct



The River Ravensbourne

### **Council's recommended option 7: Wickes and Halfords**

- 1 Allocate the Wickes and Halfords site for a mixed use development. The Council will require a comprehensive approach to the redevelopment of this site that delivers the following priorities:
  - a. provides for a mix of dwelling types, subject to an acceptable site layout, scale and massing, up to 350 new homes (C3)
  - b. provides for a mix of comparison retail in the form of non-food bulky goods which compliments the primary shopping area (A1)
  - c. provides for community uses (D1)
  - d. provides for a mix of employment space (B1c, B2, B8)
  - e. incorporates car parking spaces for retail and commercial uses
  - f. concentrates non-residential uses in the northern half of the site so as to be more accessible to the South Circular (A205).
  - g. considers new bus facilities as part of interchange development
  - h. provides for simplified and rationalised junction and vehicular access and
  - i. enhances the River Ravensbourne and the associated Waterlink Way
  - c. 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.
  - d. Attractive new buildings with activity on the ground floor and buildings that overlook Jubilee Ground and form an attractive backdrop to Catford Town Centre.
  - e. Innovative solutions required to overcome level difference and create attractive boundary to the South Circular.
  - 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 Waterlink Way. Development should be set back a minimum of 8 metres from River Ravensbourne.
  - h. Introduce buildings that overlook the sports fields and open space to the west.
  - i. Higher density mixed use development across the site with ground floor retail / business or podium parking and residential above
  - j. Retain/incorporate any buildings of architectural/ heritage significance.
  
- 2 The following design considerations have been identified as key features of any priorities for the site:
  - a. Key gateway sites: buildings and frontages to enhance first impression of Catford.
  - b. Provides appropriate and improved pedestrian and cycle access through and to the site between the town centre, including enhanced pedestrian and cycle links across the South Circular to Catford Station and under the South Circular to Catford railway station, continuing Waterlink Way.

The policy requirements and design principles are illustrated in Figure 4.14.



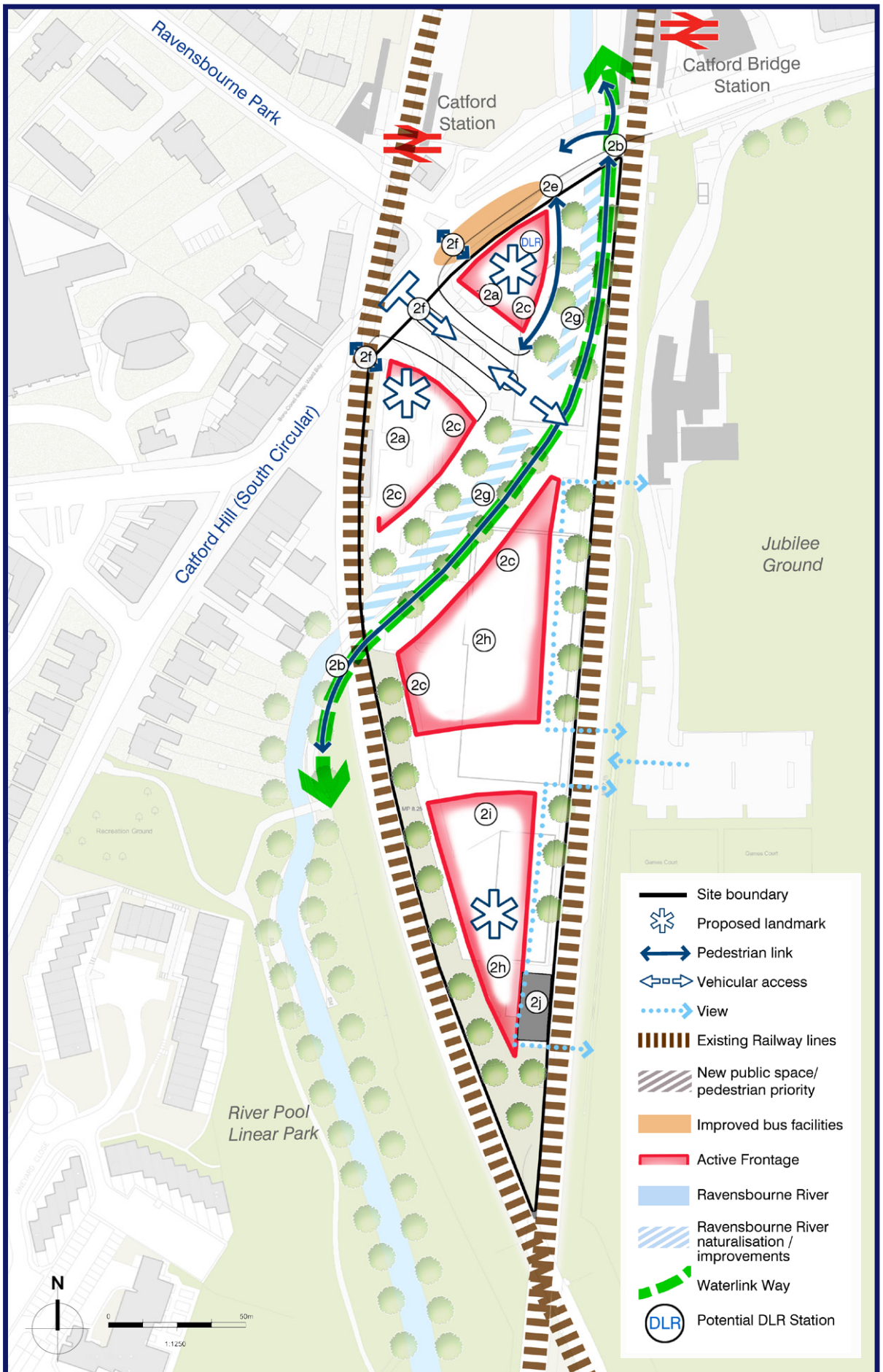


Fig 4.14 Key Design Considerations - Wikes and Halfords Site

### Alternative options

Given the proposed vision and objectives, reasonable alternatives for this option could include:

- 1 Residential uses (C3). The site could be developed for housing and other uses could be excluded due to the proximity of the site to the town centre and its high public transport accessibility.
- 2 Retain existing buildings. The buildings could be refurbished and improvements made to the street and pedestrian environment that did not involve demolition.
- 3 Use of the site for transport functions to accommodate a DLR extension from Lewisham to Bromley. This may involve all or part of the site and is subject to TfL plans.

### Delivery context / implementation

There is currently no identified interest in redeveloping the site. For this reason the inclusion of the site within the Catford Plan is seen as a long term proposal where delivery would occur at the latter phase of the Catford Plan.

If retail uses are reconfigured on the site, it is expected that this will be through large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods, catering mainly for car-borne customers. In order to protect the continued provision of appropriate uses in the Catford Town Centre, the Council may use planning conditions to restrict the Use Class Order so that approved uses are not amended using permitted changes in the Use Class Order.

As discussed in Section 4.1, there are proposals to extend the DLR from Lewisham via Catford to Bromley. These are at a pre-feasibility stage but would be likely to have impact on this site if an overground option was proposed by TfL.

### Contributions

In addition to affordable housing and the infrastructure priorities identified in CLP Policy Option 25, the priorities for site-specific developers' contributions associated with new development proposals could include but will not be limited to:

- Enhancement works to the Ravensbourne River
- Station improvement
- Traffic improvements for surrounding streets and intersections

### **What does the sustainability appraisal say?**

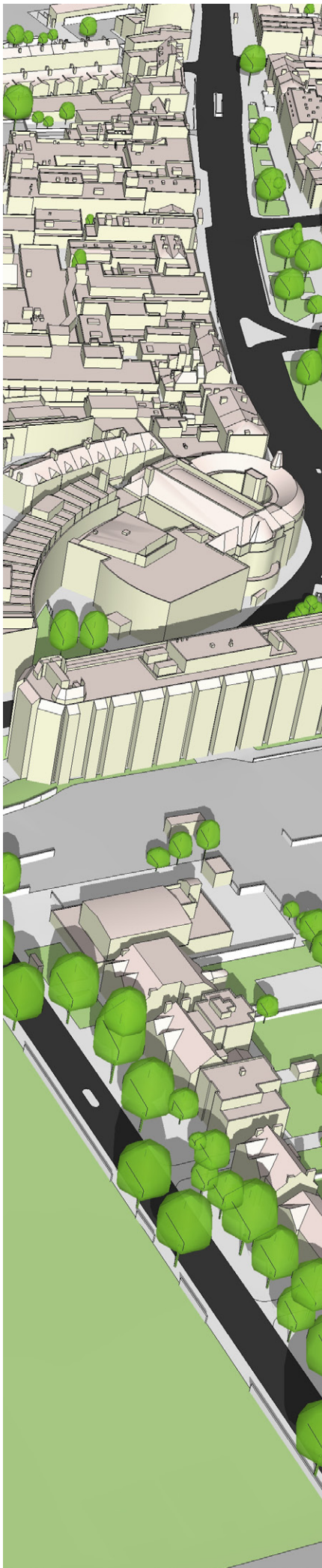
Recommended option 1: This option will have positive impacts for the local population in terms of encouraging new enterprise which will bring employment opportunities and contribute to economic growth. This policy option is mindful of the adjacent MOL Jubilee Ground and environmental enhancement is incorporated into the criteria for the River Ravensbourne and Waterlink Way. The protection of River Ravensbourne through restricting development to beyond 8m will have beneficial impacts for this water resource. The specific reference to providing frontages that enhance the first impression of Catford, landscaping and innovative building design and the retention/incorporation of buildings of architectural/heritage significance will have positive outcomes for the site and the wider town centre. Improvement/enhancement of the Waterlink Way and other pedestrian and cycle facilities may encourage greater exercise which may lead to beneficial health outcomes for the local population.

Alternative option 1: With residential development excluding other uses on site, this policy option will have very positive, long term impacts for the provision of sufficient housing. However, this will have a very negative impact through the loss of existing commercial enterprise and the exclusion of future opportunities which will negatively impact on economic growth. Other effects on the environment and social outcomes will be similar to the recommended option.

Alternative option 2: This option will likely have negative effects on economic growth and employment opportunities through lower density use and existing site limitations. This business as usual scenario would maintain the current open space with no enhancement proposed. Therefore, depending on implementation the likely impacts are negative as biodiversity, flora and fauna are not specifically considered.

Alternative option 3: This policy option will allow for improved public transport options for the local population which will promote sustainable transport options and help reduce car travel and its associated impacts. Whilst this policy option is likely to have negative effects through the loss of the existing commercial uses, the improvement in transport options and a DLR extension may have long term benefits on allowing economic growth across the wider town centre area through greater connectivity. The implementation of this policy option will directly influence the impacts on water resources and without specific protection, the River Ravensbourne that runs (culvert) through the site will likely be negatively impacted.





## 5.0 Town Centre wide policies

Section 4 detailed the key development issues and major town centre sites that require an individual approach for redevelopment. Alongside this, there are a series of planning policy and design issues that are relevant to all areas and sites within the town centre. This section presents the policy options and alternatives that are proposed to manage and implement town-centre-wide development.

Each policy option is followed by a justification which highlights supporting evidence and explanatory text to assist implementation as well as the reasonable policy alternatives that are also being considered and are open for comment.

The policy options need to be read in conjunction with the policies contained in the London Plan, Lewisham Core Strategy and Development Management Local Plan.

## 5.1 Presumption in favour of sustainable development

The NPPF states that Local Plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally (paragraphs 14 and 15). To support this approach, all policies in the Development Management Local Plan (once adopted) should be read in the context of Policy 1 Presumption in favour of sustainable development.

### CLP Policy Option 8: Presumption in favour of sustainable development

- 1 When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will work proactively with applicants to find solutions which mean that proposals secure development that improves the economic, social and environmental conditions in the borough.
- 2 Planning applications that accord with the policies in the Lewisham Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.
- 3 Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:
  - a. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole or
  - b. specific policies in that Framework indicate that development should be restricted.

### Context

The focus of the NPPF is on a presumption in favour of sustainable development and positive growth. The NPPF states that international and national bodies have set out broad principles of sustainable development including:

- Resolution 24/187 of the United Nations General Assembly, which defines sustainable development as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs'. (Brundtland Report)
- The UK Sustainable Development Strategy Securing the future, which sets out five guiding principles of sustainable development.
  - Living within the planet's environmental limits.
  - Ensuring a strong, healthy and just society.
  - Achieving a sustainable economy.
  - Promoting good governance.
  - Using sound science responsibly.

The Government believes that sustainable development can play three critical roles in England:

### Economic role

Contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places to support growth and innovation.

### Social role

Supporting strong, vibrant and healthy communities by providing the supply of housing required to

meet the needs of present and future generations, and by creating a high quality built development with accessible local services.

### Environmental role

Contributing to protecting and enhancing our natural, built and historic environment.

The presumption in favour of sustainable development should be seen as a golden thread running through both plan-making and decision making. The presumption is subject to two exceptions as outlined in part 3 to the policy.

The NPPF provides specific detail relating to 13 aspects of sustainable development which proposals and plan-making needs to comply with. These are:

- building a strong competitive economy
- ensuring the vitality of town centres
- supporting a prosperous rural economy
- promoting sustainable transport
- supporting high quality communications infrastructure
- delivering a wide choice of high quality homes
- requiring good design



- promoting healthy communities
- protecting Green Belt land
- meeting the challenge of climate change, flooding and coastal change
- conserving and enhancing the natural environment
- conserving and enhancing the historic environment and
- facilitating the sustainable use of minerals.

#### Alternative option

There are no reasonable alternatives associated with this policy option. The government requires this policy to be included in a Local Plan and it reflects the NPPF. To omit this policy may make the plan unsound when it is subject to an independent Examination in Public.

#### What does the sustainability appraisal say?

The policy option promotes sustainable development and encourages development to occur in a manner consistent with the Lewisham Local Plan and the NPPF policies and intent. This will allow for sustainable development that may have beneficial outcomes such as improved health and wellbeing and social inclusion for the local population. Sustained economic growth across a variety of sectors may also lead to the promotion of local employment opportunities and new enterprises in Lewisham to the benefit of the local population.

Sensible implementation of this policy option is important to ensure that a development occurs in a sustainable manner where policies are either out of date or not relevant. Without careful assessment, development may have the potential for adverse impacts on the local environment though increased waste generation locally, potential impacts on human health through poor air quality with increased construction and biodiversity through potential decreases in open/natural spaces. As this policy option is required by the government to be included in all local plans, there are not considered to be any reasonable and realistic alternative policy options.



## 5.2 Providing new homes

### What is the aim of this policy option?

This policy option seeks to ensure that additional housing is provided within the town centre to meet housing need and support Catford's enhanced retail, leisure and commercial role. Catford Town Centre has high public transport accessibility levels (PTAL) and is suitable for higher density development. The Core Strategy identifies Catford Town Centre as a growth area and is supportive of higher density residential development in this location.

The policy option supports the implementation of the Catford Plan's proposed objectives 7 and 8.



### CLP Policy Option 9: Providing new homes

- 1 Catford Town Centre will accommodate an additional 1,750 net new dwellings for the period 2013 to 2026 as follows:
  - a. the majority of new dwellings will be located on the following key development sites:
    - i. Catford Centre (200)
    - ii. Laurence House (250)
    - iii. Plassy Road (350)
    - iv. Former Catford Greyhound Stadium (589)
    - v. Wickes and Halfords (350)
- 2 In accordance with Core Strategy Policy 15, 'urban' density levels should be optimised in accordance with the London Plan which, for a Major town centre with a PTAL of 4-6, calls for densities in the range of 45 to 185 units per hectare (200-700 habitable rooms per hectare).
- 3 The quantity of residential development on each site will need to consider any non-residential use and the impact this may have on design and function of uses.
- 4 The Council will encourage the conversion of existing buildings such as vacant offices or premises above shops for residential use provided that:
  - a. a high quality living environment is provided
  - b. there is no conflict with existing land uses
  - c. the proposals meets demonstrated local housing need and
  - d. provision can be made for refuse and cycle storage.
- 5 Housing mix, tenure and affordability will need to be in accordance with Core Strategy Policy 1.
- 6 Housing design will need to be in accordance with Core Strategy Policy 15 and London Plan housing standards.

### Justification

The policy option is consistent with the NPPF. It recognises that residential development can play an important role in ensuring the vitality of centres and that local plans should set out policies to encourage residential development on appropriate sites.

The London Plan has set a target for the London Borough of Lewisham to provide an additional 11,050 homes between 2011 and 2021. The Mayor of London sees town centres such as Catford, with its good public transport provision, as locations where the development potential of new sites should be optimised at density levels of between 45-185 units per hectare (200-700 habitable rooms per hectare) (London Plan Policy 3.4). The Council will only consider a higher density where a proposal meets all other policy requirements in this plan and the highest design and environmental standards are proposed.

London Plan Policy 3.5 supports the policy option by requiring residential development to provide high quality internal and external living space.

The policy options supports the implementation of the Lewisham Core Strategy. Spatial Policy 1 seeks to provide an additional 18,165 net new dwellings for the period 2011 to 2026 and Spatial Policy 2 sees Catford Town Centre accommodating 1,750 new dwellings. Core Strategy Policy 1 also provides a comprehensive policy that supports housing provision, mix and affordability in the borough that will need to be followed. Among other things this will require:

- Affordable housing on sites capable of providing 10 or more dwellings. The starting point for negotiations will be a contribution of 50% affordable housing on qualifying sites across the borough. This would be subject to a financial viability assessment.
- Affordable housing component is to be provided as 70% social rented and 30% intermediate housing with 42% provided as family dwellings (3+bedrooms).
- The provision of family housing (3+ bedrooms) as part of any new development with 10 or more dwellings.
- All new housing is to be built to Lifetime Homes standards and 10% of all housing are to be wheelchair accessible or easily adapted for those using a wheelchair in accordance with London Plan policy.
- an appropriate mix of dwellings having regard to site characteristics, setting, surrounding housing mix and the location of schools, shops, open space and other infrastructure requirements

The evidence base through the Lewisham and South East London Boroughs' SHMA shows overwhelming housing need and this includes Catford Town Centre. The PBA Catford Retail and Economic Impact Assessment estimated 37% of upper floors are currently used for residential use, which could increase. It also supports an increase in the local residential population that could broaden the demographic profile of the town centre's immediate walk in catchment to further support its vitality.

### Alternative option

Given the proposed vision and objectives, a reasonable alternative to this option could seek to:

- 1 Restrict the conversion of offices or upper floors of shop premises to residential.

Alternative options are limited as the London Plan and Core Strategy identify Catford Town Centre as a growth area and the policies are supportive of higher density residential development in this location.

## 5.3 Growing the local economy

### What does the sustainability appraisal say?

**Recommended option:** This policy option is likely to have beneficial effects on the provision of sufficient housing and the requirement for attention to housing mix, tenure and affordability as well as high quality housing that meets local needs. There is potential to improve the townscape through sensitive development and enhance the character and appeal of the town centre as a place to live, which will have positive long term impacts on the sense of community identity, social inclusion and the health and wellbeing. However, without careful assessment, development may have the potential for short term adverse impacts on the local environment through increased waste generation, higher demand on water resources, and air quality impacts locally

**Alternative option 1:** Whilst this will have long term positive outcomes for the quantity of housing in Catford and subsequently the wellbeing of the local population, this option will likely lead to the loss of commercial developments. This may result in medium to long term negative impacts on economic growth, opportunities for local enterprise and employment opportunities which may then have indirect impacts on the local residents.

This section details policy options to protect and enhance the economic prosperity of Catford Town Centre. This includes policy options to enhance the retail offer, support vitality and viability and promote employment uses.

### 5.3.1 Economic growth for Catford

#### What is the aim of this policy option?

This policy option seeks to ensure all development proposals contribute to the economic growth of Catford. Increasing employment opportunities throughout the borough is a key aim of the Council and town centres are locations for additional employment. The key issues for Catford is the scope for additional employment uses, its role as the civic centre for the borough, as well as providing space for 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, currently have higher unemployment, long-term unemployment and youth unemployment rates than the London average. A key aspiration for the town centre is for the civic role to be enhanced and for Council's operations to act as an anchor for its wider development and regeneration; including economic growth.

The policy option supports the implementation of the Catford Plan's proposed objectives 1, 2, 3, 4, 6, 7, 8, and 9.

### CLP Policy Option 10: Economic growth for Catford

- 1 The Council will require all proposals to contribute towards the successful and sustainable growth of the Catford local economy through the following:
  - a. delivery of retail and mixed use allocations on key development sites (see Section 4)
  - b. encouraging new retail (Classes A1, A2, A3, A4) development in order to maintain and enhance Catford as a Major town centre in the retail hierarchy
  - c. a greater component of residential development in the town centre within the overall mix of uses, to support the borough's housing priority needs and the vitality of the town centre
  - d. provision of community and leisure facilities (see CLP25)
  - e. utilisation of development activity to promote training and employment opportunities, in particular through the local labour agreement
  - f. public realm enhancements (see CLP21) and
  - g. provision and/or contribution towards required infrastructure, whether through a Section 106 agreement or payment of the Community Infrastructure Levy.

### Justification

The policy option is consistent with the NPPF by contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.

The London Plan consistently supports town centre growth, in particular through its policies relating to retail, housing and employment. The London Plan also places a major emphasis on establishing high viability in town centres through a number of policies including 2.15 (Town centres), 4.7 (Retail and town centre development) and 4.8 (Supporting a successful and diverse retail sector).

A priority for the Council, as detailed in the Core Strategy and the proposed vision and objectives for the Catford Plan, is to improve the vitality and viability of the town centre and continue to facilitate its ability to develop and grow as one of the borough's major centres.

### Alternative option

Given the proposed vision and objectives, a reasonable alternative to this policy option could be:

- 1 Reliance on the NPPF, policies in the London Plan and Core Strategy rather than a more detailed local policy for Catford.

### What does the sustainability appraisal say?

Recommended option: The option is likely to have clear benefits to the local economy in the medium to long term. Reference to the vitality and access to community and leisure facilities, along with the promotion of training opportunities to increase skills and improving the public realm is likely to enhance the image of Catford as a place to live and work which will positively affect the sense of local identity, welfare and wellbeing of the local population.

Alternative option 1: Whilst placing fewer restrictions on developers may have positive impacts on local economic growth, it also relies much more heavily on the implementation of the Core Strategy policies to ensure impacts on the local population including the provision of sufficient/ suitable housing, public realm improvements, opportunities for training and development are managed appropriately for Catford.

### 5.3.2

#### Mixed use and employment use

##### What is the aim of this policy option?

Economic health, and in particular protecting and enhancing opportunities for employment and training, is a key priority of the Council and for the future redevelopment and regeneration of Catford Town Centre.

The following policy options support the implementation of the Catford Plan's proposed objective 2 and 7.



#### CLP Policy Option 11: Mixed use

- 1 The Council will only grant planning permission for the conversion of existing employment sites (those in the B Use Class) to a mix of uses including residential where the proposal will assist in meeting regeneration objectives as identified in the Plan's vision, objectives, key development site allocations and CLP13 (Town centre vitality and viability).
- 2 New development should be designed to accommodate active uses at ground floor level, with a significant amount of active window display and entrances, including effective street lighting to make the town centre a safer place.
- 3 Proposals that do not supply a mix of uses will be required to provide evidence as to why this is not deliverable or suitable in terms of site location and context and may be required to demonstrate the future adaptability of buildings to a mix of uses.

#### CLP Policy Option 12: Employment uses

##### A General employment uses

- 1 The Council will only grant planning permission for the conversion of existing employment sites (those in the B Use Class) to a mix of uses including residential where the proposal will assist in meeting regeneration objectives as identified in the Plan's vision,

objectives, key development site allocations and CLP13 (Shopping area vitality and viability).

##### B Office use

- 2 Catford Town Centre is a preferred location for office development in the borough. The Council will:

- a. maintain its office functions in Catford to support its role as the civic heart of the borough and
- b. promote new office development and extensions and alterations to existing offices where all other relevant policies are met.

##### C Hotel use

- 3 The Council is supportive of this use class in-principle. Proposals must be sympathetic to the existing and emerging surrounding built and natural environment and show consideration of the wider objectives of the Catford Plan. A hotel proposal will be required to:

- a. be of the highest design quality
- b. contain appropriate supporting ancillary space
- c. have an active ground floor presence
- d. improve pedestrian links and not have a negative affect on transport links or public parking
- e. have provision for a coach and taxi drop off and collection point
- f. enhance the image and experience of the town centre and
- g. demonstrate that it plans for long term adaptability and sustainability.

### Justification

The policy options support the NPPF as they contribute to the viability and vitality of the town centre and building a strong, responsive and competitive economy. A priority for the Council, as detailed in the Core Strategy and the proposed vision and objectives for the Catford Plan, is to improve the vitality and viability of the town centre and continue to facilitate its ability to develop and grow as one of the borough's major centres. The London Plan also supports a range of uses within town centres including mixed use, office and hotels through policies 4.2 (Offices), 4.3 (Mixed use and offices), 4.5 (London's visitor infrastructure) and 4.7 (Retail and town centre development).

### Mixed use

Policy options CLP 11 and 12 support the provision of employment use on the lower storeys of a development, while allowing other (mainly residential) uses at higher levels. This is also detailed in the policy options for the key development sites in Section 4. Where the loss of employment land will generally be resisted, the re-provision along with other uses may be more favourable at particular locations. This is consistent with the NPPF and London Plan policies in assisting town centre renewal by encouraging high density land use in a town centre with excellent levels of accessibility.

The policy options requires development proposals to have active window display at ground floor level. This does not simply mean a display window, but rather that the window displays activity and interaction with the inside of the building and the people who use it. This may not be

appropriate for those locations outside of the Primary Shopping Area or those without a Primary or Secondary street frontage designation (refer to CLP Policy Option 13).

### Office use

The Lewisham Employment Land Study (ELS) 2008 details that the borough has a weak office use sector, which requires an increase in provision in the next two decades. The Core Strategy advances this stance by identifying Catford Town Centre as a preferred location for office provision in accordance with the London Plan.

The Catford Plan supports the retention of Council offices in Catford and the promotion of other office space where appropriate. This is because office development will achieve sustainability objectives of siting major traffic generating activities close to public transport nodes, and enhances the town centre as a major location for employment, which supports its retail and business function.

### Hotel

Catford Town Centre is within 20 minutes travel of central London, 30 minutes to Canary Wharf and is located on the South Circular. A hotel use may be appropriate as a town centre use subject to meeting certain criteria.

Hotels will provide local employment as well as an increased market for local businesses through both employees and visitors. In particular, hotel guests may provide a boost to the evening economy. It is important that proposals are of the highest design quality and provide an environment that has a positive effect on the image of the town centre.

The Council will protect the town centre against the construction of buildings that do not serve their intended purpose and run the risk of dereliction. To ensure that any proposed hotel development is deliverable, the Council will require applicants to secure a hotel operator prior to the commencement of development. Given the bespoke nature and requirements of operators, the speculative development of hotel accommodation will not be acceptable.

### Alternative option

Given the proposed vision and objectives, a reasonable alternative to this policy option could be:

- 1 Reliance on the NPPF, policies in the London Plan and Core Strategy rather than more detailed local policies for Catford.

## What does the sustainability appraisal say?

### **Mixed use**

Recommended option: The option is likely to have positive outcomes by promoting opportunities for local enterprise and employment that which will contribute to sustainable economic growth in the long term. Consideration of active frontages and development both at ground floor and above will benefit town centre vitality. Accessibility for community infrastructure due to the encouragement of mixed use development and the promotion of evening uses and addressing safety in Catford is likely to have positive impacts on anti-social behaviour and long term indirect positive impacts on community identity and welfare. An increase in new and existing development may increase congestion, thus negatively impacting local air quality. People being able to live closer to facilities and/or their workplace will reduce travel and may have positive long term benefits.

Alternative option 1: Whilst mixed use development is supported by the Lewisham Core Strategy and thus will have positive outcomes for the economy similar to the recommended option, the impacts on congestion in the town centre, thus local air quality and CO2 emissions, are linked to how the implementation of the option is achieved.

### **Employment Uses**

Recommended option: This option supports uses that are likely to promote positive economic growth and employment opportunities in the town centre through the protection of employment land and support for high quality design which also has the potential to benefit the townscape. These benefits along with the Council maintaining its office functions in Catford and a focus on town vitality is likely to lead to positive impacts on addressing social exclusion and allowing the local population access to key services and community infrastructure. Long term positive impacts can be anticipated from the requirement for hotel developments to demonstrate adaptability and sustainability.

Alternative option: This policy option supports uses that are likely to promote very positive economic growth and employment opportunities, as well as improvements to the townscape, over the medium to long term. Short term negative impacts on the environment through increased waste generation and water consumption, local air quality, noise and vibration are likely with this policy option due to increased construction activities in the town centre.

### 5.3.3 Shopping area vitality and viability

#### What is the aim of this policy option?

The aim of this policy option is to support and enhance the retail offer in Catford and provide a clear framework for town centre activities in accordance with the NPPF, London Plan and Core Strategy. Evidence suggests that while the town centre is trading well there needs to be a change in the range and size of shops and the mix of land uses in order for Catford to maintain its position in the retail hierarchy. The Catford Plan will need to address the following NPPF requirements:

- recognise town centres as the heart of their communities and pursue policies to support their viability and vitality
- define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations
- promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres
- retain and enhance existing markets and, where appropriate, re-introduce or create new ones, ensuring that markets remain attractive and competitive

- allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres. It is important that needs for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability. Local planning authorities should therefore undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites
- allocate appropriate edge of centre sites for main town centre uses that are well connected to the town centre where suitable and viable town centre sites are not available. If sufficient edge of centre sites cannot be identified, set policies for meeting the identified needs in other accessible locations that are well connected to the town centre
- recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites.

The policy options supports the implementation of the Catford Plan's proposed objectives 2 and 4.

### CLP Policy Option 13: Town centre vitality and viability

#### A. General

- 1 The Council will require development to sustain and enhance the vitality and viability of the Catford Town Centre through:
  - a. delivery of retail and mixed use allocations on key development sites (see Section 4)
  - b. encouraging new retail (Classes A1, A2, A3, A4) development in order to maintain and enhance Catford as a Major town centre in the retail hierarchy, as follows:
    - i. an additional 8,100 sq.m gross of A1 comparison floorspace by 2026
    - ii. an additional 1,800 sq.m gross of A1 convenience floorspace by 2026
  - c. encouraging leisure uses and evening economy uses (in conformity with policy CLP15),
  - d. incorporation of design principles such as active frontages, public realm improvements and effective street lighting with a view to making the town centre a safer place,
  - e. provision of high quality shopfronts and improvements to existing shopfronts.



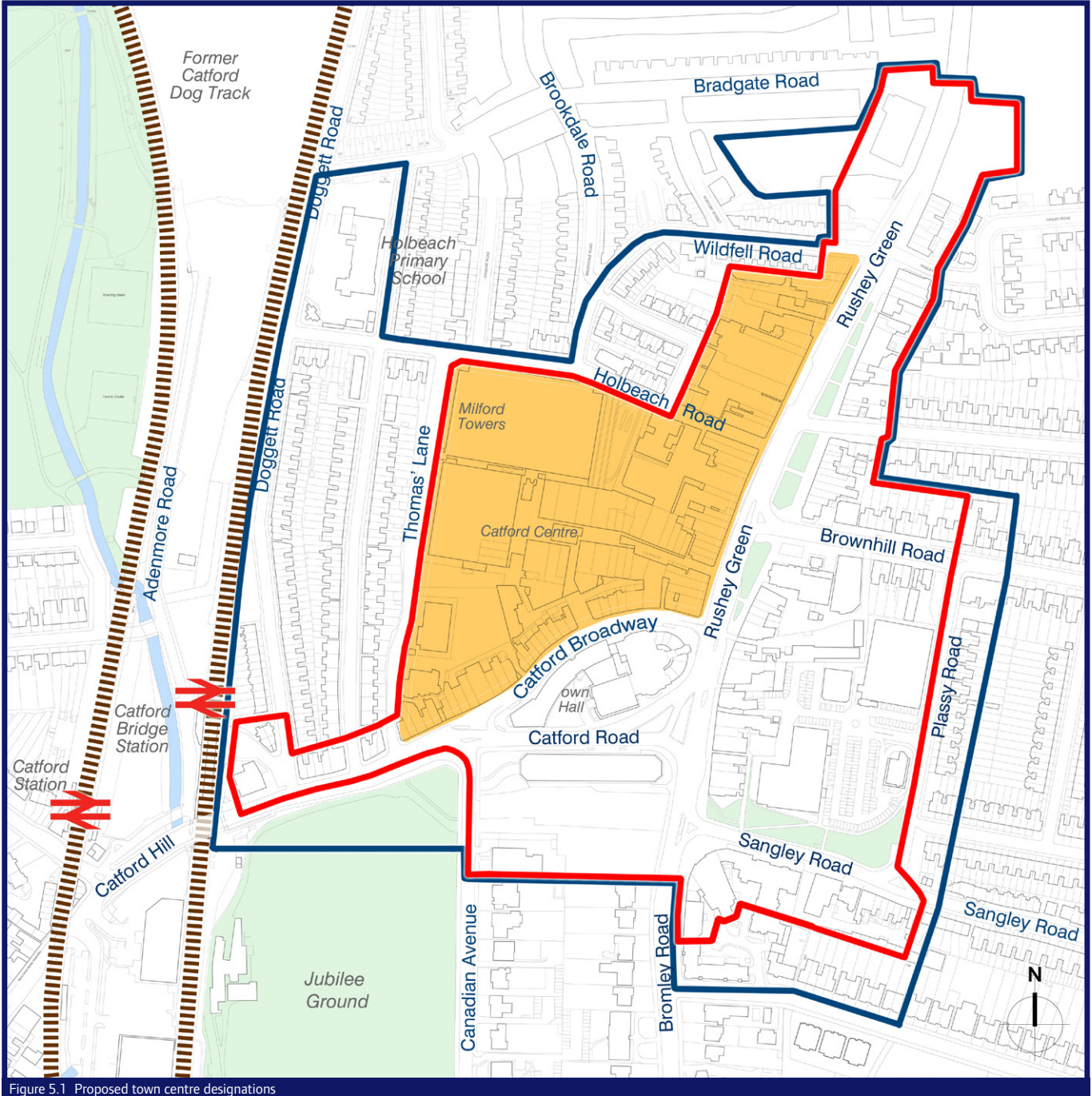


Figure 5.1 Proposed town centre designations

- Existing Town Centre Boundary
- Proposed Town Centre Boundary
- Proposed Primary Shopping Area

### B. Town centre boundary

The boundary for the town centre is defined in Figure 5.1.

### C. Primary Shopping Area

The Primary Shopping Area for the Catford Town Centre is defined in Figure 5.1. This contains those areas where retail development is concentrated and generally comprises the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage.

### D. Primary shopping frontage

1 Within the primary shopping frontage, as defined in Figure 5.2, the Council will only consider a change of use involving the loss at ground floor level of shops (Use Class A1) where the proposal would:

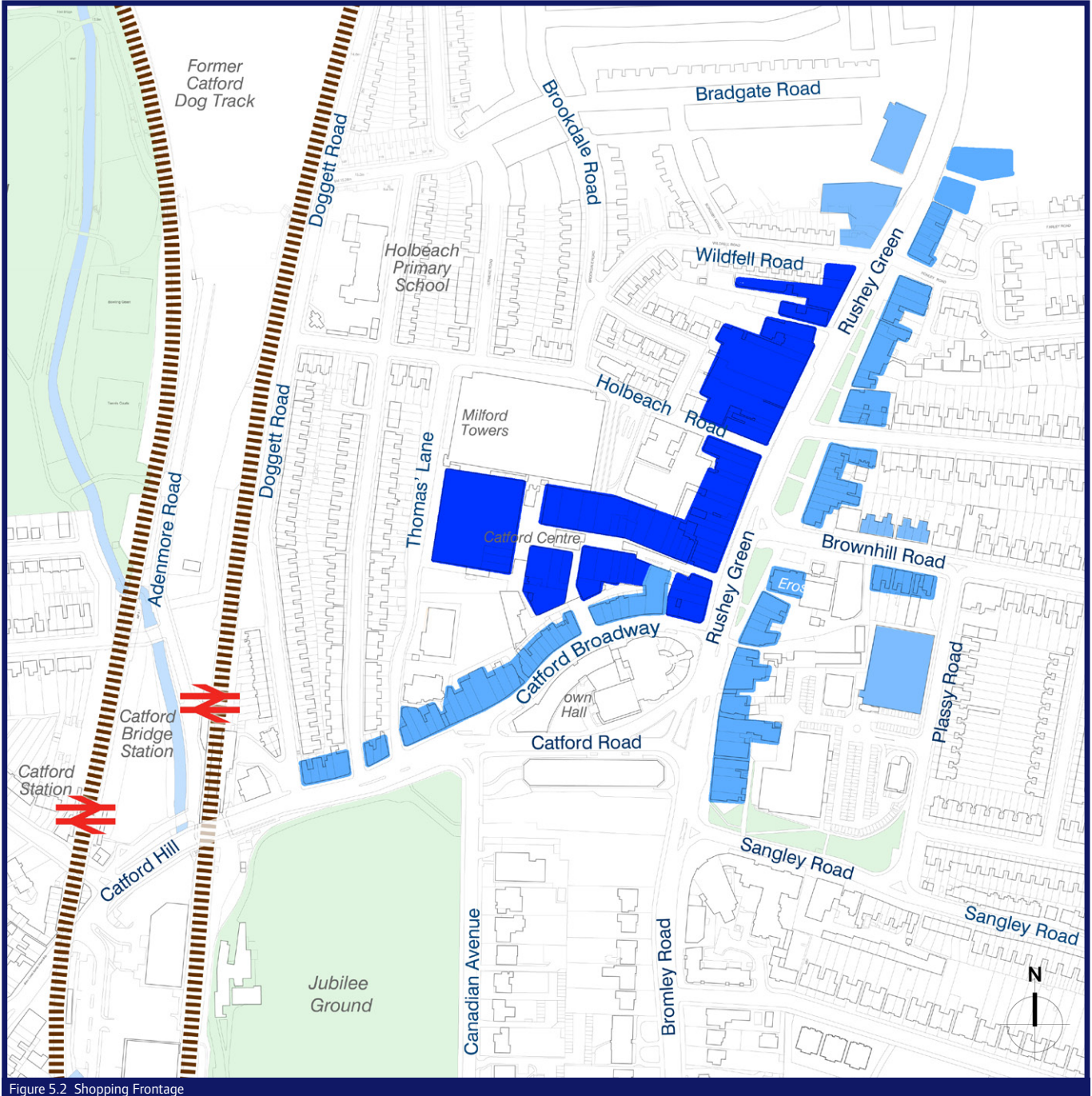
- a. not harm the predominant retail character of the shopping frontage
  - b. not create an over-concentration of non-retail uses so as to create a break in the retail frontage of three or more non A1 uses together and 70% of A1 uses (the total number of units in the primary shopping frontage) are maintained in the primary shopping frontage,
  - c. generate a significant number of pedestrian visits, thereby avoiding the creation of an area of relative inactivity in the shopping frontage
  - d. occupy a vacant unit having regard both to their number within the town centre as a whole and the primary shopping area and frontage and the length of time they have been vacant and actively marketed
  - e. not introduce residential use at ground level and
  - f. not result in adverse impacts caused by crime, disorder and anti-social behaviour.
- 2 All proposals for non-retail development within the primary shopping frontage, including where relevant, a change of use, will need to:
- 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. where appropriate, provide attractive display windows and entrances that are compatible with adjoining shopfronts, and
- 3 The Council will not support ground level residential uses within the primary shopping frontage.



Primary shopping frontage along Rushey Green



Primary shopping frontage along Rushey Green



**E. Secondary shopping frontage**

4 Within the secondary shopping frontage, as defined in Figure 5.2, the Council will only consider a change of use involving the loss at ground floor level of shops (Use Class A1) where the proposal would:

- a. introduce an A2, A3, A4, or D2 use
- b. not harm the amenity of adjoining properties, including that created by noise, smell, litter, and incompatible opening hours (all of which may be controlled by appropriate conditions)
- c. not create an over-concentration of non-retail uses so as to create a break in the retail frontage of three or more non-A1 uses together
- d. not harm the retail character, attractiveness, vitality and viability of the centre including unreasonably reducing the percentage of A1 units

- e. retain an appearance which is compatible with adjoining shop units including window presentation
- f. provide an active frontage at ground floor level
- g. not introduce residential uses at ground floor level and
- h. be considered appropriate in relation to the area’s specific retail character.

5 The Council will not support ground level residential uses within the secondary shopping frontage.

**F. Other shopping frontages**

6 Outside the primary and secondary shopping frontages as identified above, the Council will consider applications for development or change of use from a ground floor shop (Use Class A1) where the following is met:

- a. the amenity of adjoining properties is not affected
- b. the character, attractiveness, vitality and viability of the centre as a whole is not harmed and
- c. in the case of change to a residential use the proposal would not result in a harmful break to the continuity of the retail frontage.

**G. Catford Market**

7 The Council will:

- a. protect, enhance and promote Catford Market along Catford Broadway as an essential part of the town centre
- b. investigate, in consultation with market traders, retailers and other town centre stakeholders, ways in which the market can be improved and better managed.



Secondary shopping frontage along Catford Broadway



The market on Catford Broadway

## Justification

### Overview

The Catford Retail and Economic Assessment (2013) prepared by PBA shows there is a need for additional comparison and convenience retail floorspace over the plan period, which can contribute to maintaining and enhancing Catford's retail role.<sup>14</sup> The evidence from the PBA assessment suggests that Catford could achieve an additional 9,800 sq.m gross of town centre floorspace by 2021, increasing to 13,700 sq.m by 2026. This is a capacity derived output based on a realistic enhanced market share. Although it is not based on any physical capability of sites to accommodate growth, the increase in market share does reflect the opportunities for development and the ability to provide a critical mass of shopping floorspace in the town centre. This need figure is lower than the existing 22,000 sq.m gross target in the Core Strategy and is based on a more fine grained assessment on the needs for Catford assuming that a step change in the centre's profile can be

achieved and an increase in market share delivered. This floorspace need is for the whole of Catford Town Centre, although it is expected to be focused on key sites detailed in Section 4, primarily the Catford Centre.

In order for such growth to take place, the town centre must be healthy and local policies can protect those elements that bring vitality to ensure future development enhances the centre's strength and animation. The additional floorspace identified is consistent with Catford's role as a Major centre and an opportunity for regeneration. It is accommodated within the town centre to ensure compliance with the NPPF requirement for policies to be positive and promote competitive town centre environments. The sequential test prioritises sites in the town centre and thus accommodating this floorspace in town centre sites would meet this test.

The London Plan places a major emphasis on vitality and viability through a number of policies including

2.15 (Town centres), 4.7 (Retail and town centre development) and 4.8 (Supporting a successful and diverse retail sector).

The Council is keen to encourage new retail uses, especially comparison retail, however it will require that any proposal supports the wider aims of the town centre. The Catford Plan seeks to provide improved new and speciality shops which draw in visitors and provide a broader mix of retail uses. An appropriate mix of retail types is required and the Council will seek to avoid provision of particular types that are not deemed to be required due to an existing high level of supply. Development should instead look to create choice to enhance the vitality of the centre.

Shopping and retailing will continue to be the dominant ground floor use in the town centre and policy option CLP13 in conjunction with those contained in Section 4, provide direction on the range and distribution of retail and town centre uses.



Secondary shopping frontage along Rushey Green



Secondary shopping frontage along Rushey Green

<sup>14</sup> Table 10.1, Catford Retail and Economic Impact Assessment

As identified in Section 4, the majority of additional retail floorspace by 2026 will be provided on the Catford Centre where wholesale redevelopment is proposed. The Plassy Road Island site is also a suitable location for an enhanced retail offer when combined with a comprehensive approach to redevelopment of the site.

Leisure uses can compliment retail uses and key aspirations for Catford 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 supporting cultural and leisure facilities.

#### **Town centre boundary**

The Council has defined a town centre boundary in accordance with the NPPF and London Plan Policy 2.15 (Town centres). The Catford Town Centre boundary includes the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. The boundary has been supported by the evidence in the Catford Retail and Economic Assessment and reflects Catford's role within the retail hierarchy as a Major town centre.

#### **Primary shopping area**

The primary shopping area has been defined in accordance with the NPPF. This includes the Catford Centre and those shops along the western side of Rushey Green. The Council acknowledges that town centres require a wide range of uses, however the primary focus should be shopping. It is considered important to protect the primary retail functions in order to meet the vision for Catford Town Centre to maintain and enhance its Major town centre role, as well as preserving the retail character and role of the primary centre.

#### **Primary, secondary and other frontages**

The Council has defined primary and secondary frontages in accordance with the NPPF and London Plan Policy 2.15 (Town centres). Core Strategy Policy 6 (Retail hierarchy and location of town centre development) refers to the frontage designations to ensure essential services are maintained and contribute to the vitality and viability of the centres.

The primary and secondary frontages were reviewed as part of the Retail Capacity Supplementary Report 2010, to Lewisham Retail Capacity Study 2009. The frontages were included in the Lewisham Site Allocations Local Plan as there was uncertainty as to when the Catford Plan would be prepared. The primary shopping frontage helps maintain the overwhelming retail character of the primary shopping area where the Council seeks to maintain a A1 uses by setting a target of 70% A1 use (of total number of units within the primary shopping area). Uses other than A1 retail will only be considered where the predominant retail character is not unduly harmed. Any ground floor retail located within a redeveloped Catford Centre will continue to be designated as a primary shopping frontage as it is located within the primary shopping area.



Broadway Theatre



The old Blackhorse and Harrow Pub – presently called the Goose

The Council recognises that the town centre will require more than comparison retail to remain a viable and vibrant centre, therefore the secondary shopping frontage will be promoted for other main town centre uses. This includes A2 and A3 uses and a more flexible approach to non A1 uses. In particular, restaurants, cinemas, businesses, community uses, banks, policing facilities, building societies, employment centres, advice centres and other health and welfare services may be appropriate.

The Council has taken a more flexible approach to uses outside the primary and secondary shopping frontage. While the Council will seek to encourage town centre uses, it acknowledges that in some cases a change of use may be acceptable in appropriate locations.

It is acknowledged that certain types of uses (such as hot food take-aways (A5) and betting shops) can cause detrimental impacts as a result of their location or concentration. The Council will resist proposals that would result in an unacceptable concentration of such uses in one area, detrimentally affect amenity or result in adverse effects arising from crime, disorder or anti-social behaviour.

### **Catford Market**

London Plan Policy 4.8 (Supporting a successful and diverse retail sector) and Core Strategy Policy 6 (retail hierarchy and location of retail development) supports markets in town centres and their contribution to their vitality.

The market plays an important retail role within the town centre that helps distinguish Catford from other centres and brings character, vitality and animation to the town centre. The location for the market is Catford Broadway which is currently being refurbished to provide specific market requirements and an improved streetscape.

### **Alternative option**

Given the proposed vision and objectives, a reasonable alternative to this policy option could include one or more of the following:

- 1** The current and larger town centre boundary could be carried forward.
- 2** The proposed primary shopping area could be larger and include all secondary frontages along Rushey Green.
- 3** A more flexible approach could be adopted for the primary frontages. A requirement for a lower percentage of A1 uses could be included.
- 4** A more flexible approach could be adopted for the secondary frontages.
- 5** More detailed requirements could be included for other frontages.
- 6** Relying on the policies in the London Plan and Core Strategy rather than a more detailed local policy for the Catford Market

### **What does the sustainability appraisal say?**

Recommended option: This policy option is likely to have long term positive outcomes for the townscape, local enterprise, employment and subsequently economic growth. However, there are likely to be both positive and negative impacts for the environmental objectives. Improvements to the vitality and viability of Catford Town Centre are also likely to have positive impacts on reducing social inequalities by providing employment and housing which will contribute to the sense of wellbeing of the community. Accessibility for community infrastructure is likely to have positive impacts on anti-social behaviour and long term indirect positive impacts on community identity and welfare.

Alternative option: The more flexible approaches taken in this option will likely have positive impacts on local enterprise and economic growth through placing fewer restrictions on developers. Less guidance on environmental criteria to guide development is likely to have negative effects on climate change mitigation including flood risk. The increased flexibility would likely have both positive and negative impacts on housing, welfare and community identity. Development for the vitality and viability of Catford would likely have positive outcomes with the increased development due to flexibility. However, without clear guidelines, there is a risk some uses may predominate.

### 5.3.4

#### Evening economy uses

##### What is the aim of this policy option?

The aim of this policy option is to promote uses that would contribute to enhancing Catford's evening economy while at the same time protecting the town centre's predominant retail character.

##### CLP Policy Option 14: Evening economy uses

- 1 The Council will encourage proposals for new uses that would positively contribute to the evening economy of the Catford Town Centre where the following criteria are met:
  - a. the retail character is not harmed within the primary shopping area and primary shopping frontages,
  - b. the proposal would contribute positively to the character of the particular area in which it is proposed to be located,
  - c. the cumulative impact of the proposal does not unreasonably harm the living conditions of nearby residents.
- 2 The Council will generally support restaurants (not hot food take-aways) and family orientated developments, including appropriate leisure uses.
- 3 Premises that can be the cause of noise, disturbance and anti-social behaviour will not be supported.

##### Justification

The policy option supports the NPPF as it seeks to support the viability and vitality of the town centre.

The London Plan (Policy 4.6) encourages boroughs to influence the night time economy, particularly in relation to the use classes, time of operation, size of premises and proportion of retail frontage. Lewisham's Core Strategy (Policy 6) further details that secondary frontages in particular will help provide for uses that are appropriate to the night time economy. This policy option should be read in conjunction with CLP Policy Option 13 which relates to the retention of shops (A1 uses).

The evening economy means those uses that provide leisure and assembly, entertainment and social meeting places in the evening (normally D2, A3 and A4 and uses). The Council is keen to stimulate the evening economy and assist in the provision of an active and vibrant town centre in the evenings. A strong evening economy alongside successful evening leisure uses would

improve Catford's image and the increased activity would contribute to safety and help reduce the fear of crime. It would provide financial stimulus for local businesses and the town centre in general.

The Council will encourage evening economy uses subject to consideration. The proposal must contribute positively to and not harm in any way the primary shopping area. The cumulative impact of the proposal must not unreasonably harm the living conditions of nearby residents, including noise and disturbance from users and their vehicles, smell, litter or unneighbourly opening hours.

The Council will be particularly supportive of evening economy uses located on the Catford Centre site where they do not conflict with the requirements for the primary street frontage, and those areas where there is an existing cluster of restaurants and leisure uses.

Although the Council recognises the need for the town centre to provide facilities for, and to be attractive to,



Catford Bridge Tavern



all sections of the community, it is keenly aware of the need to minimise the potential risks associated with a drinking based evening economy (anti-social behaviour, crime and amenity). It will aim to provide evening uses suitable for all sections of the community including families. Where applicable, the Council will use its Licensing Policy to regulate uses.

### Alternative options

Given the proposed vision and objectives, a reasonable alternative to this policy option could be:

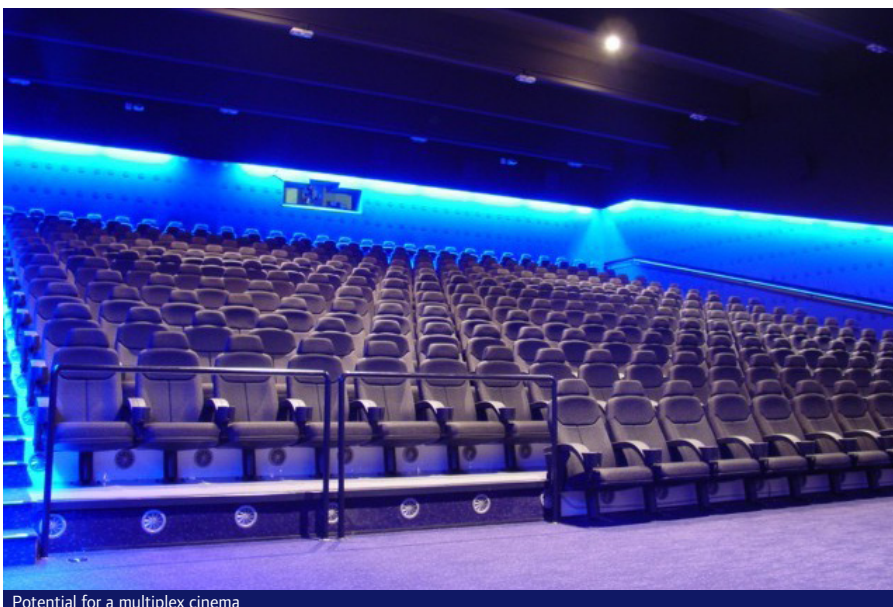
1. Reliance on the policies in the London Plan and Core Strategy rather than a more detailed local policy for Catford.
2. A less restrictive approach to the location and operation of evening economy uses.

### What does the sustainability appraisal say?

Recommended option: This policy option is likely to have both positive and negative impacts on economic growth as although it encourages development, it places restrictions on developers as well. However, as it encourages development that is sensible and in a local context, it may have long term positive impacts on local employment and enterprise that reflects the needs of the local community. This policy option promotes a vibrant evening economy in Catford Town Centre and specifically does not support developments that will lead to disturbance and antisocial impacts on the local community. This will have medium to long term beneficial impacts on the area, and has the potential to improve the sense of community identity.

Alternative option 1: Without a specific policy for Catford Town Centre, reliance on the business as usual scenario is likely to be highly dependent on sensible implementation of the Lewisham Core Strategy, though without specific guidance on addressing local evening economic and safety concerns.

Alternative option 2: This policy option is likely to have long term positive impacts on local employment and enterprise as it encourages development without restrictions on developers. However an increase in development has potential to result in short term negative effects on environmental characteristics due to increased construction activities. Without clear restrictions for evening economy uses, this policy option is likely to have negative impacts on anti-social behaviour and fear of crime which has the potential to impact on community identity and accessibility.



Potential for a multiplex cinema

### 5.3.5 Restaurants, cafes and drinking establishments

#### What is the aim of this policy option?

The aim of this policy option is to manage the potentially negative effects that can arise from restaurants, cafes and other food and drink establishments. While these uses make an important contribution to a vibrant town centre and shopping area and draw visitors to centres they can also create negative impacts that need to be managed.

#### CLP Policy Option 15: Restaurants, cafes (A3 uses) and drinking establishments (A4 uses)

- 1 The Council will consider proposals for restaurants, cafes (A3) and drinking establishments (A4) provided the following are met:
  - a. the location and shopfront design is acceptable and the proposed use does not detrimentally affect the vitality of the shopping area and complies with CLP Policy Option 13 (Town Centre vitality and viability)
  - b. there is no harm to the living conditions of nearby residents, including that created by noise and disturbance from users and their vehicles, smell, litter and unneighbourly opening hours
  - c. parking and traffic generation is not a danger to other road users, public transport operators or pedestrians
- 2 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/ recyclables and customer litter
  - c. sound proofing, especially if living accommodation is above or adjacent and
  - d. other appropriate mitigation measures in relation to the impact on neighbours of the proposed opening hours.



Nando's - 74 Rushey Green



Mekan Turkish restaurant - 13 Bromley Road



Riva Restaurant & lounge - Bromley Road

### Justification

The policy option supports the NPPF as it seeks to support the viability and vitality of the town centre and the London Plan by promoting uses that contribute to the evening economy and ensure that town centres remain lively beyond shopping hours.

The Council acknowledges the important role that food and drink shops play in contributing to the vibrancy and vitality of Catford Town Centre, particularly to the night time economy. However, it is also acknowledged that these uses can create negative impacts for nearby residents. Where new food and drink premises are established, the Council seeks to control and minimise these impacts.

The London Plan (Policy 4.6) encourages boroughs to influence the night time economy, particularly in relation to the use classes, time of operation, size of premises and proportion of retail frontage. Lewisham's Core Strategy (Policy 6) further details that secondary frontages in particular will help

provide for uses that are appropriate to the night time economy. This policy option should be read in conjunction with CLP Policy Option 13 which relate to the retention of shops (A1 uses).

This policy option seeks to manage potential negative impacts, particularly in relation to noise, smell and litter, as well as impacts on the road network. Applicants will be expected to provide details of how these impacts will be managed, along with the proposed opening hours.

### Alternative options

Given the proposed vision and objectives, a reasonable alternative to this policy option could be:

- 1 Reliance on the policies in the London Plan and Core Strategy rather than a more detailed local policy for Catford.
- 2 A less restrictive approach to the location and operation of restaurants, cafes and drinking establishments.

### What does the sustainability appraisal say?

**Recommended option:** This policy option promotes employment and considers the impact of these establishments on the vitality of the surrounding area, safeguarding the wellbeing of the community and amenity of surrounding areas, and addressing potential impacts on neighbours. However, A3 and A4 uses generally require high levels of resource use and produce greater volumes of waste, therefore there is potential for long term adverse impacts if recycling and energy management are not incorporated. Drinking establishments tend to attract anti-social behaviour resulting from the night-time economy, therefore implementation will be key to ensuring no adverse effect on community safety.

**Alternative option 1:** This business as usual policy option would provide less restriction which would positively affect economic development, local enterprise and subsequently employment. However less restriction would impact negatively on resource use, waste generation, and noise generation. Implementation of the Lewisham Core Strategy policies would influence the type of impacts and these may not be able to be managed as effectively.

**Alternative option 2:** Generally this policy option has similar beneficial and adverse effects as alternative option 1 but leads to a lot less certainty of management of these types of land use for the local community in a manner appropriate to the local context.

Better Image of Mcdonalds required



McDonalds in Plassy Road Island Site

Image of Restaurant required

xxxx

### 5.3.6 Hot food take-away shops

#### What is the aim of this policy option?

The aim of this policy option is to prevent the establishment of new hot food take-away shops in close proximity to primary and secondary schools. In areas further away from schools, the policy option seeks to limit the number of hot food take-aways. While hot food take-aways make up a proportion of the town centre's retail units and can, as part of a mix of uses, make an important contribution to a vibrant town centre, they can also have a negative impact on human health. The Council seeks to address the health impacts of hot food take-aways while also managing potential environmental impacts.

#### CLP Policy Option 16: Hot food take-away shops (A5 uses)

- 1 The Council will not grant planning permission for new hot food take-away shops (A5) that fall within 400 metres of the boundary of a primary or secondary school (the exclusion zone).
- 2 The Council will only consider granting planning permission for new hot food take-away shops (A5) outside of the exclusion zone where:
  - a. the percentage of hot food take-aways (A5) does not exceed 5% of all units within the town centre
  - d. the location and shopfront design is acceptable and the proposed use does not detrimentally affect the vitality of the shopping area and complies with CLP Policy Option 13 (Town centre vitality and viability)
  - e. there is no harm or loss of amenity to the living conditions of nearby residents, including that created by noise and disturbance from other users and their vehicles, smell, litter and unneighbourly opening hours and
  - f. parking and traffic generation is not a danger to other road users, public transport operators or pedestrians.
- 3 In addition, applicants will be expected to provide acceptable arrangements for:
  - a. the efficient and hygienic discharge of fumes and smells, including the careful siting of ducts, which should be unobtrusive
  - b. the collection, storage and disposal of bulk refuse and customer litter
  - c. sound proofing, especially if living accommodation is above or adjacent and
  - d. other appropriate mitigation measures in relation to the impact on neighbours of the proposed opening hours.

## Justification

England has one of the highest rates of obesity in Europe and in the developed world. The Department of Health (Healthy Lives, Healthy People, 2010) acknowledges that overweight and obesity is one of the most widespread threats to health and wellbeing in the country and that there is a link between excess body weight and diseases such as type 2 diabetes, cancer and heart disease.

The Foresight report Tackling Obesities: Future Choices (2007) states that diet is one of the key determinants of obesity levels and hot food take-aways are a source of cheap, energy-dense and nutrient-poor food. This means they tend to be high in fat and sugar but low in vitamins and nutrients.

Increasing access to healthy foods while also limiting access to unhealthy foods are ways that local planning authorities can influence environmental factors that affect health and wellbeing. The Department of Health also highlights the importance of the use of planning powers in shaping the built environment and acknowledges that the planning system can be used to limit the growth of take-aways.

The NPPF requires local authorities to promote healthy communities, use evidence to assess health and wellbeing needs and work with public health leads and organisations. Paragraph 69 acknowledges the important role that planning can play in facilitating social interaction and creating healthy, inclusive communities.

The London Plan (Policy 3.2) directs boroughs to promote the health

and well-being of communities and identify and address significant health issues, for example by increasing access to healthy foods and developing local policies to address concerns over the development of fast food outlets close to schools.

Lewisham's Core Strategy (Policy 12) promotes and supports local food growing and urban agriculture which is one way to increase access to healthy food, however the Council is also concerned about restricting access to unhealthy foods. The Council encourages all take-aways shops to source their food from ethical and sustainable suppliers.

The Foresight report also found that obesity levels tend to be higher in deprived areas than in wealthy areas and the National Obesity Observatory has found that there is a strong association between deprivation and the density of fast food outlets, with more deprived areas having more fast food outlets per head of population. A recent UK review of 33 studies looking at the location of take-away shops points out *"[m]ost of the studies have found a positive association between availability . . . of fast-food outlets and increasing deprivation . . . This is an important issue to highlight to policy decision makers as land use restrictions on new fast-food outlets may help to stop the 'deprivation amplification' effect"*.

The Council's retail survey from 2011 shows there are 15 hot food take-away shops out of a total of 211 retail units in the town centre making up 7% of all town centre units. The National Obesity Observatory research shows that Lewisham has the thirteenth highest density of hot

food take-away shops per head of population in England. Lewisham is also the 39th most deprived borough in the country, with 8 out of 166 Super Output areas in the 10% most deprived and 64 in the 20% most deprived.

Given local and Government concerns about the impact of hot food take-aways on human health, and the combination in Lewisham of an over-concentration of take-away shops and high levels of deprivation, the Council seeks to manage the development of new hot food take-away premises in the borough.

Childhood obesity is a growing threat to children's health and Lewisham has a high proportion of children identified at risk of obesity. Additionally, the Department of Health (Healthy Lives, Healthy People, 2010) finds that obese children are more likely than children of a healthy weight to become an obese adult with associated health problems later in life. Obesity in school children in Lewisham is significantly higher than the England average and results for 2010/2011 show that 11.1% of Reception children and 24.4% of children in Year 6 are obese in Lewisham, compared to 9.4% of Reception children 19% of Year 6 children in England.

The Council considers that restricting children's access to take-away shops is one way that the Council can discourage unhealthy eating and seek to stop the rising levels of obesity in the borough. For these reasons, when considering applications for hot food take-away shops, the proximity of the site to schools will be considered and in order to reduce access to fast

food outlets by children, applications for hot food take-aways within easy walking distance (400 metres or less) of primary and secondary schools will be resisted.

Where hot food take-away shops are proposed more than 400 metres from a school, the Council will have regard to the number of existing hot food take-away premises in the immediate area. The Council will not permit more than the relevant percentage in the centre/parade to be occupied by A5 uses.

Potentially negative environmental impacts, particularly in relation to noise, smell and litter, as well as impacts on the road network should be controlled and where new take-away premises are proposed, the Council seeks to control and minimise these impacts.

### Alternative options

Given the proposed vision and objectives, a reasonable alternative to this policy option could include:

- 1 Allow a higher or lower percentage of permitted A5 uses
- 2 Provide no restrictions on the number of A5 uses.

### What does the sustainability appraisal say?

Recommended option: Restrictions on hot food take-away shops can encourage positive health effects for the community. This policy option considers the impact of these establishments on the vitality of the surrounding area and addresses potential impacts on neighbours. However, it is likely to negatively impact on economic growth and local A5 enterprise development. Hot food take-away shops are typically high resource users and open for long hours, therefore there may be negative effects unless measures for energy efficiency are considered and incorporated.

Alternative option 1: Generally impacts are similar as for the recommended option, however the negative and positive effects are likely to be more pronounced.

Alternative option 2: Overall this policy option does not address the key sustainability issue of health of the Catford population as much as the recommended option, though it does place fewer restrictions on development and thus may benefit economic outcomes.

Alternative option 3: Of the alternatives considered, this option is likely to have the most positive outcomes for the local economy and growth as it places the fewest restrictions on developers. However this is at the detriment of social/health outcomes for the local population as well as impacts on the vitality and impact on neighbouring land uses and the wider townscape.

### 5.3.7

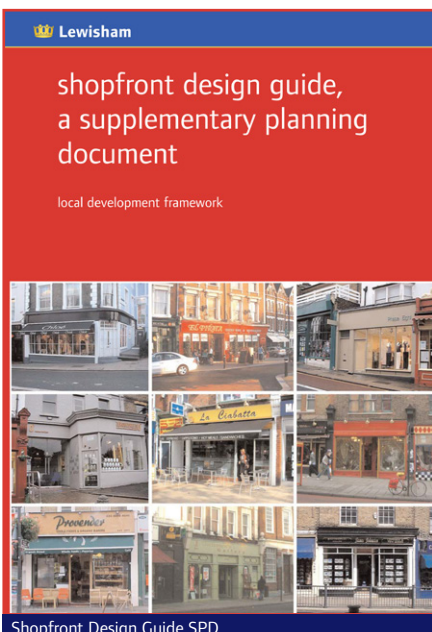
## Shopfronts, signs and hoardings

### What is the aim of this policy option?

The aim of this policy options is ensure that shopfronts are well designed and relate well to the scale and character of the original building and surrounding area. Shopfronts are frequently changed or renewed and it is important that they make a positive contribution to the appearance of an individual property as well as to the character and appearance of the shopping area as a whole.

### CLP Policy Option 17: Shopfronts, signs and hoardings

- 1 Shopfronts in the Catford Town Centre will need to be designed to a high quality and reflect and improve the character and quality of their surroundings. This will be achieved by the following:
  - a. retention of high quality shop fronts. This includes retention of original fascia, pilasters and columns including where shops units are combined. Where retention is not possible replacements should use high quality materials and use a design appropriate to the period and character of the building
  - b. new shopfronts and the replacement of non-period shopfronts should use high quality materials and use a design that relates well to the proportion, scale and detailing of the entire host building and makes a positive contribution to the streetscape. Where possible existing original pilasters, brackets and fascia should be retained and new shopfronts should relate well to these features
  - c. new shop signs should relate successfully to the architectural features and detailing of the building. Architectural features such as cornices, pilasters and columns should not be obscured
  - d. provision of separate access to any residential accommodation on other floors and the restoration of such access if already removed
  - e. provision of suitable access for people with disabilities in new shop fronts
  - f. provision of storage for refuse bins where possible
  - g. provision of appropriately located and scaled advertisements, banners, blinds, canopies and awnings that contribute positively to the amenity and character of the town centre
  - h. the use of open mesh roller grilles and shutters for security purposes that leave the shop window visible, with the box for any grille or shutter contained behind the fascia where possible.
- 2 The Council will not grant planning permission for the display of poster hoardings which are considered to be out of scale and character with the building/site on which they are displayed. Temporary hoardings may be suitable for some form of public art.



### Justification

The shopfronts in Catford need to be improved. Well designed shopfronts of architectural or historic interest make an important contribution to the character and appearance of the town centre. The Council will require high quality new shopfronts and good examples of existing shopfronts should be retained.

The standardisation in much of current shop design can gradually devalue the character and individual qualities of buildings in the town centre. It is important that the design and materials of new and replaced shopfronts relate well to the scale of the building and surrounding buildings as well as the original features of the building and improve and enhance the setting and character of the area.

The Council considers that the design and quality of shopfronts can be maintained by referring to the architecture of the host building and neighbouring units and reflecting the general scale and pattern of shopfront widths in the area. New shopfronts should contribute towards a cohesive streetscape, retain a consistent building line and contribute to the character and attractiveness of the centre or parade it is located in. The detailing, quality of materials, execution and finishes are very important in shopfront design as they are viewed close-up.

Contemporary shopfront designs will be supported in appropriate locations. All new and altered shopfronts should be designed to be fully accessible for all. If a shopfront is replaced or altered, the design should respect the characteristics of the host building and, where appropriate, shopfront windows and framework features, such

as pilasters, brackets and fascias should be retained or restored.

Poster hoardings that are out of keeping with the street scene can be intrusive and inappropriate to the character of the area and can lead to visual clutter. They may devalue the character and quality of both shopping and residential areas. Hoardings can be beneficial in screening unsightly area awaiting development and provide both public art and information about the nature of the development.

### Alternative option

Given the proposed vision and objectives, a reasonable alternative to this policy option could be:

- 1 Reliance on the policies in the London Plan and Core Strategy rather than a more detailed local policy for Catford.

### What does the sustainability appraisal say?

Recommended option: The restrictions in this policy option are likely to have positive impacts on improving and maintaining the local townscape and heritage assets. Enhancements to the character and appeal of the area have the potential for long term positive impacts through encouraging business and employment. Similarly, there may be indirect benefits for the health and wellbeing of the local population through encouraging a sense of community identity and welfare.

Alternative option: There are likely to be positive impacts on the economy and enterprise with fewer restrictions on shopfronts. There are unknown effects on environmental parameters including resource use, waste generation, air quality and open space. The replacement of shopfronts and signage has no specific guidance under this option. Dependent on implementation, there is likely to be both short and medium term negative effects to the townscape and heritage environment through standardisation and loss of natural character without specific policies to protect them.



## 5.4 Environmental management

Section 5.4 details policy options to deliver a number of the Catford Plan's objectives relating to environmental management, climate change and managing and reducing flood risk. There is a considerable amount of policy and advice at a national, regional and local level, however, it remains important for the Catford Plan to consider and provide policy on specific environmental management issues.

### 5.4.1 Carbon dioxide emission reduction and decentralised energy networks

#### What is the aim of this policy option?

The aim of this policy option is to ensure that major new development proposals have a consistent approach to CO<sub>2</sub> emission reduction. There is considerable redevelopment anticipated in the town centre and this offers an opportunity to deliver a co-ordinated, phased and comprehensive approach to energy production and sharing.

The policy options support the implementation of the Catford Plan's proposed objectives 8 and 9.

#### CLP Policy Option 18: Carbon dioxide emission reduction and decentralised energy networks

- 1 The Council will seek to reduce the energy use of new developments and support the provision of an efficient energy network for Catford Town Centre.
- 2 All development will be required to apply the energy hierarchy as set out in the London Plan.
- 3 The Council will require all 'major development' to incorporate communal heating and cooling which future-proofs the development and allows for larger scale decentralised energy clusters to be developed in the medium to long term, in some cases beyond the plan period. Where it has been demonstrated that a communal heating and cooling system would not be the most suitable option in the short to medium term, the development should ensure a connection can still be facilitated in the medium to long term. In doing so developments should:
  - a. incorporate energy centre(s) that are appropriately sized not only to accommodate the interim requirements of CHP and other centralised plants, but to accommodate a 'consumer substation unit' to provide all the necessary equipment for a connection to a heating and cooling network and for domestic hot water preparation,
  - b. where a communal heating system is not installed, incorporate pipework to the edge of the site which is compatible with any other existing networks or sections and ensure the likely shortest distance to future networks,
  - c. locate energy centres close to a street frontage (but without creating 'dead frontage' to a street), ensuring the likely shortest distance to future networks,
  - d. safeguard routes from site boundaries to energy centres to enable a connection to be made to a network in the future.
- 4 The Catford Town Centre Sustainability Strategy recommends that there is potential for at least two key development sites that could support a decentralised energy centre, as follows:
  - a. Catford Centre, with connections to the Civic Centre and Laurence House
  - b. Former Catford Greyhound Stadium site.

**Justification**

The policy option implements a NPPF core planning principle by supporting the transition to a low carbon future. The NPPF also requires applicants to comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable.

The policy option supports the London Plan hierarchy principle of ‘lean, clean and green’ Policy 5.2 (Minimising carbon dioxide emissions). The London Plan also seeks to support the development of decentralised energy systems and for boroughs to develop policies and proposals to identify and establish decentralised energy network opportunities (Policy 5.5 Decentralised energy networks)

The policy option adds to Core Strategy Policy 7 (Climate change and adapting to the effects) and Core Strategy Policy 8 (Sustainable design and construction and energy efficiency) in detailing specific aims and deliverable measures to ensure the town centre adapts to climate change. Proposals will therefore need to comply with the Code for Sustainable Homes and BREEAM standards.

On behalf of the Council a consultant prepared a Sustainability Strategy for the town centre. This identified opportunities to embed the principles of sustainability and ensure the London Plan and Core Strategy are appropriately supplemented by Catford specific requirements.

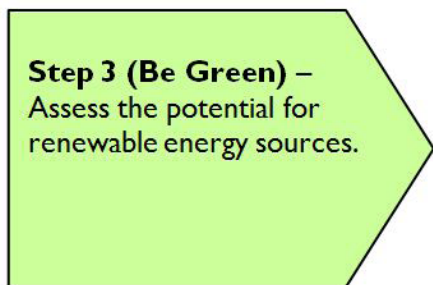
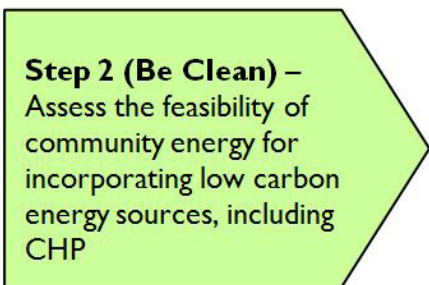
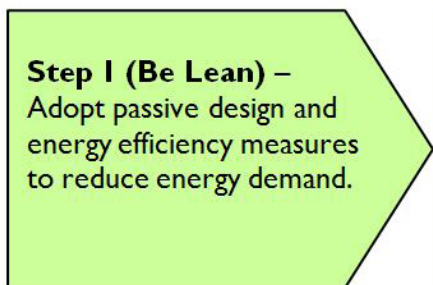
A key objective for developments in the Catford Town Centre area should be to maximise the reduction in carbon emissions from local developments whilst addressing the environmental, social and economic effects in construction and operation. This is likely to be achieved by implementing various mitigation and enhancement measures including providing energy efficient buildings with district energy networks and the inclusion of low and zero carbon technologies.

The Sustainability Strategy acknowledged Catford has the second largest estimated heat consumption of larger areas within the borough. It has been recognised that the area could benefit from a district energy network with existing developments including Lewisham Hospital as an ‘anchor load’ that is favourable to connect to district energy with large energy demands and 24 hour operation (although the hospital would be a longer term possibility). New developments within the town centre could be considered additional (and in

some cases replacement) major energy consumers and as such may increase the suitability of district energy even further.

Energy centres and associated distribution networks should be developed in as large a scale as possible to benefit from economies of scale and to reduce small phases of installations which require larger combined areas (in square meters) and result in more numerous smaller plant installations which can be inherently less efficient.

Phasing of installed plant and associated distribution network is likely to occur dependent upon the phasing of construction and the number of units (i.e. demand for energy). Temporary boiler equipment may be considered under such circumstances until the development is up to scale to warrant the installation of large scale boilers and combined heat and power units (CHP). Typically 200-300 residential units are sufficiently large enough to justify a small scale CHP system. Non-residential developments suitability is determined based on their varying energy demands and should be large enough to warrant such a system and / or consider the ability to export excess energy.



It is estimated that energy centres in each potential location would need a footprint area of approximately 500–800 sqm. This would provide space for heating, combined heat and power plant and the necessary thermal storage and pumping/pressurisation installations. The combined area required for two energy centres in the Catford Town Centre would require a combined footprint of approximately 1,500 square metres. Developments should consider opportunities to link and serve adjacent sites.

Depending on the phasing of the development within the town centre, an optimum energy centre strategy could be to establish the first Energy Centre serving the Former Greyhound Stadium and the Wickes and Halfords site. If and when development of the remaining sites takes place, i.e. the Catford Centre, the Civic Centre and the Plassy Road Island site, the

opportunity for the second energy centre with a network connection can be considered. However, nothing precludes an energy centre coming forward first on any of the key development sites within the town centre. The network connection enables load sharing and can reduce the size and cost of the first installed energy centre. The length, viability and logistics of the network connection need careful consideration particularly with road and rail infrastructure.

As the town centre has been identified as a suitable location for decentralised energy networks, the Council will actively pursue options to establish them by, among other things:

- monitoring opportunities and managing and co-ordinating development proposals

- working with public and private sector stakeholders
- facilitating further detailed assessment of logistical and technical issues such as potential energy centre locations, connecting pipework routes and operator issues for sites and clusters that have potential and
- working with TfL and utility companies, to seek to facilitate potential pipework routes when undertaking any major highway works.

The two suggested clusters for decentralised energy in Catford Town Centre are displayed in Figure 5.3.

### Alternative option

Given the proposed vision and objectives, a reasonable alternative to this policy option could be:

- 1 Reliance on the NPPF, policies in the London Plan and Core Strategy rather than a more detailed local policy for Catford



Figure 5.3: Potential locations for energy centres

### What does the sustainability appraisal say?

Recommended option: This policy option has both positive and negative effects on economic growth and employment opportunities as whilst it puts restrictions on developers which might have negative impacts, it also promotes energy sensitive design measures and decentralised energy networks which may encourage different opportunities. There are positive impacts on air quality and climate change mitigation in the long term.

Alternative option 1: The policies in the NPPF, London Plan and Core Strategy support the transition to a low carbon future which will have positive impacts on Catford, however without specific policies, implementation is key. The specific sites and development criteria in the recommended are more likely to provide beneficial outcomes for Catford than the business as usual policy option as they provide specific guidance sensitive to the local context.

### 5.4.2 Adapting to climate change

#### What is the aim of this policy option?

The aim of this policy option is to ensure measures are adopted to adequately deal with climate change mitigation and adaptation in the town centre.

#### CLP Policy Option 19: Adapting to climate change

- 1 The Council will require all developments, and works to the public realm, to adapt to the potential impacts of climate change. In doing so applications are required to use measures including, but not limited to, the following:
  - a. maximising internal thermal comfort and seeking to design out mechanical cooling
  - b. reducing urban heat island effect through effective design of buildings and services
  - c. maximising opportunities for ecology and biodiversity
  - d. providing living roofs and walls
  - e. ensuring water saving measures
  - f. incorporating sustainable urban drainage systems, (see Policy Option 20)
  - g. providing suitable vegetation and planting
  - h. using suitable materials and
  - i. minimising waste in demolition, construction and occupation.

#### Justification

The policy options supports the NPPF by seeking to secure reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change.

Adaption to climate change is a borough-wide issue that is primarily dealt with in the London Plan and Core Strategy. The policy option adds to Core Strategy Policy 7 (Climate change and adapting to the effects) and Core Strategy Policy 8 (Sustainable design and construction and energy efficiency). The policy option also supports the London Plan Policy 5.9 (Overheating and Cooling), Policy 5.10 (Urban greening), Policy 5.11 (Green roofs and development site environs), Policy 5.12 (Flood risk management) and Policy 5.13 (Sustainable drainage). However, there are a number of issues which are specific to town centres and as major new development is anticipated, more specific actions can be provided for Catford. There are a number of risks that Catford Town Centre will be exposed to as development comes forward, including:

- urban heat island effect
- overheating
- increased demand for cooling
- air quality impacts
- surface water run-off
- flash flooding
- river flooding.

To assist in the prevention of the above concerns, applicants will be required to utilise the adaptation tools and techniques described in this policy option and expanded upon below:

- Living roofs and walls: The Council expects opportunities for living roofs and walls to be maximised throughout the town centre
- Water saving measures: Measures including rainwater harvesting, grey-water harvesting, low flow water fittings and water butts are considered to be deliverable on all town centre developments to reduce potable water demand and limit discharge to sewers.
- Vegetation and planting: Filter strips and swales to help drain water away and planting that is able to cope with extreme weather conditions
- Siting and design of buildings and services to minimise impacts: Examples include locating electrical and heating services above the likely maximum flood water level and introducing shading to buildings.
- Materials: Materials which are resistant to extremes of weather such as flooding or over-heating or which help to mitigate these effects, such as cool pavements.
- Sustainable urban drainage techniques: Multi-storey car parks associated with any development should ensure run-off is minimised through the use of sustainable urban drainage techniques and / or providing suitable attenuation. Car park and delivery areas should have appropriate source control

such as separators to minimise the risk of watercourse pollution from vehicles and building plant.

- Maximise daylight: Designs should consider the opportunity for light wells, light shelves, atria and roof lights to maximise natural light provisions and reduce dependency on electric lighting.
- Efficient ventilation strategy: Select the most efficient system based on the required comfort level, internal loads and site specific issues including noise and air quality.
- Amenity space and sustainable urban drainage techniques: The provision of amenity space provides an opportunity to combine this with appropriate sustainable urban drainage techniques within soft landscaped areas such as holding ponds and swales to limit discharge from the development to the local watercourse and reduce the increased effects of flooding due to climate change.

#### Alternative option

Given the proposed vision and objectives, a reasonable alternative to this policy option could be

- 1 Reliance on the NPPF, policies in the London Plan and Core Strategy rather than a more detailed local policy for Catford.

#### What does the sustainability appraisal say?

Recommended option: The environmental measures in this policy option will have long term, positive effects on the ability to mitigate and adapt to the impacts of climate change and will have positive effects on local air quality, surface water run-off quality, and flood risk and potentially benefit the townscape and open space through provision of fauna habitat. Maximising biodiversity opportunities will also positively enhance the landscapes. However this policy option places restrictions on developers which are likely to have negative impacts on economic growth, though at the same time positive impacts might be felt through the development of other enterprise in Catford to address the mitigation requirements.

Alternative option: This option will have positive impacts on Catford's economy as whilst it promotes adapting to climate change, it provides fewer restrictions to development so will be dependent on implementation. Catford Town Centre is expected to see significant growth and without specific policies to provide clear guidance for development, implementation and certainty will determine whether these impacts are positive or negative.

### 5.4.3 Managing and reducing the risk of flooding

#### What is the aim of this policy option?

The aim of this policy option is to manage and reduce the risk of flooding in the town centre as part of the development management process. The Council's Strategic Flood Risk Assessment (SFRA) identifies Catford as an area of potential flood risk. The accompanying Sequential Test is a process primarily designed to steer development to areas at lowest risk from flooding (Flood Zone 1). However, where there are no reasonably available sites in the area of lower flood risk, decision makers must ensure the proposed development flood risk vulnerability is appropriate to the flooding probability of the area.

The policy option supports the implementation of the Catford Plan's proposed objectives 8 and 9.

#### CLP Policy Option 20: Managing and reducing the risk of flooding

- 1 The Council will require proposals to comply with Core Strategy Policy 10 and Policy 11.
- 2 Applicants will need to demonstrate that their proposal will deliver a positive reduction in flood risk to Catford.
- 3 All developments should implement appropriate drainage measures to ensure that the peak rate of surface water run-off should be no greater for the developed site than it was at predevelopment with the inclusion of an allowance for climate change.
- 4 Developments should ensure that flooding of property will not occur in the event of local drainage system failures and the post development run-off volume over the development lifetime is no greater than it would have been prior to the assessed site's development. Any additional predicted volume of run-off should be prevented from leaving the site by using infiltration or other Sustainable Urban Drainage (SUDs) techniques such as:
  - a. swales – in soft landscaped areas such as in the Former Greyhound Stadium Site and green open space areas. These can be combined with the provisions of outdoor space and landscaped areas to provide suitable attenuation of rainwater.
  - b. permeable paving - in areas where local ground conditions allow this to function
  - c. local or centralised soakaways
  - d. run-off from roofs collected as part of a rainwater harvesting system
  - e. run-off from roofs directed to a local soakaway
  - f. green roofs and
  - g. site specific measures identified in Policy Option 19.

## Justification

The policy options supports the NPPF where a core planning principle requires planning to take full account of flood risk. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

The policy option supports Core Strategy Policies 11 and 12 by helping to reduce flood risk through appropriate location, design and construction of development and the sustainable management of surface water run-off.

The Sequential Test assessed three sites within the town centre that are vulnerable to flood risk. Each was identified as essential to the regeneration of Catford Town Centre and/or the delivery of local housing trajectories and are therefore regarded as not reasonably available for alternatives. A summary of the relevant information is provided below but detailed information can be obtained from the Sequential Test document.

Catford Centre and Milford Towers, Catford, Lewisham  
Sequential Test reference CAAP1

Site acceptability in accordance with the NPPF:

- The site area (20%) affected by Flood Zone 1 satisfies the Sequential Test and is therefore deemed suitable for all land use development.
- The site area (40%) affected by Flood Zone 2 satisfies the Sequential Test because there are no reasonably

available alternative sites located in Flood Zone 1 in the borough.

- The site area (60%) affected by Flood Zone 3a would satisfy the Sequential Test if this portion of the site is exclusively used for Less Vulnerable development. However, if this portion of the site is to be proposed for More Vulnerable development, the Exception Test would need to be satisfied in order for this type of development to be deemed acceptable.

Civic Centre and Laurence House  
Sequential Test reference CAAP2

Site acceptability in accordance with the NPPF:

- The site area (30%) affected by Flood Zone 1 satisfies the Sequential Test and is therefore deemed suitable for all land use development.
- The site area (10%) affected by Flood Zone 2 satisfies the Sequential Test because there are no reasonably available alternative sites located in Flood Zone 1 in the borough.
- The site area (60%) affected by Flood Zone 3a would satisfy the Sequential Test if this portion of the site is exclusively used for Less Vulnerable development. However, if this portion of the site is to be proposed for More Vulnerable or Highly Vulnerable development the Exception Test would need to be satisfied in order for this type of development to be deemed acceptable.

Former Catford Greyhound

Stadium site

Sequential Test reference CAAP4

Site acceptability (in accordance with NPPF):

- The site area (5%) affected by Flood Zone 1 satisfies the Sequential Test and is therefore deemed suitable for all land use development.
- The site area (5%) affected by Flood Zone 2 satisfies the Sequential Test because there are no reasonably available alternative sites located in Flood Zone 1 in the borough.
- The site area (90%) affected by Flood Zone 3a would satisfy the Sequential Test if this portion of the site is exclusively used for Less Vulnerable or Water Compatible development such as open space. However, if this portion of the site is to be proposed for More Vulnerable or Highly Vulnerable development the Exception Test would need to be satisfied in order for this type of development to be deemed acceptable.

Wickes and Halfords site

Sequential Test reference CAAP5

Site acceptability in accordance with the NPPF:

- The site area (60%) affected by Flood Zone 1 satisfies the Sequential Test and is therefore deemed suitable for all land use development.
- The site area (20%) affected by Flood Zone 2 satisfies the Sequential Test because there are no reasonably available alternative sites located in Flood Zone 1 in the borough.

- The site area (20%) affected by Flood Zone 3a would satisfy the Sequential Test if this portion of the site is exclusively used for Less Vulnerable or Water Compatible development such as open space. However, if this portion of the site is to be proposed for More Vulnerable or Highly Vulnerable development the Exception Test would need to be satisfied in order for this type of development to be deemed acceptable.

The Catford Sustainability Strategy identified specific town centre Sustainable Urban Drainage (SUDs) techniques. The location and protection of energy centres will need to be considered as part of any relevant proposal in the town centre.

### Alternative option

Given the proposed vision and objectives, a reasonable alternative to this policy option could be

- 1 Reliance on the NPPF, policies in the London Plan and Core Strategy rather than a more detailed local policy for Catford.

### What does the sustainability appraisal say?

Recommended option: Improved mitigation of flood risk for Catford Town Centre is the key beneficial outcome of this policy option which will also have positive impacts on water quality and resources through better management of run-off. Better management of flood risk may provide Catford with adaptation for the impacts of climate change including an increased flood risk. In terms of economic growth and local employment/enterprise, this policy option is likely to have both positive and negative impacts as whilst it provides restrictions and potentially extra cost on developers, it also promotes other development that may have benefits for the local population.

Alternative option: The NPPF, London Plan and Lewisham Core Strategy policies all support planning for development that takes full account of flood risk, though the positive outcomes for Catford would be dependent on how this policy option is implemented. The option is likely to have both positive and negative impacts on economic growth and subsequently local employment/enterprise as whilst the option provides less restrictions on developers which will have positive effects, it also doesn't provide as detailed guidance for ensuring the risk of flood to Catford's economic assets is managed.



## 5.5 Building a sustainable community

Section 5.5 details policy options to deliver an approach to the redevelopment of the town centre that will benefit both existing and future residents, businesses and users. Policy options cover a diverse range of subjects such as design, transport, community needs, and heritage assets, to ensure that Catford Town Centre becomes a socially sustainable hub.

### 5.5.1 Design and public realm

#### What is the aim of this policy option?

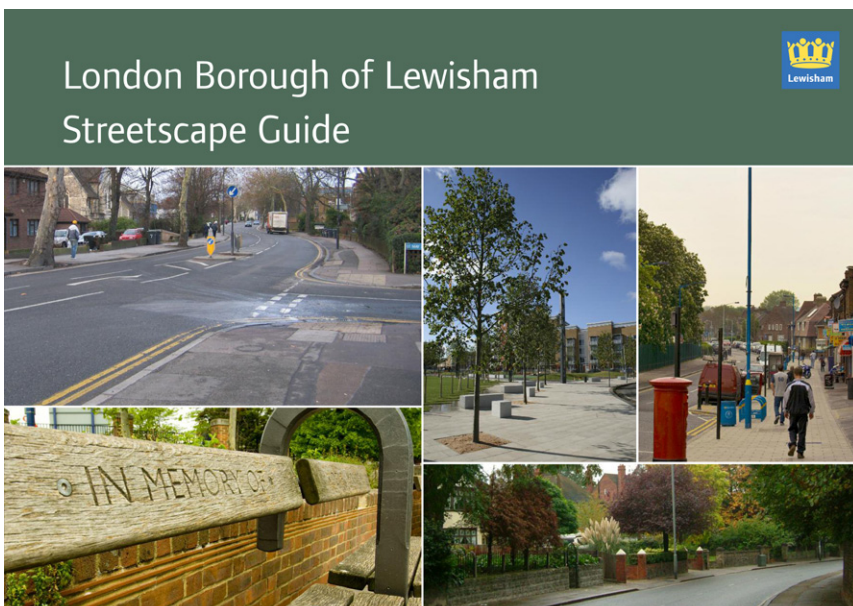
There is a considerable amount of policy and design advice at a national, regional and local level, however, it remains important for the Catford Plan to consider and provide policy on specific design issues. Core Strategy Policy 15 (High quality design for Lewisham) provides the policy context for ensuring high quality building design. Key requirements for all development include:

- applying national, regional and local policy and guidance to ensure highest quality design and the protection or enhancement of the historic and natural environment, which is sustainable, accessible to all, optimises the potential of sites and is sensitive to the local context and responds to local character
- ensuring design acts to reduce crime and the fear of crime
- applying the housing densities as outlined in the London Plan
- ensuring development is flexible and adaptable to change and
- ensuring any development conserves and enhances the borough's heritage assets, and the significance of their settings.

Residential development will also need to consider policies within the London Plan and the London Plan Housing Supplementary Planning Guidance, which provides detailed requirements on housing design and space standards and local policies..

It is not considered necessary to repeat these requirements in the Catford Plan and specific design requirements have been outlined in the policy options for the key development sites in Section 4. Therefore the aim of this policy option is to ensure the design and function of public spaces or the public realm in the town centre is of the highest quality to create a safe, accessible, healthy and attractive environment.

The policy option supports the implementation of the Catford Plan's proposed objectives 1, 2, 5, 7 and 9.



Street tree planting and wider streets

### CLP Policy Option 21: Design and public realm

- 1** The Council will require all public spaces in Catford Town Centre to be designed as safe, accessible, healthy, attractive and robust places through consideration of the following factors:
- a. applying the Lewisham Streetscape Guide, in particular through the avoidance of street clutter, and where it is useful and functional, street furniture and lighting should be designed to delight
  - b. encouraging the provision of public art in association with all major development and consideration of such at the early stages of the design process
  - c. enhancing community safety through the overlooking of entrances and exits and clear definition of public and private space. Applicants will need to demonstrate how ‘Secure by Design’ has been taken into account
  - d. providing generously sized and designed public spaces to improve the wider network of routes and open space in and through the town centre, particularly for pedestrians and cyclists, and where possible creating new public routes; enhancing connections between the town centre and surrounding residential communities are particularly important
  - e. ensuring public realm and development projects incorporate inclusive design principles; the Council will also seek to make provision for Shopmobility initiatives
  - f. organising building lines to provide generous pavements
  - g. using intelligent planting and street trees to mitigate heat island effects and assist in reducing run-off and flood risk
  - h. creating good quality environments through urban enclosure and urban grain, and
  - i. providing high quality and legible signage, as appropriate.

### Justification

The Government (through the NPPF) attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

The London Plan has a suite of policies relating to place shaping and urban design. The following are relevant to this policy option and support its implementation: Policies 7.1 (Building London's Neighbourhoods and Communities), 7.2 (An inclusive environment), 7.3 (Designing out crime), 7.4 (Local character), 7.5 (Public realm) and 7.6 (Architecture). This list is not exclusive.

The Core Strategy the local character to be protected and enhanced (Strategic objective 10).

These principles and requirements are reflected in CLP Policy Option 21. Any new major development should seek to add to the provision of space for public realm. This includes not only civic squares or plazas, but other provision such as urban parks, generous, wide, well designed pavements and provision for enhanced pedestrian and cycle routes.

To create an attractive environment, consideration needs to be given to a wide range of influences on the public realm, such as the design of street frontage, building design, height, mass and scaling, shopfronts, signage, street clutter, furniture and public art, lighting, safety features and trees and other natural aspects. For further guidance, the Lewisham Streetscape Guide identifies the Council's principles for creating excellent quality public spaces.

The design of all new buildings and improvements to public places will be required to address safety and security issues and the Council will implement Secured by Design principles. Ensuring natural surveillance through good design, making sure ground level development adds vitality at different times of the day and night and providing safe routes for cycling and pedestrians are all ways to design safe places.

In order to create good quality environments public spaces should be strongly defined by the built edges that surround them and groups of buildings should be designed to form unified urban 'backdrops'. This can be assisted by respecting and where possible extending the existing street patterns. Buildings should front public spaces, and on major streets and public spaces 'backs' of properties should be avoided wherever possible.

The approach to design and public realm should follow the above principles. It is also important that consideration is given to other policies within the Catford Plan, regarding energy, historic assets, transport and other design policies.

#### **Alternative option**

Given the proposed vision and objectives, a reasonable alternative to this policy option could include:

- 1 Relying on the NPPF and policies in the London Plan and Core Strategy rather than a local policy.

#### **What does the sustainability appraisal say?**

Recommended option: This policy option has potential long term positive effects for economic growth and employment as it promotes a favourable living/working environment encouraging more people to live and work in Catford. Enhancements to open space and improvements to the connectivity of public spaces may help to increase sustainable modes of transport. Using intelligent planting and vegetation to mitigate heat island effects and assist in reducing flood risk will likely have positive impacts on addressing climate change and flood risk. The implementation of this policy option has the potential for long term positive effects on the sense of community identity and fear of crime. If an increase in town trees, furniture and art is achieved, along with connections for public open spaces, this will provide better accessibility for the community including those with mobility needs.

Alternative option: Reliance only on the Lewisham Streetscape Guide and Core Strategy is likely to have similar positive and adverse effects to the recommended option. The Lewisham Streetscape Guide is very detailed and provides good guidance on streetscape design which will likely have positive effects on community identity and accessibility. This policy option has potential long term positive effects for economic growth and employment. Implementation would be key.

## 5.5.2 Tall buildings

### What is the aim of this policy option?

The aim of this policy option is to provide specific guidance for the suitable locations of tall buildings. Tall buildings have a role to play in the town centre, but need to support a varied skyline and assist in supporting the vision and objectives of the Catford Plan. There are many sensitivities that applicants must consider and analyse the effects of in order to establish if a tall building is suitable, as they are not suitable for all town centre sites.

The policy option supports the implementation of the Catford Plan's proposed objectives 1 and 3.



Existing tall buildings: Eros House

### CLP Policy Option 22: Tall buildings

- 1 Proposals for tall buildings will need to comply with Core Strategy Policy 18 (The location and design of tall buildings) and then satisfy the following requirements.
- 2 Detail of zones generally appropriate or inappropriate for tall buildings and those areas sensitive to such development are shown in Figure 5.4.
- 3 Any tall building proposed in the Catford Town Centre will need to assess and consider the physical and visual impact on the following:
  - a. local views, particularly the foreground and middle ground, to ensure the design of the building is appropriate and compliments the view
  - b. Ladywell Fields and Jubilee Ground
  - c. the character of the adjoining Culverley Green conservation area, the listed Broadway Theatre and locally listed buildings in the town centre.
- 4 Issues associated with an overcrowded public realm need to be taken into consideration and solutions offered to mitigate or alleviate these issues before locating any tall buildings.
- 5 Tall buildings in the town centre must:
  - a. increase the amount of local amenity space and improve its quality in order to accommodate tall buildings
  - b. add positively to the existing and emerging overall Catford Town Centre skyline through sensitive and high quality design providing positive landmarks from all angles of view
  - c. be part of a varied size, scale and height of development
  - d. be sensitive to the surrounding environment, in line with CABE and EH guidance.
- 6 Applicants should provide detailed modelling to assess the appropriate building height in relation to scale and massing.
- 7 The surrounding areas of low-rise Victorian terraced housing are inappropriate for tall buildings and any tall building located nearby needs to be sensitive to their location.

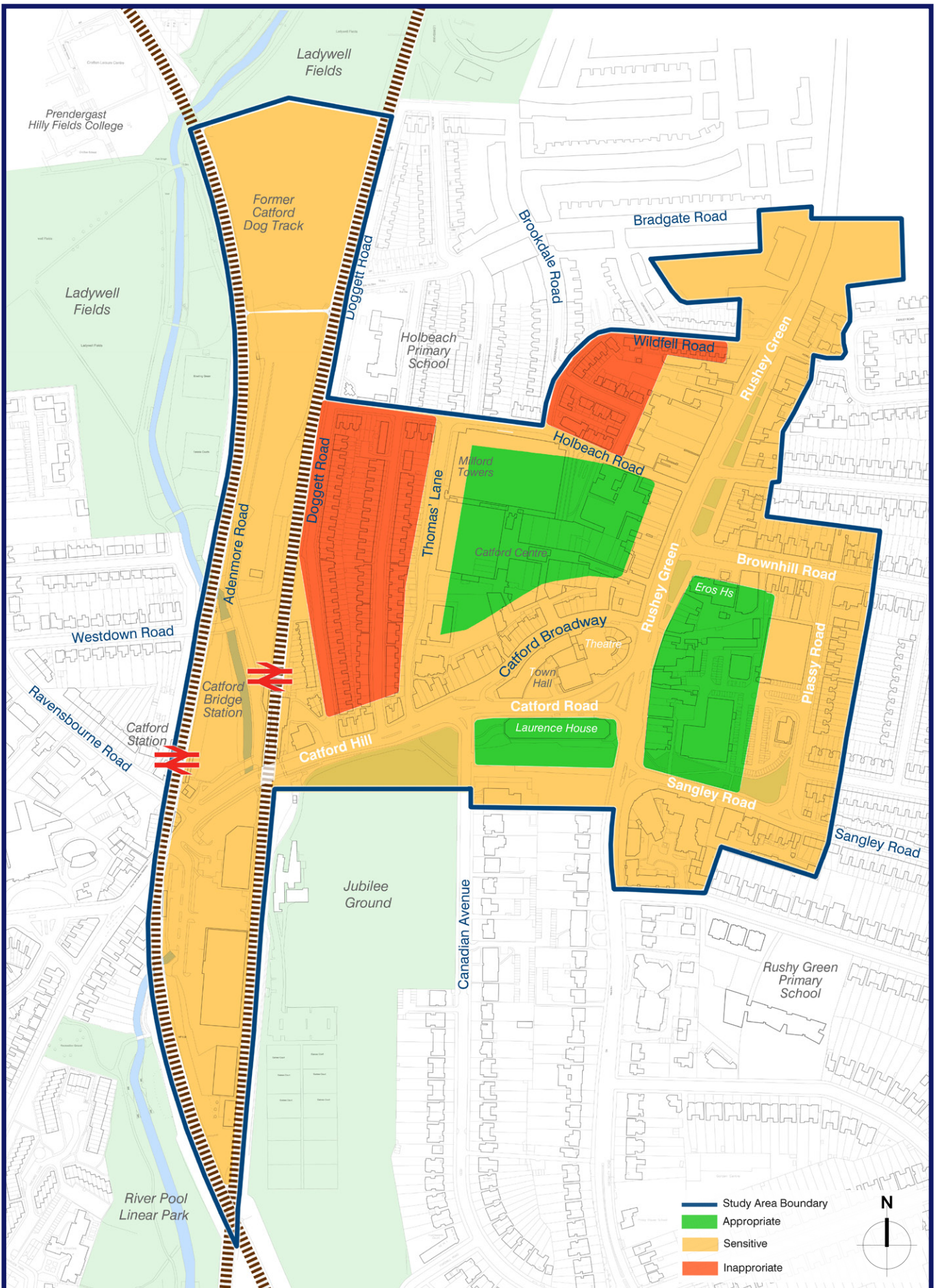


Fig 5.4: Tall Building Sensitivity Map

## Justification

As part of the Core Strategy evidence base, the Council prepared a Tall Buildings Study. This provided the framework for Core Strategy Policy 18. The study used the methodology developed by CABE and English Heritage. Its purpose was to assess whether particular locations were suitable for tall buildings as part of higher density, mixed use regeneration programmes within Lewisham’s Regeneration and Growth Areas – this includes Catford Town Centre.<sup>15</sup>

Tall buildings are defined as:

- buildings that are significantly taller than the predominant height of buildings in the surrounding area and/or
- buildings that have a notable impact on the skyline of the borough and/or
- buildings that are more than 25 metres high adjacent to River Thames or more than 30 metres high elsewhere in the borough.<sup>16</sup>

Maximising the potential of sites does not necessarily imply building tall buildings. In the past poorly designed high-rise housing developments have not necessarily delivered high quality development or usable public space. However, tall buildings when appropriately designed and located can make an immense contribution to the regeneration of an area, by acting as a landmark, raising the profile of an area and its urban quality, and helping to improve the skyline.

When considering the placement and height of tall building in the town centre applicants must initially comply with Core Strategy Policy 18 and then have regard to the following local considerations:

- Conservation areas
- Listed buildings
- Locally listed buildings
- Undesignated heritage assets
- Local landmarks
- Metropolitan Open Land and other open space
- Rivers
- Rushey Green and Catford Broadway and
- Surrounding residential areas

Figure 5.4 shows appropriate, inappropriate and sensitive zones for tall buildings based on the English Heritage tall buildings guidance. This demonstrates that surrounding residential areas are inappropriate for tall buildings and several other areas are sensitive to their development. The influence of these factors has been taken into account when designating the zones.

Applicants will still be required to complete local analysis and address the full range of considerations detailed in this policy option and justification. The policy option does not support the development of tall buildings beyond the study area and town centre boundary.

## Alternative option

Given the proposed vision and objectives, a reasonable alternative to this policy option could include:

- 1 Relying on Core Strategy Policy 18 (Tall buildings) rather than applying a specific policy for Catford Town Centre.

## What does the sustainability appraisal say?

**Recommended option:** This policy option is likely to have positive impacts on the townscape as it provides restrictions on the development of tall buildings unless they are sensitive to surroundings and this has the potential depending on implementation to conserve the local historic environment. This also has the potential to provide long term positive impacts on community identity. However the restrictions placed on development may have short term negative impacts on economic growth and local enterprise.

**Alternative option:** The impacts are similar to the recommended option, however without specific Catford guidance, implementation is key..

<sup>15</sup> Section 4.2 of the Tall Buildings Study

<sup>16</sup> The Town and Country Planning (Mayor of London) Order 2008

### 5.5.3 Heritage assets

#### What is the aim of this policy option?

The aim of this policy option is to manage new development affecting designated and non-designated heritage assets in a manner that sustains and enhances their significance including the contribution of their setting.

Listed Buildings and Conservation Areas are 'designated heritage assets'. Non-designated heritage assets comprise locally listed buildings and structures, areas of special local character, groups of buildings of townscape merit and areas of archaeological priority, all of which are identified by the Council for their contribution to the borough's local character and distinctiveness. See the glossary for further information.

The policy option supports the implementation of the Catford Plan's proposed objective 1.

#### CLP Policy Option 23: Heritage assets

The Council will require development proposals to:

- a. sustain and enhance Catford's heritage assets and their settings which contribute to the character of Catford Town Centre and
- b. respond to the individual and distinctive character and significance of the assets and their settings, including conservation areas, listed and locally listed buildings, buildings of potential heritage value, buildings and areas of townscape merit, landmarks and archaeology.

#### Justification

Core Strategy Policy 16 sets out a framework for the protection of the borough's designated and non-designated heritage assets. The Council has undertaken a heritage assessment of the town centre study area and identified a range of assets, which will need to be protected and assessed as part of relevant planning applications. This is not an exclusive list and the Council will endeavour to protect all assets of value whether currently designated or not.

The following designations are part of a 'living list' meaning that any new heritage assets designated within the town centre boundary will automatically be added to it. The identified assets listed below can also be found in Figure 5.5.

#### Conservation areas

The Culverley Green conservation area adjoins the study area to the south. Designated in 1990, this area is mainly an Edwardian residential suburb. Its grid layout is enhanced by wide tree-lined streets. At the edge of the conservation area shops (and notably the former cinema dating from 1913) line Bromley Road, the major thoroughfare and once the main coaching route between London and Kent. Housing is mainly early twentieth century with some late-Victorian villas remaining in Canadian Avenue. Building detail, which gives the area its special interest, includes carved and moulded capitals and window surrounds, terracotta window dressings, sash windows, solid timber doors and stained glass.

#### Listed buildings

The town centre has one listed building:

- Broadway Theatre (Grade II)

#### Locally listed buildings

The following buildings are locally listed buildings in the town centre:

- 16 to 22 Brownhill Road
- 22 to 26 Sangley Road
- Conservative Club (off Catford Broadway)
- Catford Tavern, Catford Road
- 167 Rushey Green, The Goose on the Green PH

The following building is proposed to be locally listed in the town centre:

- Catford Bridge Station



Fig 5.5 Existing and potential heritage assets

- Listed buildings
- Locally listed buildings
- Buildings of potential heritage value
- Conservation area
- Areas and buildings of townscape merit
- Local landmark



### **Building of potential heritage value**

Further investigation will need to take place if any works are proposed to the following:

- 120, 122, 124-126 Rushey Green
- 49 to 75 Rushey Green

### **Buildings and areas of townscape merit**

The council has undertaken an assessment of buildings and areas of particular townscape merit in the town centre and has identified the following:

- Catford Broadway:  
1 to 34a
- Rushey Green  
58, 60, 74-76, 78, 148, 150, 152, 154, 158, 160, 162, 166 (Barclays Bank), 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 147-149 Rushey Green (HSBC Bank), 151, 153, 155, 157 – 159 (NatWest), 163, 165, 191, 193, 195 – 197, 199
- Bromley Road  
Former Cinema and 3, 5, 7 to 13
- Sangley Road  
28 to 44
- Holbeach Road  
Lewisham Baptist Church,

### **Landmarks**

- 16 to 22 Brownhill Road
- Broadway Theatre
- Former Cinema, Bromley Road  
Eros House

### **Alternative options**

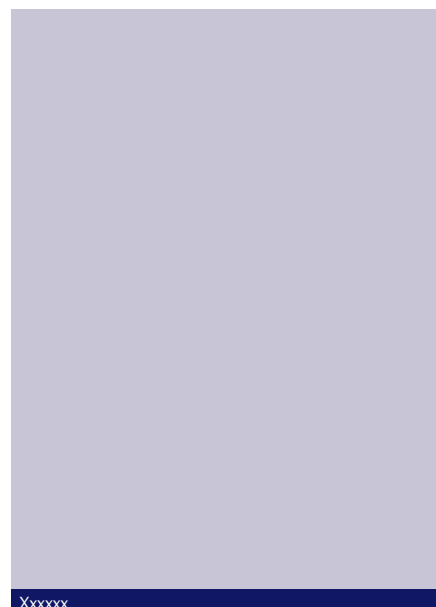
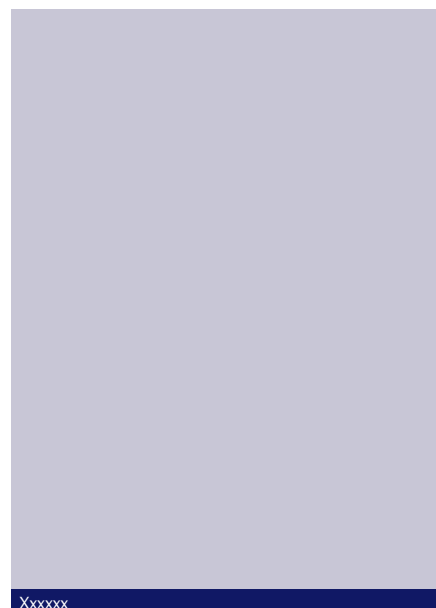
The reasonable alternatives associated with this option are limited due to the importance placed on heritage assets by the Government and Mayor of London. This need has been reflected in the Lewisham Core Strategy. However, alternative options could include:

- 1 Relying on the policies in the London Plan and Core Strategy rather than a local policy.
- 2 Relying on the NPPF and the Historic Environment Planning Practice Guide to PPS5.

### **What does the sustainability appraisal say?**

Recommended option: Protection and enhancement of the historic environment is promoted by this policy option which will have very positive long term impacts in terms of benefiting the local townscape through the enhancement of Catford's heritage assets but also contributing to the sense of community identity through their contribution to Catford's character. Depending on the heritage assets sustained/enhanced, the implementation of this policy option could have impacts on open space or biodiversity through old buildings providing opportunities for nesting bats. Retention of heritage assets as encouraged by this policy option may have positive impacts on reducing resource use for new construction and waste generation from demolition.

Alternative options 1 and 2: This option is likely to have similar impacts as per those detailed for the recommended option, however with less specific consideration of the local context of Catford, implementation is the key which provides less certainty for developers and the local population.



### 5.5.4 Sustainable transport

#### What is the aim of this policy option?

The aim of this policy option is to secure improvements in movement to, through and around Catford by taming the South Circular in ways that better manages traffic and benefits pedestrians, cyclists and bus and rail users. It also gives qualified support for extensions to the London Underground Bakerloo Line and DLR and sets out a town centre car parking strategy. The range of transport improvements needs to be coordinated as the proposals outlined for the town centre are expected to result in an increase in the numbers who shop and visit Catford as well as those who live here.

The policy options support the implementation of the Catford Plan's proposed objectives 3, 5, 8, 9.

#### Justification

The need to reduce the negative impacts that the South Circular has on Catford has been a policy objective for many years – but it has not been achieved. Section 4.1 summarised the findings of a review of options before settling on a recommended option that is more deliverable and less land hungry than possible grander solutions. One that would provide real benefits for pedestrians, cyclists and bus and rail users. This policy option commits the Council to abandon the realignment of the South Circular to the rear of Laurence House and seeks to implement a more pragmatic and development-friendly option.

#### CLP Policy Option 24: Sustainable transport

- 1 The Council will work with a range of partners including Transport for London, Network Rail, other public transport providers and operators, landowners, developers and other stakeholders to implement the recommended option for the South Circular and ensure improvements are secured and delivered to the frequency, quality, accessibility and reliability of the town centre public transport network, particularly the bus network.
- 2 The Council will seek specific funding and deliver improvements to other walking and cycling, including:
  - a. the Waterlink Way,
  - b. links through the town centre and beyond to the adjoining neighbourhoods, and
  - c. provision of cycle lanes and priority at junctions.
- 3 The Council will support the principle of extending the London Underground Bakerloo line and/or the DLR through the area with a new station or stations at Catford, subject to proposed rail alignments and engineering solutions satisfactorily safeguarding open spaces, pedestrian and cycle connectivity and local amenity during both the construction and operational phases and providing good interchange facilities with Catford and Catford Bridge stations and bus services.
- 4 The Council will secure the overall amount of public car parking spaces that reflects both Catford's excellent public transport accessibility and the need to support a vibrant town centre economy and manage spaces in ways that gives priority to those that need them most.

The South Circular recommended option is illustrated in Figure 4.3. This identifies specific opportunities for mitigating the impact of roads and improving the walking and cycling environment, which is seen as central to the acceptability of planning proposals. Applicants should recognise there are opportunities to improve connectivity across the whole town centre which may include future proofing for potential cycle hire extension schemes and other measures as appropriate.

In addition to taming the South Circular, there is a need to better connect the town centre with the adjoining residential areas by improving other pedestrian and cycle routes. In accordance with Core Strategy Policy 14, the Council will actively seek financial contributions from prospective developers, TfL and other sources to deliver improvements that help make walking and cycling more attractive and safer.

The town centre has excellent public transport provision by

train and a comprehensive bus network. The enhancement of public transport infrastructure and services within the town centre will improve its accessibility and encourage an increase in its use. Reducing reliance on car use and relieving pressure on roads and car parking has the potential to reduce air pollution levels and generally contribute to the environmental sustainability objectives of the Catford Plan. Alongside service enhancements, improved safety and security measures to reduce crime and the fear of crime, combined with improved signage and the wider promotion of the public transport network, will assist in increasing usage.

Little detail is known about the Mayor of London's aspirations to extend the Bakerloo Line from Elephant and Castle to south London and the DLR to Bromley. In principle, such additional rail capacity would benefit residents, businesses and visitors in Catford and is to be welcomed. However, this support is

qualified by the need for alignments and engineering solutions that satisfactorily safeguard valuable open spaces and the amenity of residents and businesses during both the construction and operational phases. Any new railway or railways would also need to ensure that they do not sever existing or potential pedestrian or cycle routes. Any new station or stations would also need to be sited and designed to ensure cohesive and attractive interchange facilities with Catford and Catford Bridge stations and the bus services that serve them.

The redevelopment of the key development sites identified in Section 4 presents an opportunity to dramatically improve the accessibility and safety of pedestrian and cycle routes. Applicants will be required to enhance the existing network, providing generous pavements and walking routes and support safe cycle use.

This policy option needs to be read in conjunction with Core Strategy Policy 14 (Sustainable movement



Waterlink Way: River Pool Linear Park



Cycle lanes

and transport) and emerging Development Management Local Plan Recommended Option 28 (Car parking) which, amongst other things, establish policies for car and cycle parking. The Council will and applicants should seek to provide publicly accessible cycle parking throughout the town centre. In particular, provision should be made available where cycle routes lead through the town centre, in close proximity to the railways station and primary shopping frontages. Cycle clubs or schemes will also be welcomed by the Council.

Section 4.1 sets out a public car parking strategy for Catford and this policy option supports this strategy. The Council will negotiate with prospective developers to incorporate appropriate amounts of public car parking in schemes and ensure that such provision is managed in ways that prioritises disabled people and those with children and benefits the town centre as a whole by enabling visitors to make linked-trips and visit other shops and facilities.

**Alternative option**

Given the proposed vision and objectives, a reasonable alternative to this policy option could include:

- 1 Adopting the ‘do nothing’ option in relation to the South Circular and making the most of mitigating the adverse impacts that the current road system has on pedestrian, cycle and bus movements and severance.

**What does the sustainability appraisal say?**

Recommended option: Promoting the development of public transport options and safeguarding pedestrian and other connections will improve accessibility by sustainable modes of transport. This will have beneficial outcomes for local air quality, noise and vibration due to reduced reliance on car travel. This policy option primarily supports the objectives of public transport providers in a manner that supports Catford’s economy. Depending on how and when it is implemented during the

Catford Plan period, is likely to have positive outcomes for the economy and employment opportunities.

Alternative option: The policy option will be unlikely to provide any benefit to sustainable transport use or local air quality impacts, and taking into account growth, its likely to have negative impacts. The business as usual policy option is likely to have unknown impacts for enterprise and economic growth as mitigation of on-going adverse impacts of the current system will likely have impacts on the economy due to capacity limitation of the current network and subsequent impacts on pedestrians.



Cycle priority junctions



Cycle parking in London squares on Rushey Green

### 5.5.5 Social infrastructure

#### What is the aim of this policy option?

The aim of this policy option is to secure the necessary social infrastructure that additional people may require given the desire in the vision and objectives to see population growth within the town centre. This includes schools, doctors, dentists, childcare and leisure facilities.

The policy option supports the implementation of the Catford Plan's proposed objectives 6 and 9.

#### Justification

The Council understands that the planned increase in homes in the town centre will generate greater demand for services and facilities. It should be noted that the delivery of the new homes for the town centre is expected to come over the next 10 years and beyond and the Council will need to deliver the associated social facilities at the right time, to keep pace with growing demand. This is a long time in infrastructure planning terms and therefore while the Council will have a 10 year forecast to understand the amount of provision required in the future, it will not necessarily know the exact sites or details of provision further than a few years in advance. It is important for the Council to retain several options for the delivery of social infrastructure in order to ensure that the most appropriate option is available at the time it needs to be delivered.

The Council's Community Infrastructure Levy (CIL) is expected to make a significant contribution to funding additional social infrastructure (as

### CLP Policy Option 25: Social infrastructure

- 1 The residential and commercial growth of Catford Town Centre may result in the need to provide additional social infrastructure such as schools, childcare and health facilities, and community and leisure spaces. The Council will monitor social infrastructure need and work alongside public, private and voluntary groups to deliver necessary facilities and services.
- 2 In addition to paying the Community Infrastructure Levy, developers may be required, where necessary, to accommodate new facilities within their development, including the provision of appropriately designed and managed public access.
- 3 Priorities for securing on-site provision of facilities by way of a planning obligation for each key development site are detailed in Section 4.
- 4 The redevelopment of existing social infrastructure such as schools, childcare, youth and health facilities, and community and leisure spaces for alternative uses will only be permitted if it can be demonstrated that:
  - a. the facility is no longer needed or an equivalent facility can be replaced at an alternative site with an equal or improved level of accessibility,
  - b. the facility is not in an appropriate location to meet current and expected demand,
  - c. the facility needs updating, which cannot be achieved at reasonable cost, and
  - d. alternative provision of equivalent benefit to the community is made.

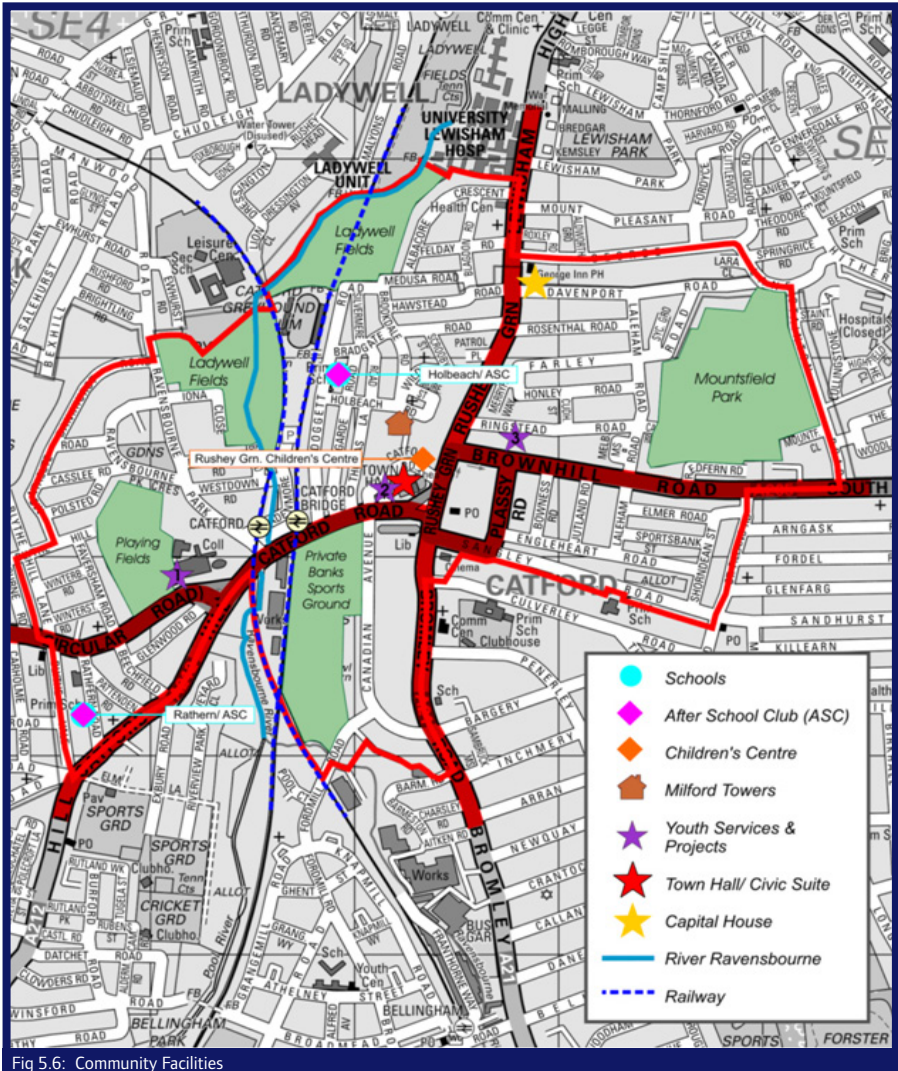


Fig 5.6: Community Facilities

discussed in Section 6, Implementation, Monitoring and Risk). However, developers may also need to accommodate facilities on land that they own and embed them as an integral part of proposed development.

The Councils Infrastructure Delivery Plan (IDP) plans for the increased demand for infrastructure that comes from the growth of Catford Town Centre over 10+ years. In order to support the process outlined above; the IDP is considered a ‘living document’ and will include the most up to date information as it becomes available.

The projected number of additional homes on allocated sites and the population projections for Rushey Green ward, which covers an area wider than the town centre are set out in the table 5.1 opposite. The population projections take account of predicted underlying demographic trends (such as birth and death rates and migration) as well as the proposed number of new homes.

**Committed and planned projects**

The committed and planned projects that are located within Catford Town Centre are detailed in Appendix 3.

**Emerging projects**

The need for future projects, over and above the committed and planned projects is discussed below under the relevant topics.

**Primary school capacity**

Births in the borough increased by 34% between 2000/01 and 2009/10 with a corresponding increase in the demand for places in primary schools. Demand has exceeded supply since 2009/10 and is forecast to continue

| 2009   | 2011-2016   | 20126-2021    | 2021-2026     | Total                      |
|--------|-------------|---------------|---------------|----------------------------|
| 14,248 | 525         | 1,289         | 0             | + 1,814 homes              |
|        | +829 (2016) | +1,511 (2021) | +1,655 (2026) | +1,655 population increase |
|        |             |               |               | Overall pop = 15,903       |

Table 5.1: Population change in Catford Town Centre (from Infrastructure Delivery Plan)

at this higher level throughout the plan period (this projection incorporates expected increases due to development activity). This means that across the borough the expected need is for an additional 20+ forms of entry (FE) (600+ pupils).

By 2015/16 in the Catford catchment Primary it is expected to see the need an additional 95 places (around 3 Forms of Entry) and by 2019/20, this figure reduces to 71 places (2.5 Forms of Entry). Possible options for meeting this projected demand include expansion of:

- Forster Park Primary to accommodate an additional 1FE; and
- Sandhurst Infant/Junior to accommodate an additional 0.5FE.

It should be noted that any such extensions are subject to feasibility study and consultation with the schools concerned.

Uncertainties about the scope of 'potential' projects, in terms of the balance between new build and

extension options at particular sites, means that it is not possible at this stage to estimate the costs of these projects with any degree of certainty. Funding of primary school expansion will need to maximise future Department for Education capital programmes and financial contributions from developers of new housing in the area.

### **Secondary school capacity**

Demand for secondary places across the borough is set to increase significantly. The recently completed replacement Catford Secondary School (now known as Conisborough College) has not resulted in any additional places. Expansion at Prendergast Ladywell Fields in 2009/10 delivered an additional 135 secondary spaces between 2009/10 and 2012. The new Prendergast Vale all-through school in Lewisham Town Centre (opened in September 2012) has seen an extra 120 secondary school places a year.

The IDP identifies there is a need for a possible additional 400-

600 secondary school places by 2019/20. Secondary school place provision needs to be tackled at a borough-wide level. The Council will be working with its partners to identify and bring forward the required additional capacity. Again, uncertainties about the scope of 'potential' projects, in terms of the balance between new build and extension options at particular sites, means that it is not possible at this stage to estimate the costs of these projects with any degree of certainty. The Council is working with others to maximise future DCSF capital programmes and financial contributions from developers of new housing in the area.

### **Childcare**

The Council's Childcare Sufficiency Review (March 2008) reported on a study into childcare facilities across the borough (based on the four children centre service areas). This found that every ward in the borough had considerable capacity, with childcare place vacancy rates of between 7% and 26%.



Rushey Green primary school



Lewisham's Centre for Children and Young People

### **Primary health care**

The proposed population increase of 1,655 up to 2026 will require an additional 2 GPs (based on the ratio of 1 GP per 1,800 people). The NHS Lewisham Capacity Study concludes that there should be sufficient physical capacity to accommodate 2 GPs, although it makes clear that capital investment will be needed in existing premises to make them fully fit for purpose in terms of physical condition, compliance with statutory and non-statutory standards (including the Disability Discrimination Act), functional suitability or space utilisation.

### **Dentists**

The proposed population increase of 1,655 up to 2026 will require an additional 2 dentists (based on the ratio of 1 dentist per 2,000 people). There is considered to be sufficient vacant/proposed new non-residential space in appropriate locations to easily accommodate this requirement.

### **Community and leisure facilities**

The Council continues to be supportive of the provision of flexible community spaces along with a range of leisure and entertainment uses in Catford Town Centre. The Catford Plan is proactive in identifying opportunities for additional use of existing community and leisure facilities as follows:

- Broadway Theatre
- Meeting rooms above Broadway Theatre
- Further needs for community premises, including the apparent demand for additional churches will be informed by the Council's emerging Community Premises Strategy.

### **Alternative options**

Given the proposed vision and objectives, the reasonable alternatives associated with this option could include::

- 1 Manage down the supply of new homes up to 2026 to the target of 1,750 or
- 2 Amend the proposed vision and objectives (and Core Strategy) to reduce the target to a level that existing facilities could support.

### **What does the sustainability appraisal say?**

Recommended option: There are likely to be positive effects on the townscape through the provision of social infrastructure and funds from the CIL being used in a constructive way. The provision of social infrastructure is likely to have positive outcomes for the local community through facilities that provide education, can provide facilities that discourage anti-social behaviour and provide a sense of community identity. Positive impacts on the accessibility to community facilities will also be likely in the long term.

Alternative option 1: This policy option is restrictive in the supply of housing for the plan period up to 2026. The option is likely to have many adverse effects for local enterprise, employment opportunities and economic growth. A managed reduction in the supply of sufficient housing in an employment area may deter would be investors and hamper growth of the local economy. This is also likely to have a knock-on negative effect on health and well being, crime, social inclusion

and reducing poverty as they are inextricably linked to good and affordable homes.

Alternative option 2: There are likely to be many adverse effects for local enterprise, employment opportunities and economic growth. This is also likely to flow on to the sense of community identity and addressing social inequalities amongst the local population as the restriction of social infrastructure to that which currently exist is not going to benefit the local population or access to community facilities and key services, as management of population growth is unlikely to be successful based on projected increases in the population over the life of the Catford Plan.





## 6.0 Implementation, monitoring and risk

This section shows how the emerging vision and objectives of the Catford Plan can be implemented to achieve regeneration and growth in the town centre. It explains Council’s involvement and the process for scrutinising progress. A brief risk assessment is provided and where appropriate mitigation and adaptation measures identified to ensure flexibility and the ability to plan for changing circumstances.

## 6.1 Implementation

### What is the aim of this policy option?

This policy option seeks to demonstrate the approach the Council will take to ensuring the successful implementation of the Catford Plan over the plan period. Following public consultation on this further options plan and the finalisation of policy options for a draft plan, the Council will show details of how each policy (site specific and area-wide) delivers the plan’s objectives and will indicate delivery timescales, responsible agencies, specific infrastructure needs, specific risks and need for flexibility.

### CLP Policy Option 26: Implementation

- 1 The Council will implement the Catford Plan by working with CRPL, public, voluntary, community and private sector partners and co-ordinating action, including:
  - a. using the Catford Programme Board to review and coordinate proposals for the town centre where the Council has a direct interest
  - b. managing its own assets in ways that help deliver the Plan’s vision, objectives and policies
  - c. implementing the Infrastructure Delivery Plan and a Catford Delivery Strategy
  - d. where appropriate using its compulsory purchase powers
  - e. engaging in pre-application discussions with prospective developers
  - f. requiring prospective developers to address the Plan’s vision, objectives and policies and to demonstrate in planning applications how proposals would help deliver them
  - g. working with prospective developers in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with planning applications
  - h. using the Lewisham Design Panel or a site-specific design panel to help secure high quality design.
  - i. working with Thames Water to deliver water supply and sewerage infrastructure.

### Alternative option

Given the proposed vision and objectives, a reasonable alternative to this policy option could include:

- 1 Relying on the borough-wide approach to implementation as outlined in Section 9 of the Core Strategy rather than defining a bespoke Catford Delivery Framework.

### What does the sustainability appraisal say?

Recommended option: This policy option is likely to have positive effects on the economy and enterprise in Catford as it provides certainty to developers. Through early engagement with developers and community groups, there is also likely to be beneficial outcomes for the townscape and a sense of identity.

Alternative option: This option will have similar positive effects as for the recommended option, however as it is at the Lewisham wide rather than Catford level this is likely to be more heavily reliant on implementation to achieve the same outcomes at the local level. It is important to ensure that implementation of the policies in the Catford Plan are appropriate at the local level rather than taking the wider Lewisham implementation plan, which may be more difficult without a specific local plan.

### How will Council implement the Catford Plan?

#### Council as land owner and Catford Regeneration Partnership Limited

Catford Regeneration Partnership Ltd (CRPL) was created in 2010 as a wholly owned subsidiary of Lewisham Council to purchase the Catford Centre and is tasked through its Articles of Association with achieving the following objectives;

- To continue the effective management of the Catford Centre, ensuring that the operational management standards remain high and that the full commercial potential of the centre is being realised through letting and renewal strategies.
- To enable the redevelopment of the Catford Centre by working with Lewisham Council to explore outline proposals for the redevelopment of the town centre and to reach a commercial agreement with key stakeholders in the town centre for redevelopment of the shopping centre, in order to contribute to the regeneration aims for the town centre as a whole.
- To maximise the use of the capital investment made in the shopping centre and to ensure that the management approach facilitates redevelopment where possible. For example, appropriate break options are being built into new and renewed leases to aid with vacant possession.

CRPL has two local authority directors who oversee progress against objectives and a management team consisting of Council officers and external management consultants who run the centre on a day to day basis. The Directors and representatives from the team meet on a monthly basis. Formal board meetings are held on an as needed basis as per the Articles of Association, which also govern which company decisions must be referred to Full Council as the sole company shareholder.

The company works closely with Legal and Property teams within the Council to achieve its objectives.

CRPL is consulted as a key town centre stakeholder on all regeneration proposals for the town centre and will maintain a good working relationship with the Council's Planning Services throughout its existence as a regeneration company wholly owned by Lewisham Council.

The current proposals, supported by the Council and CRPL, are that the Catford Centre site should form the first phase of a comprehensive programme of change for Catford. This would then be followed by changes to the Town Hall site, which would enable the Council to release the Laurence House site for development. Although implementation of a scheme on the Catford Centre site is dependent on commercial and economic factors, the Council and CRPL remain committed to exploring all delivery options for the shopping centre site, whilst also considering other phasing alternatives should these become more appropriate.

The Council's Catford Regeneration programme team, working with CRPL where appropriate, has carried out a range of proactive actions to support the implementation of regeneration proposals in Catford Town Centre including;

- Acquired Catford Centre (2010)
- Convened Catford Stakeholder Group (2010)
- Commissioned site surveys to understand development parameters (2010-11)
- Exploring with TfL potential improvements to various sections of the road network in Catford as part of the Local Plan (on-going)
- Secured funding for improvement of Catford Broadway (2011)
- Commenced the decant of Milford Towers (April 2012)
- Adopted stakeholder role to engage in GLA's selection of, and on-going relationship with, a development partner for the Catford Stadium (2012)
- Feasibility and financial work on new Council offices (2012)
- Representations made to the Mayor of London on the manifesto pledge to extend the DLR to Bromley (September 2012)
- Engagement with Network Rail to explore potential for improvement and linkage of stations (on-going)
- On-going liaison with GLA/HCA to reinforce vision for 'Catford is changing'.

### Compulsory purchase

The Council will consider using its compulsory purchase powers where this would facilitate delivery of the Catford Plan's vision, objectives and policies.

### Pre-application service

The Council has a formal procedure in place to hold pre-application discussions with prospective applicants at all opportunities. Prior to this formal process, the Council encourages applicants, particularly in relation to major schemes, to engage the Council in more informal discussions at as early a stage as possible. The Council encourages early discussions with officers to ensure all aspects of a proposal are considered from the outset in order to provide greater certainty to applicants when developing their proposals. Discussions are focused on emerging design and access statements with a thorough site analysis. The planning case officer co-ordinates policy and design advice from within the Council and where appropriate the Lewisham Design Panel and external organisations (such as the GLA's Planning Decisions Unit), to ensure applicants and their design teams receive timely, focused, co-ordinated and sound advice.

Design and access statements are a national requirement and the Local Information Requirements for Lewisham set out additional documentation that will be required to support major planning applications in the borough. All documents that accompany planning applications for sites in the town centre should demonstrate how the proposals would:

- make a positive contribution towards implementation of the vision, objectives and all of the policies in this plan and
- enable (and in no way prejudice) future development in the rest of the area from doing the same – including the phased delivery of sites.

Following the submission of planning applications, the Council will work with prospective developers in a positive and proactive manner based on seeking solutions to problems that may arise. It will also seek to use planning conditions and planning obligations to secure, amongst other things, necessary on-site provision of facilities, other infrastructure and affordable housing and phasing commitments.

### Lewisham Design Panel

The Council operates a design panel of independent built environment professionals. Its purpose is to provide design advice to ensure that development proposals are of the highest design quality and fully reflect and make a positive contribution to local context and character. Prospective developers of major proposals will be expected to present emerging proposals for the town centre to the Panel at appropriate stages of design development. In some cases, a particularly complex site may need an individual specialist design panel with several meetings.

### Infrastructure Delivery Plan

The Council has prepared a borough-wide Infrastructure Delivery Plan (IDP) in order to:

- Identify infrastructure needs and costs (including where possible phasing of development, funding sources and responsibilities for delivery)
- Further strengthen relationships between the Sustainable Community Strategy and Local Development Framework (LDF)
- Improve lines of communication between key delivery agencies and the local planning authority
- Identify opportunities for integrated and more efficient service delivery and better use of assets
- Provide a sound evidence base for funding bids and prioritising the deployment of allocated funding

- Help facilitate growth in Catford and other growth and regeneration areas in the borough and
- Integrate with the Planning Obligations SPD and the Community Infrastructure Levy (CIL).

The IDP is a live document that will be used as a tool for helping to deliver infrastructure and will be monitored and revised as necessary. Its implementation will be led by Lewisham's Asset Management Board (AMB), which reports to the Sustainable Development Partnership (SDP) one of the thematic partnerships of the Local Strategic Partnership. The elements of the borough-wide IDP that are considered relevant to the town centre have been placed in the Infrastructure Schedule in Appendix 3.

The Council will seek to manage phasing and the delivery of change in ways which minimise disruption to existing businesses and residents and helps ensure business continuity wherever possible.

### Partnership working

The Council will work as part of the Local Strategic Partnership (which includes senior representatives from Lewisham's public, private, voluntary and community sector organisations) in delivering the vision, objectives and policies of the Catford Plan.

The Council will also continue to work with other partners, including local businesses, the GLA, TfL, Network Rail, rail operators, the Environment Agency, land and

property owners and developers within the town centre to make delivery of developments possible within the context of the plan and vision.

The Council sees the realignment of the South Circular as a key project to improve and regenerate Catford. A working party with TfL has been established to further explore the deliverability of this project in the context of the recommended option discussed in Section 4.1 and the short, medium and long term traffic and transport improvements suggested for the town centre as a whole.

Discussions between TfL and the Council continue regarding the possibility of a DLR extension with stations in the town centre and the impacts this would have on site delivery and other aspects identified in the Catford Plan.

The Council will also continue to use the Local Implementation Plan (LIP) process to identify and secure funding for improvements that better manage road traffic, improve public transport accessibility and promote walking and cycling in the town centre.

### Funding

The Council has an adopted Planning Obligations Supplementary Planning Document (SPD) which sets out a tariff-based approach to the negotiation of financial contributions from developers. The Council may pool contributions in order to meet significant infrastructure requirements (including those set out in the IDP).

The Community Infrastructure Levy (CIL) Regulations (April 2010 as amended in 2011 and 2012) introduce a new tariff for raising funds from developers to help deliver infrastructure (but not affordable housing) and the Council has prepared and consulted on a draft charging schedule in compliance with the Regulations. On the local adoption of CIL (expected mid to late 2013) the Regulations restrict the local use of planning obligations for pooled contributions, however money generated through CIL will be available to deliver the identified infrastructure. The proposed CIL levy rate will be £70 / square metres for Use Class C3 (Residential) and £80 / square metres for all other uses (excluding B Uses which are not charged).

It is unlikely that CIL and planning obligations together will be able to fully fund the infrastructure needs of the town centre, therefore alternative sources of funding will also be required. The Council will endeavour to use the processes identified above (including using its own land and partnership working) to facilitate the delivery of a range of social, physical and green infrastructure. Regeneration of the town centre is largely developer led and the Council will work closely with such developers to seek out private, government and European funding sources.

### **Water supply and sewerage infrastructure**

It is essential that developers demonstrate that adequate water supply and sewerage infrastructure capacity exists both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water and sewerage infrastructure. Where there is a capacity problem and no improvements are programmed by the water company, then the developer needs to contact the water authority to agree what improvements are required and how they will be funded prior to any occupation of the development.

## 6.2 Monitoring

### What is the aim of this policy option?

Government legislation outlines a clear requirement for monitoring to be a central part of plan-making. This process will enable the Council to understand if the Catford Plan is successfully delivering the vision, objectives, key development sites and policies. To achieve this, the Council will use the 'plan, monitor, review' approach as set out in the Lewisham Annual Monitoring Report.

### CLP Policy Option 27: Monitoring

The Council will facilitate the monitoring of the Catford Plan through a monitoring framework and the following interventions:

- a. using annual town centre surveys and health checks
- b. monitoring progress on planning applications
- c. reporting progress on Council's assets through the Catford Programme Board and
- d. including relevant monitoring information in its Annual Monitoring Report.

### How will the Catford Plan be monitored?

A delivery, implementation and monitoring framework will be prepared as part of the draft Catford Town Centre Local Plan (publication version). This will show the proposed monitoring indicators and targets. It will reflect and complement the Core Strategy monitoring framework and will be integrated with the Council's Annual Monitoring Report process when the Catford Plan is adopted.

The Council recognises that in order to deliver sustainable development and sustainable communities in the town centre, it needs to check whether the vision and objectives of the Catford Plan are being achieved and to take action if they are not. To supplement the delivery, implementation and monitoring framework the Council will complete the following monitoring objectives:

- Checking whether monitoring targets are being met and identifying actions to address any issues or barriers for delivery
- Assessing the risks associated with particular aspects of the Catford Plan and devising risk management strategies and contingency planning
- Monitoring the quality of new developments in Catford Town Centre and their compliance with policies and proposals
- Assessing the potential impacts of new or updated legislation, evidence and national and regional policy and guidance
- Measuring the performance of the Catford Plan against the vision and

objectives, the indicators identified in the sustainability appraisal and the Equalities Analysis Assessment process and other relevant indicators

- Monitoring the evidence base and conditions in the town centre to assess the need for further spatial intervention, including checking and updating the assumptions on which the Catford Plan is based.

### Alternative option

Given the proposed vision and objectives, the reasonable alternative associated with this policy option could include:

- 1 Relying on the Borough-wide approach to monitoring as outlined in Section 9 and Appendix 5 of the Core Strategy rather than defining a bespoke Catford monitoring strategy.

### What does the sustainability appraisal say?

Recommended option: The policy option will provide certainty for developers which will have positive impacts on economic growth. There are likely to be positive outcomes for the welfare and identity of the town centre community through confidence that with this policy option, monitoring of the development within Catford will be reported during the plan period.

Alternative option: For local impacts to be realised, there is a greater emphasis on implementation than with the recommended option.

## 6.3 Risks and contingency

The approach to implementation set out in CLP Policy Option 26 provides a framework for the delivery of the Catford Plan’s vision, objectives and policies. However, within the 10 year plan period there are likely to be many changes to the wider circumstances surrounding the plan which may affect successful delivery.

There will be changing economic and market conditions as well as other factors, including changes in legislation and national and London Plan policy. The full impacts cannot be predicted and will be monitored as part of the ‘plan, monitor and review’ process.

A short risk assessment covering the main risk areas is set out below. This incorporates commentary on contingency planning, including what alternative strategies will be implemented and what will trigger their use.

### 6.3.1 Changes to legislation and national policy

The Catford Plan is being prepared in accordance with legislative requirements and national policy and will be in generally conformity with the London Plan. The Catford Plan does not extensively repeat national and regional policy, but rather refers to them and considers them in the local context. As a result, small adjustments to higher policy documents should not necessarily affect the implementation of the Catford Plan. If major changes were proposed to legislation and national planning policy the plan may need to be quickly reviewed. This would be overseen by the Council's LDF Steering Group. This would apply to all local authorities and would not be exclusive to the London Borough of Lewisham.

### 6.3.2 Phasing of development

The three main development sites within the town centre are owned by the Council - Catford Centre, Town Hall and Laurence House. The proposals put forward by the Council respond to market concerns and corporate objectives and have been prepared to ensure deliverability.

The proposal for the former Catford Greyhound Stadium site was stalled for a number of years following planning permission approval. The GLA has recently announced a new development partner to ensure the scheme is implemented. On-going discussions are taking place with the Council. The emerging Catford Plan as a whole is being produced with an understanding that extant permissions may not be implemented

and therefore such sites could enter the planning system afresh during the plan period. This has ensured that the policies in place are suitable for both known and unknown developments.

There is uncertainty on other sites, namely Plassy Road and Wickes/ Halfords, as to when they will come forward for redevelopment; there are also complicated or long term leaseholder arrangements. Private developer co-operation and investment is required in order for sites to progress. The Council remains in close contact with a number of land and property owners and developers in the town centre and continues to encourage progress through partnership working.

The Council is seeking to reduce risks as far as possible by:

- Bringing forward Council owned sites in a phased approach with realistic and market tested proposals.
- Working with other major land owners and interests to encourage redevelopment in line with the Catford Plan vision and objectives.
- Looking at sites individually as well as collectively, to see where they can come forward separately.



### 6.3.3

#### Infrastructure

There are always risks that national or regional funding for infrastructure projects could be reduced or withdrawn. However, the risk is considered to be low as Appendix 3 shows that key projects are identified in adopted plans, have agreed funding sources, and in some instances are under way.

The biggest risk to infrastructure delivery relates to realignment options for the South Circular. The Council has worked closely with TfL and has prepared a short, medium and long term delivery plan to ensure traffic and transport issues are addressed as part of wider town centre change and development. The risk to short to medium term projects is considered low as funding has been secured and delivery is linked to immediate site development. The long term projects will be monitored annually and linked to the phasing of larger development sites as they progress.

### 6.3.4

#### Economic climate

The effect of the economic recession since 2010 has been felt worldwide and this is certainly the case in Catford. There is uncertainty as to when the economy will improve and therefore a risk to the delivery of development in the near future, certainly in the first half of the plan period.

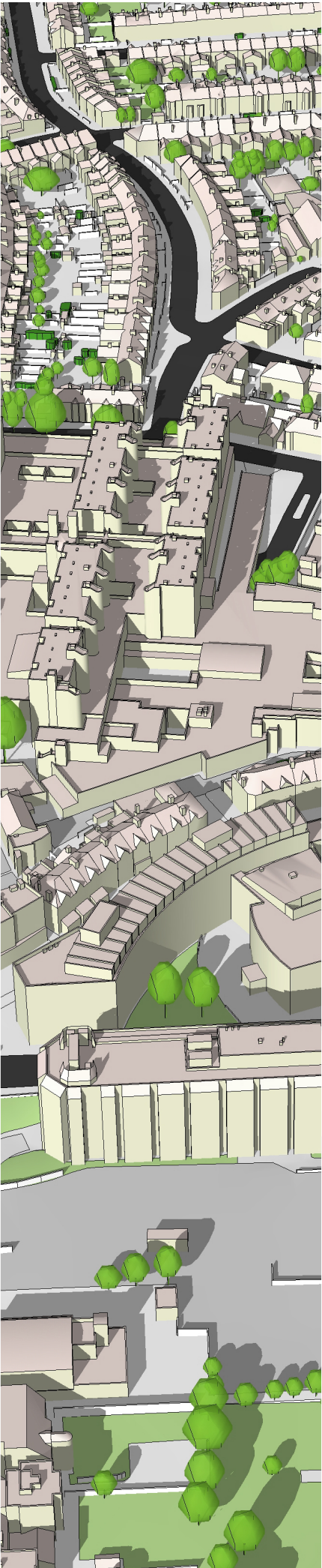
The Council will continue to monitor local economic conditions and work with regional and national partners on wider economic strategies and infrastructure projects. However, there is confidence that current initiatives and the Council interests in the town centre will assist Catford throughout the plan period. Any risks and stall in delivery of the key development sites will be considered through the monitoring framework but the Council foresees this as changing the phasing of development rather than stopping it entirely. A positive commitment to Catford has been demonstrated with the proposed development of the former Catford Greyhound Stadium.

### 6.3.5

#### Evidence base

As with national and regional policy, the local evidence base is another component informing the preparation of the Catford Plan. New evidence and a review of existing evidence has been prepared to respond to Catford's specific requirements and this can be further updated to respond to changing circumstances; this in turn may point to the need to change or alter policy. The process will be managed through the Annual Monitoring Report.





# Appendices

## Appendix 1

### Policy, guidance and evidence base linkages

#### National

National Planning Policy Framework, March 2012

#### Regional

London Plan, 2011

London Plan Supplementary Plan Guidance, Housing, 2012

#### Local

In addition to the evidence base used for the Lewisham Core Strategy (Appendix 1 to that document) the following documents and studies, specific to Catford Town Centre, have been prepared by or on behalf of the Council.

#### Retail and town centres

Catford Retail and Economic Impact Assessment, 2013

Town Centre Health Checks

#### Sustainability issues and decentralised energy

Sustainability Strategy, Catford Town Centre, 2013

Sustainability Appraisal and Strategic Environmental Assessment of the Catford Town Centre Local Plan Further Options, 2013

#### Transport

Catford Gyrotory Modelling Summary, Technical Note 2, 2013

Catford Town Centre Parking Capacity Study, 2013

#### Conservation

Catford Town Centre heritage asset assessment

#### Previous Catford Town Centre planning consultation documents

Catford Town Centre Area Action Plan Issues and Options, 2005

Catford Town Centre Area Action Plan Preferred Options, 2007

Sustainability Appraisal and Strategic Environmental Assessment



## Appendix 2

### Delivering and monitoring the Catford Plan

A delivery, implementation and monitoring framework for the Catford Plan will be included in the draft Catford Town Centre Local Plan (to be consulted in Summer 2013). The framework will provide a range of appropriate and specific indicators to ensure policy implementation is monitored and is delivering the plan's objectives. This will be linked to the delivery of the Core Strategy (see Appendix 5) and any indicators outlined in the Catford Plan Sustainability Appraisal and Strategic Environmental Assessment.



## Appendix 3

### Catford Town Centre infrastructure schedule

The following tables are from the Council's Infrastructure Delivery Plan (IDP) as it relates to Catford Town Centre. It has been updated to reflect the state of play as of December 2012. For more detailed information please refer to the complete IDP available on the Council's website <http://www.lewisham.gov.uk/myservices/planning/policy/LDF/evidence-base/Pages/LDF-evidence-base-infrastructure.aspx> or contact the Planning Policy team.

As of December 2012

| Stages   | Status of Project   | 'Essential' Projects  |
|--|---|---|
| <ul style="list-style-type: none"> <li>Stage 1 – 2011 to 2016</li> <li>Stage 2 – 2016 to 2021</li> <li>Stage 3 – 2021 to 2026</li> </ul> | <ul style="list-style-type: none"> <li>'Committed' – where they are ready to go and funding has been secured</li> <li>'Planned' – where the scope of the project is defined and there is an intention to deliver, but funding has yet to be identified; and</li> <li>'Emerging' – where the need for a project has been identified, but the scope has yet to be defined and funding has yet to be secured.</li> </ul> | 'Essential' projects are highlighted in grey. These are projects that must happen if the policy objectives set out in the Catford Plan are to be met in full. |

#### P1. Transport

| IDP Ref. | Linked to Catford Plan objectives | Project reference   | Requirement   | Stage | Approximate capital cost (revenue) | Funding source (status)               | Responsible agency (supporting agencies) | Risks/ contingency planning  |
|----------|-----------------------------------|---------------------|---|-------|------------------------------------|---------------------------------------|--|--|
| P1D      | Objectives 3, 5, 8                | Catford Link        | New pedestrian and cycle bridge across railway tracks between former Greyhound Stadium site and Doggett Street and route through the site | 1     | £1.75m                             | s.106 contributions (planned)         | Developers (with LBL and Network Rail)   | This is an integral part of the development of the former Greyhound Stadium site and forms part of the planning obligation.  |
| P1N      | Objectives 3, 5, 8                | Catford Town Centre | Realignment of A205 (South Circular) and widening of Plassy Road  | 2     | To be determined                   | TfL and s.106 contributions (planned) | TfL (with developers and LBL)            | This is a long-standing objective that is dependant on the re-development of various sites. The preparation of the Catford Plan provides a vehicle for LBL to discuss issues with landowners, TfL and other stakeholders to ensure that a viable road scheme is delivered as part of a new high-quality town centre. |

| IDP Ref. | Linked to Catford Plan objectives | Project reference | Requirement                  | Stage  | Approximate capital cost (revenue) | Funding source (status)                        | Responsible agency (supporting agencies) | Risks/ contingency planning   |
|----------|-----------------------------------|-------------------|------------------------------|--------|------------------------------------|--|--|---|
| P1W      | Objectives 3, 5, 8                | Group 6 – Catford | LIP programme for Catford TC | 1 to 3 | To be determined                   | TfL (LIP), LBL, s.106 contributions (emerging) | LBL (with TfL and developers)            | This project comprises a series of interventions, all of which are sub-projects in themselves. The Catford Plan provides a vehicle for developing the sub-projects and regular liaison with TfL and other stakeholders will enable the overall programme to be monitored and changed where necessary. This can be co-ordinated via the Local Implementation Plan Neighbourhood and Corridor programmes. |



## P2. Utilities

| IDP Ref. | Linked to Catford Plan objectives | Project reference    | Requirement   | Stage | Approximate capital cost (revenue) | Funding source (status) | Responsible agency (supporting agencies) | Risks/ contingency planning  |
|----------|-----------------------------------|----------------------|---|-------|------------------------------------|-------------------------|--|--|
| P2C      | Objective 9                       | Utility enhancements | Necessary adjustments/ improvements to the established utility networks | 1-3   | To be determined                   | Developers (emerging)   | Developers (utility companies)           | The preparation of the Catford Plan provides a vehicle for considering cumulative impacts and needs. |

## S1. Education

| IDP Ref. | Linked to Catford Plan objectives | Project reference                      | Requirement  | Stage | Approximate capital cost (revenue) | Funding source (status)  | Responsible agency (supporting agencies)           | Risks/ contingency planning  |
|----------|-----------------------------------|--|--|-------|------------------------------------|--|--|--|
| S1P      | Objective 8                       | Primary school capacity enhancements   | Additional 3 Forms of Entry by 2015/16                               | 1 + 2 | To be determined                   | DfE, Planning Obligations (Emerging)                                 | LBL (land owners and developers)                   | LBL Planning and Education liaise closely to test feasibility of expanding existing schools and identify opportunities for new provision. School place projections are reviewed regularly and there are also regular meetings between LBL Education and colleagues in adjoining boroughs to discuss and respond to cross-borough movement. Ongoing analysis will ensure that the Council is prepared for further need post 2016.   |
| S1Q      | Objective 8                       | Secondary school capacity enhancements | Additional 400-600 secondary school places by 2019/20 (borough-wide) | 1 + 2 | To be determined                   | BSF (PFI and Design and Build), DfE, Planning obligations (emerging) | LBL C&YP (Learning 21, land owners and developers) | Secondary school place provision needs to be tackled at a borough-wide level and the AMB is considering the wider public sector estate and the opportunities for rationalisation/ co-location that may help deliver additional school places. School place projections are reviewed regularly and there are also regular meetings between LBL Education and colleagues in adjoining boroughs to discuss and respond to cross-borough movement. Ongoing analysis will ensure that the Council is prepared for further need post 2016. |

## S2. Health

| IDP Ref. | Linked to Catford Plan objectives | Project reference  | Requirement   | Stage | Approximate capital cost (revenue) | Funding source (status)                                       | Responsible agency (supporting agencies) | Risks/ contingency funding   |
|----------|-----------------------------------|--------------------|---|-------|------------------------------------|---|--|--|
| S2E      | Objective 8                       | GP facilities      | Additional 2 GPs needed up to 2026 (based on the ratio of 1 GP per 1,800 people).           | 1-3   | To be determined                   | NHS, joint venture, LIFT, Planning obligations/CIL (emerging) | Lewisham PCT/LBL (Developers)            | NHS Lewisham suggests that existing GP practices in the town centre could accommodate anticipated population growth subject to necessary capacity enhancements. The NHS and LBL are working together to ensure that there is sufficient surgery space to accommodate growth. |
| S2F      | Objective 8                       | Dentist facilities | Additional 2 dentists needed up to 2026 (based on the ratio of 1 dentist per 2,000 people). | 1-3   | To be determined                   | NHS, joint venture, LIFT, Planning obligations/CIL (emerging) | Lewisham PCT/LBL (Developers)            | There is considered to be sufficient vacant/proposed new non-residential space to accommodate this requirement. However, the situation will be monitored in liaison with the NHS.  |

## Glossary of terms

### Accessibility:

The ability of people to move round an area and to reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping.

### Active frontage:

Bring interest, life and vitality to the public realm. They should have frequent doors and windows with few blank walls, articulated facades (perhaps with bays and porches), and lively internal uses visible from the outside, or spilling onto the street. There is an active visual engagement between those in the street and those on the ground floors of buildings.

### Affordable housing:

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Community Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing.

Affordable Rent is subject to rent controls that require a centre of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as 'low cost market' housing, may not be considered, for planning purposes, as affordable housing.

### Annual Monitoring Report:

A report produced by the local authority to assess progress with and the effectiveness of a Local Development Framework.

### Article 4:

A legal instrument which extinguishes specific 'permitted development rights' from buildings within a defined area i.e. the right to do some types of minor works without planning permission. The effect of an article 4 direction is to require Article 4 Direction planning permission to be obtained from the Council before such work begins. Flats and commercial premises do not have permitted development rights so article 4 directions do not apply to them.

### Biodiversity:

Is the variety of life, which includes mammals, birds, fish, reptiles, amphibians, invertebrates, fungi and plants and the woodlands, grasslands, rivers and seas on which they all depend including the underlying geology.

### Building Research Establishment Environmental Assessment

#### Method:

(BREEAM) A national environmental assessment and rating system for buildings. It is the most widely used environmental standard in the UK, used to assess those buildings and extensions to buildings that are not rated by the Code for Sustainable Homes.

#### Building line:

The line formed by the frontages of buildings along a street. The building line can be shown on a plan or section.

#### Code for Sustainable Homes:

A national standard for sustainable design and construction of new homes which became mandatory on 1 May 2008. The Code measures the sustainability of a new home against categories of sustainable design using a 1 to 6 rating system to communicate the overall sustainability performance of a new home. The Code sets minimum standards for energy and water use at each level. Go to [www.communities.gov.uk/thecode](http://www.communities.gov.uk/thecode) to find out more.

#### Community Infrastructure Levy:

(CIL) A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

**Comparison Retailing:** The provision of items not obtained frequently. These include clothing, footwear, household and recreational goods.

#### Conservation:

(for heritage policy) The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

**Conservation Area:**

Areas of special architectural or historic interest designated by local authorities under the Planning (Listed Building and Conservation Areas) Act 1990.

**Context:**

The setting of a site or area, including factors such as traffic, activities and land uses as well as landscape and built form.

**Contribution:**

Land, services, facilities and/or money given by developers of land to the local authority following negotiations, to ensure that the needs of new communities generated by the development are catered for.

**Convenience Retailing:**

Convenience retailing is the provision of everyday items, including food, drinks, newspapers, magazines and confectionery.

**Core Strategy:**

A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for the area, in line with the Sustainable Community Strategy.

**Department for Communities and Local Government:**

(DCLG) The government department responsible for setting UK policy on local government, housing, urban regeneration, planning and fire and rescue.

**Designated Heritage Asset:**

A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

**Development:**

'The carrying out of building, engineering, mining or other operations in, on, over or under land,

or the making of any material changes in the use of any building or other land' (Town and Country Planning Act (1990) Part III Section 55).

**Development Plan Document:**

(DPD) A Local Development Document that has been subject to independent testing and has the weight of development plan status.

**Edge of Centre:**

For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

**Energy efficiency:**

The extent to which the use of energy is reduced through the way in which buildings are constructed and arranged on site.

**Equalities Analysis Assessment:**

(EAA) Equality Analysis Assessments are concerned with anticipating and identifying the equality consequences of particular policy initiatives and service delivery and ensuring that, as far as possible, any negative consequences for a particular group or sector of the community are eliminated, minimised or counterbalanced by other measures.

**Evidence Base:**

The data and information about the current state of Lewisham used to inform the preparation of Local Plan documents.

**Flood Risk Assessment:**

An assessment of the likelihood of flooding in a particular area (usually

a specific site) so that development needs and mitigation measures can be carefully considered.

**Independent Examination:**

The process by which a planning inspector may publicly examine a Development Plan Document (DPD) before issuing a report with recommendations that should be made prior to adoption of the DPD.

**Infrastructure:**

The utilities, transport and other communication facilities and community facilities required to support housing, industrial and commercial activity, schools, shopping centres and other community and public transport services.

**Issues and Options, Preferred Options and Further Options:**

The 'pre-submission' consultation stages on Development Plan Documents with the objective of gaining public consensus on proposals ahead of submission to Government for independent examination.

**Landmark:**

A building or structure that stands out from its background by virtue of height, size or some other aspect of design. Landmarks contribute to the urban environment in the following ways.

Make it easy to find your way around

People find it easier to orientate themselves and recognise where they are when new development safeguards important views between places or creates new ones, whilst respecting or adding new local landmarks.

Emphasise the hierarchy of a place

Landmarks such as distinctive buildings, particularly those of civic status, towers or statues help to provide reference points and

emphasise the hierarchy of a place. These are best created at main centres of activity, where they are the focus of converging major streets.

#### Show the way

High-rise buildings can be used to emphasise key locations - rising above areas with a more uniform profile - though their potential benefits have to be weighed against possible negative impacts. The best tall buildings attend to the human scale at the bottom, and locate the most visible compositional elements at the top.

#### Create a skyline

The skyline created by the roofs of buildings not only adds visual interest, but also conveys particular activities (churches or civic centres for instance) and concentrations of uses (such as clusters of office buildings indicating the business centre).

#### **Legibility:**

The degree to which a place can be easily understood and traversed.

#### **Listed Building:**

Buildings of special architectural or historic interest designated by the Department of Culture, Media and Sport under the Planning (Listed Building and Conservation Areas) Act 1990.

#### **Local Development Document:**

(LDD) Sits within the LDF portfolio and comprises Development Plan Documents (DPDs) or Local Plans that have been subject to independent testing and have the weight of development plan status and Supplementary Planning Documents (SPDs) which are not subject to independent testing and do not have development plan or Local Plan status.

#### **Local Development Scheme:**

(LDS) A public statement identifying which Local Development Documents will be produced by the Council and when.

#### **Local Plan:**

A Local Development Document that has been drawn up by the local planning authority in consultation with the community, has been subject to independent testing and has the weight of development plan status.

#### **Local Strategic Partnership:**

A Local Strategic Partnership is a single non-statutory, multiagency body which matches local authority boundaries and aims to bring together at a local level the different parts of the public, private, community and voluntary sectors.

#### **Localism Act 2012:**

National legislation from central government, partly aimed at improving the planning process and enhancing community involvement in it. Visit [www.communities.gov.uk](http://www.communities.gov.uk) to find out more.

#### **Major Centre:**

A centre that has a borough-wide catchment and typically contains over 50,000 square metres of retail floorspace with a relatively high proportion of comparison goods relative to convenience goods. Major centres may also have significant employment, leisure, service and civic functions. In the London Borough of Lewisham these are Lewisham and Catford town centres.

#### **Masterplan:**

A document which sets out proposals for buildings, spaces, movement strategy and land use in text and three dimensions and matches these proposals to a delivery strategy. The masterplan can be described as a sophisticated 'model' that:

- shows how the streets, squares and open spaces of a neighbourhood are to be connected
- defines the heights, massing and bulk of buildings
- sets out suggested relationships between buildings and public spaces
- determines the distribution of activities and uses that will be allowed
- identifies the network of movement patterns for people moving by foot, cycle, car or public transport, service and refuse vehicles
- sets out the basis for provision of other infrastructure elements such as utilities
- relates physical form to the socio-economic and cultural context and stakeholder interests
- allows an understanding of how well a new, urban neighbourhood is integrated with the surrounding urban context and natural environment.

#### **Metropolitan Open Land:**

(MOL) Strategic open land within the urban area that contributes to the structure of London.

#### **Mixed uses:**

A mix of uses within a building, on a site or within a particular area. 'Horizontal' mixed uses are side by side, usually in different buildings. 'Vertical' mixed uses are on different floors of the same building.

#### **National Planning Policy Framework:**

(NPPF) Prepared by the Government to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. The NPPF explains the relationship

between planning policies and other policies which have an important bearing on issues of development and land use. Local authorities must take their contents into account in preparing plans. The guidance may also be relevant to decisions on individual planning applications and appeals.

**Planning and Compulsory Purchase Act 2004:**

National planning legislation from central government aimed at improving the planning process and enhancing community involvement in it. Visit [www.communities.gov.uk](http://www.communities.gov.uk) to find out more.

**Planning Obligation:**

A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Previously Developed Land:**

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

**Primary and secondary frontages:**

Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

**Primary Shopping Area:**

Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

**Public Art:**

Permanent or temporary physical works of art visible to the general public, whether part of the building or free-standing: can include sculpture, lighting effects, street furniture, paving, railings and signs.

**Public Transport Accessibility Level:**

(PTAL) A standard method used in London to calculate access level of geographical areas to public transport. The result is a grade from 1-6 (including sub-divisions 1a, 1b, 6a and 6b), where a PTAL of 1a indicates extremely poor access to the location by public transport and a PTAL of 6b indicates excellent access by public transport. More parking is generally allowed in areas with a low PTAL i.e. poor public transport and vice versa - and that also relate the allowed density of development to PTAL (i.e. areas with better public transport may have higher density housing or offices).

**Regeneration:**

The process of putting new life back into urban areas through environmental improvements, comprehensive development and transport proposals.

**Section 106:**

(S106) Section 106 of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally binding agreement or planning obligations, with a land developer over a related issue. The obligation is sometimes termed a 'Section 106 agreement'. Such agreements can cover almost any relevant issue and can include sums of money. An example of S106 agreements could be that a developer will build a community meeting place on a development site, or the developer will make a financial contribution for transport improvements. S106 agreements can act as a main instrument for placing restrictions on developers, often requiring them to minimise the impact on the local community and to carry out tasks which will provide community benefits.

**Sequential Approach and Test:**

A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.

**Significance:**

(for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

**Stakeholder:**

A person, group, company, association, etc, with an economic, professional or community interest in the borough or a specific part of it, or that is affected by local developments.

**Statement of Community Involvement:**

(SCI) The Statement of Community Involvement sets out the local planning authority's policy for involving the community in the preparation and revision of Local Development Documents and planning applications.

**Strategic Environmental Appraisal:**

(SEA) A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes.

**Strategic Flood Risk Assessment:**

(SFRA) An assessment usually undertaken by a local authority at a borough-wide level that considers flood risk, both fluvial and tidal, and examines the risks involved for developing certain areas within the borough in accordance with the National Planning Policy Framework.

**Strategic Housing Market Assessment:**

(SHMA) A study aimed at assessing the need and demand for housing within a housing market area.

**Street Furniture:**

Structures in and adjacent to the highway which contribute to the street scene, such as bus shelters, litter bins, seating, lighting, railings and signs.

**Supplementary Planning Document:**

(SPD) A Local Development Document that has not been subject to independent testing and does not have the weight of development plan status. Helps to amplify the policies contained in Development Plan Documents.

**Sustainability Appraisal:**

(SA) Sustainability appraisal is a systematic and iterative

appraisal process, incorporating the requirements of the European Strategic Environmental Assessment Directive. The purpose of sustainability appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a Local Development Document from the outset of the preparation process.

**Sustainable Community Strategy:**

(SCS) The Sustainable Community Strategy has been prepared by Lewisham's Local Strategic Partnership and sets out how the vision and priorities for Lewisham will be achieved. The Core Strategy is the spatial interpretation of the SCS.

**Sustainable Urban Drainage Systems:**

(SUDS) Physical structures designed to receive surface water runoff in order to reduce the negative impact of development on the water environment. They can usually be incorporated into the planted or paved area of the development.

**Tree Preservation Order:**

A Tree Preservation Order may be made to protect individual trees or groups of trees. The Order gives protection against unauthorised felling, lopping, or other tree works.

**Use Class Order :**

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

**For further information  
please contact:**

**Planning Policy**

Lewisham Council  
3rd Floor  
Laurence House  
Catford  
London, SE6 4RU

Tel: 020 8314 7400

Email: [planning.policy@lewisham.gov.uk](mailto:planning.policy@lewisham.gov.uk)