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CATFORD TOWN CENTRE FRAMEWORK

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Vision

RE-IMAGINING CATFORD’S FUTURE

Catford has many assets - its people and sense of community, its places, events and activities that contribute to its character and vibrancy. Together, they provide the foundation for the next stage of growth to strengthen that special character.

OUR AMBITION

This draft framework for Catford is long-term in its outlook - a blueprint for change that will guide the development of the town centre in the decades to come. It will succeed if we can gain consensus from the community on the vision for the town centre. To do so, we must hear from the younger generation - those who want to put down roots in Catford, to start a family, build a business and invite friends and family to spend time in the place they call home. We must welcome and encourage views from those in our community that need this change, reflect on what younger generations need in 15-20 years time, and be open-minded in our vision.

As coronavirus casts doubt over economic stability and shadows on our high street, different priorities are emerging. Some may doubt the future of our town centres, but now more than ever, we must be proactive and embrace the challenges and opportunities that Catford can overcome with resilience and a pioneering spirit.

In 2020, we started to live locally and spend our money in local shops and cafes, helping those hard-working local businesses and entrepreneurs that are proving to be the lifeblood of the high street. We have discovered our local parks and tried out healthier and more sustainable ways to get around on foot, bicycles and scooters. Before 2020, more people left Lewisham to work than came into our town centres and high streets daily. Now, Catford stands to be at the forefront of a radical new way of working as we root ourselves closer to home and explore more flexible ways to work and connect. It’s time to seize the opportunity.

This is Catford’s revival. The re-routing of the South Circular will free up more space to reimagine the town centre. Catford Shopping Centre will be redeveloped, providing new retail space and new homes to be built across the town centre. Pedestrian friendly areas, open spaces and new community facilities will also be created.

OUR VISION

The vision and projects set out in this draft Catford Town Centre Framework reflect the needs of the community and what we’ve heard from local people. We started our consultation four years ago, taking the time for everyone’s voice to be heard, sometimes formally and sometimes casually, as we talked to the seldom heard in our pop-up shop House of Catford, breaking down the

barriers that too often prevent people from engaging in discussions around regeneration. Three clear priorities have emerged, and these provide the building blocks of this draft Framework:

A green town centre

Access to green spaces and a healthy environment is everyone’s right. The ambition is for Catford to be the greenest town centre in London. Nature will be prioritised to create a cleaner, healthier and a more sustainable town centre for the benefit of people, urban wildlife and ecology.

Public space is vital, as we have all learnt through the recent pandemic. Space will be prioritised to meet others, pause, unwind and play. A variety of quality spaces will be created in and around the places we gather - the train stations, Catford Broadway, the riverside and the new town centre heart.

Green space helps to cool the urban environment, improve air quality, reduce noise pollution and support sustainable drainage, reducing the risk of flooding while providing resilience against climate change. Planting on streets and in public spaces will enhance biodiversity providing new habitats for birds, insects and other species creating ‘green stepping stones’ from natural spaces around the town centre including the River Pool linear park and Ladywell Fields.

A vibrant town centre

Catford will remain the civic heart of the borough and there is an opportunity to introduce educational institutions, leisure uses, new public spaces, entertainment and performance venues. A reorganised Old Town Hall and new Civic Campus for Lewisham Council’s offices and the public will provide an opportunity to celebrate the Grade II listed Broadway Theatre and create public space around this important heritage building.

We will encourage and foster local jobs. Affordable workspace and more flexible retail space will encourage and nurture start-ups and growing businesses as well as provide new space for existing businesses.

An accessible town centre

New residential neighbourhoods will be created in and around the town centre, with affordable homes thoughtfully designed to be safe, welcoming and encouraging local living. We will make cycling safer and more attractive.

Walking and cycling routes will weave and stitch into surrounding neighbourhoods. More safe crossing points on the South Circular road will help Catford become more pedestrian-orientated, and a new network of

lanes will improve the connectivity across the town centre. Improvements to the stations area will create a sense of arrival in Catford, with a generous pavement to walk to and from the town centre.

The Catford Town Centre Framework provides the opportunity to commence a journey that delivers these priorities in a range of more detailed plans and proposals to come.



The Catford Cat

CATFORD TOWN CENTRE PLACEMAKING PRINCIPLES

1
Consolidating the public realm to create better places for people

2
Enhancing the sense of arrival at the stations to improve first impressions of Catford

3
Establishing a green public space and verdant public realm in a sequence of welcoming public spaces

4
Creating a more natural setting for the River Ravensbourne including unveiling the culverted river



The Catford key placemaking principles in summary

5
Strengthening the civic and cultural offer of the town centre

6
Framing the new public spaces and creating a permeable edge

7
Making the back of Catford Broadway a high quality place with workspace, shops and new public spaces

8
Providing new homes on key opportunity sites

1 Introduction

1.1 THE ROLE AND STATUS OF THE FRAMEWORK

1.1.1 INTRODUCTION

Catford has a number of important qualities, evident in the people who live and work there and in the places and spaces that distinguish Catford as a creative and vibrant place. Catford is well connected by public transport and performs an important function as a town centre, providing for local shopping needs. The expected delivery of the Bakerloo Line Extension in the early 2030s will offer a step change in Catford's connectivity to central London and the north of the borough, and support plans for housing delivery and economic growth and diversification.

As Lewisham Council’s civic hub, Catford provides access to key services as well as local employment. Given its infrastructure, accessibility and facilities, Catford town centre has been identified as a location for major growth, including a significant number of new homes, to meet Lewisham’s and London’s housing need.

There are however a number of long-standing issues that need addressing. These include: a generally poor environment both in terms of the quality of the public realm and issues of severance caused by busy roads, which make access to the town centre difficult; under-utilised sites in key locations, and; some buildings that are no longer fit for purpose. Separately and in combination, these impact negatively on the daily experience of residents as well as people visiting Catford to shop or for work. Issues of particular concern include:

- The dominance of the South Circular/Catford Road and surrounding road network, which has a major impact on environmental quality and the cohesiveness of the town centre.
- A poor sense of arrival to the town centre.
- A shopping centre that is hidden and inward-looking and provides a limited retail offer.
- Milford Towers are in a poor state of repair and with a chequered history.
- A dispersed and poorly linked set of Council offices that would benefit from being reconfigured and consolidated.



Birds eye view of Catford from the south highlighting the focus of the study area

- | | |
|----|---------------------------------|
| 1 | Ladywell Fields |
| 2 | River Ravensbourne |
| 3 | St Dunstan's PLayer Field |
| 4 | Catford Constitutional Club |
| 5 | Laurence House |
| 6 | Civic Suite & The Old Town Hall |
| 7 | Broadway Theatre |
| 8 | Catford Cat |
| 9 | Shopping Centre |
| 10 | Milford Towers |
| 11 | Plassy Island |
| 12 | Eros House |

1.1.2 FRAMEWORK PLAN OBJECTIVES AND OUTPUTS

Given this context, the brief for the Catford Town Centre Framework sets out a number of objectives for the document. These include:

- Promoting the creation of high quality places, spaces and buildings of an appropriate form, scale and density that prioritise the user experience of the built environment.
- Setting up the spatial layout and land use mix for the centre.
- Securing a cohesive, permeable and well connected proposition for the whole of the town centre.
- Securing environmental improvements by enhancing the landscape assets and mitigating the impacts of traffic, particularly around the road bridge pinch points and key road junctions.
- Improving the quality of the public realm with a particular focus on the interface between ground floor uses and new routes and open spaces.
- Improving the retail and leisure offer in Catford.
- Improving the morning, daytime and evening experience of the town centre environment.
- Delivering council office accommodation efficiencies by enabling employees to work in one location, reducing maintenance costs and delivering an overall improved framework as a result of a new consolidated office location.
- Protecting and enhancing the urban fabric of heritage value and the settings of Conservation Areas and Listed Buildings.
- Providing greater clarity for landowners, developers, investors, operators, the council and other public sector agencies as to the appropriate scale, location, mix and form of development that could be accommodated within the framework study area.
- Providing a clear delivery plan, setting out among other items, each project's phasing, time scales, delivery approach, funding and key parties to be involved.
- Informing the development of the new Local Plan through the preparation of the framework/detailed study/implementation plan which can be incorporated into planning policy.

In terms of key outputs of the Framework, the brief identify the following:

- A strategic masterplan study for Catford Town Centre and the wider area that identified the existing character of the area, establishes a vision for its future development, including TfL's new road layout design for the realignment of the South Circular A205 Catford Road, and illustrates opportunities for growth and transformation.
- A detailed masterplan study for the identified key regeneration sites that is informed by a high level vision for the town centre as a whole, including a strategy for new council offices, civic uses and high level vision for Catford Stations.
- An implementation plan that details individual projects, sites and interventions contained within the study, and that identifies potential timeframes, partners and funding opportunities.

The Catford Town Centre Framework was commissioned in September 2018 with the objective of preparing a vision and strategic masterplan for the town centre and key development sites to identify, support and inspire the regeneration of the area. The framework was prepared in the context of ambitious housing growth targets set out by the GLA in the London Plan and Lewisham Council in its draft Local Plan.

As the framework document was nearing completion, the Covid-19 pandemic struck with the subsequent 'lockdown' having immediate implications for how people live, work and learn as well as how they spend their spare time. In July 2020, the lockdown was eased with people able to take up some of their previous activities. However, economic circumstances, lifestyles and patterns of behaviour – the 'new normal' – is likely to be different with lost jobs, lower incomes and economic uncertainty, social-distancing and changes to working and shopping habits and patterns.

At this stage it is not possible to predict or foresee the long term effects and changes brought about by Covid-19, but potential impacts, some of which were already underway for other reasons, include:

- Continued need for new homes but with an added focus on access to private amenity space as well as accessible and attractive local green spaces.
- Increased home working and reduced demand for large floorplate offices/ reduced employment densities within existing and new buildings.
- Greater use of on-line shopping with an associated reduction in footfall within town centres and use of 'click and collect'.
- Trend to live locally - shop locally and source deliveries from local suppliers.

The framework sets out a long term strategy for the transformation of the town centre along with a 15-20 year development programme that is sufficiently robust to adapt to the changed and changing circumstances in guiding high quality development. An improved and expanded public realm offering across the town centre and within key sites has been a fundamental part of the vision from the start.

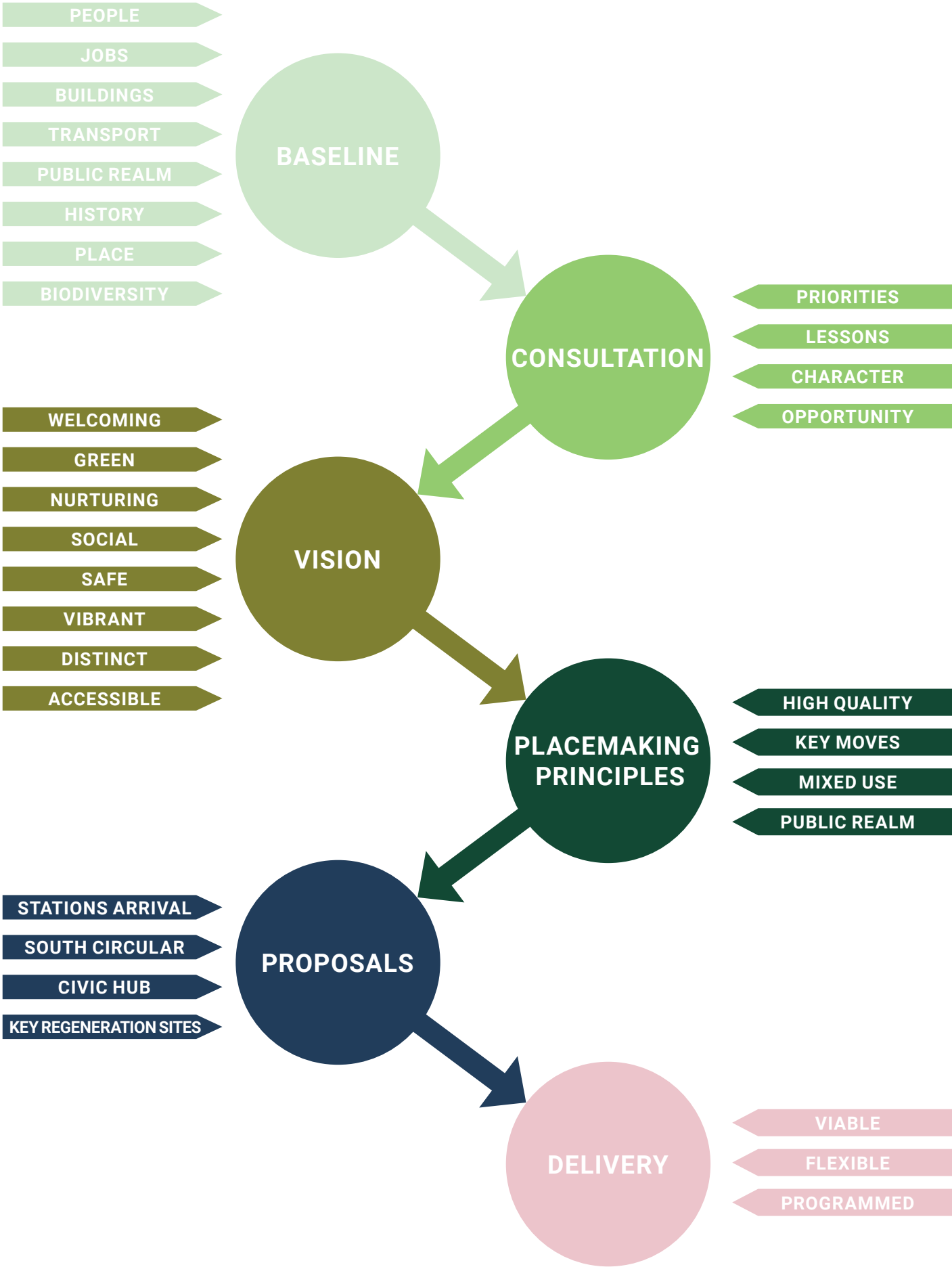
1.2 THE FRAMEWORK PLAN PREPARATION AND IMPLEMENTATION PROCESS

1.2.1 PREPARING THE FRAMEWORK

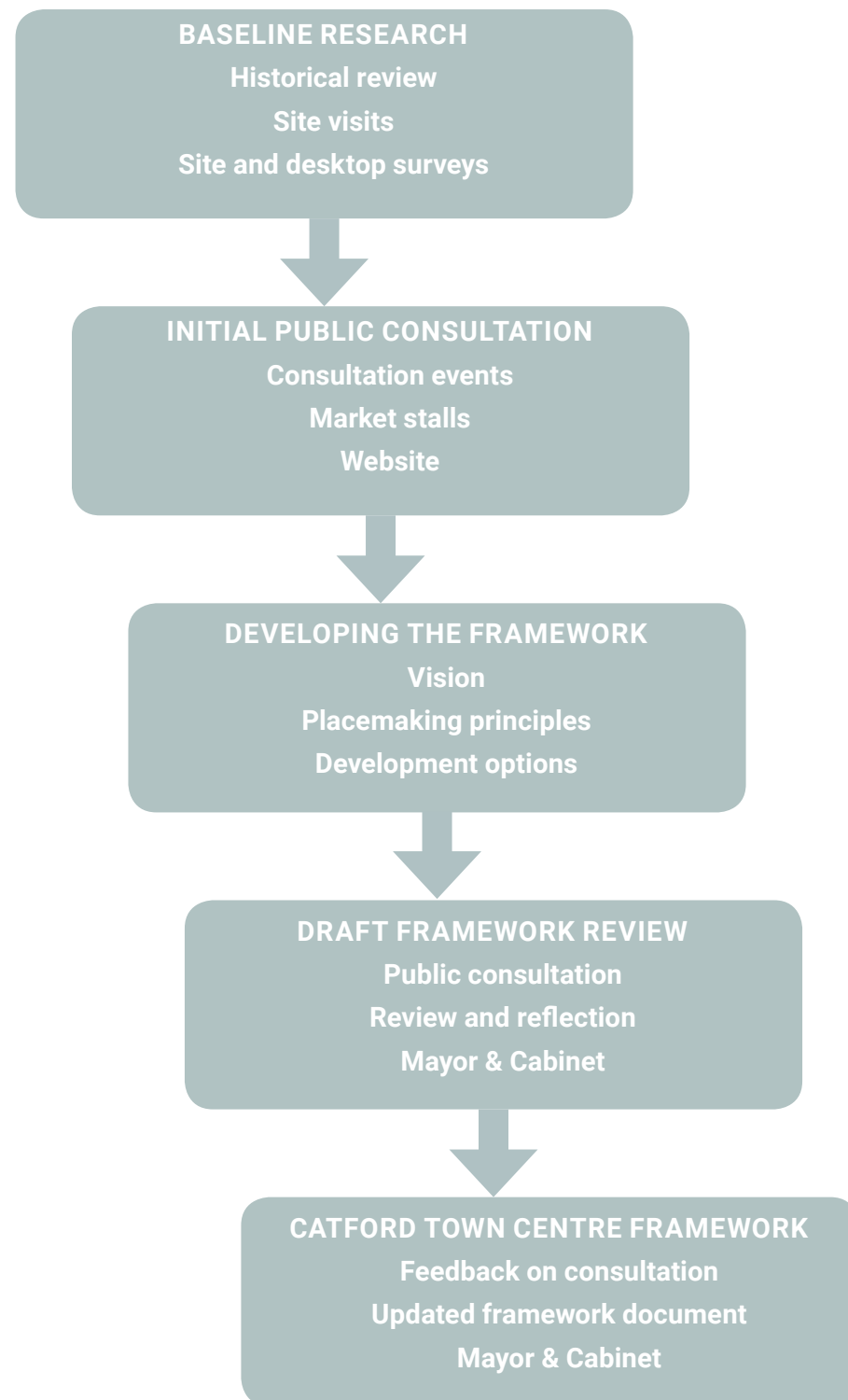
The framework builds on the baseline research undertaken for the study, the findings of previous studies that have been commissioned for parts of the town centre, as well as the expertise, knowledge and enthusiasm shared by local residents and people who visit the town centre to work, shop and use its existing leisure facilities. This background research, coupled with the public consultation and engagement with a range of agencies, has provided a comprehensive understanding of the character of Catford.

Emerging from this, the Catford Town Centre Framework is a strategic framework plan covering the town centre and its immediately surrounding area, taking in a number of key development sites. The framework sets out a high level placemaking vision for the town centre that provides the basis for informing, shaping and guiding future development and individual projects across the area. Reflecting the varied character and qualities of Catford, the range of issues it faces and the anticipated scale of development, the framework identifies opportunities for growth as well as consolidation, for transformation as well as enhancement. The framework includes an implementation plan for individual projects, sites and interventions, and identifies potential time frames and funding opportunities for their delivery.

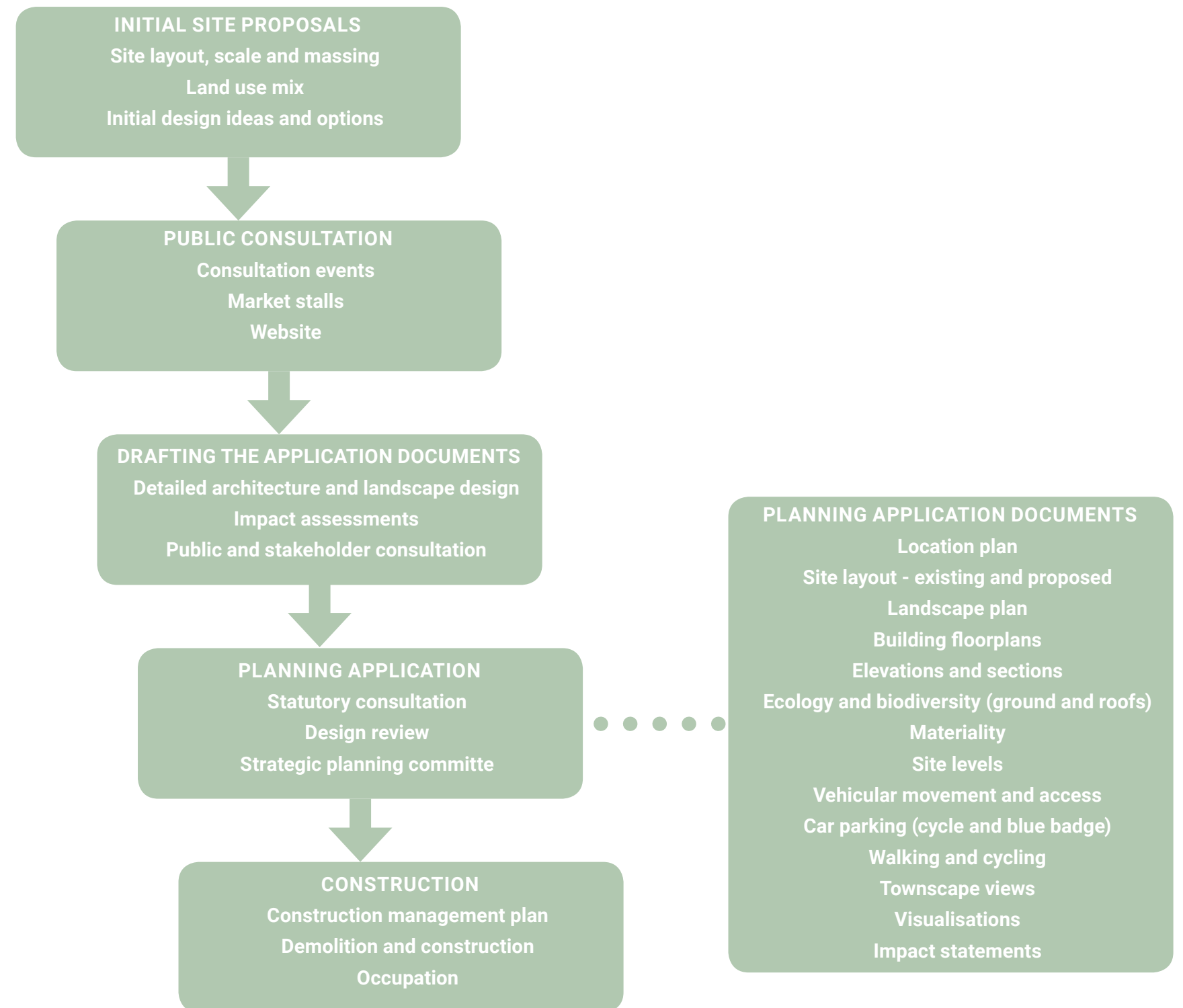
Given the range, scale and complexity of the projects identified in the framework, implementation of the programme of infrastructure works, development, public realm improvements and other initiatives will take place over a 15-20 year period, potentially longer. The scale of change is significant and it is therefore important that through this period of change and beyond, Catford retains its strong sense of identity and community, and that in 2035 it is a place that people feel part of and are proud of. To achieve this outcome, in advance of and in parallel with the major projects, there will need to be a range of smaller scale initiatives, meanwhile uses and events to ensure that the positive features and activities that make Catford the place it is today are not lost.



PREPARING THE FRAMEWORK: STAGE 1
ESTABLISHING THE VISION & PLACEMAKING PRINCIPLES



IMPLEMENTING THE FRAMEWORK: STAGE 2
DETAILED DESIGN AND DEVELOPING THE SITES



1.2.2 LEWISHAM LOCAL PLAN AND THE CATFORD TOWN CENTRE FRAMEWORK

The council is in the process of preparing a new statutory borough-wide development plan. The Draft Local Plan will set out an overall strategy for sustainable development across the borough, to assist the delivery of new homes and jobs as well as seeking to protect and enhance the natural and built environment. The plan also includes specific guidance for key development and regeneration sites in Catford that are covered by the Catford Town Centre Framework.

The Draft Local Plan identifies Catford as a location for significant scale of development, comprising a substantial number of new homes, new and improved business space and new retail space. The Catford Town Centre Framework provides further guidance on the development principles that are key to ensuring that the quality and quantity of development is delivered in a way that enhances the town centre. The framework is a key part of the evidence base for the Local Plan, and it is consistent with and complements the objectives and policies set out in the Local Plan. The framework has been the subject of wide consultation with a range of organisations and individuals during its preparation, to allow a deeper understanding of Catford as a place as well as of its particular strengths and weaknesses and the priorities for action. It will also be the subject of public consultation prior to its endorsement by the Council. As a non-statutory planning document endorsed by the Council, the framework will be a material consideration in determining planning applications.

Read together, the Local Plan and the Catford Town Centre Framework provide comprehensive guidance for local residents, landowners and other agencies on the future of the town centre and the key development sites, as well as on the expectations that the council has for those tasked with delivering on its regeneration objectives.

The Lewisham Characterisation Study (2019) classifies Catford as a location for “place intensification” where, influenced by the character of surrounding neighbourhoods, more comprehensive change would be appropriate alongside major infrastructure investment. The neighbourhoods surrounding Catford Town Centre have a consistent residential character of urban and suburban rows of terraced housing. However, the grid pattern breaks down where the shopping centre and bigger box retail uses have disrupted the historic street network and created a new and contrasting character. Reimagining the town centre through the framework provides an opportunity to acknowledge the quality buildings that exist there, and to address the disjointed environments of Catford shopping centre/Milford Towers and the “out of town” retail box developments on the Plassy Island and Halfords/Wickes sites. This provides an opportunity to reinstate historic connections and bring new homes and business space into the town centre, to create more accessible, vibrant and liveable spaces.

This process of change needs to be handled sensitively across the town centre and over time, retaining key features, buildings and activities that contribute to its current character and managing the transition from existing to new neighbourhoods that will contribute to Catford’s character in the future.

This transition includes both the construction logistics to minimise as far as possible the impacts of redevelopment on the local community, as well as the appropriate scaling of new, large scale buildings adjacent to existing established residential neighbourhoods.

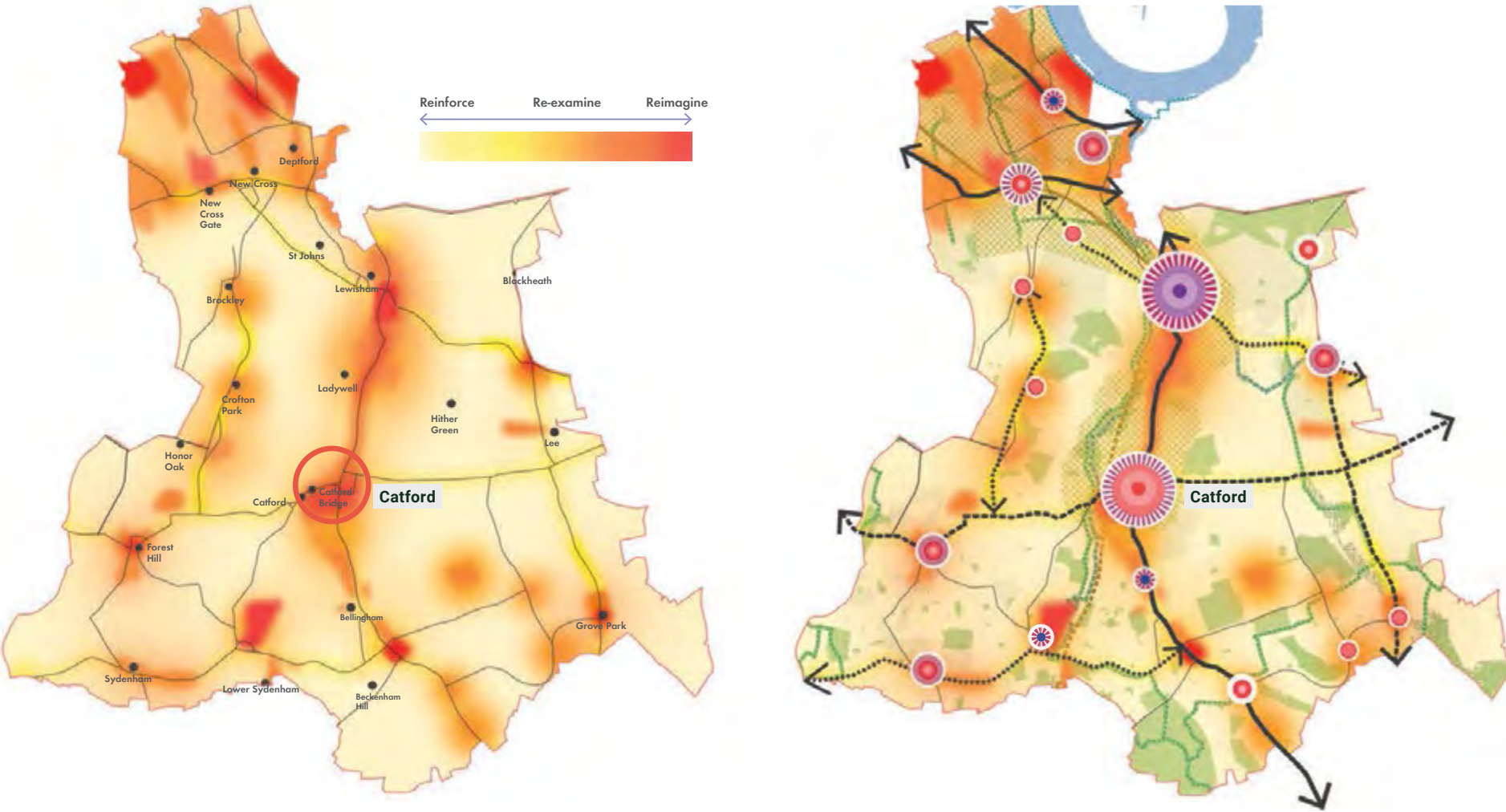


Image source: Lewisham Characterisation Study (March 2019)

1.3 CATFORD IN THE WIDER SOUTH EAST LONDON CONTEXT

1.3.1 STRATEGIC POLICY CONTEXT

Strategically, the borough of Lewisham is defined in the London Plan as being located within ‘inner London’. This wider area, which covers a number of boroughs including Greenwich, the majority of Southwark as well as Tower Hamlets and Newham north of the Thames, experiences both challenges and opportunities. It is identified as an area where growth is to be encouraged, but managed in ways that help improve quality of life and opportunities for both existing and new residents.

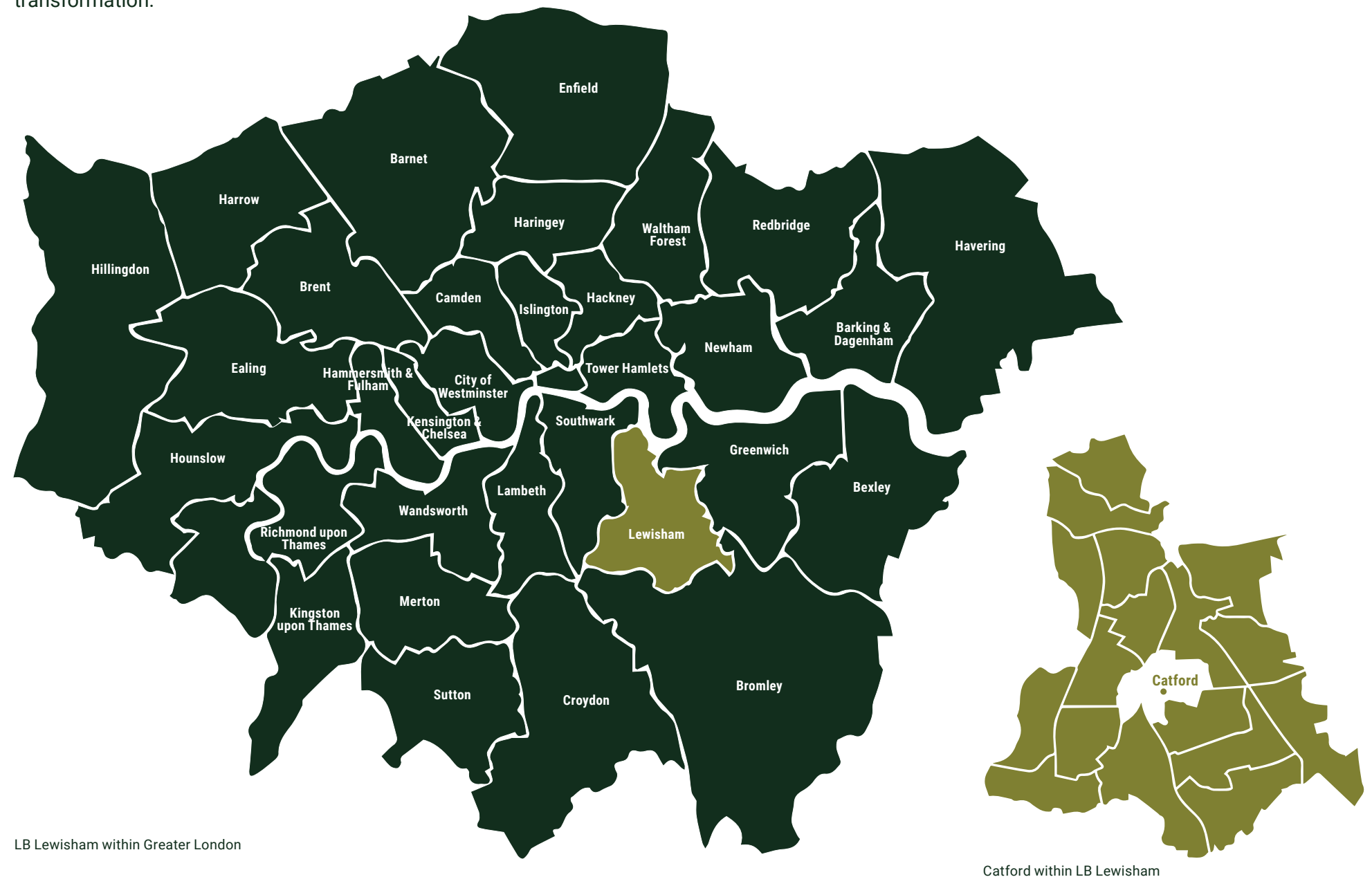
In the London Plan, Catford lies at the southern end of the New Cross/Lewisham/Catford ‘Opportunity Area’. This area is identified as having significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility. With Catford town centre being served by two train stations that provide direct services to London Bridge/Charing Cross and Blackfriars/St Pancras International, as well as a number of north-south and east-west bus routes, it is well connected and benefits from a high level of public transport accessibility. In the longer term, there is the prospect of the Bakerloo Line being extended to Catford, further improving its public transport accessibility. However, Catford town centre also experiences a very high volume of traffic on the Catford Road and Rushey Green, both of which run through the town centre. The number of vehicles impede pedestrian connections and movement, slow bus journey times, and create a poor air quality and a poor environment for pedestrians and cyclists along these routes.

Catford is designated as a Major Town Centre and is identified in the Draft London Plan as having potential for significant urban renewal with large-scale redevelopment of a number of key sites to help transform the town centre. The plan also highlights the opportunity to restore the fractured town centre and to re-invigorate it by boosting the existing civic and cultural facilities and by providing an improved retail, office and leisure offer. Located between Catford and Lewisham town centres is University Hospital Lewisham, alongside other health and social care facilities that are also located on Rushey Green.

In terms of new homes and jobs, the Draft London Plan includes indicative guidelines for the New Cross/Lewisham/Catford Opportunity Area, allocating around 13,500 new homes and 4,000 new jobs across the area as a whole between 2019 and 2041. This includes approximately 2,700 new homes in the heart of Catford town centre, meaning an increase of around 6,500-7,000 people living in and around the town centre. These new

homes, to be delivered over a number of years, will require supporting social infrastructure, including additional school places and health facilities as well as new employment space, so that people have the opportunity to live and work in Catford.

This is a significant scale of development, and the Catford Town Centre Framework is an opportunity to plan for this change and provide clear guidance on the development principles that should underpin this transformation.

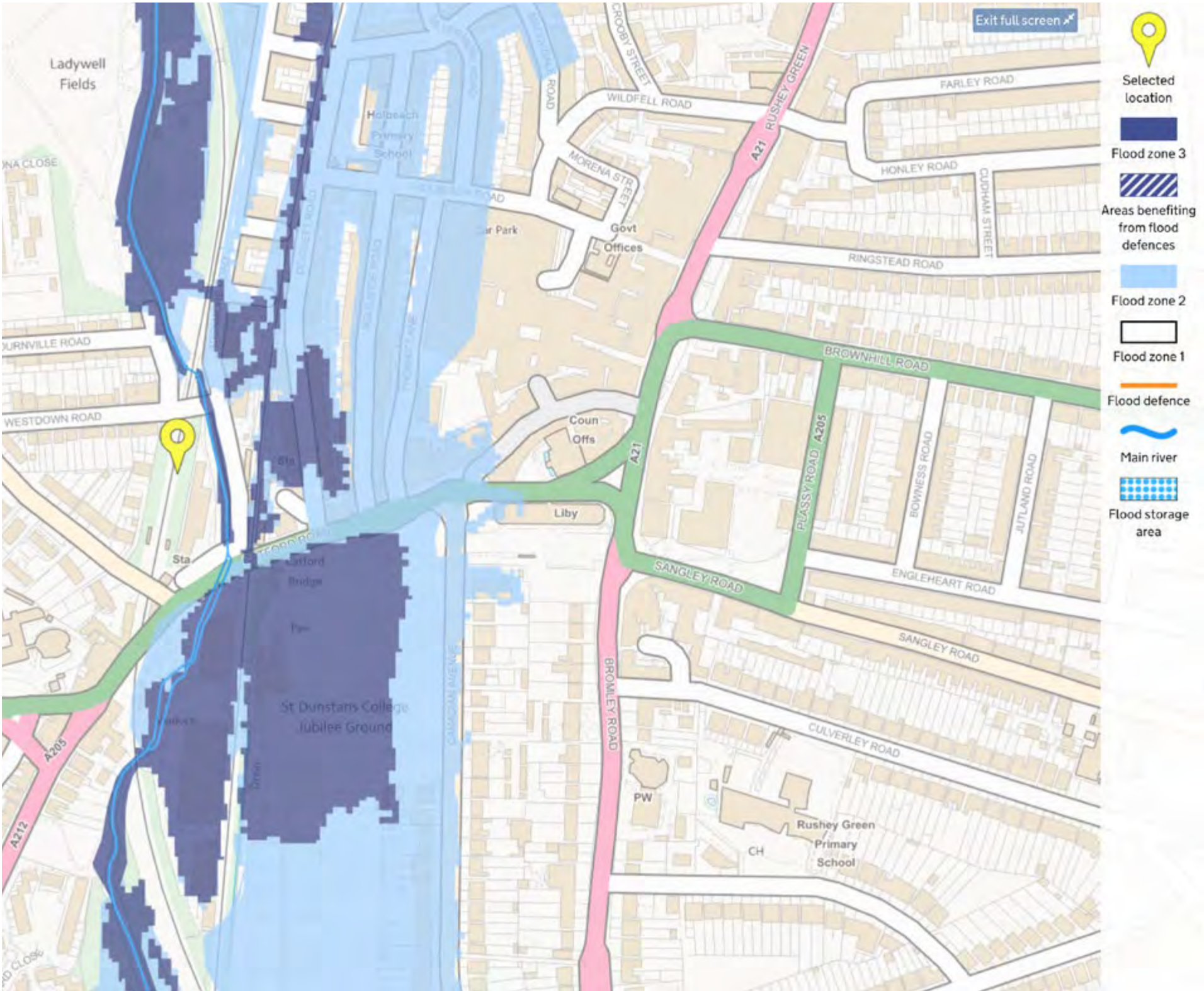


LB Lewisham within Greater London

Catford within LB Lewisham

1.3.2 FLOOD RISK

Environment Agency flood risk maps identify parts of the framework area as being within Flood Zones 2 and 3. This has implications on the range of uses that can be developed on some sites, and on the detailed layout and design of new buildings. This is to ensure that these are not at risk of flooding and that new development does not contribute to increasing flood risk elsewhere. This will need to inform the next stages of the design process as specific site development proposals are progressed and refined.



Catford town centre flood zone map. Source: Environmental Agency.

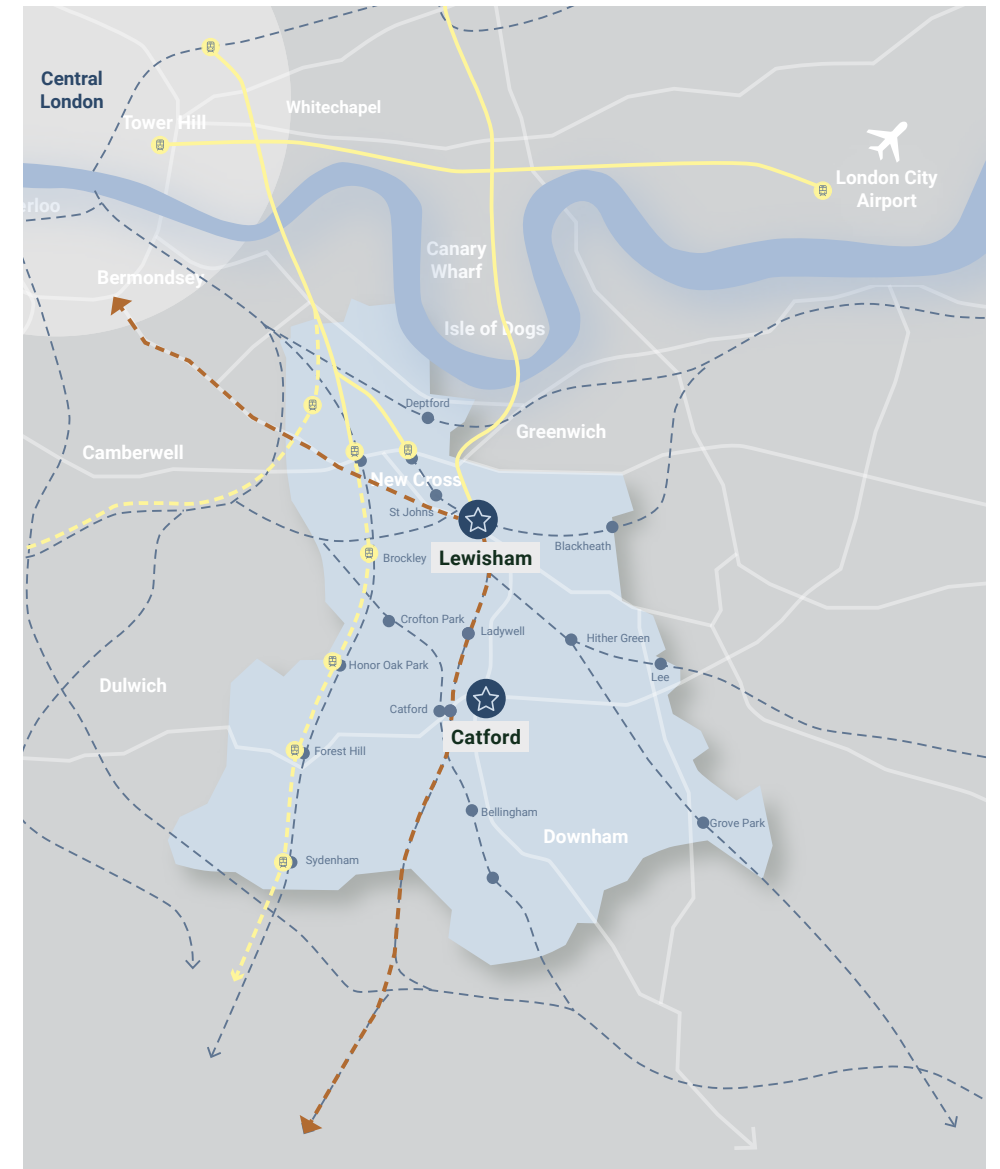
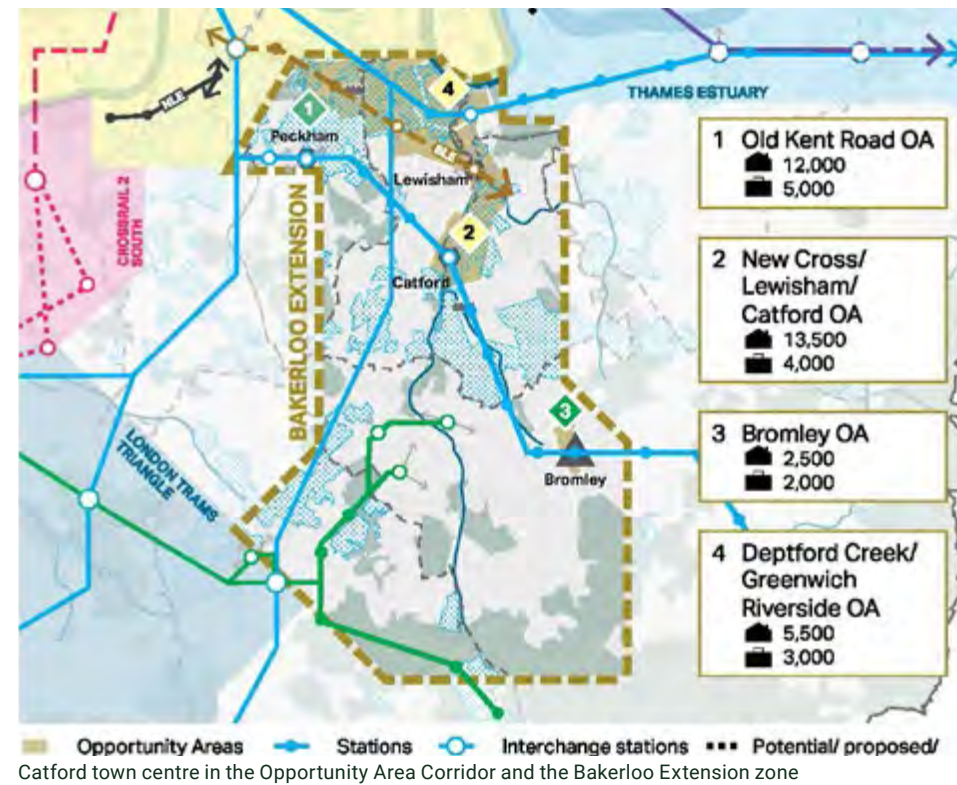
1.3.3 BAKERLOO LINE EXTENSION OPPORTUNITY

TfL is developing plans to extend the Bakerloo line to Lewisham, including scope for a further extension to Catford by converting the existing Hayes Line to London Underground operation.

This would bring a train every 3-5 minutes through Catford Bridge throughout the day, providing direct access to the West End and direct connections to every other London Underground line, which could shorten journey times to central London by up to 14 minutes.

1.3.4 SUPPORTING REGENERATION

While delivery of the Catford Framework Plan is independent of the Bakerloo Line Extension, the arrival of the tube is a once-in-a-generation opportunity for Catford town centre, which will add momentum for growth and regeneration. Putting Catford on the tube map will enhance Catford town centre's reputation as a well-connected place, and help increase town centre footfall, attract new jobs and deliver new affordable housing.



Subject to funding, works on delivery of the new line (shown in brown on map above) could commence in 2023, with services potentially serving Catford in the early 2030s, during the delivery of the town centre framework plan.

1.3.5 LANDSCAPE CONTEXT

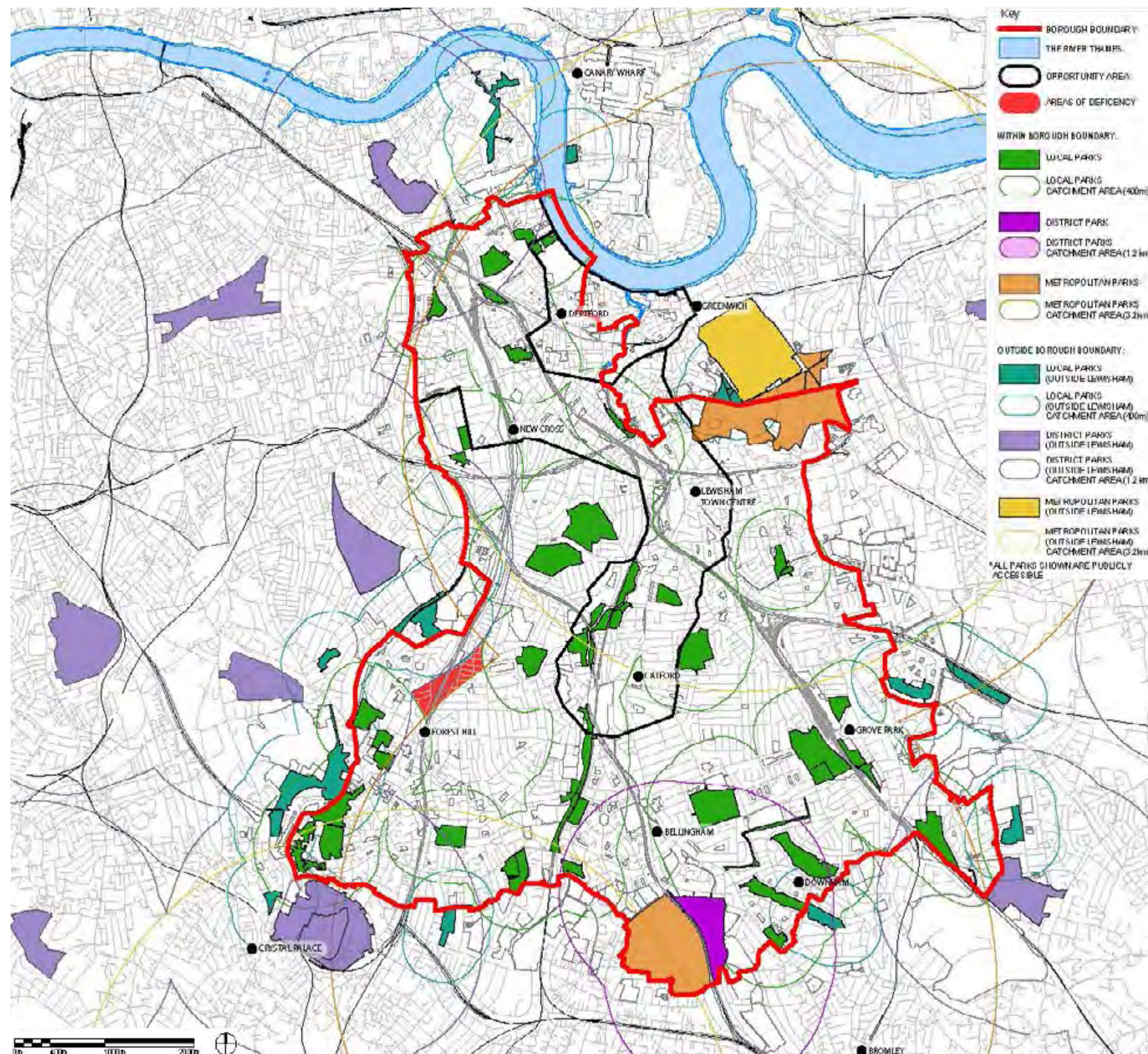
Catford town centre lies adjacent to the River Ravensbourne, which flows through the borough from south to north and forms part of Waterlink Way. The Ravensbourne is joined by the Pool River just south of the town centre, joining with the River Quaggy in Lewisham town centre before meeting the Thames at Deptford.

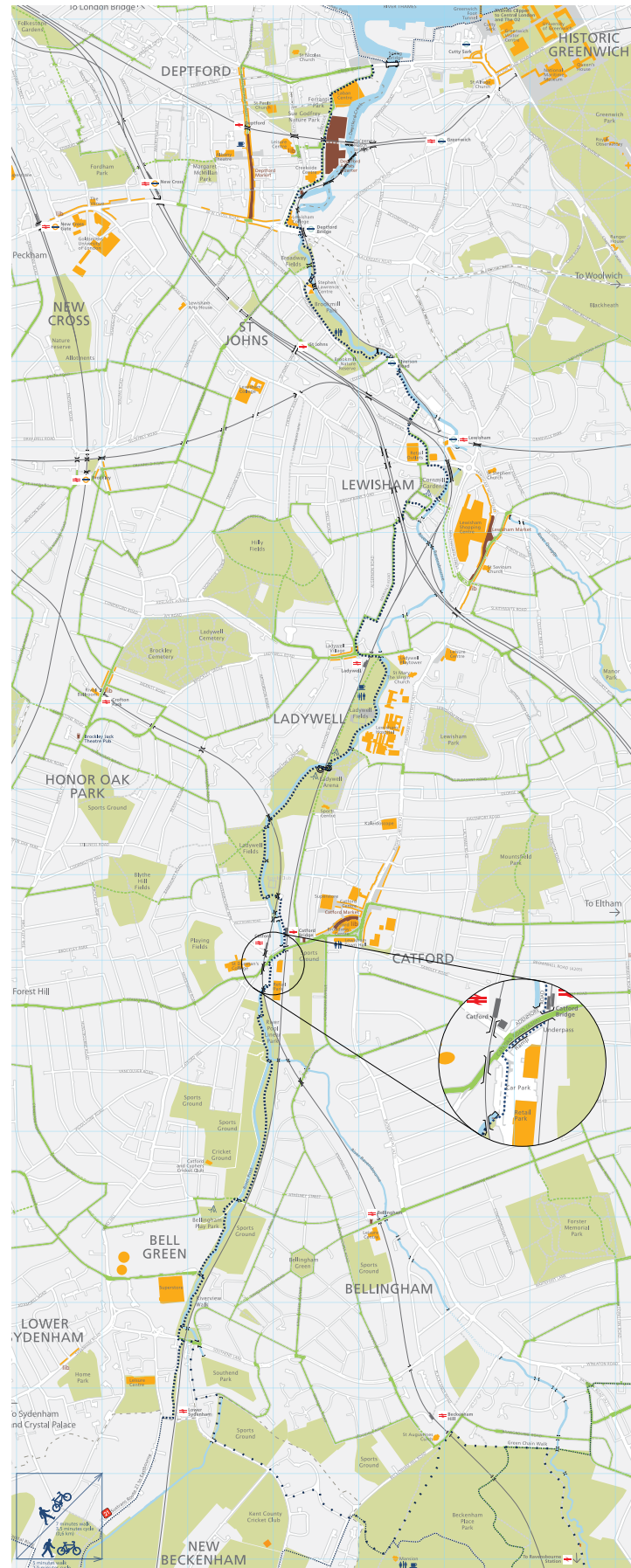
Catford town centre is located within the Rushey Green Ward. This takes in much of Ladywell Fields and its associated sports facilities, as well as Mountsfield Park, both of which are within half a mile/10 minute walk of the town centre. Immediately to the south of the town centre are the playing fields of St Dunstan's College. These are not publicly accessible open space. Although compared with Lewisham as a whole, the area of public parks and gardens per person is above average in Rushey Green Ward, there are barriers to accessing these spaces, such as main roads and railways. Public open space within the town centre itself is very limited.

Given the proximity and generally level access to the open spaces, there is an opportunity to connect them with the town centre as part of a wider programme of creating high quality routes and spaces within Catford.

One of the strategic objectives of the Lewisham Local Plan is 'A greener Borough'. This is aligned with the objective of London achieving National Park City status and ensuring all Lewisham residents benefit from access to high quality green space by protecting, enhancing and connecting the Borough's network of parks, its open and water spaces and the delivery of a Green Grid to improve linkages to and between these spaces. It is also about promoting and protecting the ecological, biodiversity and amenity value of the Borough's natural assets, and seeking to enhance existing assets or make new provision through new development wherever opportunities arise.

This is reflected in Green Infrastructure policies (GR1, GR2, GR3, GR4) that have informed the landscape strategy in this framework.





Waterlink Way plan



Catford in the wider context

1.3.6 CATFORD: A BRIEF HISTORY

Located at the intersection of key east-west and north-south routes through London (now the South Circular and Rushey Green), Catford town centre lies at the edge of what was the Great North Wood - an ancient landscape of woodland and wooded commons that once covered the high ground between Deptford and Croydon. Much of the ancient woodland has been cleared, although remnants remain, along with historical links such as One Tree Hill. The land around Catford became farmland, and a former farmhouse, 'Elmwood' (built in the 1730s), now forms part of the Catford Constitutional Club. The builder, Nelgarde Doggett, is remembered in the neighbouring Nelgarde Road and Doggett Road. By the mid 19th century, the land around Elmwood was no longer farmland and the building was a private residence before being extended and becoming the Conservative and Unionist Club. It most recently operated as a pub until it was forced to close in August 2019 due to structural and safety issues.

Until the mid 19th century, even after the arrival of the railway and Catford Bridge station in 1857, Catford was essentially a rural settlement outside of London.

Since its creation by the Metropolis Management Act in 1855, Lewisham District (later Lewisham Council) was based in Catford and the gothic Town Hall, originally built as a Board of Works in 1875, and later developed into council offices. Rapid population growth in Lewisham saw the construction of the rows of Victorian terraces around Catford, followed by further growth in the earlier part of the 20th century. By the late 1930s, much of Catford had been developed and house building slowed, however, it had grown into the civic and cultural base for Lewisham. The Town Hall was extended by the art deco Broadway Theatre and attached office space. Catford was a thriving centre with a high quality retail offer and a host of entertainment venues, home to 'Catford Dogs' (a popular greyhound track), Catford Cycling Club, a number of sports teams, a skating rink, several cinemas and even a film studio.



c1920 Aerial of Catford, facing South-East, showing St Laurence's Church and the Gothic Town Hall before its 1930s extension.



1863 OS map of Catford

Catford's growth and transformation from rural backwater to busy residential neighbourhood and town centre through the Victorian and Edwardian eras is reflected in the rapid expansion of new homes built along a grid of streets immediately to the north of Catford Road and east of Rushey Green. Whilst much of this grid remains, the area to the south of Holbeach Road was lost through redevelopment of the Catford Centre and Milford Towers.



1892-1914 OS map of Catford



1944-1967 OS map of Catford

With a network of high quality Victorian streets and a wider catchment of inter-war suburban housing, the centre was served by excellent transport connections with two railway stations, bus services and good road links. Whilst Catford has only a few listed buildings, most notably the Broadway Theatre, a number of locally listed buildings and the Culverly Green Conservation Area (to the south of the town centre) offer a reminder of its historic development and qualities.



Pre 1850: Ravensbourne Park Villas, c1820



Pre 1850: Elmwood Farmhouse/Constitutional Club



1850-1900: Minard Road



1900-1950: Ravensbourne Park Crescent

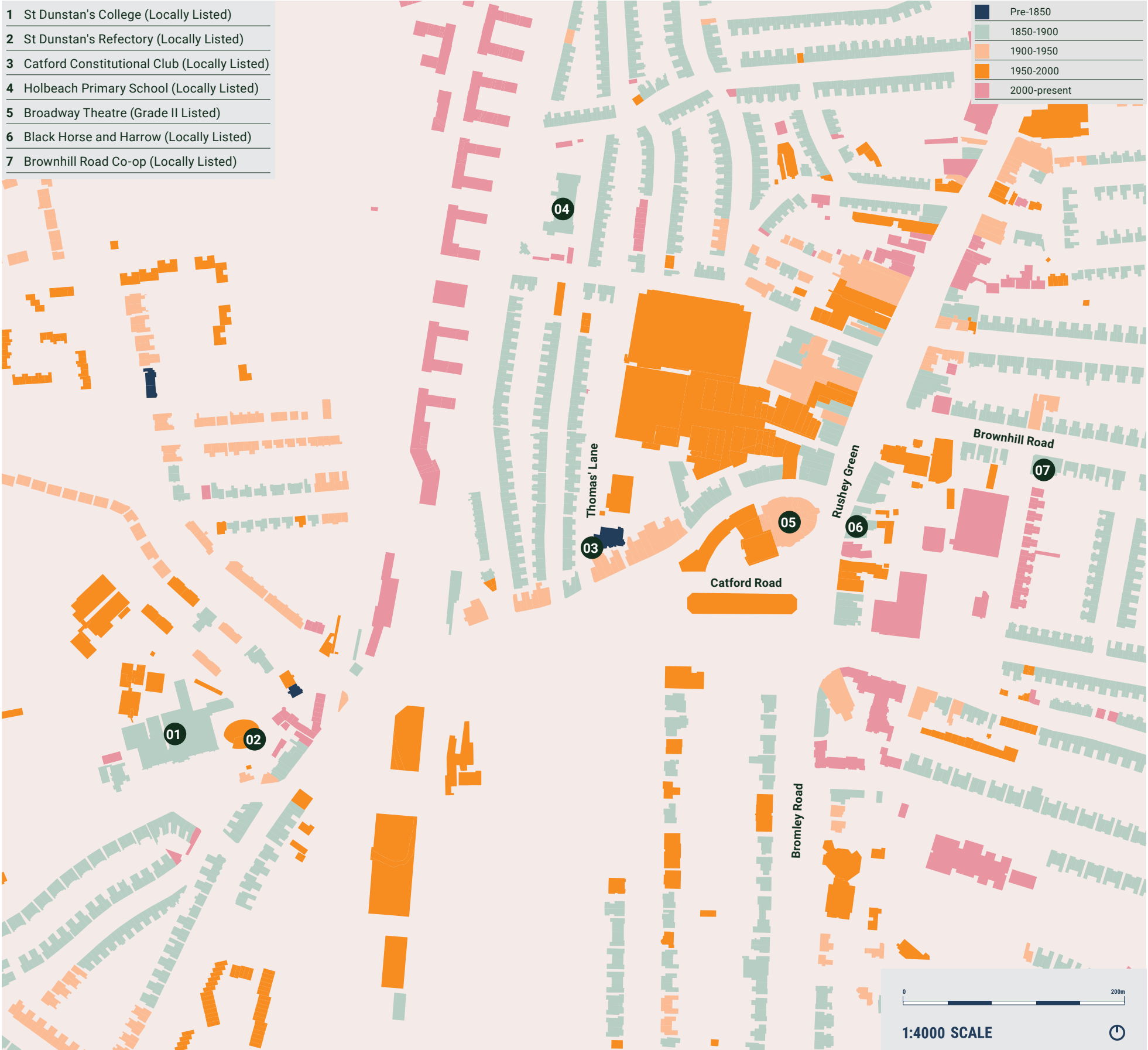


1950-2000: Colin Court, Ravensbourne Park



2000-present: Catford Green

- 1 St Dunstan's College (Locally Listed)
- 2 St Dunstan's Refectory (Locally Listed)
- 3 Catford Constitutional Club (Locally Listed)
- 4 Holbeach Primary School (Locally Listed)
- 5 Broadway Theatre (Grade II Listed)
- 6 Black Horse and Harrow (Locally Listed)
- 7 Brownhill Road Co-op (Locally Listed)



Building age diagram



St Dunstan's school - Locally Listed



St Dunstan's Refectory - locally listed



Elmwood Farmhouse (Catford Constitutional Club) – locally listed



Holbeach Primary School - Grade II Listed



Broadway Theatre - Grade II Listed



Black Horse and Harrow (renamed Ninth Life) - locally listed



Brownhill Road, former Co-op building - locally listed

1.4 CATFORD TODAY AND ITS STRENGTHS

Feedback from consultation events with people living, working and visiting Catford highlights a number of its strengths and positive features which give Catford its special character and distinctiveness:

- Catford's cultural offer, including the Broadway Theatre, library, Catford Mews and Catford Constitutional Club, which together offer a range of venues and serve a range of interests.
- A range of affordable shops as well as specialist food outlets and the market, which serve the needs of local people and the diverse community that lives in and around Catford.
- The activity that is created by the market and events held in the town centre, which showcases Catford's entrepreneurial spirit.
- Access to open space at Ladywell Fields and Mountsfield Park and the Ravensbourne River.
- Well served by train services via Catford Bridge and Catford stations as well as bus services connecting with outer London centres and central London.
- A range of good quality housing available to rent and buy at affordable rates including homes for families.
- Catford's 'symbol' of the Cat which is popular and well loved by the people of Catford.
- The friendliness and quality of local people, with a strong sense of a diverse, unified community.
- The quality of the buildings, including the listed Broadway Theatre as well as other buildings of heritage value and distinctive architecture.



Mountsfield Park



Catford Broadway shops and market



Pop up cinema in the shopping centre



Catford Mews



The Catford Cat

1.5 CATFORD TODAY AND ITS CHALLENGES

Post-war development in Catford has been piecemeal and has undermined Catford’s historic character and qualities. This is reflected in the redevelopment of the historic streets to the north of the Broadway in the 1970s incorporating the Catford Centre, Milford Towers and

multi-storey car park as well as the development of ‘out of town’ retail sheds, with extensive surface car parking to the east and west of the town centre.

Whilst Catford benefits from very good public transport connections, for people coming by train in particular the sense of arrival in Catford is poor. The experience for pedestrians and cyclists moving from the stations to the

town centre is unattractive and feels unsafe, dominated by the traffic on Catford Road and exacerbated by narrow pavements.



01. The shopping centre is outdated and introverted



04. The shopping centre entrance lacks activity



07. The Catford station building is underwhelming



10. The Catford Bridge arrival is compromised by traffic on Catford Road



02. Surface car parking cover several underutilised town centre sites



05. Milford Towers is not fit for purpose and is perceived as unsafe



08. The pedestrian and cycle links are convoluted and feel unsafe



11. The narrow pavements and cycle routes on Catford Road bridge



03. The Wickes & Halfords site is underutilised and cut off from the town centre



06. Plassy Island is dominated by low rise retail boxes and car parking



09. St Dunstan's playing field is not an open space for public use



12. Catford Road is congested and severs the town centre

Although Ladywell Fields are close to the town centre, there is very limited publicly accessible open space within the town centre itself. St Dunstan's College playing fields located immediately to the south of the town centre are not open to the general public, so although they provide a welcome green space in an area dominated by the busy South Circular, they provide little meaningful relief from the generally poor urban character of the area. Some

sections of the Ravensbourne River have been opened up, however, other parts remain culverted and the public realm along Catford Road is typically characterised by narrow pavements, few trees, street clutter and poorly managed and maintained left over spaces. Together, these aspects detract from the day-to-day experience of Catford town centre as a place to live and visit.



13. Catford Broadway has active uses on one side only



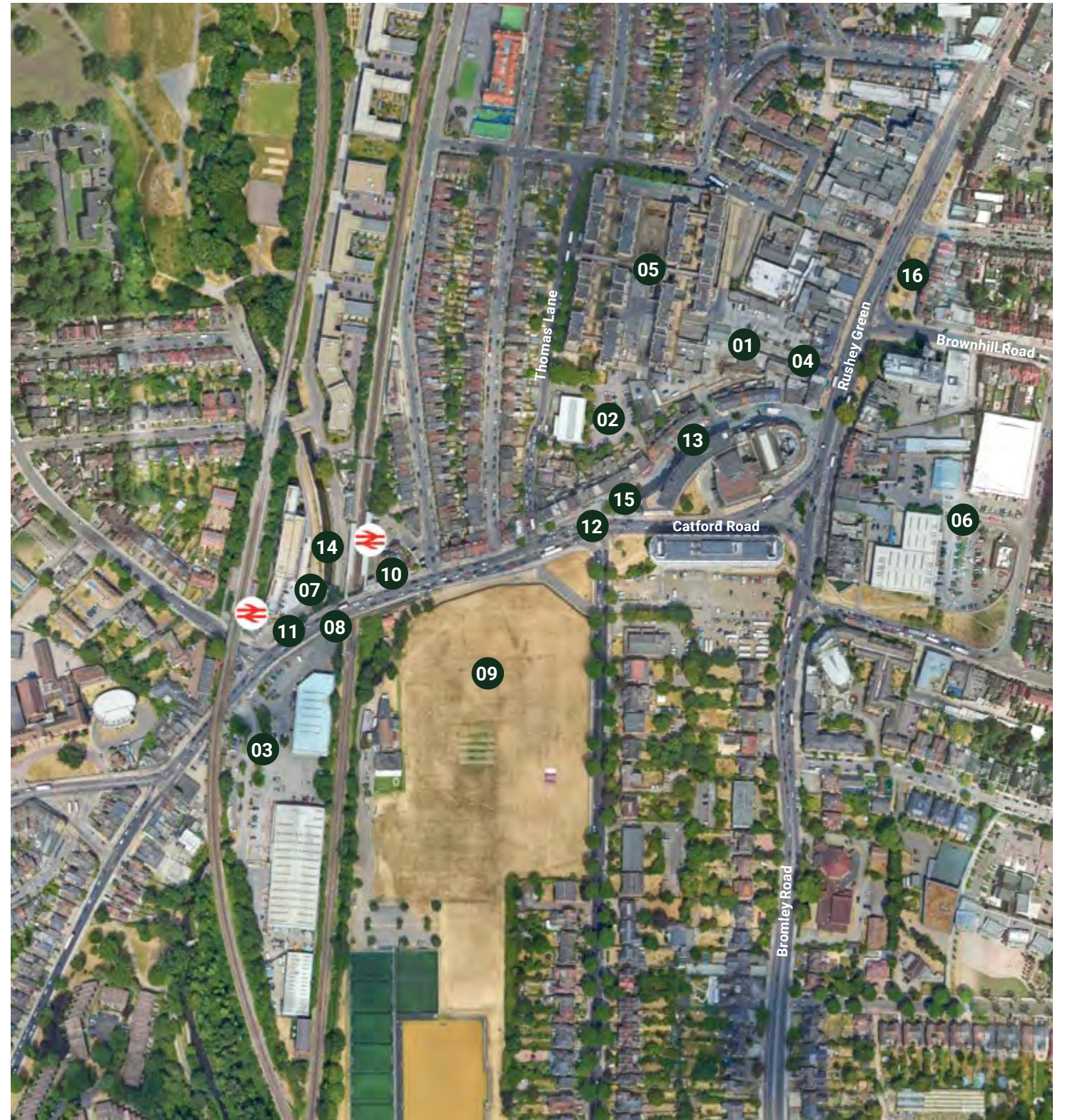
15. Private cars use Catford Broadway as a cut through route



14. The River Ravensbourne is part culverted and disconnected from Catford



16. The Rushey Green open spaces are fenced off and unusable



Aerial view of Catford town centre

1.6 WHAT YOU TOLD US

As part of the initial research and background work for developing the Catford Town Centre Framework, consultation events and digital engagement sessions were held with local residents, local groups and businesses, visitors to Catford and people who work in the town centre as well as key landowners. These sessions took place over a number of months and involved listening to the range of issues facing local people as well as testing with them ideas about the future of Catford town centre.

Over four public events, via on-line comments pages, in sessions with council members and officers, the local community shared a wide range of comments and ideas about Catford as a place today and their aspirations for the future.

Over 2,000 comments and ideas were received on-line, raising 20 different topics, of which 5 of the top 6 related to the quality of the environment:

- 1 Public realm
- 2 Roads
- 3 Pedestrians
- 4 Retail and business
- 5 Local environment
- 6 Green spaces

Together, these accounted for almost two-thirds of the comments received.

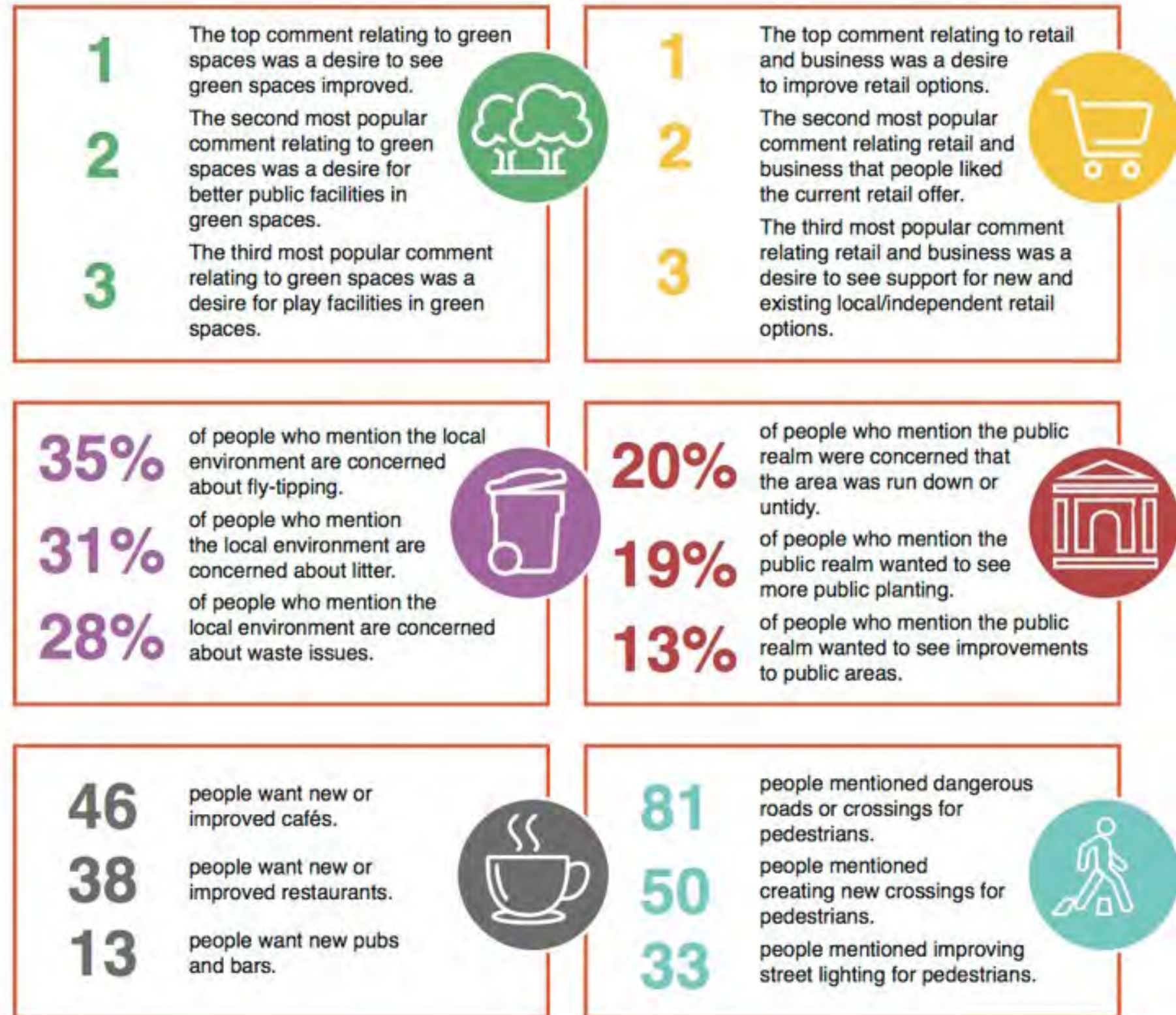


As part of the consultation work, workshops and discussion groups were arranged to explore specific topics relating to housing numbers and density, and the future of the Civic Centre. Combined with research and analysis of the challenges and opportunities facing Catford town centre, a number of strategic principles emerged that were refined into 8 placemaking principles:

- 1 Consolidating the public realm to create better places for people;
- 2 Enhancing the sense of arrival at the stations;
- 3 Establishing a verdant public realm and a sequence of welcoming public spaces;
- 4 Unveiling the culverted Ravensbourne River and improving connections to nearby communities and nature;
- 5 Strengthening the civic and cultural offer of the town centre, and nurturing and growing the local business community;
- 6 Creating a permeable edge to frame and shelter the town centre open spaces;
- 7 Healing the back of the Catford Broadway and create a range of workspaces that activate the public realm;
- 8 Providing new high quality homes on key opportunity sites in the centre of Catford.

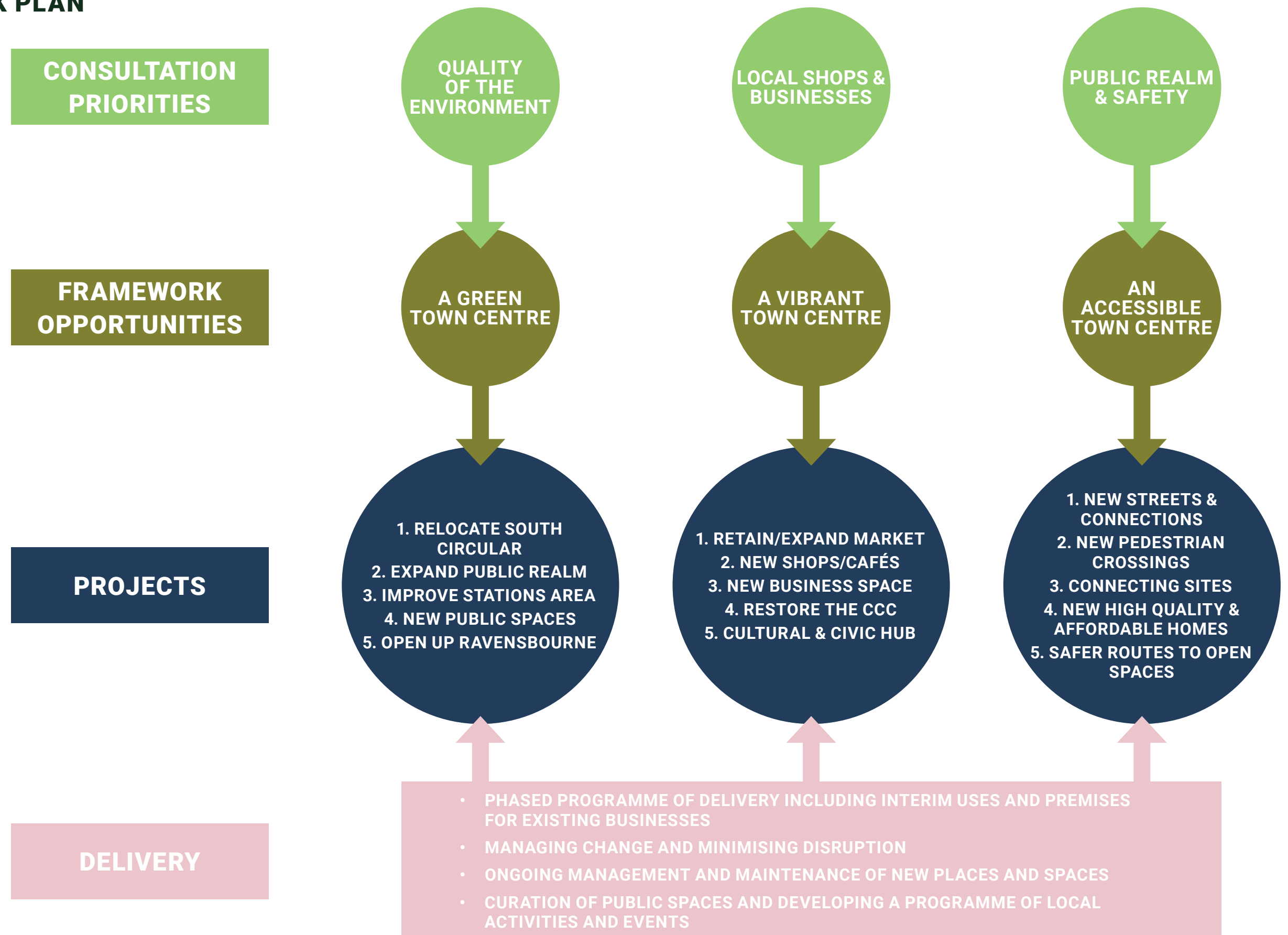
These underpin the overall strategy, land uses and specific projects set out in the Catford Town Centre Framework.

For a full summary of the Catford Town Centre engagement and consultation, please see the Statement of Community Involvement (SCI).





1.7 INFLUENCE OF CONSULTATION ON THE FRAMEWORK PLAN



2 Catford Town Centre Framework



- 1 Catford Station
- 2 Catford Bridge Station
- 3 River Ravensbourne
- 4 St Dunstan's Playing Field
- 5 Catford Constitutional Club
- 6 Broadway Theatre
- 7 Eros House
- 8 Catford Cat

Illustrative town centre framework plan - roof level

2.1 INTRODUCTION

2.1.1 A VISION FOR CATFORD TOWN CENTRE

By 2040, a new generation of buildings, places, new streets connecting with existing neighbourhoods and significant public realm improvements will be delivered to boost the town centre's vitality and liveability. The town centre will be greener and healthier. It will feel safer and be home to a larger number of people. It will provide a mix of new homes, places to work and be a place to visit throughout the day and into the evening. It will provide the built and social infrastructure appropriate to reinforce, develop and expand its existing role as an important centre. Concentrated along Catford's main streets and centred around the Broadway Theatre will be retail and leisure spaces, reviving and reinforcing Catford as the civic and cultural heart of the borough.

The preparation of the Catford Town Centre Framework is an opportunity to establish a long term vision for the town centre that responds creatively to the need for new homes and business space whilst addressing significant environmental and infrastructure barriers that detract from Catford's sense of place and vitality. Addressing issues relating to the poor quality of the environment and public realm are key to achieving this objective, and the ambition is to establish Catford as an exemplar green town centre. The objective is to transform what is today a noisy and fast pace urban environment into a more tranquil, cleaner, healthier and more sustainable town centre for the benefit of people, urban wildlife and ecology. Enhancing the sense of arrival at the two Catford stations will be delivered through an upgraded public realm with a focus on generosity of space and connectivity for pedestrians and cyclists.

In terms of infrastructure and the overall layout and functioning of the town centre, the intent is to better integrate Catford Road into the urban grain and introduce more frequent high quality crossing points in key locations to enable people to effortlessly flow from one neighbourhood to the other. Re-establishing a network of historic lanes that were lost through more recent development will increase permeability and improve connectivity between the town centre and the surrounding neighbourhoods. Together, these will make Catford a more hospitable place, less dominated by the heavily trafficked South Circular and able to function as a place to stay and enjoy for residents, visitors and workers.

A review of Council operations and accommodation needs in the town centre provides an opportunity to develop a more flexible, informal and approachable service – an integral part of the place, integrated into a diverse mix of workspaces, shops and services. This also provides an opportunity to create a new setting that celebrates the Broadway Theatre. A public building with a rich programme of events coupled with welcoming open spaces for curated events, casual get-togethers and informal play provides a springboard to establish the town centre as a platform for civic and social life.



Aerial view illustrating a potential development scenario for the town centre public realm

A significant number of new homes for all types of households will be created within residential neighbourhoods located around the town centre core, predominately within The Lanes, Plassy Island and the Ravensbourne Quarter, but also on sites along the South Circular and through the intensification of development along Rushey Green. The ambition is to create a range of housing types and tenures with an appropriate density and scale within the town centre context.

The provision of a diverse range of workspace and retail spaces across the town centre is aimed at sustaining an environment for growing and start-up businesses, creating an inspiring and energetic atmosphere that nurtures business growth with the clear objective of making Catford a location of choice. With changes in the economics, dynamics and function of town centres, Catford's ambition is to become a destination not just for shopping, but also for business, leisure and entertainment venues and opportunities.

2.1.2 STRATEGIC PRINCIPLES

Two key themes that have emerged from the review of Catford's strengths and weaknesses and from consultation events are: the poor quality of the public realm, the lack of green space and environmental concerns including air quality, and; the impact of road infrastructure that dominates the town centre and severs connections between its various sites and facilities as well as from its residential neighbourhoods. Responding to these related issues, the framework is underpinned by three underlying principles:

- 1 Transforming Catford into a green town centre.
- 2 Making Catford an accessible and connected place for all.
- 3 Making Catford a vibrant place to live, work and visit.

2.2 PLACEMAKING PRINCIPLES

To capture the vision for the place, a set of placemaking principles have been developed based on:

- A thorough analysis of the town centre, including its location and function, its history and development, and an assessment of its current strengths and weaknesses.
- A review of background documents, including previous studies relating to individual sites and topics.
- Feedback from consultation with people who live and work in Catford.

Based on this analysis, an overall vision for the town centre, with its strengths enhanced and promoted and its weaknesses addressed, has been developed, which expresses how it will feel and function as a place for the local community in the future.

The placemaking principles capture and express the collective aspirations in a set of simple plans. These serve as the foundation for the proposed framework and a Development Strategy for the town centre and for the key regeneration sites. The strategy comprises a number of physical interventions, including public realm improvements, new homes and business space and the South Circular road realignment, that are complemented by measures that are aimed at supporting the local community and in delivering the wider vision.

01 CONSOLIDATING THE PUBLIC REALM TO CREATE BETTER PLACES FOR PEOPLE



The re-routing of the South Circular to the south of Laurence House has been in the pipeline for a number of years. The Council has safeguarded land to enable its delivery and it is a priority project of the Council. The relocation of the road will fundamentally change the character and experience of the town centre, and it is identified as a key component of the framework and development strategy for Catford. Relocating the road would free up land and connect the Laurence House site with the Civic Centre site and the town centre. It provides an opportunity to extend the pedestrianised zone around the Civic Centre that through associated public realm improvements can create a much more attractive, calm and hospitable environment for people living, working, shopping and visiting the town centre. The existing bridge over the railway line and Ravensbourne River is a pinch point for traffic where cars, lorries and buses take priority. A limited carriageway width, no segregated cycle route and narrow pavements mean that cyclists and pedestrians are often caught in precarious situations at dangerous junctions and crossing points, or on narrow disjointed cycle lanes and pavements. The existing conditions also exacerbate the disconnection between the two stations, the river and the town centre. Combined with a better connection, including wider pavements and an off-road cycling track, there is the opportunity to fully connect to the town centre with its key public transport assets.

02 ENHANCING THE SENSE OF ARRIVAL AT THE STATIONS



Catford's two stations, with regular services connecting to a range of destinations, is a major asset to the area. Many people arrive in Catford by train and the stations environments are their first impression. Today the station arrival spaces are underwhelming, at best. The area is cluttered and compromised by traffic, poorly signposted, accessed through convoluted and stepped access to platforms, with poor quality buildings and forecourts with limited facilities.

The stations themselves would benefit from investment, including lift access to the platforms and upgraded travel information systems. Combining works to improve the station arrival spaces with investment in the wider public realm and enhancing existing routes and connections for pedestrians and cyclists would make a significant difference to the experience of people living in and visiting Catford.

03

ESTABLISHING A VERDANT PUBLIC REALM AND A SEQUENCE OF WELCOMING PUBLIC SPACES



Catford is currently dominated by roads, traffic and hard open spaces with few street trees or quieter green spaces away from the activity along Catford Road. The green spaces that do exist in the vicinity, such as Ladywell Fields, and further afield Blythe Hill Park and Mountsfield Park, are within a short walking distance but not well signposted or separated from the town centre by a combination of major roads, buildings and bridges over and under the railway lines.

A key element of the public realm improvements to Catford town centre is to introduce trees and verdant planting to 'soften' the areas of hard landscaping, responding to a general desire to green the town centre. Urban greening should inform the public realm and building façade design at the outset.

Establishing a sequence of high quality open spaces and pocket gardens within the town centre would create breathing space for people to relax and linger. Combining new public spaces with a wider strategy to link the town centre with its hinterland of parks, river corridors and sports facilities would help promote and support healthy lifestyles.

04

UNVEILING THE CULVERTED RIVER AND IMPROVING CONNECTIONS TO NEARBY COMMUNITIES AND NATURE



The 'green finger' of the Ravensbourne River is largely hidden from view and culverted in sections. This natural asset should be celebrated. Un-culverting of the Ravensbourne River will be at the heart of redevelopment proposals for the site.

By unveiling the culverted section of the River Ravensbourne, this linear landscape could provide an inviting waterside promenade that connects with nearby green spaces and local centres. There is a potential to reinforce Waterlink Way to create a borough wide strategic route for walking and cycling – a green link from the Thames in the north to Catford and beyond.

05

STRENGTHENING THE CIVIC AND CULTURAL OFFER OF THE TOWN CENTRE



Once one of south east London's cultural hotspots with three cinemas and two dance halls, Catford has a significant cultural and creative past. With a strong and distinct civic and cultural offer at the heart of the town centre, arranged around the historic Broadway Theatre, there is an opportunity for Catford to develop and extend its offer.

The Council's offices and public services are currently scattered around the town centre, making them both inefficient in their operation and at times inaccessible or unwelcoming to the public. The ambition is to consolidate the disparate uses into an accessible hub that welcomes people in. In combination, existing community facilities would be improved and a range of additional culture and leisure destinations added to diversify the offer. The heart of the town centre would become a platform for community life and leisure.

06

CREATING A PERMEABLE EDGE TO FRAME AND SHELTER THE TOWN CENTRE OPEN SPACES



Laurence House was originally intended as a temporary building, but has outlived its projected lifespan. The recent refurbishment will allow the building to stay operational for up to 10 years, however, in due course the council offices and library will need to be re-provided.

The realignment of the South Circular immediately to the south of Laurence House provides an opportunity to redevelop the Laurence House site in a way that contributes to an improved town centre environment. Future development on this site should be permeable to allow sunlight into the public realm, with an active ground floor level that brings life and activity to the open spaces.

07

HEALING THE BACK OF THE CATFORD BROADWAY - CREATING AN EDGE OF ACTIVE WORKSPACES



Whilst Catford Broadway is a much loved local street and event space, its back of house is disorganised and run down. It clearly needs a face lift and this provides an opportunity to 'deepen' the high street by adding a layer of active uses to the rear of the Broadway. In this way, the back of house area could be wrapped by workspaces and smaller bars/café/restaurants, topped with new residential accommodation.

Catford is already home to a thriving business community, many of whom rent affordable space in the upper levels of the Old Town Hall. With demand currently outstripping supply, there is pressure to provide more space, preferably at ground level with a street front. This creative edge could provide new workspace and new employment opportunities.

Independent shops and street traders add to the character of Catford that is so cherished, and a letting strategy should be developed to accommodate this type of operator within future developments.



Close to the town centre are key opportunity sites that do not currently optimise their strategic location, and that have significant potential to contribute to the transformation of the town centre. They represent an opportunity to create new residential neighbourhoods close to all the facilities and services offered by the town centre, with a mix of homes for all generations and households, including families with children.

The Draft London Plan states that approximately 2,700 new homes will be accommodated in the heart of Catford town centre. This represents around additional 6,500-7,000 people living in Catford town centre.

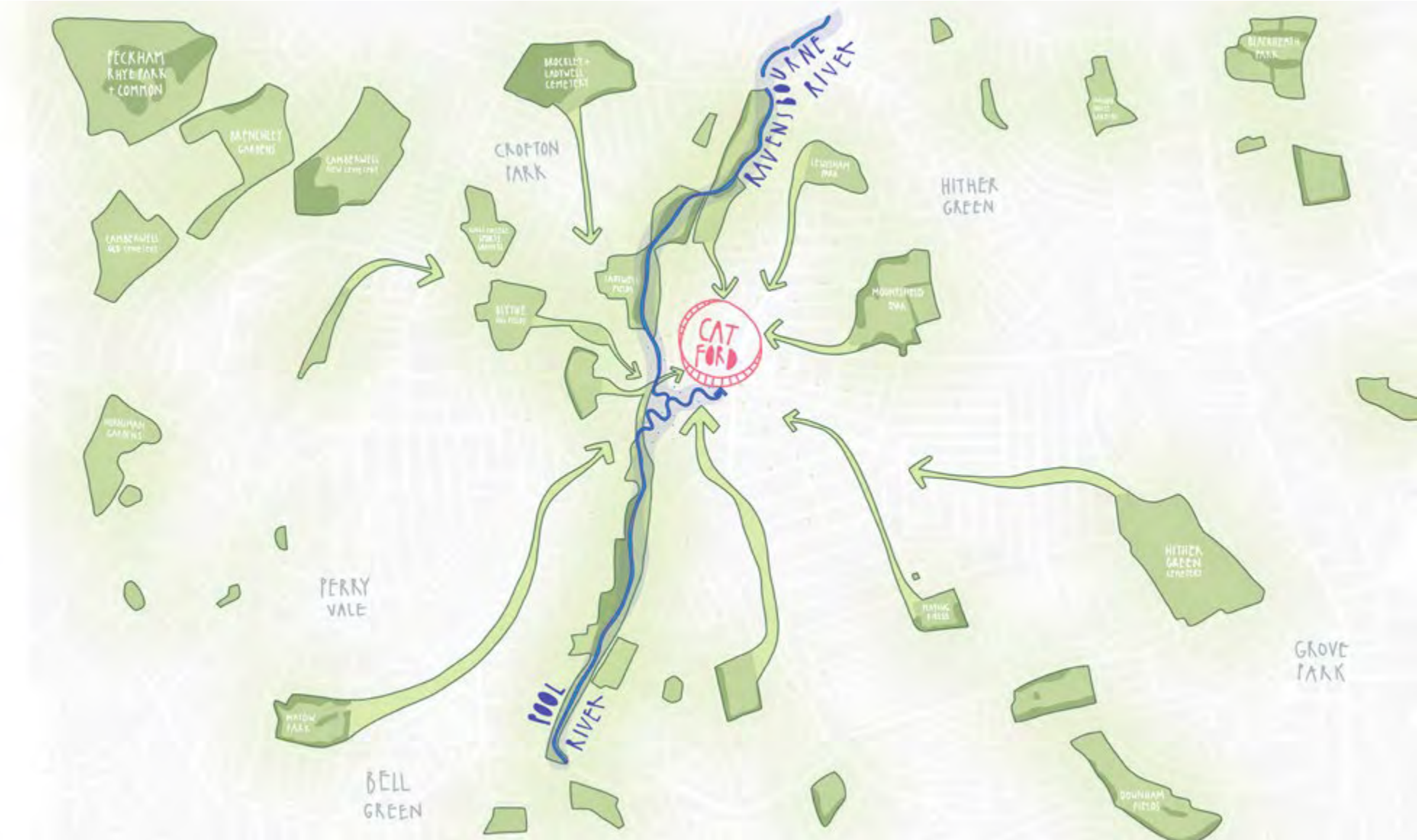
Public open spaces should be an integral part of the new neighbourhoods, and communal residential amenity spaces and play areas provided safely from the surrounding hustle and bustle.

Active uses such as community uses, smaller shops, cafés and creative workspaces should be the predominant ground floor uses.

2.3 A GREEN TOWN CENTRE

2.3.1 INTRODUCTION

Catford is in close proximity to high quality green space, whether that be the designed and programmed council parks or the naturalised River Ravensbourne corridor. The sound of the river and birds, and the dense willow trees that provide a sheltered canopy, enable residents to get a sense of nature in the most urban of contexts. However, Catford town centre is probably better known for and experienced as a place of noise, air pollution, lack of wildlife routes, surface water run-off and urban overheating. The objective therefore is that public realm in Catford should not be defined by road infrastructure but by a rich, place specific landscape that supports Catford's strong sense of community. The presence of nature should extend beyond the park and the river and into Catford town centre itself.



Concept diagram illustrating how Catford can be influenced by the blue and green infrastructure that surrounds the town centre



Trees in Catford. Base map: Stamen Terrain 2018. Tree Data: National Tree Map.



Mature, designed landscape setting of Mountsfield Park



The River Ravensbourne has been naturalised and improved in Ladywell Fields



View along the River Ravensbourne corridor



Existing ambition for a greener town centre is evident in the council buildings



View across Ladywell Fields, looking toward Catford Town Centre

2.3.2 BENEFITS OF A GREEN TOWN CENTRE

The provision of green and blue infrastructure can deliver a wide range of environmental, social and cultural benefits to combat some of the issues facing Catford, these include:

1 Improved Air Quality

Urban vegetation can greatly reduce the amount of emissions people are exposed to. It does this by changing the speed and distance pollutants travel before they reach people. In addition, vegetation improves air quality and reduces greenhouse gases.

2 Reduced Noise Pollution

Vegetation can be used to reduce noise levels by damping urban vibrations. Green roofs have the potential to significantly reduce road traffic noise by acting as a building insulation. Urban greening separates traffic from people and the perception of noise is reduced, whilst green walls help improve sound insulation along the streetscape.

3 Reduced the Heat Island Effect

Increasing green space in urban areas can help to cool high density areas of the city by around three to four degrees centigrade. Having a greener town centre can help protect the most vulnerable in our community from increasing temperatures as a result of a changing climate.

4 Climate Resiliency

Green infrastructure is among the most widely applicable, economically viable and effective tools to combat the impacts of climate change and help people adapt to or mitigate the adverse effects of climate change. It provides shelter from increased rainfall, increased summer temperatures and wind, and ensures the town centre is sustainable in the long term.



Pedestrian routes in Sheffield cut through the sustainable urban drainage system, separated from the road

5 Creation of New Habitats

Green streetscapes enhance biodiversity by providing new habitats for birds, insects and other species. The creation of green stepping stones from more naturalised areas can assist in increasing the number and variety of species and provide new habitats for local wildlife to inhabit.

6 Increased Species Movement

Greening of the town centre helps facilitate species movement by connecting wildlife populations between habitats and creating wildlife corridors.

7 Sustainable Water Management

These types of green infrastructure act as sustainable drainage, which prevent or slow down water reaching mains drainage or sewerage. During heavy rainfall and flooding events, sustainable drainage can reduce the amount of surface water run-off, which in turn reduces the risks of flooding in town centres and downstream. The use of sustainable drainage can also capture contaminants and prevent pollution entering rivers and other watercourses. The provision of green and blue infrastructure in urban areas can also deliver a wide range of social and cultural benefits, as set out in the diagram below.



- 1 Social & economic regeneration**
Social and economic regeneration is strongly related to benefits of green space, such as economic growth and investment, quality of place (including visual amenity), recreation & leisure, and tourism.
- 2 Improved access to nature**
Improved access to nature ensures that the benefits of green and blue infrastructure are provided equitably, especially in neighbourhoods that have historically borne disproportionate air and water pollution or that lack green space.
- 3 Increased safety & mobility**
Green infrastructure can be leveraged in conjunction with other street design improvements to realise complementary goals, including transit access and safe mobility.



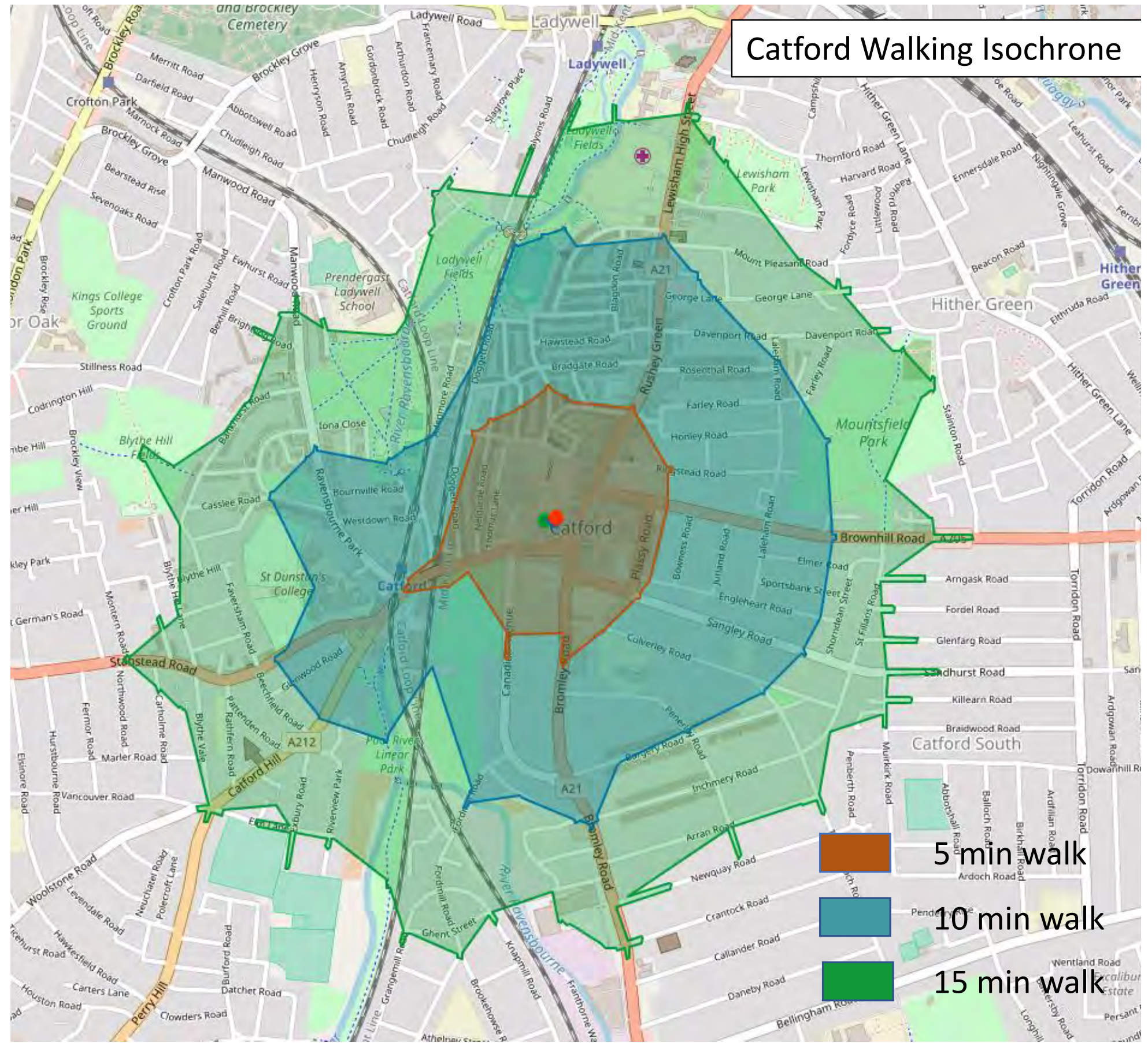
Street greening at Bonnington Square Gardens

- 4 Improved physical health**
More green space encourages outdoor physical activity, reducing obesity and preventing associated chronic diseases such as heart disease, high blood pressure, stroke, type II diabetes, arthritis, and certain types of cancer.
- 5 Improved mental health**
People have a well-developed awareness of the stress reducing benefits of nature, and green spaces have been shown to provide a restorative environment that helps alleviate stress and mental fatigue.
- 6 Property values & marketability**
Street trees and green infrastructure enhance aesthetic qualities and provide a significant neighbourhood amenity. Properties on tree-lined streets are valued at up to 30% more than those on streets without trees.
- 7 Increased time spent outdoors**
Green space creates environments that people wish to spend more time in and encourages outdoor activities, including walking, cycling, and other recreation.



Catford town centre is surrounded by public green spaces: Ladywell Fields to the northwest, Ladywell track to the north, Mountsfield Park to the northeast and Pool River Linear Park to the southwest, all of which can be reached within a 10 minute walk.

How we make better towns and cities - places that deliver quality of life for all - is one of the most important issues of our times. While acknowledging that there are countless challenges to be addressed, the provision of green and blue infrastructure in and around Catford has the potential to make a lasting impact and contribute to it being a place where people want to live and work. An important part of the strategic vision for the future of Catford is the early planning for green and blue infrastructure, and recognising how this can be integrated within spatial planning to help create more resilient and liveable places. At the individual site level, development proposals will need to demonstrate how they contribute to urban greening based on an assessment using the Urban Greening Factor (UGF) model as well as achieving biodiversity net gain.



Walking isochrone from Catford town centre

2.4 AN ACCESSIBLE TOWN CENTRE

The following chapter sets out the overarching strategic approach to change and growth in Catford in terms of the proposed urban grain and the development parcels.

2.4.1 INCREASING TOWN CENTRE PERMEABILITY BY REINTRODUCING THE HISTORIC GRAIN

Historic maps of Catford show that Catford Broadway was connected with Holbeach Road via a network of streets. These were lost in the 1960s and 1970s with the construction of Milford Towers and Holbeach Road car park, the shopping centre and associated infrastructure. This led to the removal of the more connected and intimate pattern of development, resulting in a town centre with reduced permeability and connectivity, which has made it challenging to move through. On Plassy Island and the Halfords/Wickes sites, large format retail units and surface car parks create barriers to movement for pedestrians through the sites and to other parts of the town centre.

The framework creates a network of routes, linking into surrounding streets and neighbourhoods, to make the town centre better connected, more accessible and walkable. These new streets form a fundamental structuring element of the framework plan, and individual site proposals will need to demonstrate how they can secure this structure for the long term. On the site of Milford Towers, Holbeach Road car park and the shopping centre, the Victorian street pattern will be re-established, creating a permeable place that provides direct routes to the core of the town centre and its cultural and civic hub. This will reconnect the centre with its wider hinterland, enabling improved and safer routes for people living in the wider area, as well as for new residents living within the new homes that will be provided on the site.

On Plassy Island and the Halfords/Wickes sites, existing connections need to be reinforced and enhanced so that they contribute positively to the permeability and general accessibility of the wider town centre.

Reorganising and restructuring the layout of the key sites around the town centre to address these issues will involve a mix of interventions. There are some buildings of merit that form a positive part of Catford's character, including the Broadway Theatre, the buildings fronting Catford Broadway and the Catford Cat. These form an integral part of the plans for the future of the town centre. In contrast, there are buildings that do not positively contribute towards Catford's character and sense of place, or that detract from the functioning of the town centre. The retention of some buildings would hinder or prevent the optimum use of a site. In these locations, delivering the placemaking principles will require comprehensive redevelopment that involve demolition. There are other buildings that are characterful but that have fallen into disrepair or no longer serve their purpose where refurbishment and change of use could allow for their continued contribution to town centre life.



Proposed reintroduction of the historic lanes to increase town centre permeability and connectivity

2.5 A VIBRANT TOWN CENTRE

Catford town centre today comprises a mix of small scale town centre uses arranged along Catford Road, Catford Broadway and Rushey Green, with large scale retail boxes in more peripheral locations off these spines. The shopping centre itself is tucked away, 'hidden' behind Catford Broadway and the Rushey Green retail frontages. As such, it has an introverted feel, isolated from the rest of Catford and the activity along the main routes.

The strategy is to reconfigure the town centre to strengthen the civic/cultural core and the two retail spines, and to make shops, bars and restaurants more accessible to people. This includes supporting Catford's emerging creative industries sector through the provision of suitable workspace as part of mixed use developments on the key sites.

Planning policy identifies Catford town centre as a location for a substantial number of new homes over the next 15-20 years. These will be distributed across the town centre area, with provision focussed on key development sites.



A CULTURALLY RICH CIVIC HEART

The ambition is to reinforce Catford's point of difference as a cultural destination, and to improve and diversify the leisure offer and the night-time economy. This would be delivered through a revival of a culturally rich civic heart for the town centre, focused around the Grade II Listed Broadway Theatre and civic buildings, and complemented by a range of smaller cultural, entertainment and performance venues across the town centre. The strategy to achieve this is through diversifying the current offer with new and refurbished venues, and more places to meet and eat. Recent initiatives to improve and expand the cultural and entertainment offer in the town centre should be fostered and supported, both in the short term as meanwhile uses as sites get developed, and in the long term through the provision of a mix of new venues and facilities. Incorporating active ground level uses fronting onto key streets and open spaces would enable the public realm to be vibrant and alive throughout the day and into the evening.



RETAIL FOCUSED ALONG CATFORD ROAD AND RUSHEY GREEN

Retail uses will remain focused along the key spines – Catford Road, Catford Broadway and Rushey Green. The existing buildings and shops along these frontages will be retained and, where appropriate, infilled with new development parcels to complement and reinforce the existing offer and with the objective of supporting and enabling a strong independent retail provision. Although shopping patterns are changing, larger format retail space is likely to form part of the future retail offer in the town centre. Redevelopment of key sites, such as the existing shopping centre and Plassy Island, provide an opportunity for these to be fully integrated into the developments rather than existing as standalone, low density retail sheds.



EMPLOYMENT AND COMMUNITY USES AND NEW HOMES ON KEY SITES

Located off the busy retail streets, the key regeneration sites provide an opportunity to create new mixed-use residential neighbourhoods with new homes and associated employment and community focused uses within them. Incorporating new business space into developments and refurbishing existing space will also help support the wider economy. The layout and detailed planning of the sites and plots within them should prioritise active frontages along these new routes that incorporate community uses, cafés and creative workspaces to provide services to local residents as well as enliven the spaces.

2.6 DEVELOPMENT STRATEGY

The Catford Town Centre Framework aims to capitalise on the area’s excellent connectivity, making the most effective use of land as well as aiming to improve accessibility by enhancing existing and future public transport, walking and cycling routes. The movement strategy for the town centre as a whole seeks to achieve the Mayor’s Transport Strategy (MTS) goals to increase the mode share of walking and cycling and public transport use to 80% of all journeys by 2041. This is to be secured by embedding Healthy Streets principles into the design, prioritising active travel, and creating a town centre where people feel safe and primarily choose to walk and cycle and take public transport.

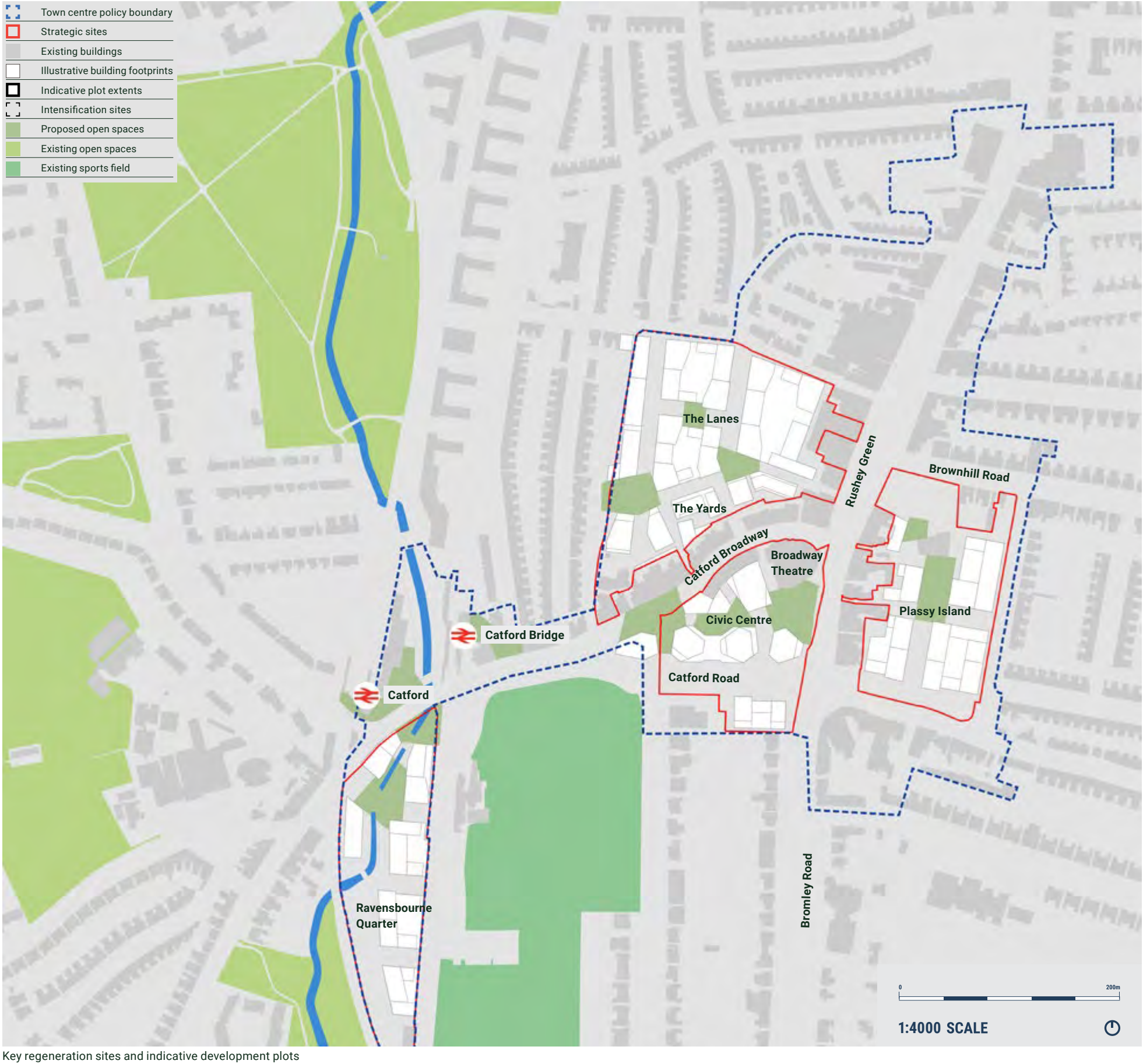
The framework proposes the redevelopment of a number of key regeneration sites each with its own unique history and character: the Civic Centre; The Yards; The Lanes; Plassy Island and the Ravensbourne Quarter. Given the scale of the sites, they will comprise a number of separate plots that create a finer grain of development, increasing the permeability of the town centre and connecting better with surrounding neighbourhoods.

The framework demonstrates how the configuration of the plots can positively respond to the specific site conditions and the existing built context. In addition, where exposed backs of properties exist, there is an opportunity for active and positive building frontages to be introduced.

In addition to the key regeneration sites, there is an opportunity to redevelop underutilised sites along the Rushey Green corridor, which is characterised by its ribbon of green "London Squares", tall mature trees and collection of ornate and flamboyant buildings. Rushey Green is a key route connecting Catford town centre with Lewisham town centre. These are sites that are low rise, generally between one and two storeys, that could be extended vertically or redeveloped at greater height to provide a better definition to the street. This intensification of development along Rushey Green is also an opportunity to deliver more homes and to distribute new homes more widely across the town centre.

It is important to note that the development plots shown on the diagrams are indicative only and will change and evolve with further design development.

This framework sets out principles for the general layout and massing of sites, rather than specific form and architecture of individual buildings. Where buildings are shown they are for illustrative purposes only.

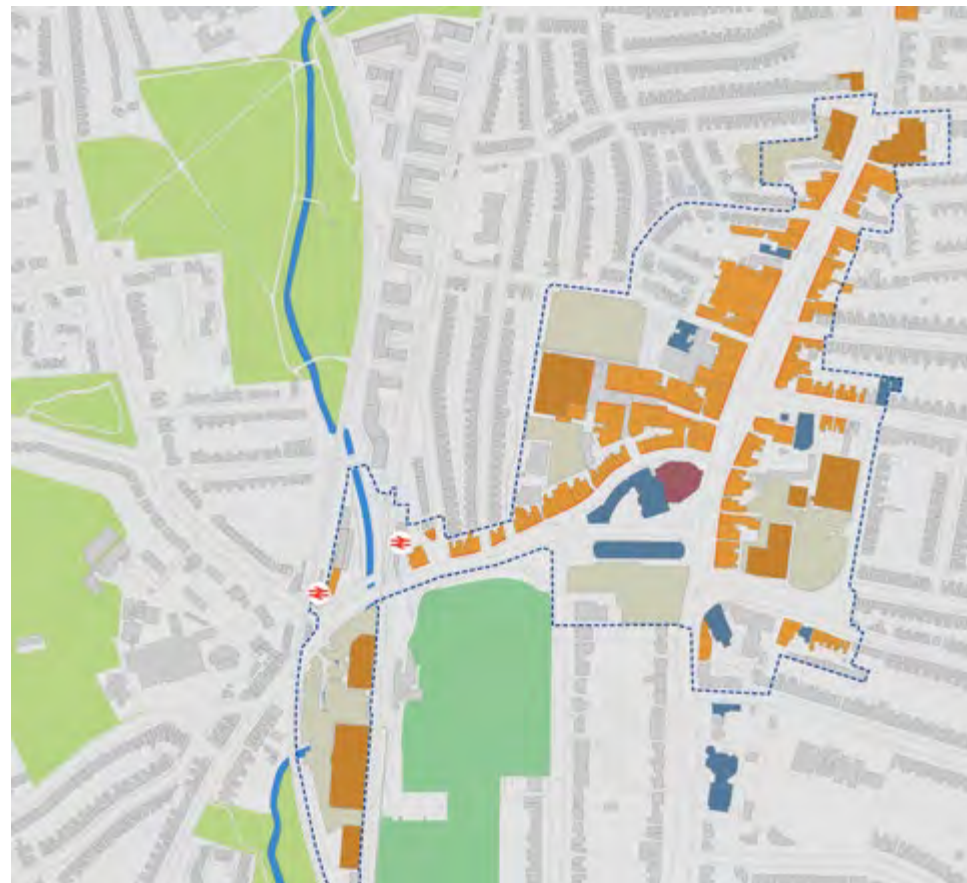


2.6.1 PROPOSED TOWN CENTRE USES AND ACTIVE FRONTAGES

The ambition for the town centre is to celebrate Catford's point of difference as a cultural destination, and to improve the leisure offer and the night-time economy. The strategy to achieve this is to diversify the current offer with more music or comedy venues, more bars and restaurants, and a strong independent retail provision with smaller, specialised shops.

Providing new workspace would support Catford's emerging creative industries. Alongside this, metro and anchor food stores will continue to operate in the town centre, in new and better integrated facilities.

Active ground level uses should front onto key streets and open spaces, to ensure that the public realm is vibrant and alive throughout the day and into the evening.



Existing town centre uses

Proposed town centre uses

2.6.2 A WALKING NETWORK

The street environment in Catford for pedestrians is currently generally poor. There are a limited number of crossings, footways are cluttered and there is limited space for pedestrians and bus passengers at shelters on the constrained footways. All of this affects comfort levels for non-car users.

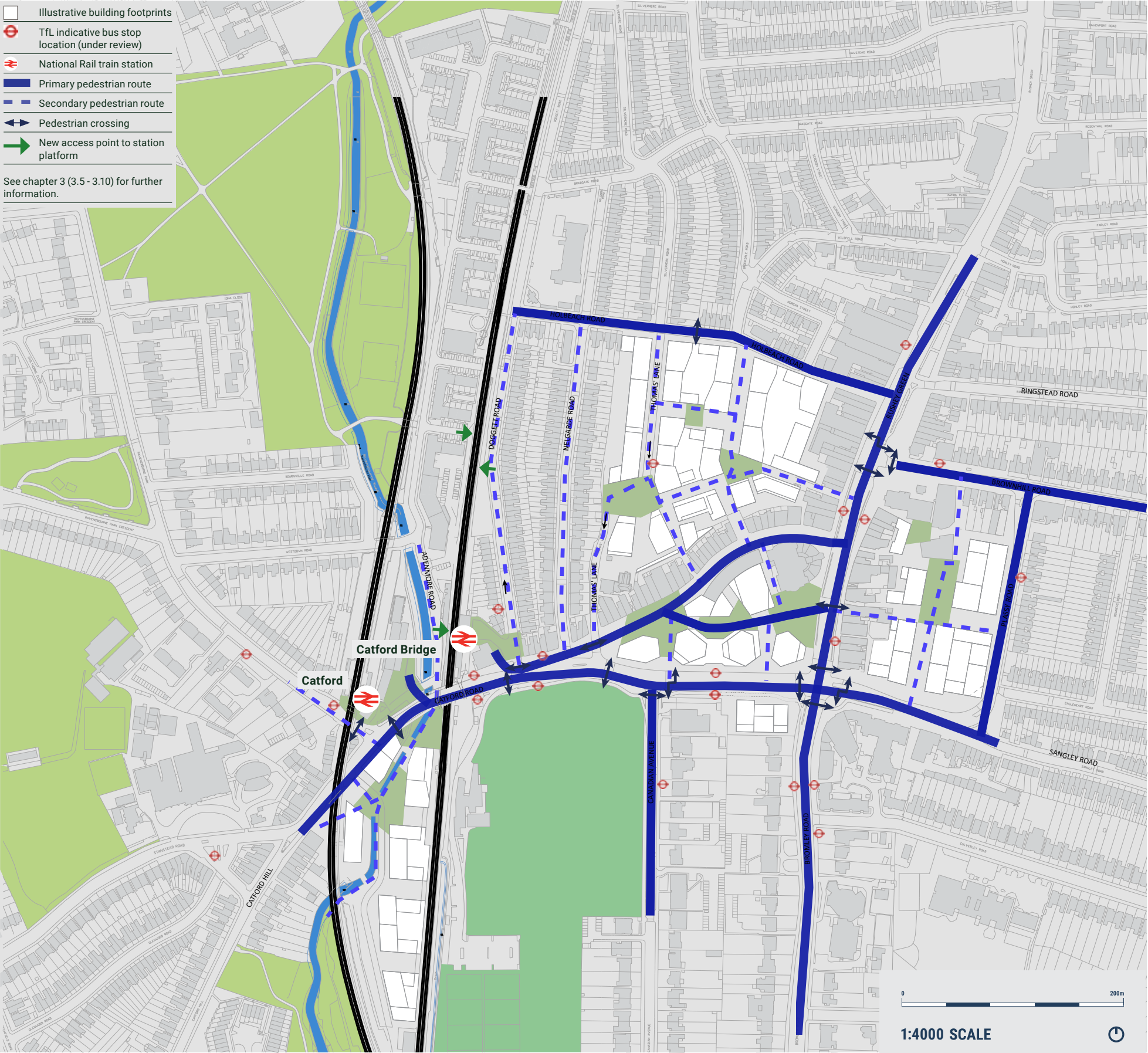
The Mayor’s Healthy Streets initiative aims to make streets healthy, safe and welcoming for everyone. Connected streets and an improved pedestrian experience would help to encourage more people to choose to walk. This is to be achieved by putting people at the centre of how streets and public spaces are designed with streets designed and laid out to cater for all non-car users.

New and improved crossings on Catford Road and a widened footway on the north side of Catford Road towards Catford Station would make a significant contribution to increasing pedestrian comfort levels while improving legibility between the town centre and the stations. A reconfiguration at Catford Bridge station entrance is an opportunity to improve the sense of arrival, reduce vehicle movements, prioritise active travel and create a legible route to the town centre.

Pedestrian movement can also be prioritised by providing continuous footways across side roads. Blended crossings are designed to slow down vehicles when entering or exiting side roads, and they encourage vehicles to give way to pedestrians. They also help to mark entrances into residential streets. The new neighbourhood streets should be designed to provide generous footways to encourage walking and also support areas for greening, places to rest, seating, shelter and play. More generous footways can also allow businesses to spill out on to the streets, activating the town centre. Speed and traffic reduction measures on Doggett Road, Nelgarde Road and Thomas' Lane would assist in creating a better environment for pedestrians and residents by reducing noise and pollution levels and vehicular conflict.



A town centre high street with pedestrian priority and traffic calming.



Pedestrian routes and crossings

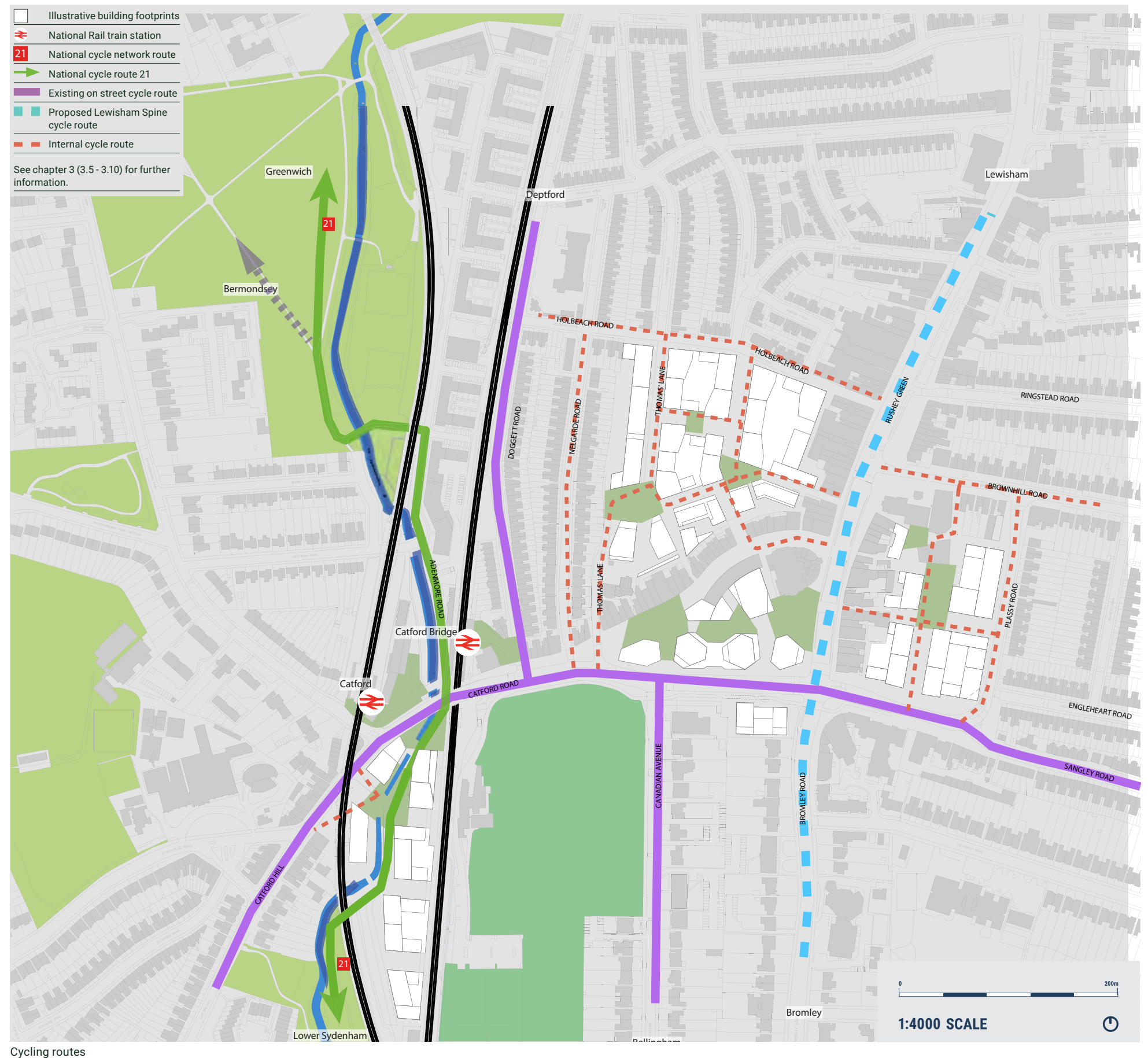
2.6.3 CYCLING NETWORK

A lack of cycling infrastructure in Catford town centre and road safety concerns currently deters people from cycling in the area. Providing segregated and protected cycle lanes on Catford Road would help make travelling by bicycle a safer and more attractive option for everyone.

A network of cycle routes and lanes on slow speed roads through the framework plan area as well as safe, secure and easily accessible cycle parking facilities for residents, staff and visitors would enable more trips to be undertaken by cycle. Cycle routes within the town centre and on new streets should also tie in with existing cycle routes and integrate future proposed cycle routes along the Rushey Green/A21 Green Spine, Quietway to Bermondsey and a Quietway to Lewisham.



Segregated cycle lane



2.6.4 BUS NETWORK

The introduction of bus lanes and appropriately sized bus shelters on the reconfigured Catford Road would assist in facilitating bus movements, reducing delay to passengers and help make public transport a more reliable and convenient alternative to the private car.



Upgraded and well integrated bus stops



Bus stops and bus routes

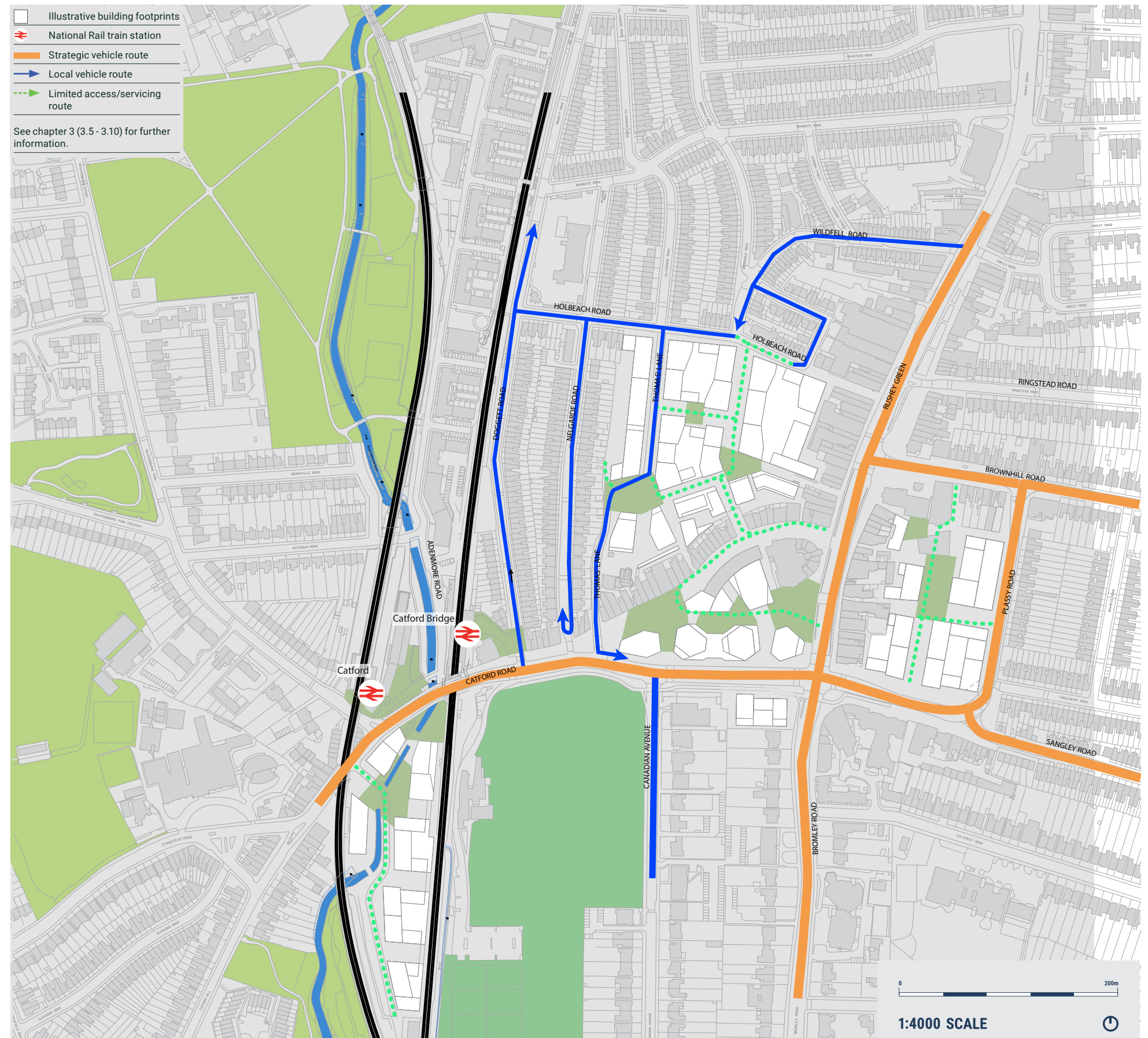
2.6.5 VEHICULAR MOVEMENT, ACCESS AND SERVICING

Within the key regeneration sites, vehicle access should be provided for emergency vehicles only, as well as to the limited number of blue badge car parking spaces. Where on-street car parking is to be provided, electric vehicle charging points should also be included and integrated so as not to cause obstruction to pedestrians. New residential roads within the key sites should prioritise pedestrian and cycle movement with narrowed carriageway widths, tight junction geometry and continuous footways at the side roads to mark entry into the neighbourhood zones. These features can all contribute to reducing vehicle speeds and making residential roads safer spaces. To minimise conflict with pedestrians, servicing of larger retail units (e.g. within The Lanes) and on Catford Broadway should operate at restricted times and along pre-determined routes with width restrictions and/or weight limits on other routes to assist enforcement. Consolidated deliveries to the town centre would also help to reduce the number of vehicle trips.

An option of making Nelgarde Road no-entry from Catford Road would assist in reducing through traffic and traffic calming on Doggett Lane could also assist in reducing rat running.



Altrincham town centre



Vehicular routes and street hierarchy

2.6.6 BUILDING HEIGHTS

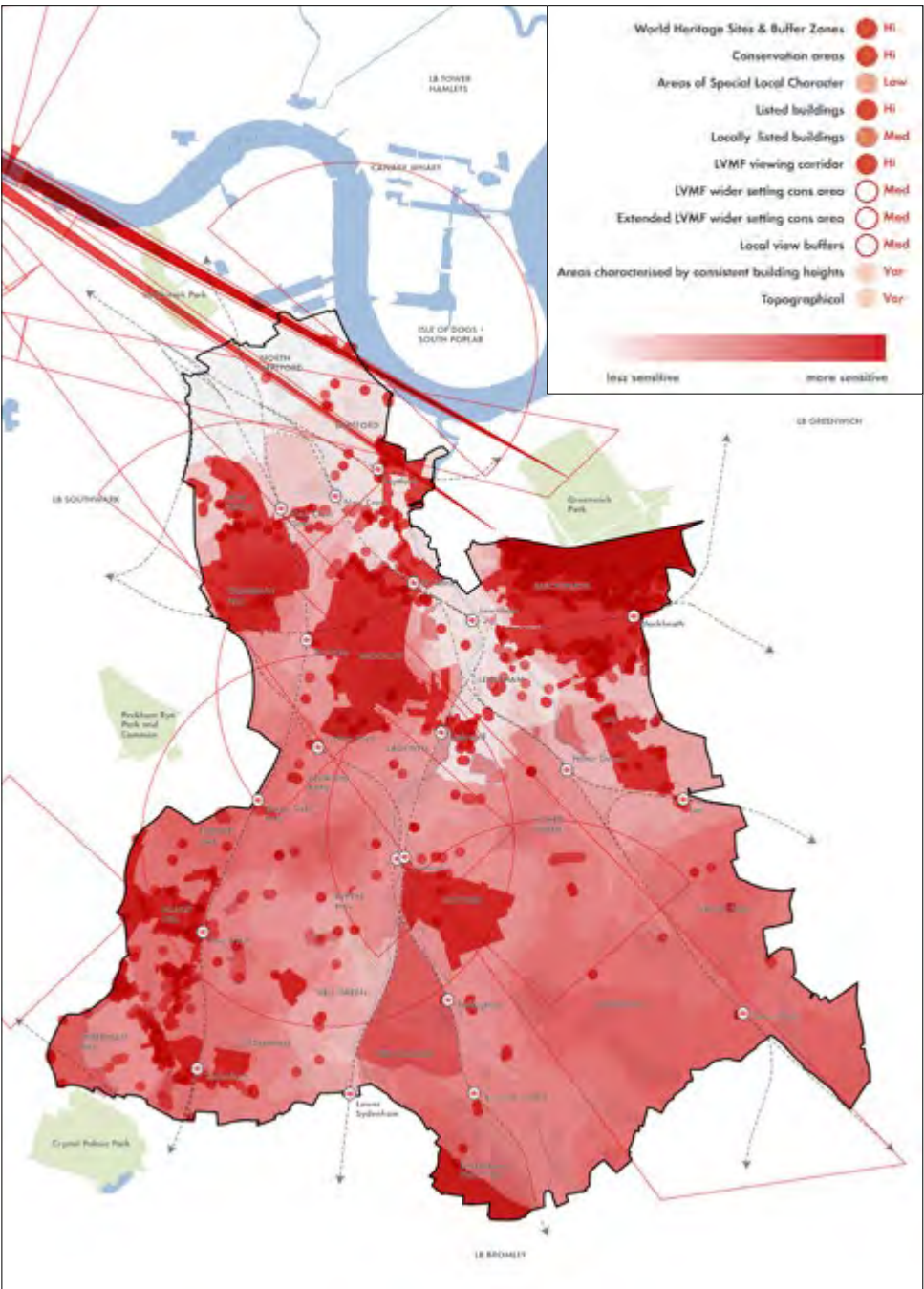
Catford town centre currently includes a number of taller buildings, most notably Milford Towers, Eros House and Laurence House, with individual taller buildings on Rushey Green. The surrounding area is typified by an older housing stock of two to three storey properties with newer developments such as the Catford Green scheme on the former Greyhound Stadium site rising to around 6 storeys.

The development of a building heights strategy for Catford town centre has been informed by this context, by strategic and local planning policy, development opportunities and an assessment of development capacity. Catford is designated as a major town centre and benefits from a high level of public transport accessibility. It is also located within an Opportunity Area in the London Plan, having significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility.

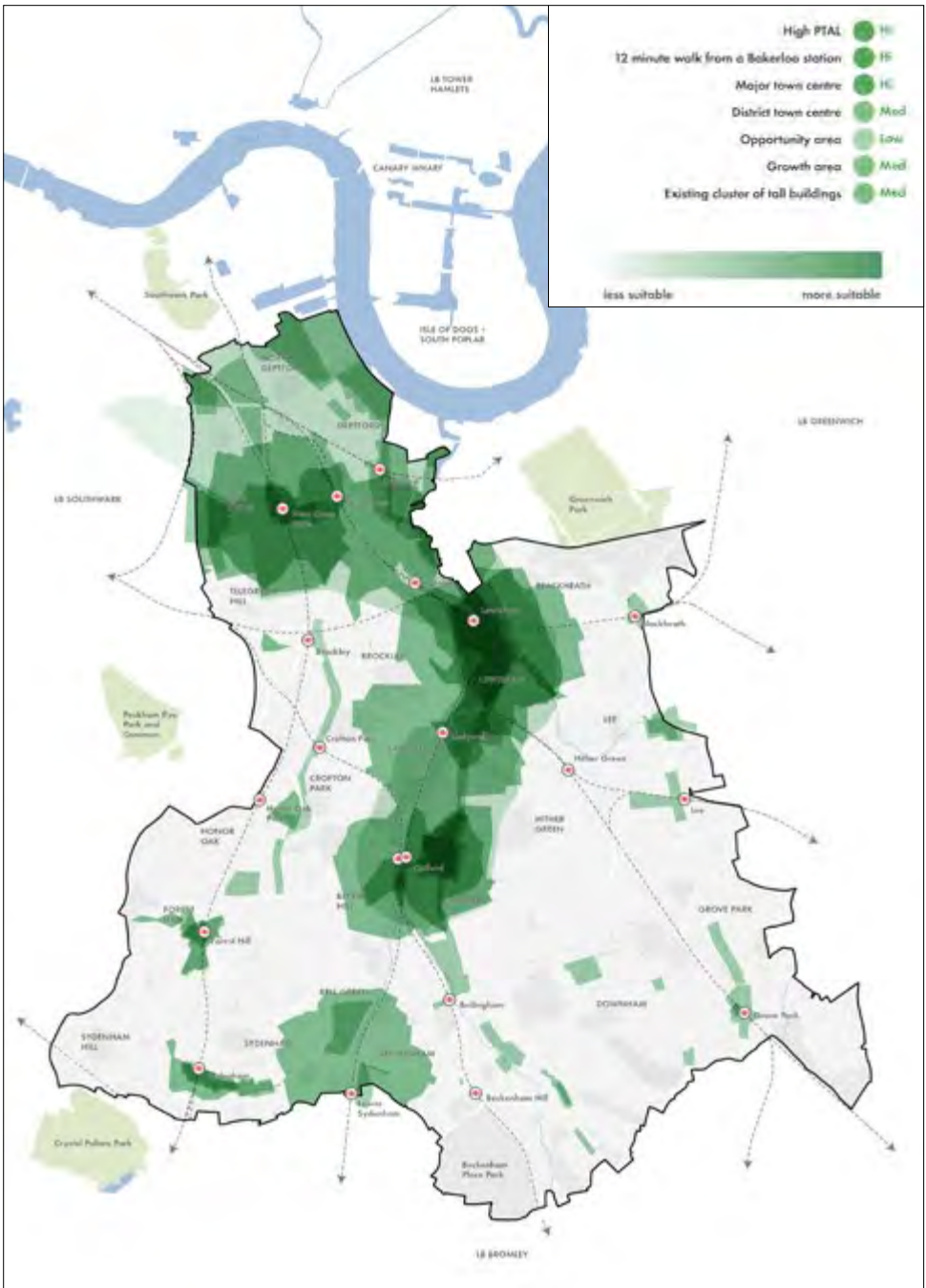
Whilst high density does not necessarily imply high rise, tall buildings can form part of a strategic plan-led approach to facilitate regeneration opportunities and manage future growth and economic development goals, particularly in order to make optimal use of sites that are well connected by public transport and have good access to services and amenities. Within the Catford Town Centre Framework area there are a number of key regeneration sites that are currently occupied by low density development - buildings that do not optimise the potential of the site or that detract from the functioning and appearance of the town centre. Through redevelopment these sites provide the potential to deliver a significant number of new homes.

The Lewisham Tall Buildings Study (2019) includes an analysis of the sensitivity of different parts of the borough in terms of heritage assets (such as World Heritage Sites and Buffer Zones, conservation areas and listed and locally listed buildings), strategic and local views and landmarks, and topography to create a ‘tall building sensitivity map’. The study also includes a ‘tall building suitability map’ based on accessibility (including PTAL), location (such as town centres and Opportunity Area) and building heights (existing clusters of tall buildings). When the site allocations in the draft Local Plan are overlaid on the tall buildings suitability plan it reveals that the majority of potential site allocations fall within areas that are generally considered ‘more suitable’ for tall buildings. This includes the key regeneration sites within the Catford Town Centre Framework Area. The study notes that whilst there will clearly be site specific sensitivities associated with each site allocation, the correlation between the location of the emerging site allocations and the areas considered more suitable for tall buildings suggests that these sites will be well located to make a very significant contribution to meeting local housing and job creation needs across the borough.

This approach is reflected in Lewisham’s Draft Local Plan, which states that in order to facilitate the delivery of the spatial strategy for the borough, the development of sites should be optimised when opportunities arise. This includes support for well-designed and sensitively integrated higher density development that positively responds to its local context. In Catford, this includes responding to the setting of listed buildings, the Culverley Green Conservation Area immediately to the south of the town centre, and the town centre townscape in short, medium and long distance views, including views from local parks such as Mountsfield Park and Blythe Hill Fields.

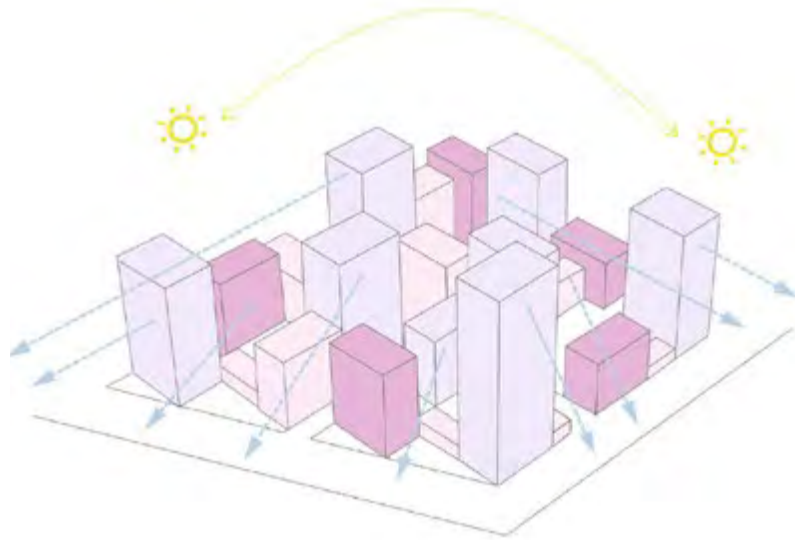


Sensitivity to impacts of taller buildings assessment map



LB Lewisham tall building suitability map

During the public consultation undertaken in preparation of this Framework, concerns and reservations were expressed about the likely density of development and the introduction of tall buildings in the town centre. The availability of developable land in the town centre and the character and constraints of individual sites means that delivering up to 2700 new homes in Catford will involve higher density forms of development, including some tall buildings. The proposed approach to development density and building heights seeks to balance the need to optimise development on individual sites and accommodate the planned growth in housing, informed by an analysis of urban character and the existing and emerging scale, massing and urban grain of Catford. Whilst each of the development sites in Catford is likely to include buildings taller than existing, building heights will vary within the sites and across the town centre as a whole in response to their context and the individual circumstances of each site.



Design principles for higher density forms of development and tall buildings - varied building heights and orientation allowing views out and daylight and sunlight in (diagram by Kjellander Sjöberg).



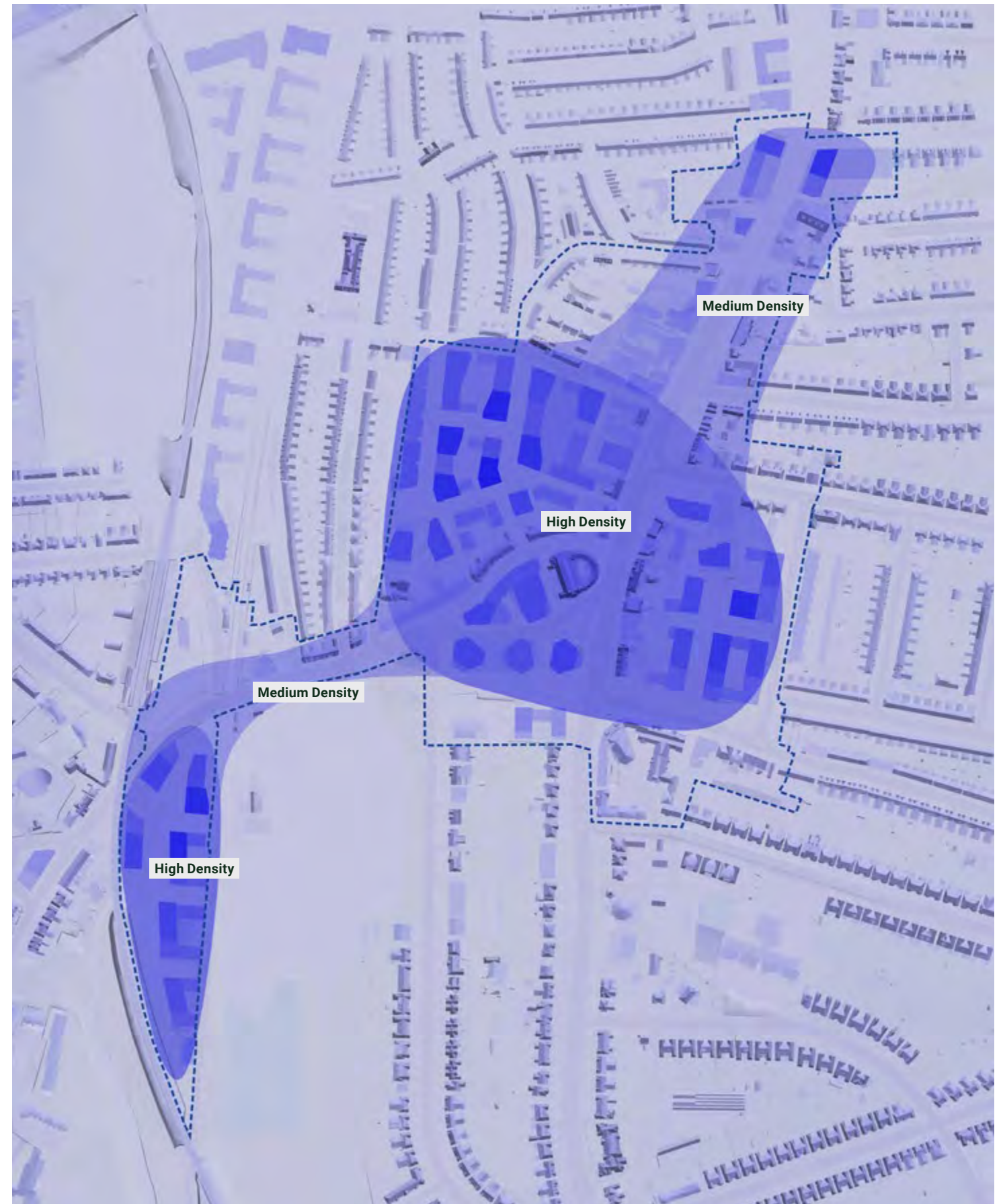
Example of low density development.



Example of medium density development.



Example of high density development.



Development Density Heat Map showing the range of building heights and development densities across the town centre.

EXISTING BUILDING HEIGHTS

The building heights strategy set out in this framework balances the need to optimise development on individual sites and accommodate the planned growth in housing, with an analysis of urban character including heritage assets as well as the existing and emerging scale, massing and urban grain of Catford. Whilst each of the development sites in Catford is likely to include buildings taller than existing, on some sites tall buildings over 30m, building heights will vary across sites and across the town centre in response to their context and the individual circumstances of each site.





POTENTIAL BUILDING HEIGHTS

Catford is identified in Lewisham’s Draft Local Plan as a location ‘more suitable’ for tall buildings. This framework provides further guidance on appropriate building heights as well as the overall approach to development massing, informed by an assessment of each site. A key design principle is to break down the overall mass of new development and create a varied profile and silhouette by requiring a range of building heights. For individual key regeneration sites appropriate building heights are expressed as broad ranges with taller building heights generally up to 16 storeys. In specific locations it is considered that there is the potential for tall buildings of 17-20 storeys. To mitigate the change in scale from existing buildings adjoining the sites and in the wider area, building height generally increases towards the centre of the sites, with buildings at the perimeter providing a transition from the surrounding context towards the tallest buildings.

Within this overall strategy individual schemes will need to demonstrate how they have responded to design requirements for tall buildings set out in the London Plan, Core Strategy and draft Local Plan and to site specific conditions and sensitivities. This includes local and strategic impacts within the site as well as to adjoining and surrounding properties in terms of daylight and sunlight, overshadowing, overlooking and the amount and quality of public and private amenity space as well as impacts on key views. Schemes will need to demonstrate how building height, massing, form and detailed design of proposals has mitigated development impacts.

KEY REGENERATION SITES

The primary focus for tall buildings within Catford will be the key regeneration sites, with medium density development zones along Rushey Green and between the Broadway and the stations. The surrounding areas where the existing building stock is likely to remain with limited infilling are identified as lower density development areas.

On the site of Milford Towers and the Catford Centre (The Lanes and The Yards) there is the potential for building heights of up to 20 storeys. To the south, the land released by the relocation of Catford Road and the demolition of Laurence House provide an opportunity for a transition with the properties within Culverley Green Conservation Area, with buildings stepping up in height to 6-8 storeys towards the realigned road. On the north side of the road there is the opportunity for buildings up to 12 storeys, with the potential for a taller building at the junction of Catford Road and Bromley Road. Building form as well as massing should be broken into individual buildings on a podium to enable light through to the new public space between these buildings and the Civic Centre.

In the case of Plassy Island, Eros House is nine storeys, and planning permission has been granted on appeal for an eight-storey building on the Timberyard site (located immediately to the south of Eros House). In this context, it is considered that there is an opportunity for a tall building on Plassy Island, potentially up to 20 storeys, to mark the centre of the site,

with other buildings scaling down towards the perimeter where existing and recently constructed facing buildings are generally three to four storeys.

Building heights on the Halfords/Wickes site would see an increase towards the centre of the site, with one building potentially up to 20 storeys, and scaling down to Catford Road and the south where the site narrows between the railway lines. The elevated railway line to the west provides a physical separation and buffer between the buildings on the site and the lower buildings along Catford Road and Catford Hill as well as with St Dunstan’s College. The presence of the River Ravensbourne running through the site, including the need to avoid overshadowing of the revealed watercourse, will inform detailed massing and siting of buildings as will the presence of the playing fields to the east.

A study of the wider town centre and potential opportunity sites along Rushey Green has identified scope for intensification and additional building height on a number of sites through redevelopment of existing poor quality building stock or underutilised plots. Redevelopment of these sites assists in marking and reinforcing the town centre as well as providing a transition between the key regeneration sites and Catford’s hinterland of more suburban scale development. Collectively these sites could support around 400-500 homes and contribute to housing delivery across the town centre as a whole.





3 KEY SITES AND CHARACTER AREAS

3.1 DEVELOPING THE FRAMEWORK PLAN

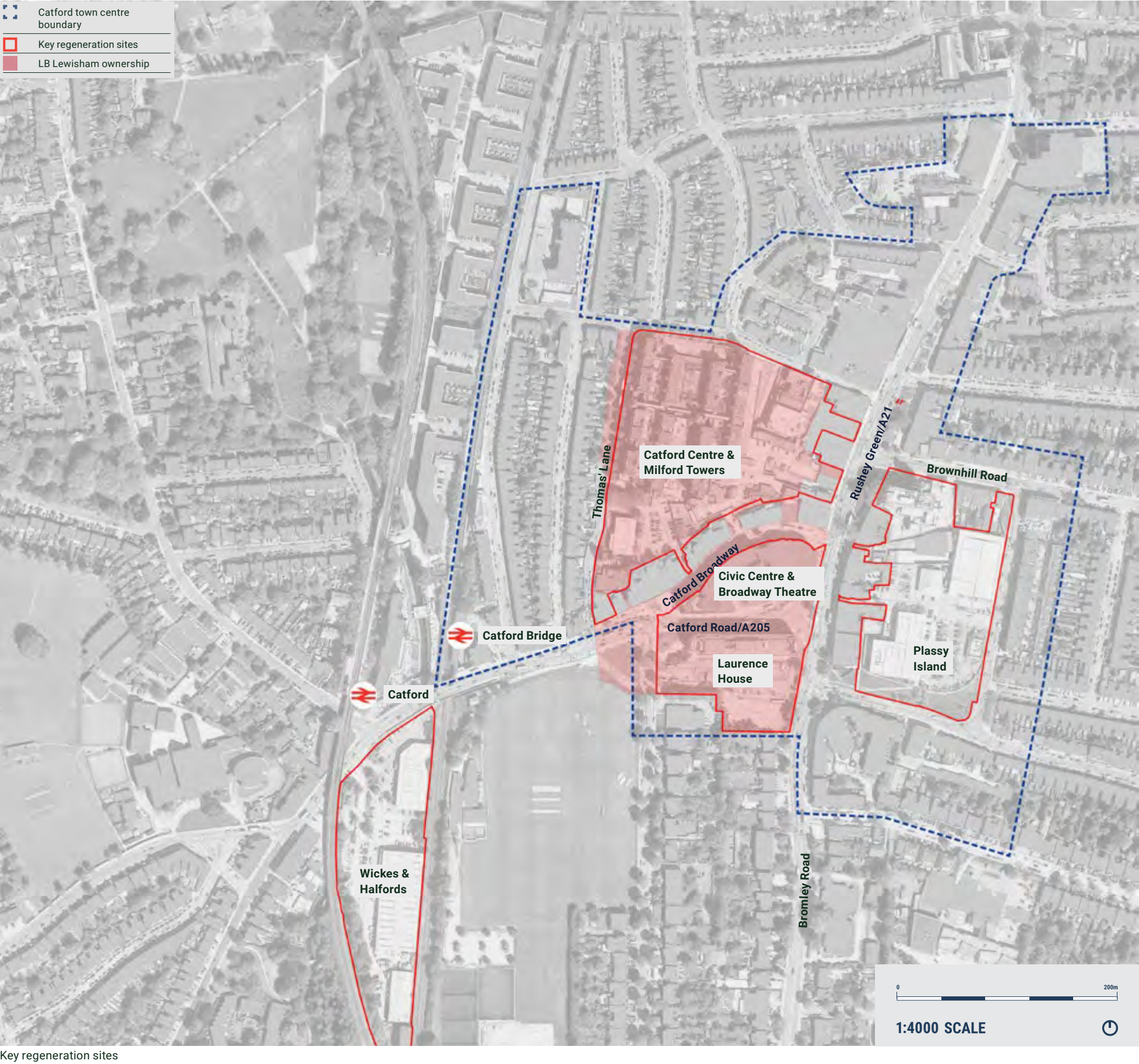
Building on the placemaking principles, the framework plan provides further guidance for the development of the key regeneration sites through a clear vision that captures the critical attributes for each site. The framework plan seeks to promote growth and change that is well considered and coordinated, ensuring that emerging neighbourhoods are sensitively integrated with their surrounding areas.

The following section sets out development objectives and parameters for each of the character areas. The detailed layout, form and design of individual buildings will be developed and refined as detailed architectural schemes for the sites come forward in the future. To ensure that the placemaking principles that underpin the overall framework are realised, the development strategies for each of the character areas establish a number of guiding parameters, including:

- Indicative development parcels and potential building plots;
- Principal routes and connections;
- Pedestrian, cycle and vehicular routes, including servicing;
- Active frontages;
- Indicative land-use mix;
- Indicative development plot dimensions and building heights.

To ensure individual character areas come forward in line with the town centre wide framework plan, and to avoid piecemeal development, proposals for individual plots will need to be supported by a site-wide masterplan for the character area. This will include a phasing and delivery strategy to demonstrate how individual plots integrate with and support the overall vision for the town centre and the site-specific objectives set out in this framework.

The illustrative plans, diagrams, sketches and visualisations presented in this document are indicative of the development that could come forward in Catford. The detailed layout and design of new development will need to meet relevant design standards and be required to accommodate relevant town centre infrastructure projects. The design of the buildings and the public realm will evolve and be refined during the detailed design stages in conversation with local people, businesses and other interest groups.



3.2 KEY SITES

3.2.1 CATFORD CENTRE AND MILFORD TOWERS

The Catford Centre site totals 4.3 hectares comprising a 1970s shopping centre with a multi-storey car park and residential above, with an outlying council office and disused warehouse space forming part of the wider site. The Catford Centre presents a largely blank elevation to the surrounding streets, dominated by the car park and access ramp and flank walls of the retail units. Pedestrian access through the site and connections to the surrounding streets to the north and west are poor and unwelcoming, with limited access into the shopping centre from Rushey Green and Catford Broadway. Milford Towers, a 276 unit council estate, is built over the car park and parts of the shopping centre, making redevelopment complex. More than a decade ago, the council decided as part of its Decent Homes Strategy that Milford Towers should be comprehensively redeveloped. The council acquired the freehold of the shopping centre from St Modwen in 2011. The decant of Milford Towers began in 2012.

A Tesco store acts as the main retail anchor, however a number of well-known high street names have left the centre and relatively poor quality retail now dominates the mix. Whilst recent initiatives and insertions such as Catford Mews, comprising new meeting places and a cinema, are providing a new space and face to the shopping centre, the fundamental challenges of the existing development remain. Redevelopment is considered to be the appropriate response to addressing the existing issues as well as the ability to accommodate new homes in a re-planned and reconnected neighbourhood.

3.2.2 LAURENCE HOUSE

The Laurence House site is currently home to the council's main office and provides a base for up to 1,300 staff. The site is wholly owned by the council. The 13,000 sqm office occupies only a proportion of the 1.3 hectare site with the majority used as car parking for council staff and as an overnight lorry park. Laurence House was constructed in the 1990s as a temporary building to keep open the option of re-routing Catford Road across the southern portion of the site. The building has recently been refurbished, giving it an extended life, however the building will need to be replaced in due course. Redevelopment would require replacement office accommodation to be provided.

With the planned re-routing of Catford Road to the south of the Laurence House, the site will effectively become part of the Civic Centre and Broadway Theatre site development area.

3.2.3 CIVIC CENTRE AND BROADWAY THEATRE

The Civic Centre site is home to the council's old offices, the Old Town Hall and the Civic Suite and the adjacent Grade II Listed Broadway Theatre. The site totals 0.7 hectares. The buildings were vacated by the council in order to achieve efficiency savings and are currently in use on an interim basis. Creative workspaces already occupy one floor of the Old Town Hall and a range of valued Public Service tenants have been secured – including key health and employment support providers – who will take up occupancy during 2021. These help add jobs and economic vitality to Catford town centre. The Council and ALMO Lewisham Homes now occupy Laurence House. The Civic Centre remains in use and its suite of meeting rooms and council chamber, together with office space for elected members, are an important part of the interface between elected members and the public.

A key decision will be how and where the council intends to provide services into the future.

3.2.4 PLASSY ISLAND AND HALFORDS/WICKES

These two sites, totalling approximately 5 hectares, are currently occupied by out of town format retail and leisure uses. Both sites together have potential for a significant number of new homes with some retail and leisure uses. The sites comprise fragmented or complex ownerships and leaseholds.

The Plassy Island site fronts onto Rushey Green, with a number of the original buildings still in place, although some have been redeveloped. The site includes land reserved for the realignment of the South Circular.

The Halfords/Wickes site sits in the middle of a 2 mile long green corridor running through the centre of the borough. With the completion of Barratt Homes' Catford Green development, this site is the missing link in an important part of the borough's sustainable transport network. The site sits in a flood risk area and the River Ravensbourne flows beneath the site until close to the western boundary where a path from the service road joins the Riverview Walk and River Pool Linear Park. New development opportunities would present potential enhancements to the river corridor.

3.3 CHARACTER AREAS

Across the town centre there are a number of character areas. These comprise the key regeneration sites (also identified by site allocations in the Local Plan) and significant areas of public realm that collectively are crucial to creating a green, accessible and vibrant Catford town centre.

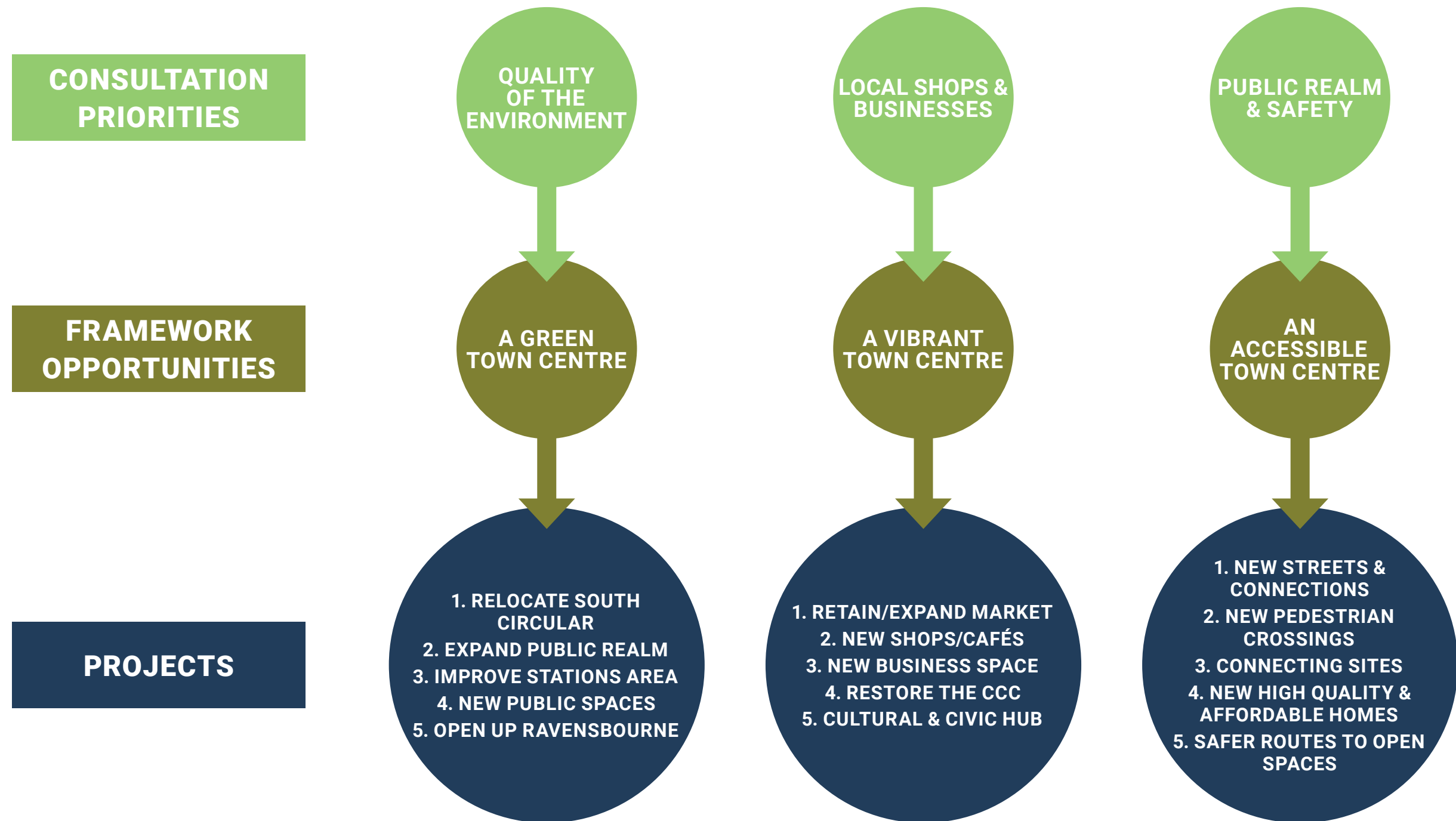
The Catford Centre and Milford Towers site has been split into two separate parcels – The Yards (a zone of development immediately to the north of the existing buildings on Catford Broadway) and The Lanes (the majority of the Catford Centre and Milford Towers including Holbeach House). Plassy Island and Halfords/Wickes form two separate regeneration sites.

Rushey Green lies within the existing town centre boundary and a preliminary study has been undertaken on the opportunities for intensification of a number of sites. These sites reinforce the key north-south corridor that runs into and through Catford, providing a transition between the wider area and the main focus of future growth that will come forward on the key regeneration sites.

Whilst the precise built form of development, mix of uses and occupiers has yet to be identified, the development strategy for each of the character areas supports the delivery of the overall framework, including the wider social and economic aspirations for the town centre.



3.4 INFLUENCE OF CONSULTATION ON THE FRAMEWORK PLAN



3.5 THE STATIONS AREA

Catford train station and Catford Bridge train station are two of the main arrival points into Catford. For people arriving for the first time and for residents commuting on a daily basis, the stations form an important part of how they experience Catford. The area around the stations should be comfortable and inviting with space for people to gather and wait for trains, providing easy and pleasant connections to the town centre and residential neighbourhoods. But today, the arrival at Catford station is of poor quality, convoluted and confusing for a number of reasons including:

- The area around the stations is cluttered with fences, ticket offices, card machines signage and lighting, making it difficult to navigate;
- There are a number of underpasses and arrival points to the stations at different levels, which in some cases results in spaces that are dark, unwelcoming and difficult to use;
- Narrow pedestrian footpaths mean it can be difficult for groups of people to walk easily to and from the station. The route to the town centre as a pedestrian is also unclear due to the narrow footpaths.



Aerial view of the stations area today

1	Catford Station ticket office
2	Catford Station
3	Catford Bridge Station entrance
4	Catford Bridge Station
5	South Circular underpass
6	Staircase
7	Pedestrian ramp
8	Adenmore Road
9	Redundant station building
10	Halford's car parking
11	River Ravensbourne
12	Retail units
13	Catford Bridge Tavern



Catford Station area is cluttered



Poor entrance to Catford Bridge Station



Narrow pavements and cycle lanes



Dark and unwelcoming underpasses



Adenmore Road connecting the stations



Poor quality public realm



Convoluted pedestrian links



Waterlink Way underpass is low quality

3.5.1 PROPOSED STATIONS FRAMEWORK

The re-planning and re-design of the station landscape needs to unify and enhance the public realm, ensuring there is more space for pedestrians accessing the stations. The detailed design should therefore be based around the following key principles:

- De-clutter the station areas and ensure better legibility across the public realm;
- Create a unified public realm that connects both stations, the drop off areas, Catford bridge and the Halfords and Wickes sites;
- Improve accessibility and legibility across entrances at multiple levels;
- Create new access points to station platforms to ease congestion and improve permeability;
- Improve safety and generosity of space for pedestrians and cyclists;
- Introduce new planting, indicating that Catford is a green town centre.



An improved station arrival



Stepped access improving connectivity



A verdant and accessible public realm



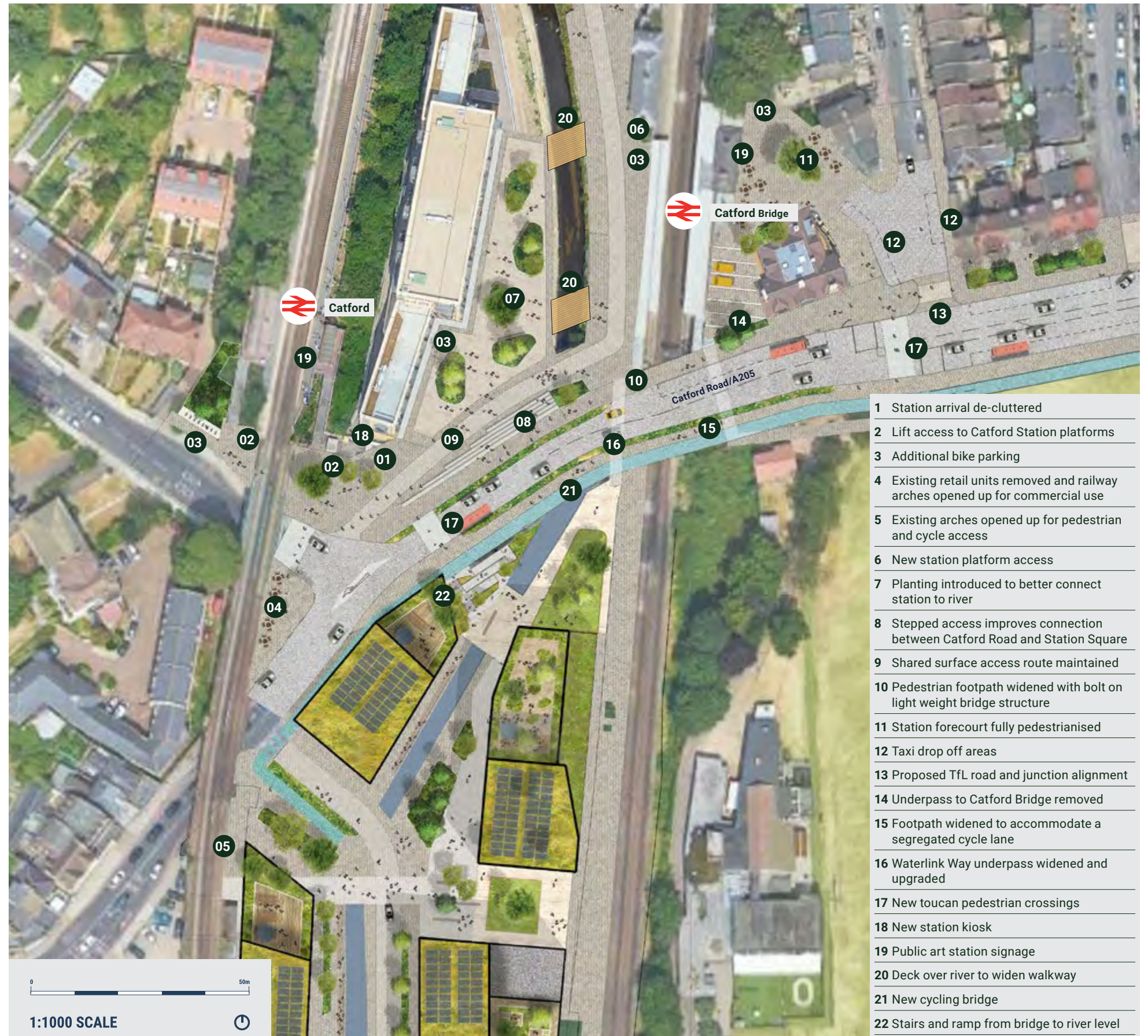
Enhanced river links



Arches opened up and activated



Upgraded underpasses



- 1 Station arrival de-cluttered
- 2 Lift access to Catford Station platforms
- 3 Additional bike parking
- 4 Existing retail units removed and railway arches opened up for commercial use
- 5 Existing arches opened up for pedestrian and cycle access
- 6 New station platform access
- 7 Planting introduced to better connect station to river
- 8 Stepped access improves connection between Catford Road and Station Square
- 9 Shared surface access route maintained
- 10 Pedestrian footpath widened with bolt on light weight bridge structure
- 11 Station forecourt fully pedestrianised
- 12 Taxi drop off areas
- 13 Proposed TfL road and junction alignment
- 14 Underpass to Catford Bridge removed
- 15 Footpath widened to accommodate a segregated cycle lane
- 16 Waterlink Way underpass widened and upgraded
- 17 New toucan pedestrian crossings
- 18 New station kiosk
- 19 Public art station signage
- 20 Deck over river to widen walkway
- 21 New cycling bridge
- 22 Stairs and ramp from bridge to river level

3.5.2 CATFORD BRIDGE

The current layout of Catford Bridge is inhospitable for pedestrians and cyclists. The width of the road in this area is limited by the structure of the bridge itself, resulting in narrow footpaths and little room for cyclists to share the busy road with cars, buses and lorries. In response to this, the Catford Town Centre Framework proposes improvements to Catford bridge to accommodate vehicles, pedestrians, cyclists and planting.

Key to addressing the local issues is the need to introduce additional width to the street. This is envisaged as a cantilevered walkway attached to the existing bridge structure.

On the south side of the bridge, the cantilever could accommodate a two-way cycle lane, separated from the South Circular traffic. On the north side of the bridge, a pedestrian bridge would allow more room for people accessing the stations.



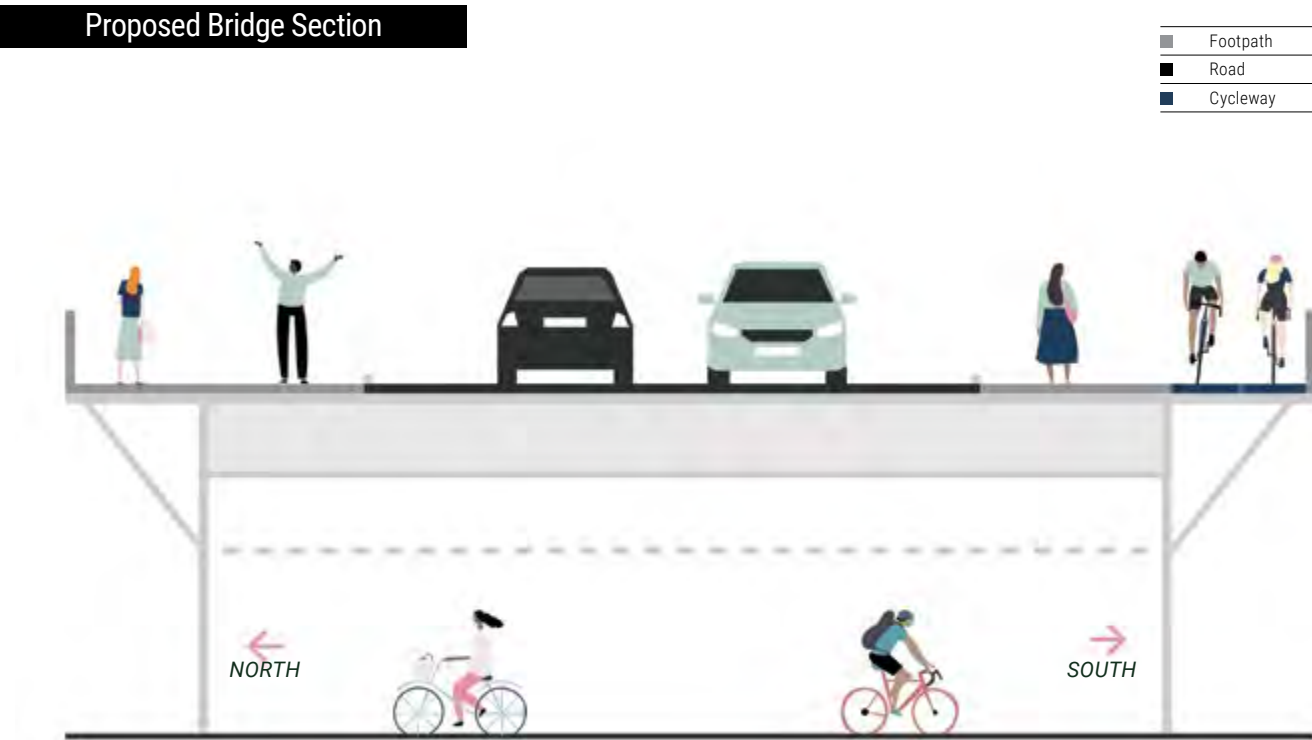
Nelson Street Cycleway, Auckland



The London Wall High Walk, London



Sketch of Catford Bridge and the Adenmore Road public realm.



3.5.3 CATFORD BRIDGE STATION

Tucked behind Doggett Road and Catford Bridge Tavern and with an incline back up Catford Road, the prominence of this station could be improved. The space in front of the station is a good scale for the level of commutes, yet has a vast array of bollards, redundant planters, randomly placed binds and parked cars filling it up. The raised central island does little to enhance pedestrian permeability, especially when acting as a vehicle corridor and the area has low quality edges.

- 1 Planting to complement pub terrace improvements
- 2 Reduce car parking to prevent access from being blocked
- 3 Clear sightlines and access to the Station
- 4 Shopfront improvements
- 5 Option to introduce pop-up retail along the edges



Sketch of updated public realm around Catford Bridge Station by BDP

3.6 THE YARDS

The Yards area is located to the rear of Catford Broadway and covers Thomas' Lane Depot, Thomas' Lane car park and part of the shopping centre. It hosts an eclectic mix of buildings from different eras, and pockets of mature tree planting. Bordering onto the area is the derelict and boarded up Catford Constitutional Club, as well as the rear of the buildings fronting onto Catford Broadway, all of which produce a rather chaotic and poor quality edge towards the area.

The car park is well used but prone to flooding. The Brookdale Club has stood unoccupied for some time. The adjacent shopping centre is introverted and disconnected from the rest of the town centre, accessed via narrow passages that can feel unsafe and neglected. Movement around this area is also restricted by the large footprints of the buildings and complex infrastructure connected to the shopping centre and the Holbeach Road car park. The area as a whole is underutilised and underdeveloped.



- | | |
|---|-----------------------------|
| 1 | Broadway Theatre |
| 2 | Old Town Hall |
| 3 | Catford Broadway |
| 4 | The Shopping Centre |
| 5 | Milford Towers |
| 6 | Brookdale Club |
| 7 | Thomas' Lane Car Park |
| 8 | Thomas' Lane Depot |
| 9 | Catford Constitutional Club |

Aerial view of the yards area today



Thomas' Lane car park with the rear of Catford Broadway in the background



Lane connecting Thomas Yard with Catford Broadway



Thomas' Lane car park and the Depot



The Catford Constitutional Club

3.6.1 WRAPPING THE BROADWAY BACK OF HOUSE WITH ACTIVE USES

To assist in reintegrating the area immediately to the north of Catford Broadway into the wider town centre, and to better connect it to existing residential communities, the framework seeks to enhance a number of pedestrian routes and provide new ones. The existing links will be improved through public realm works and then continued north across The Yards into The Lanes, providing important connecting routes across the area by reinstating the historic street pattern. Buildings are arranged to create a sequence of yard spaces to the rear of Catford Broadway by adding a wrap of active uses to the existing retail backs, creating a mixed-use development with a focus on affordable workspaces and new homes.

3.6.2 SUPPORTING NEW AND EXISTING BUSINESSES

Part of Catford's character is the mix of small businesses that operate within and around the town centre. In recent years, part of the Old Town Hall was converted to offer co-working spaces, studios and meeting rooms for small businesses, enterprises, freelance workers and artists. This was a popular and successful project, but part funding through the European Regional Development Fund has affected its long-term financial sustainability.

The council is keen to support the growth of small and medium enterprises (SMEs) and the framework seeks to provide accommodation for these businesses where they are compatible with and will contribute to sustaining the vibrancy of the town centre. The Yards has the potential to offer this in the heart of the town centre, with an opportunity to provide ground floor units suitable for small scale business and entrepreneurial spaces, workshops, incubator units and co-working spaces.

A slim "veneer" building along the back of the Broadway providing small scale spaces could also be well suited for food stalls or micro businesses, with potential for outdoor seating areas in Thomas' Lane yard which would assist in improving the appearance and feel of the rear of Catford Broadway. These external yard spaces are intended to be hard working and durable, and function as open air workshops or hubs for local enterprise. These are public spaces that should be accessible to everyone.

An early project, which has secured funding support from the GIA, would see the former Catford Constitutional Club building being refurbished and re-purposed for new uses, including a pub and potentially a 'test kitchen' or cooking school space. The intention would be that the building is opened up towards Thomas' Lane yard, forming part of the cluster of buildings that animates the open space.



3.6.3 KEY DEVELOPMENT PRINCIPLES AND PARAMETERS

This spread captures the key placemaking principles and development parameters for The Yards. Four key north-south movement routes connect with existing and future points of access to the town centre and are crossed by a new west-east route. These form the boundaries for individual building plots. The plot layout plans themselves are indicative only, illustrating the potential shape and dimensions of new buildings, the approximate location of key open spaces, extent of active frontages, and building uses. Future development that comes forward in The Yards should be cognisant of these principles and parameters.

PUBLIC OPEN SPACES

There is an opportunity to create three distinct yard spaces arranged in a sequence to the rear of Catford Broadway, defined by key pedestrian routes connecting Catford Broadway to the The Lanes residential area to the north. The yards should be connected via a public pedestrian link in an east-west direction.

Seating for rest should be incorporated close to key pedestrian routes and within sun-lit public spaces.

Plentiful on-street cycle parking (Sheffield stands) for visitors riding bicycles should be incorporated.

ACTIVE FRONTAGES

Ground floor active frontages should front onto the yard spaces and The Lanes to the north. Active frontages includes workspaces, town centre uses and residential lobbies, and a limited amount of service areas and ancillary uses.

MOVEMENT AND SERVICING

The Yards area should be pedestrian priority with only limited servicing and access. Permeability between and around the buildings should be optimised to facilitate pedestrian flow.

USES

The development should wrap the back of Catford Broadway with active uses on the ground floor, including workspaces and a component of retail and food outlets.

It is anticipated that the upper levels will be residential.

BUILDING HEIGHTS

A medium rise development is considered appropriate in The Yards area, with buildings ranging from three to 12 storeys, with the exception of the "vener" building which should be a maximum of two storeys. The Yards buildings should also be respectful of the lower rise residential buildings to the south that face Catford Broadway.

DEVELOPMENT IMPACTS

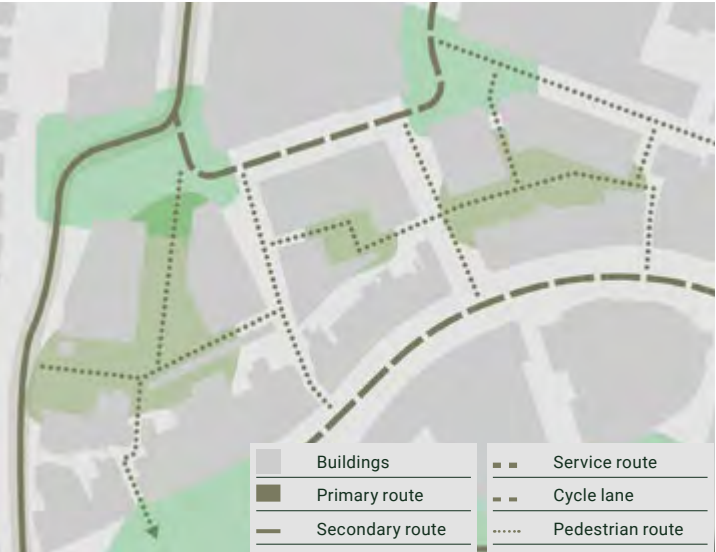
The London Plan, Core Strategy and draft Local Plan set out design requirements for tall buildings and individual schemes will need to demonstrate how they have responded to site specific conditions and sensitivities. Schemes will be required to consider and address local and strategic impacts, both within the site as well as to adjoining and surrounding properties, including daylight and sunlight, overshadowing, overlooking and the amount and quality of public and private amenity space as well as impacts on key views. Schemes will need to demonstrate how building height, massing, form and detailed design of proposals has mitigated development impacts.



Location and indicative size of public open spaces



Active frontages



Street hierarchy, movement and open spaces



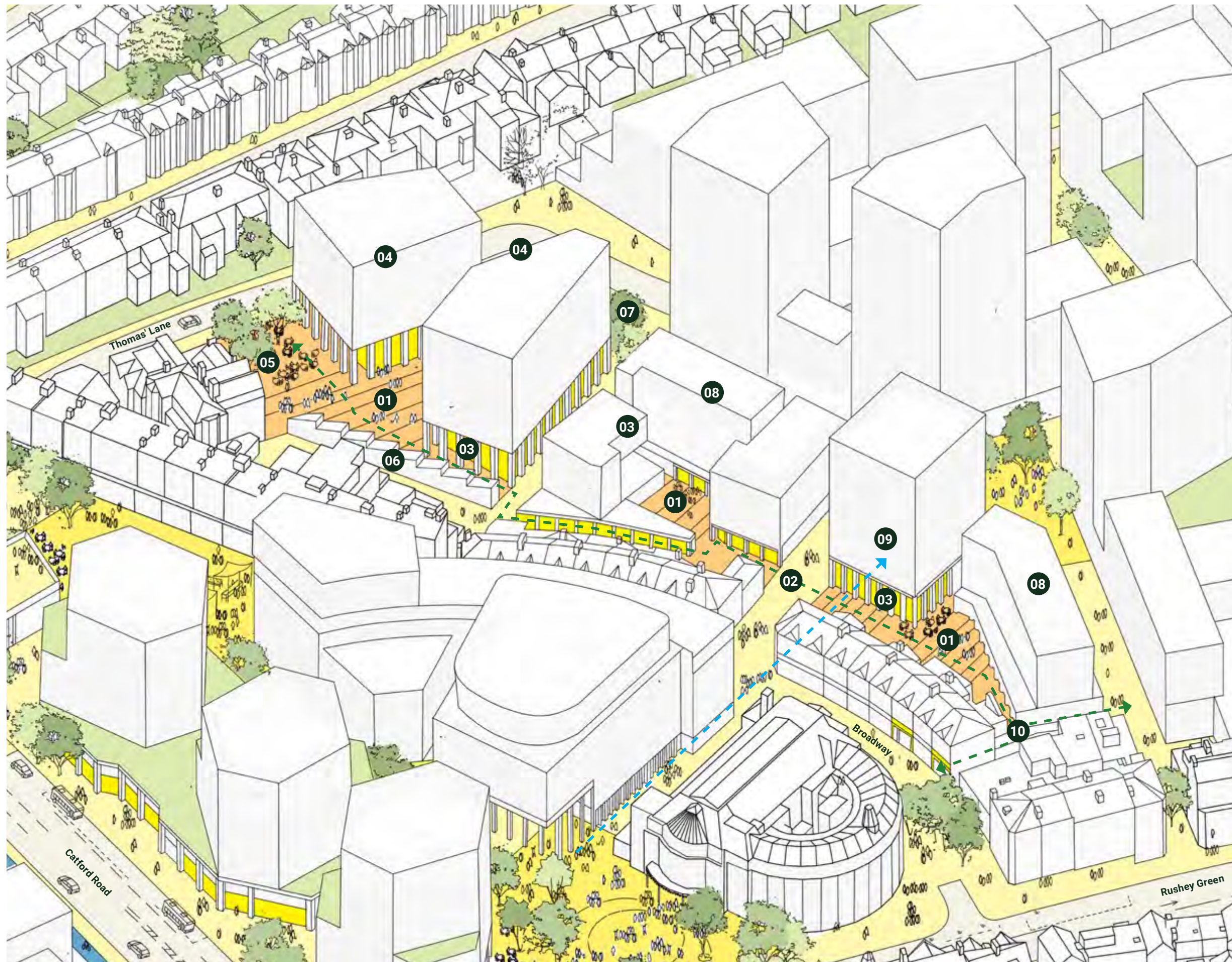
Building heights



Lower level uses. Non-residential uses includes areas for residential lobbies and ancillary/service uses.



Upper level uses



Development strategy for the Yards

- 1 A series of intimate and flexible yard spaces to be provided for the working and residential community.
- 2 The yard spaces interlinked through pedestrian priority connections.
- 3 A range of different types of glazed and extroverted workspaces to populate the ground level of the buildings, with the potential for spill out activity in the yard spaces.
- 4 The buildings shaped and orientated to define a yard space between them, and to open up a north-south connection between the Catford Constitutional Club and Thomas' Lane.
- 5 The Catford Constitutional Club to be refurbished and opened up towards Thomas' Lane Yard. Potential for outdoor seating area to the north of the building.
- 6 A row of kiosks to provide a positive and active frontage onto Catford Broadway back of house.
- 7 Existing mature trees to be retained to provide a visual/noise buffer with added ecological, biodiversity and drainage benefits.
- 8 Buildings to be medium rise to negotiate the change in building height between the town centre and The Lanes.
- 9 A marker building to be located in the extension of the new Broadway Theatre passage.
- 10 A new passage to be opened up between the Broadway and The Lanes.

3.6.4 ILLUSTRATIVE LAYOUT

The objective is for The Yards to become a creative and entrepreneurial cluster for Catford's existing and future independent businesses, providing a range of spaces with a street presence. The co-location of businesses can offer opportunities for fruitful collaboration and cross-pollination, as well as a chance to share otherwise costly facilities and equipment. This could become a breeding ground for start-ups and pop-ups - a destination that supports and nurtures Catford's and South East London's emerging businesses.

The external yard spaces provide an opportunity to meet, interact and showcase both business to business and business to public.

The Catford Constitutional Club, that for so many years has been wedged into a tight space between Catford Broadway and Thomas' Lane Depot, can have its own space with the potential for a beer garden at the back of the building, that connect with Thomas' Lane Yard.

The existing mature trees, a rarity in Catford town centre, should be retained and integrated within the new public realm design.

New homes would be provided above the commercial ground floor.

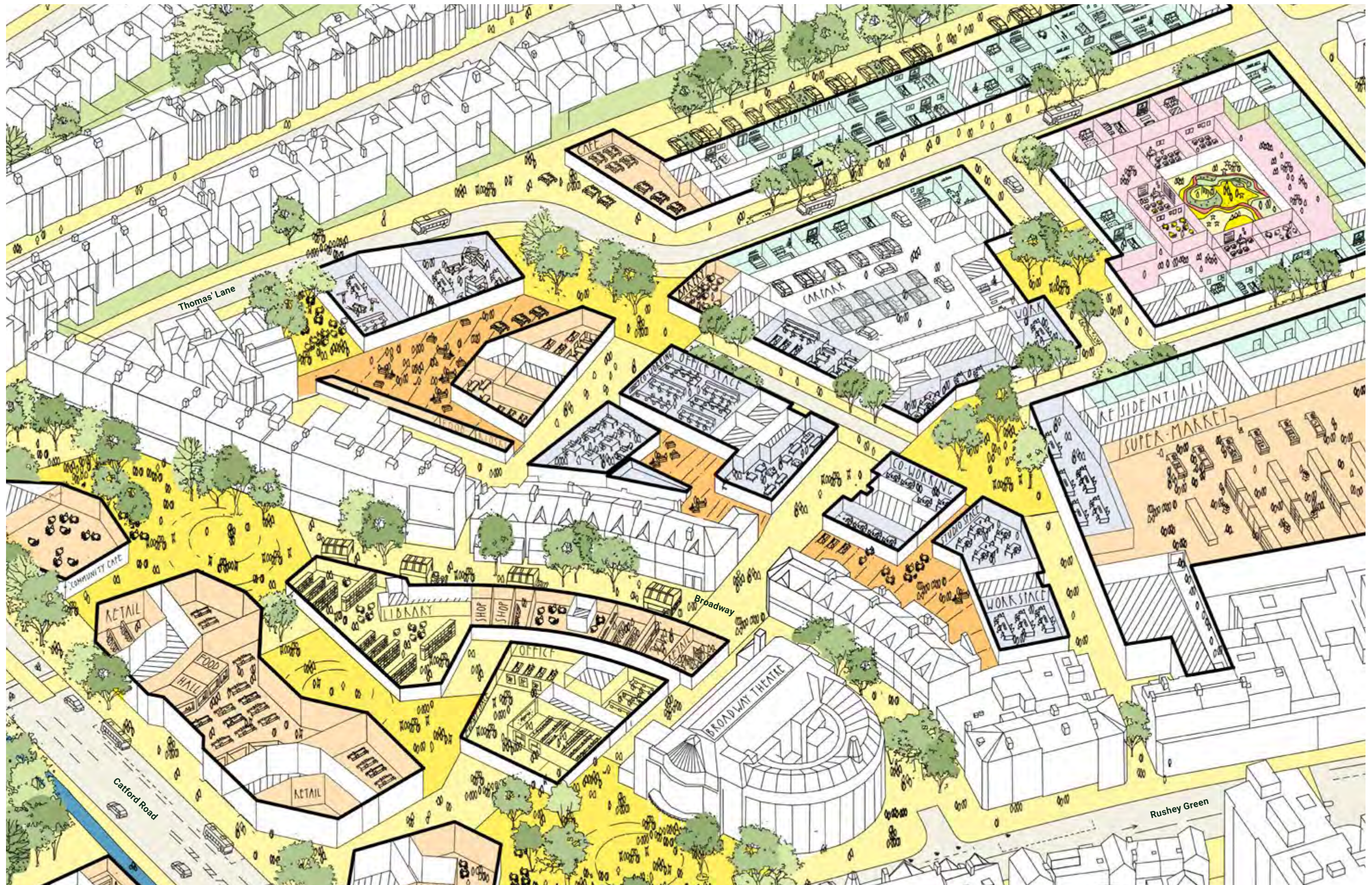


Indicative typical upper floor plan

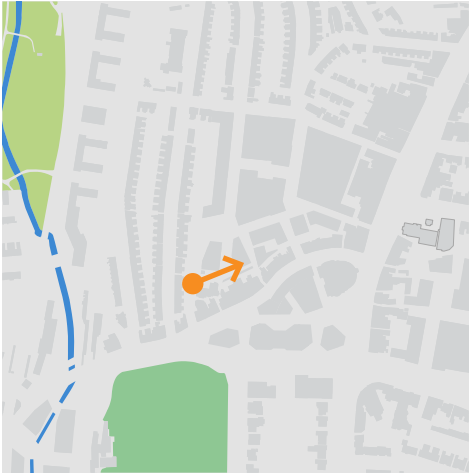


Indicative ground floor plan





Axonometric showing ground level activity within the buildings and the public realm



The public realm of The Yards aims to reflect the urban character of the area, but with more appropriate and higher quality materials. More open, flexible spaces allow for ground floor activities to spill out into the public space. The character of the green town centre is captured through ground level planting that frames the yards, green roofs and planted façades.

- 1 Thomas' Lane Depot.
- 2 Colonising plant species that capture the industrial nature of the yards whilst ensuring nature is found in all parts of Catford.
- 3 Industrial ground floor uses help to activate the public space.
- 4 Planted façades ensure there are ecological networks at all levels.
- 5 An industrial material palette helps to define the yards.
- 6 Start up units and food stalls ensure the entrepreneurial spirit of Catford is maintained and allows the yards to be active at different times of the day.
- 7 Green roof system should be visible where possible.

View of the Yards and Thomas' Lane area

3.6.5 THE YARDS LOOK AND FEEL

The Yards presents an opportunity to blend historic and contemporary architecture in a unique neighbourhood. The new buildings should reflect this in their aesthetics. This provides an opportunity to be bold in the design and to utilise contrasting materials and colours in building façades and landscape surfaces. Green elevations, trees and planting could be introduced amongst the existing pockets of mature tree planting to soften the urban environment and enhance the urban ecology.



Blending new and old buildings



Glazed and animated ground levels



Affordable workspaces



Creative sector workspace



Studio spaces



Sheltered spaces to retreat and relax



Workspaces arranged around defined yards



A combination of hard and soft landscapes



A place to gather for food and drinks



Durable surface treatments



Potential for activities to spill out and use the yards as an outdoor workshop

3.7 THE LANES

At the heart of Catford town centre lies the biggest continuous council owned regeneration site. Surrounded by a large number of Victorian streets, a key part of the framework plan is to re-extend these into this site, providing new routes that connect Catford Broadway and the shopping centre with the residential neighbourhoods. To the north and west, the site is framed by low rise terraced housing along Holbeach Road and Thomas' Lane. Its eastern boundary includes the existing retail edge towards Rushey Green. The Lanes' southern boundary is The Yards key regeneration site to the rear of Catford Broadway.

3.7.1 THE LANES AREA TODAY

The largest building is Milford Towers. Designed by Owen Luder architects in 1969, it includes a multi-storey car park and a large part of the shopping centre, which together cover nearly the entire site. The mega structure causes many urban and social problems: the continuous bulk massing cuts off existing lanes and roads; the extended and continuous blank façades of the Holbeach multi-storey car park and the first floor service deck fail to ensure a safe public realm, which has made it a hotspot for rubbish dumping, anti-social behaviour and crime; the exposed backs of the terraced houses along Thomas' Lane generates an inactive and untidy street frontage.

Meanwhile uses such as Catford Mews are now activating the shopping centre until its phased demolition.

1	Milford Towers
2	Catford Mews
3	Holbeach Baptist Church
4	The Shopping Centre
5	Thomas' Lane Car Park



The Lanes key regeneration site is dominated by the Milford Towers mega structure and surrounded by a network of existing historic lanes.



Milford Towers' foot print currently blocks the historic street grain.



The Lanes have the highest density and densest massing in the town centre.



The upper deck of Milford Towers is badly used and invites social issues.



The shopping centre lacks diversity and a contemporary offer.

3.7.2 RESTORING THE HISTORIC STREET PATTERN

The Lanes key regeneration site is bounded by a network of streets of Victorian houses that are an important part of the distinct character of Catford. The framework proposes to re-connect this existing network through The Lanes site, restoring the historic street layout that was lost by the Milford Towers development. The intention is that car access is maintained along Thomas' Lane, but that the new routes through the site are pedestrianised with access for servicing and emergency vehicles and to blue badge parking for residents.

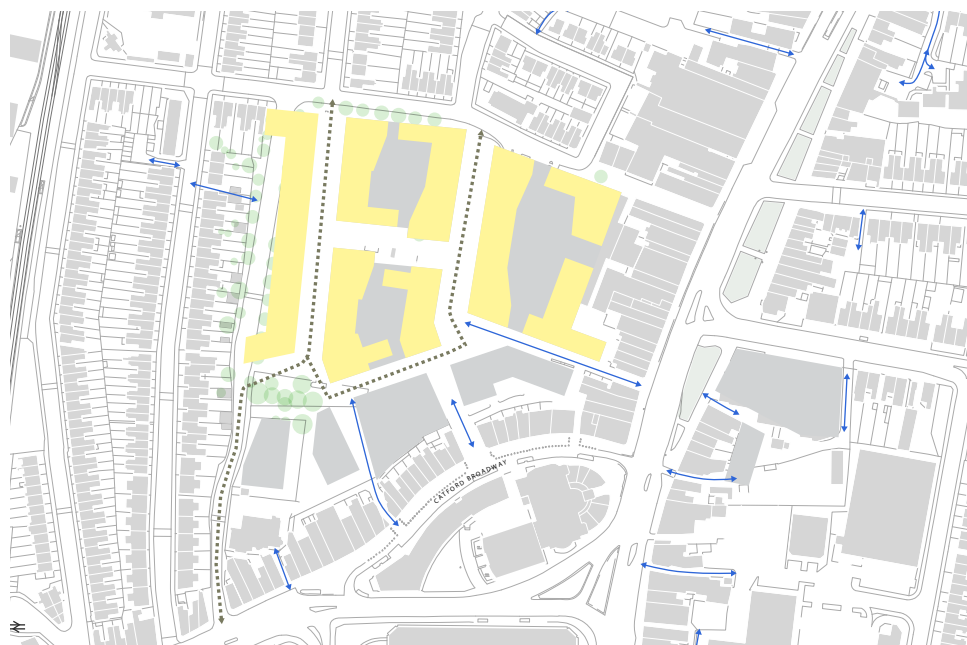
3.7.3 PROVIDING A CRITICAL MASS OF NEW AND AFFORDABLE HOMES

As the largest council owned site, The Lanes has the potential to deliver a significant number of new homes for people of all ages and backgrounds within walking distance of the cultural, social and retail offer in the surrounding town centre.

3.7.4 POTENTIAL FOR A NEW PRIMARY SCHOOL AND LARGE FORMAT FOOD STORE

Its central location and relatively large plot sizes make The Lanes a suitable location for a new primary school or community use, as well as an improved anchor food store to serve existing and new residents.

The plot sizes are large enough to accommodate tall buildings while creating a comfortable scale at street level. Edges and corners define routes and gaps between buildings, allowing light to reach the public spaces.



The existing lanes network in Catford can be re-connected through The Lanes site.



3.7.5 KEY DEVELOPMENT PRINCIPLES AND PARAMETERS

This spread captures the key placemaking principles and parameters for The Lanes. Two key north-south movement routes connect Holbeach Road with existing points of access to Catford Broadway via The Yards. Breaking the large area into building plots creates a new west-east route, forming the boundaries for individual building plots. The plans themselves are indicative only, illustrating the potential shape and dimensions of new buildings, the approximate location of key open spaces, extent of active frontages, and building uses. Future development that comes forward within The Lanes area should be cognisant of these principles and parameters.

REINSTATING THE LANES

The proposed blocks re-introduces Catford's historic urban grain and street network, and the new routes should aim to end at a square or other relevant destination. Within the development, there is the potential to create pocket squares with soft landscaping and tree planting that offer a local place to meet.

STREET HIERARCHY, SERVICING AND OPEN SPACES

The Lanes is intended to be largely car-free with pedestrianised routes and access only for servicing, emergency vehicles and selected blue badge parking wherever feasible. Removing cars and service vehicles from this part of the town centre would contribute to the feeling of a calm, healthy and sustainable place to live.

Seating for rest should be incorporated close to key pedestrian routes and within sun-lit public spaces.

Plentiful on-street cycle parking (Sheffield stands) for visitors riding bicycles should be incorporated.

USES

Accommodating a significant number of new homes, this site also has the potential to accommodate a community use. The largest block in The Lanes faces Rushey Green and could accommodate a large food store. Depending on future development, there is a possibility to connect this unit through to one of the existing buildings along Rushey Green to offer a second high street entrance.

The upper levels would accommodate a range of tenures and sizes of homes.

BUILDING HEIGHTS

The demolition of Milford Towers' will release a substantial site that can deliver a significant number of new homes. It is envisaged that continuous urban blocks would sit directly on the pavement surrounding internal parking areas with raised podium courtyards for residents. Blocks should be broken up on the upper levels to allow light and air into the raised gardens and lanes below. It is anticipated that massing would increase towards the middle of The Lanes to minimise the impact on existing houses to the north and west, with the tallest buildings on the corners of the central blocks to mark key locations.

DEVELOPMENT IMPACTS

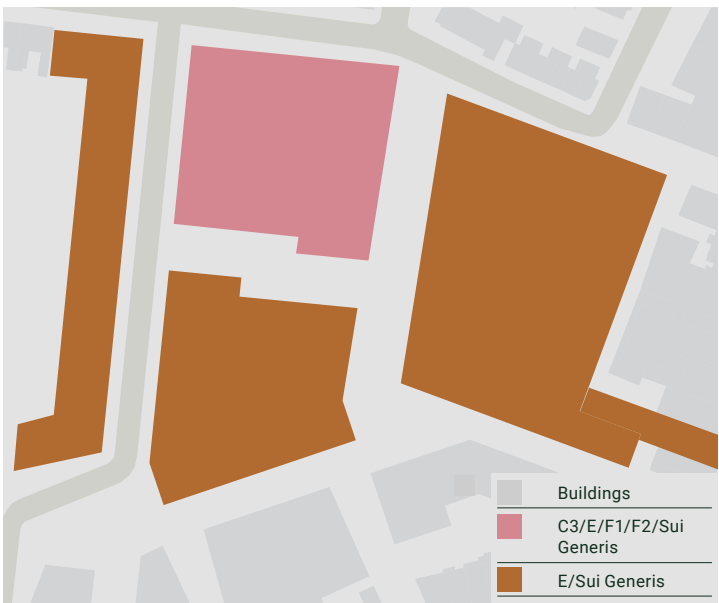
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Reinstating The Lanes



Street hierarchy, movement and open spaces



Lower level uses. Non-residential uses includes areas for residential lobbies and ancillary/service uses.



Active frontages



Building heights.



Upper level uses



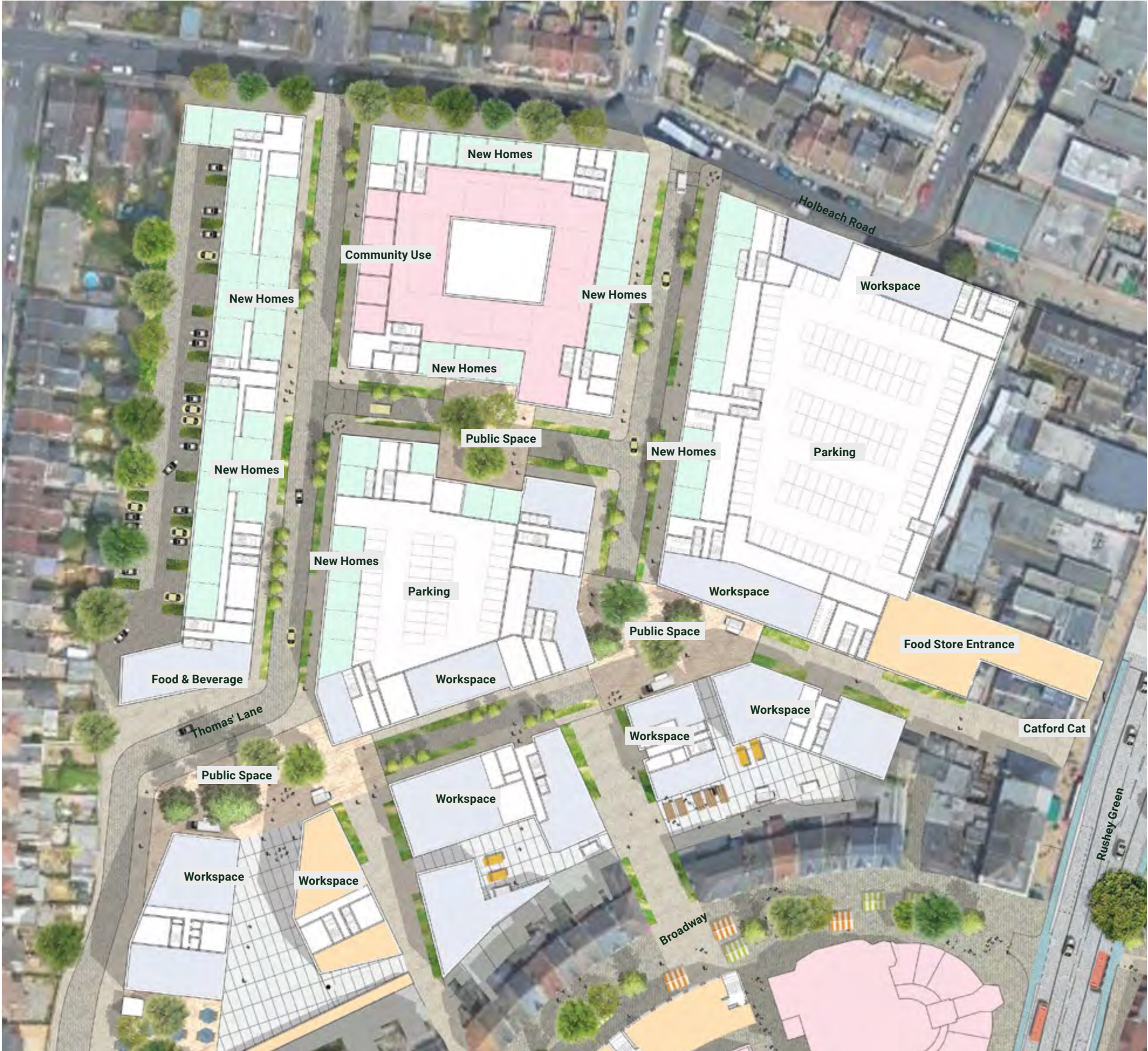
- 1 The Catford Cat and existing pedestrian route retained
- 2 The opportunity for a small square to open up the lanes as a meeting point with street trees and hard landscaping for flexible outdoor uses.
- 3 Historic street pattern re-instated as pedestrian priority connections. Kinks and pocket squares would assist in breaking up longer straight routes.
- 4 Thomas' Lane re-located to its historic route, allowing a new building to heal the back of the existing row of terraces. A wide pavement towards the north side of the road would complement the opportunity for a pocket square to the south.
- 5 Ground floor uses should be non-residential apart from residential lobbies incorporating a range of uses with visible and glazed frontages facing the ends of lanes or surrounding squares.
- 6 Podium blocks with planted shared courtyards for residents with play equipment and seating
- 7 Marker towers towards the centre of the site could accentuate corners and squares. There is an opportunity for the towers to be shaped to allow for long, uninterrupted views for all residents and allow daylight through to the new streets.
- 8 There is an opportunity to accommodate a large scale food retailer as part of the offer.
- 9 This block could contain a community use across the lower podium levels.
- 10 Potential to set back the upper floors of the building to reduce the impact on nearby homes.

3.7.6 ILLUSTRATIVE LAYOUT

The illustrative layout establishes a continuous street frontage with clearly legible routes and squares within a dense urban grain. Residential lobbies, workspace and other non-residential uses would assist in activating street frontages. The site layout, which is defined by the reinstated lanes, would provide the opportunity for larger format ground floor commercial and community spaces. Parking areas at ground level should be wrapped by active uses towards the public realm.

A majority of the homes provided at ground level are conceived as two-storey duplex units. This is to allow for generous family sized units with living areas on the first floor that offer some privacy from the activity on the streets. The floorplates at the upper level would allow for homes of different sizes and layouts.

The plot west of the new Thomas’ Lane alignment is in Flood Zone 2. The detailed layout and design of new homes within this area will need to ensure that dwellings are not at risk of flooding. This might involve designing the buildings to have a raised ground floor, or locating only commercial/ community uses, entrances and storage space on the ground floor, with all living space on the upper floor(s).

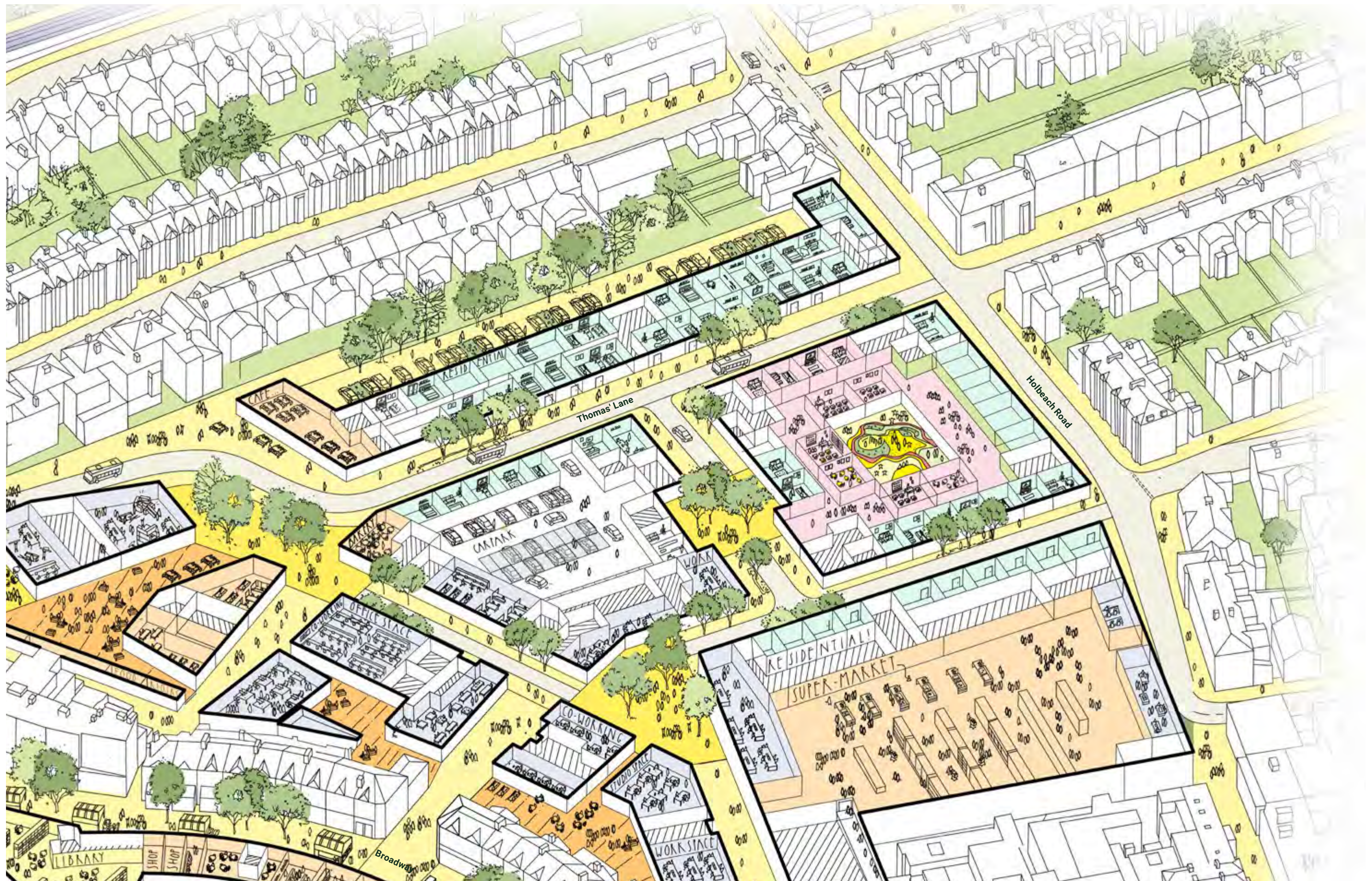


Illustrative ground floor plan

Courtyard spaces above podium level parking and/or retail space will provide play and amenity areas for residents, extending the green town centre principles into the residential neighbourhood.



Illustrative typical upper floor plan



Axonometric showing ground level activity within the buildings and the public realm

3.7.7 THE LANES LOOK AND FEEL

The Lanes aim to have a friendly, healthy and calm feeling that invites people to slow down and spend time there. Greenery and play space should be integrated into the public realm and shared courtyards.



Green podium gardens and play spaces



Green squares with spaces to sit and relax



Potential for a new community use



Community and wellness at ground level



Potential for an anchor food store with new homes above



Restaurants fronting onto open spaces



Flexible ground levels for workspace, retail or food and drink.



Building heights stepping down towards existing neighbourhoods



Pedestrian priority lanes with benches and planting



Opportunities for planting and growing within residential gardens

3.8 THE CIVIC CENTRE

Catford is the council’s main civic hub. Comprising a number of buildings - the Civic Suite, the Old Town Hall and Laurence House – it houses council offices, the Council Chamber and meeting rooms and a library. It is in a key location in the town centre that is also home to the historic Broadway Theatre alongside local shops and a much loved street market.

The busy and congested Catford Road currently severs the Civic Centre area and creates a barrier to movement for pedestrians, including local residents visiting and using council services and council staff moving between the council buildings. Complicated road junctions and a lack of safe pedestrian crossing points and cycle lanes further exacerbate the situation.

Catford Broadway is a high quality and recently upgraded pedestrian environment, but the quality of this space is undermined by vehicles using it as a through route. The Old Town Hall ground floor currently presents a blank and elevated ground floor to Catford Broadway, which means that it is effectively a single sided high street.

The public realm is predominantly hard landscaping with little greenery and planting. A large area of surface car parking sits at the back of Laurence House.



Aerial view of the civic centre today

- | | |
|---|-------------------------|
| 1 | South Circular |
| 2 | Old Town Hall |
| 3 | The Civic Suite |
| 4 | Broadway Theatre |
| 5 | Laurence House |
| 6 | Laurence House car park |
| 7 | Catford Broadway |
| 8 | Catford Shopping Centre |
| 9 | Rushey Green |



Broadway Theatre and Laurence House seen from Rushey Green



Laurence House and the adjacent car park



The Civic Suite



Catford Broadway and the Old Town Hall

3.8.1 CREATING A CONSOLIDATED CIVIC CENTRE

Laurence House was constructed in the 1990s and intended as a temporary building, although recent refurbishment works have extended its life for another 7-10 years. In the long term it is likely to be redeveloped, and the planned realignment of the South Circular to the south of Laurence House provides an opportunity to review the long term use of the site.

There is a need and opportunity to review how and where council offices are provided in Catford. The Council does not currently have a strategic accommodation strategy for the future of its civic space in Catford. A task in preparing this framework was therefore to consider options for re-provision and consolidation. The option presented in this section is one possible way in which the civic uses could be accommodated in a re-configured town centre, however it does not prejudice or pre-judge the council's more detailed consideration of alternatives.

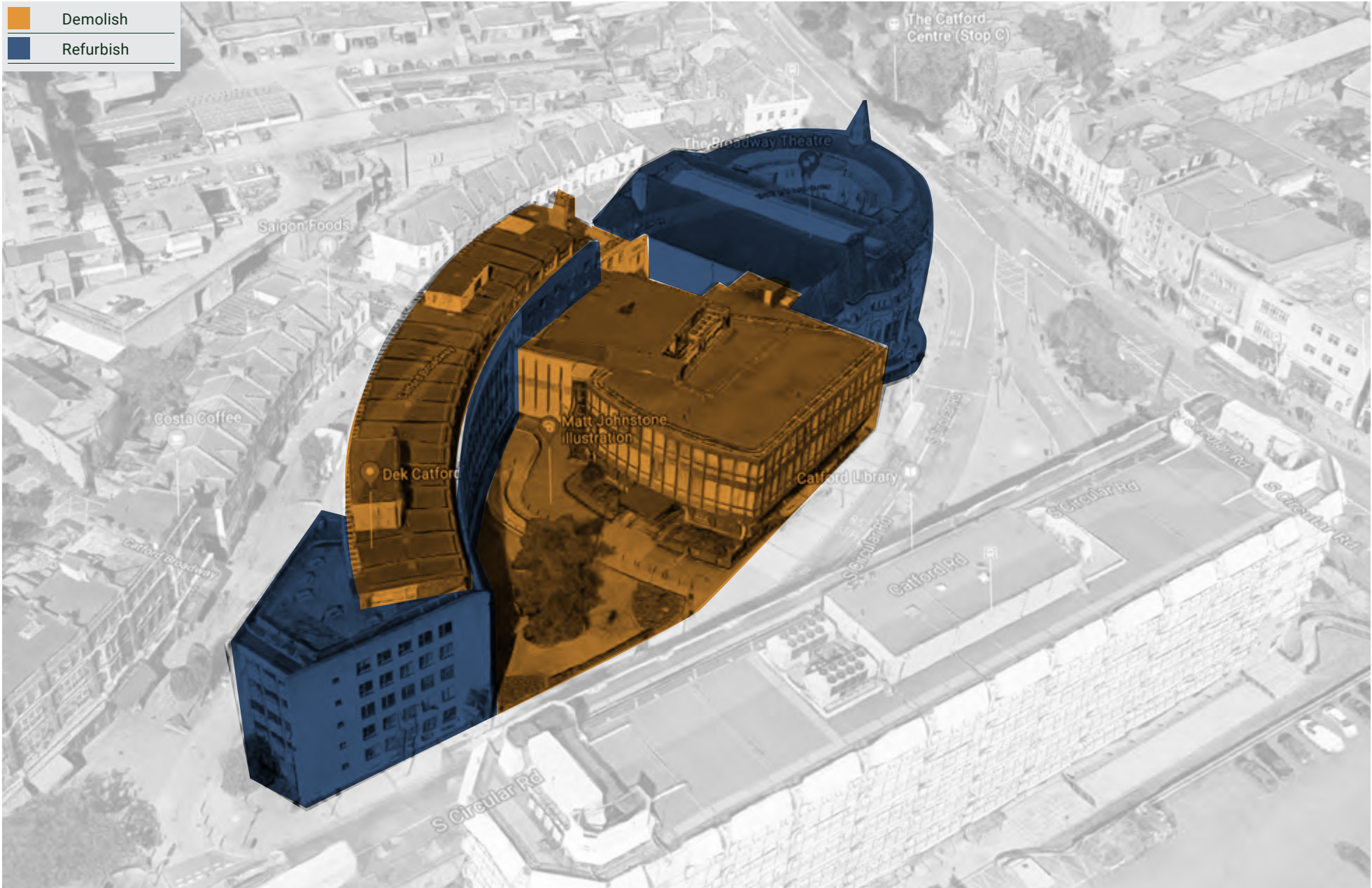


3.8.2 COUNCIL OFFICE STUDY

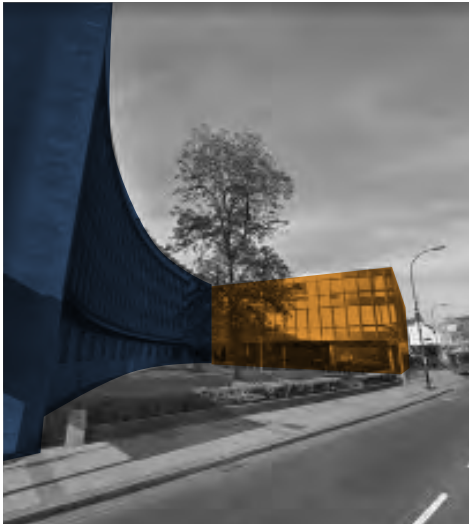
The existing council premises are dispersed across Catford and Lewisham. Some of these are no longer fit for purpose, have compromised access and an unwelcoming presence. This focused study investigates the potential to upgrade and partially redevelop the existing town centre buildings to regroup the dispersed council facilities in one campus. The benefits of the proposal would be increased operational efficiency and optimisation of space. The proposal presented on this spread is indicative only, demonstrating a concept approach to how the site might be reconfigured. The Broadway Theatre is not considered as part of this study.

The strategy is based on a number of principles:

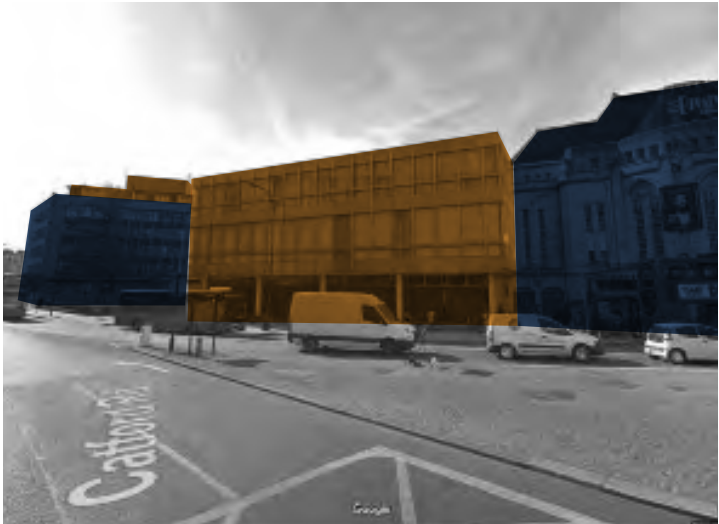
- 1 The South Circular is relocated;
- 2 Laurence House is demolished;
- 3 The Old Town Hall is retained and refurbished;
- 4 Civic uses are consolidated and clustered around a new ‘campus’;
- 5 The existing buildings on the north side of Catford Broadway are retained;
- 6 Catford Broadway continues to operate as a pedestrian street and market.



Birds eye view illustrating proposed demolitions and retentions



Civic Suite and Old Town Hall



Civic Suite, the Old Town Hall and Broadway Theatre from Catford Road



The Old Town Hall viewed from the west

3.8.3 A NEW CIVIC CAMPUS AND POTENTIAL INGREDIENTS

The strategy is to retain the buildings of merit that can be re-purposed to accommodate the new council office, complemented by new space in new or extended buildings. The Old Town Hall is a distinct feature of the town centre, defining Catford Broadway with its gently curved shape and marking the arrival to Catford for those arriving from the west. It currently does a poor job at addressing the surrounding streets with a blank ground floor façade facing onto Catford Broadway, and the interior is outdated.

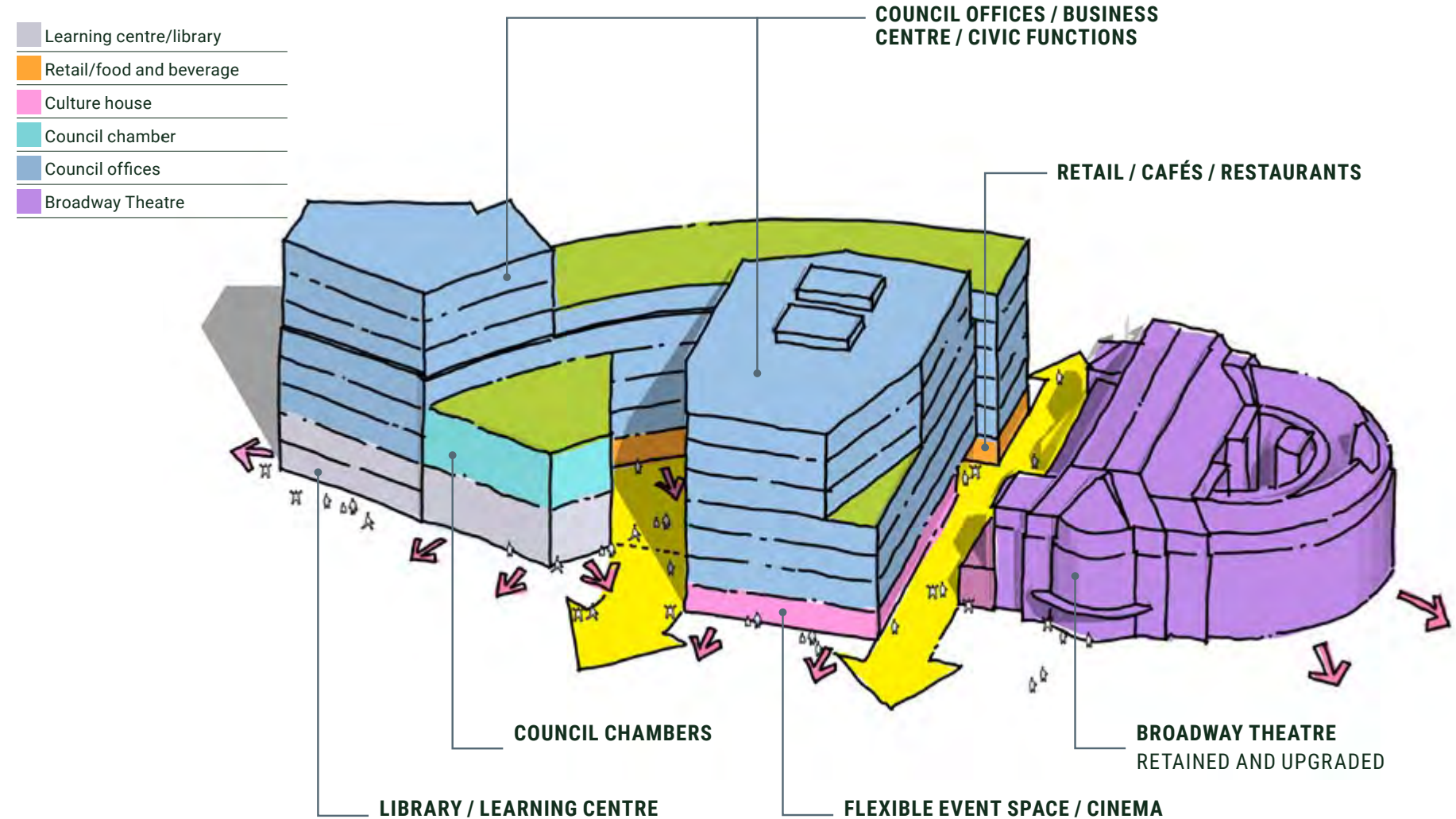
The Civic Suite currently serves as the council's formal meeting venue as well as a community asset. It is an important facility, providing necessary functions, but the building lacks flexibility and the site it sits on is underutilised.

Responding to this context, an option has been developed that proposes the demolition of the Civic Suite, constructing in its place a modern building better suited for community and council use, with the ground level opened up to the public.

The ground floor of the Old Town Hall would be lowered so that it is flush with Catford Broadway, enabling it to engage better with this space and with the potential to subdivide the long internal space into high street sized retail units for shops, businesses and food/drink outlets. At upper levels, the building would provide upgraded office space for the council. A vertical extension would add extra workspace. At ground level, a new two storey extension could accommodate the new library and learning centre, as well as the council chamber.

Clustering the library centre with the council chamber would provide better access to learning and meeting spaces that are open and supervised for longer hours. Library and learning events could potentially take place in the chamber during the day when it is not in use for council functions.

A 'culture house' is proposed to create a flexible leisure space tailored for the community. Programming might include exhibitions, cinema screenings or events and activities associated with the Broadway Theatre venue.



Flexible assembly hall / cinema



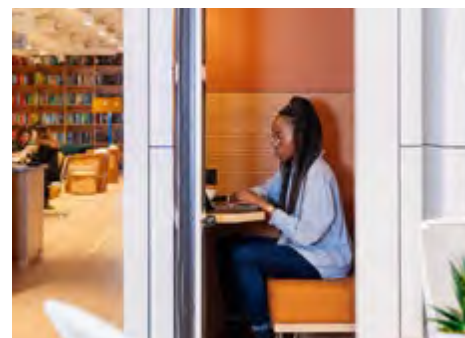
Library and learning



Workspaces



Cafés and eateries



Range of workspaces and meeting spaces



Social and event spaces



Shops along the Broadway



Bars and restaurants

3.8.4 THE BROADWAY THEATRE

Catford’s Broadway Theatre is a valued resource to the community, offering a mix of music, comedy, theatre and dance events. It is an asset of Lewisham Council that was originally built as an extension of the Town Hall (since demolished) as a multi-functional entertainment venue. Completed in 1932, it has a Grade II listing. Since opening, the building has seen many famous people pass through, with the late 1980s and 1990s seeing a large number of comedians who are now well known make their career start here. In recent years, the theatre has been showing its age, and some essential maintenance works are much needed to restore the building. In 2019/20, studies were commissioned by the council covering conservation and heritage, mechanical and electrical, building condition, theatre systems and planning advice to identify the restoration work that would be needed. A number of core principles have been identified:

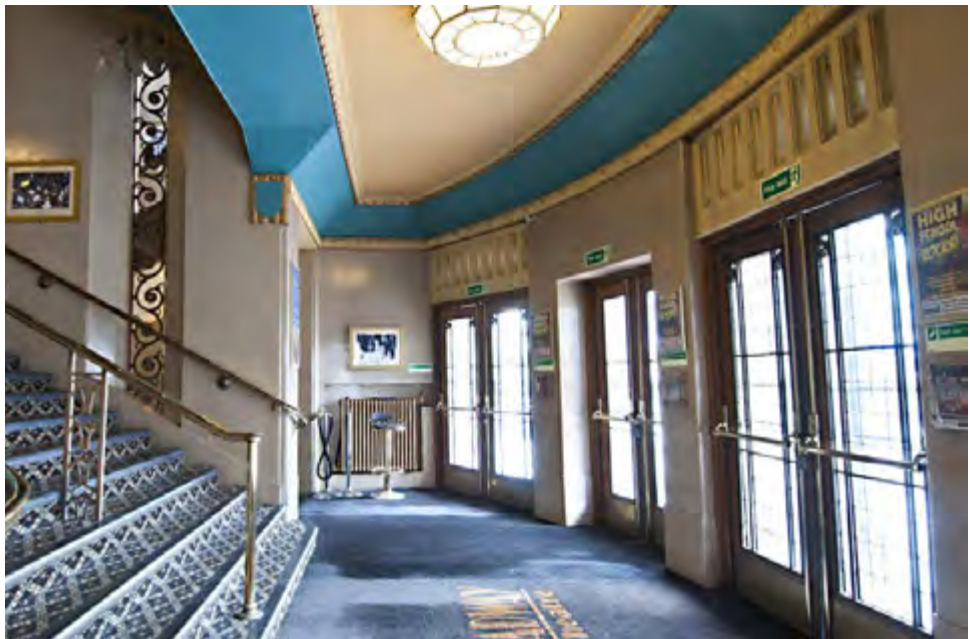
- Respect the art deco building and retain the historic charm whilst enabling the venue to meet expectations of artists and audiences;
- Improve access for disabled people;
- Ensure that the theatre remains rooted in its local community and can respond to local audiences and users;
- Provide a cultural destination in the heart of a regenerated Catford town centre;
- Develop the bar and café offer to provide a safe, high quality, social venue;
- Enable a flexible main auditorium space with retractable seating that can accommodate a mixed programme of live performance, community events and films;
- Retain the studio theatre with a focus on theatre productions including youth theatre events.



Interior photograph of the auditorium ranked seating within the theatre, taken from ground level



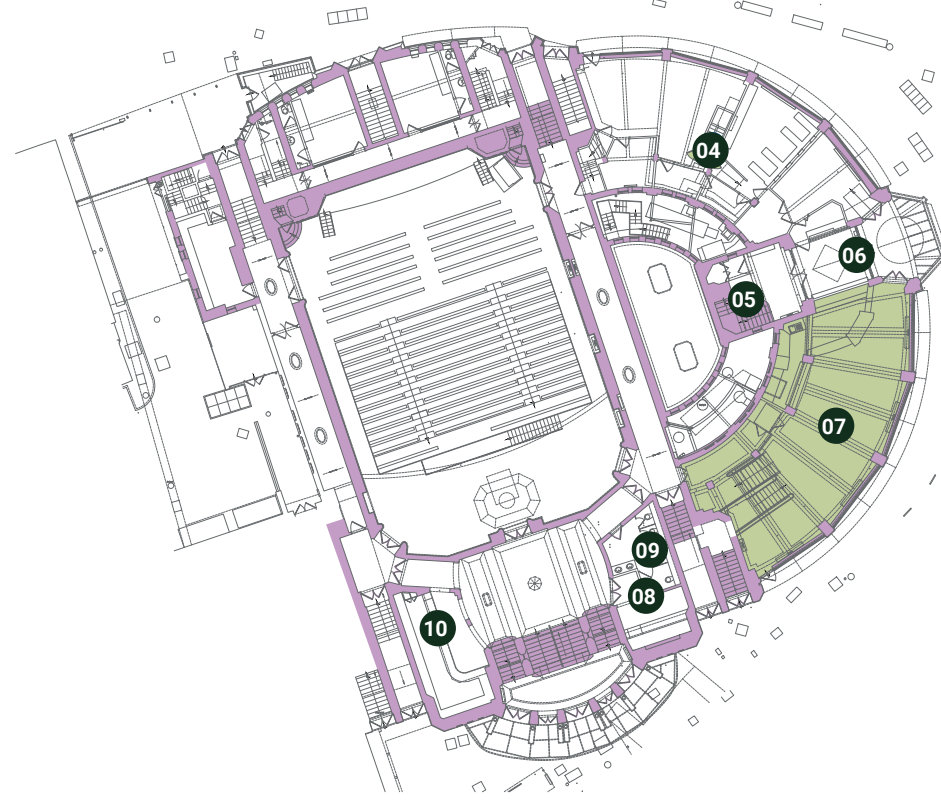
Film screening in the Broadway Theatre auditorium



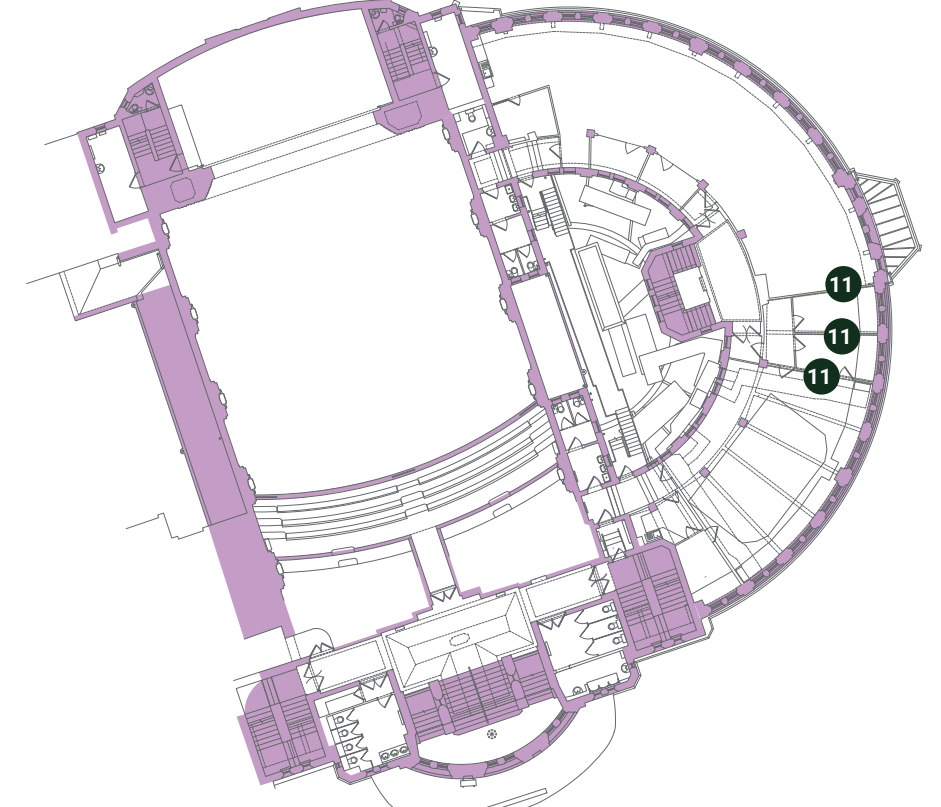
Internal photograph of the south entrance doors



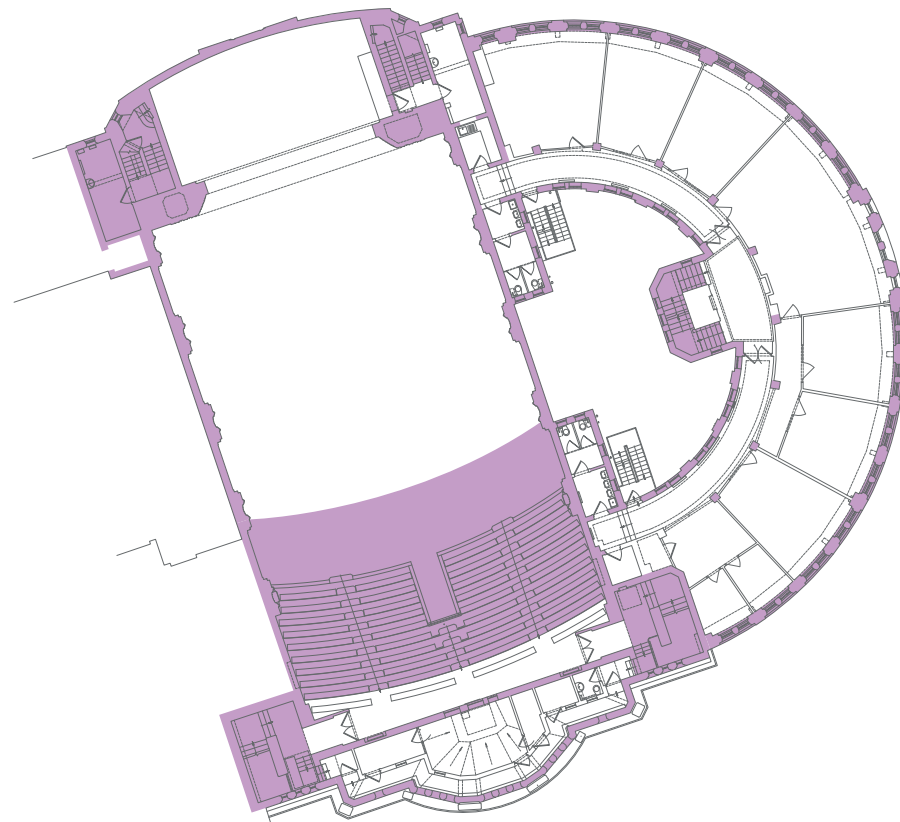
Historic development plan - basement



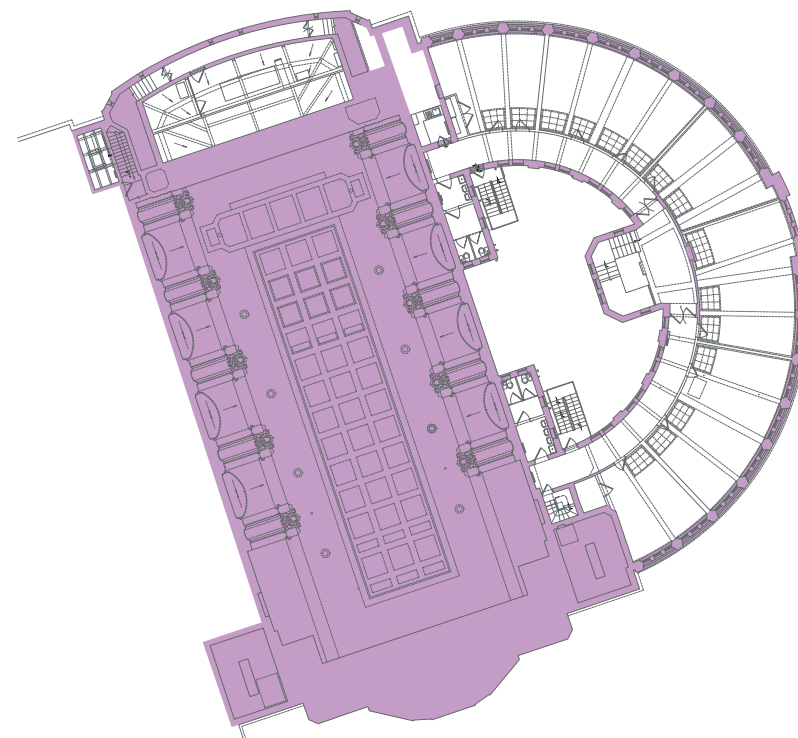
Historic development plan - ground floor



Historic development plan - first floor



Historic development plan - second floor



Historic development plan - third floor



- Original building
- Post war addition 1945–2018
- 1** Modern Foyer decor and fit out
- 2** Modern seating and decor in studio space
- 3** Modern partitions
- 4** Modern partitions
- 5** Modern lift
- 6** Modern entrance fit out and doors
- 7** Modern fit out to The Ground Floor Café
- 8** Modern subdivision of Sweet Shop
- 9** Modern bar fit out
- 10** Modern toilet fit out
- 11** Modern subdivisions

These plans are not to scale

Information source: Broadway Theatre Catford Conservation Management Plan, Issue 01 (July 2018) by Purcell

3.8.5 KEY DEVELOPMENT PRINCIPLES AND PARAMETERS

This spread captures the key placemaking principles and parameters for the civic centre. The plans are indicative only, illustrating the approximate location of key open spaces, extent of active frontages, movement routes, and building uses. Future development that comes forward in the civic centre should be cognisant of these principles and parameters.

BUILT FORM AND PUBLIC SPACES

Feedback from the public consultation identified a preference for a built form that allowed light into the area around the Civic Centre (rather than a solid ‘wall’ that Laurence House currently presents) and more enclosed public spaces shielded from the South Circular, rather than a wide open public realm.

In response the proposal creates three separate buildings above a common plinth, shaped to create a sequence of public spaces - one at the western approach for visitors arriving from the Catford stations, one at the heart of the site and one in front of the Broadway Theatre.

Seating for rest should be incorporated close to key pedestrian routes and within sun-lit public spaces.

Plentiful on-street cycle parking (Sheffield stands) for visitors riding bicycles should be incorporated.

MOVEMENT AND SERVICING

The civic centre campus should be pedestrian priority with only limited servicing and access. Permeability between and around buildings should be optimised to facilitate pedestrian flow.

ACTIVE FRONTAGES

Active uses should be incorporated into the ground level plan to interface with Catford Broadway and the key public spaces.

USES

The ground floor should incorporate a range of town centre uses such as food outlets, retail, leisure, community spaces and workspaces. The upper levels would comprise residential use in the blocks to the south of the redundant road and office use in the blocks to the north.

BUILDING HEIGHTS

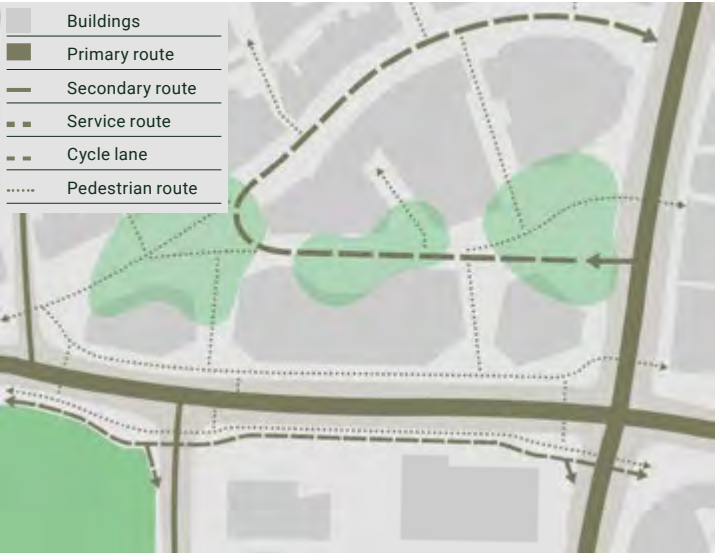
Building heights should be respectful of the Grade II Listed Broadway Theatre, to allow this historic building to remain a prominent feature of the town centre. Medium to tall building heights could be accommodated along Catford Road, with potential for a landmark building at the Catford Road/Bromley Road junction. Sky gaps should be provided between taller buildings to allow sunlight and daylight into the civic centre public realm.

DEVELOPMENT IMPACTS

The London Plan, Core Strategy and draft Local Plan set out design requirements for tall buildings and individual schemes will need to demonstrate how they have responded to site specific conditions and sensitivities. Schemes will be required to consider and address local and strategic impacts, both within the site as well as to adjoining and surrounding properties, including daylight and sunlight, overshadowing, overlooking and the amount and quality of public and private amenity space as well as impacts on key views. Schemes will need to demonstrate how building height, massing, form and detailed design of proposals has mitigated development impacts.



Location and indicative size of public open spaces



Street hierarchy, movement and open spaces



Lower level uses. Non-residential uses includes areas for residential lobbies and ancillary/service uses.



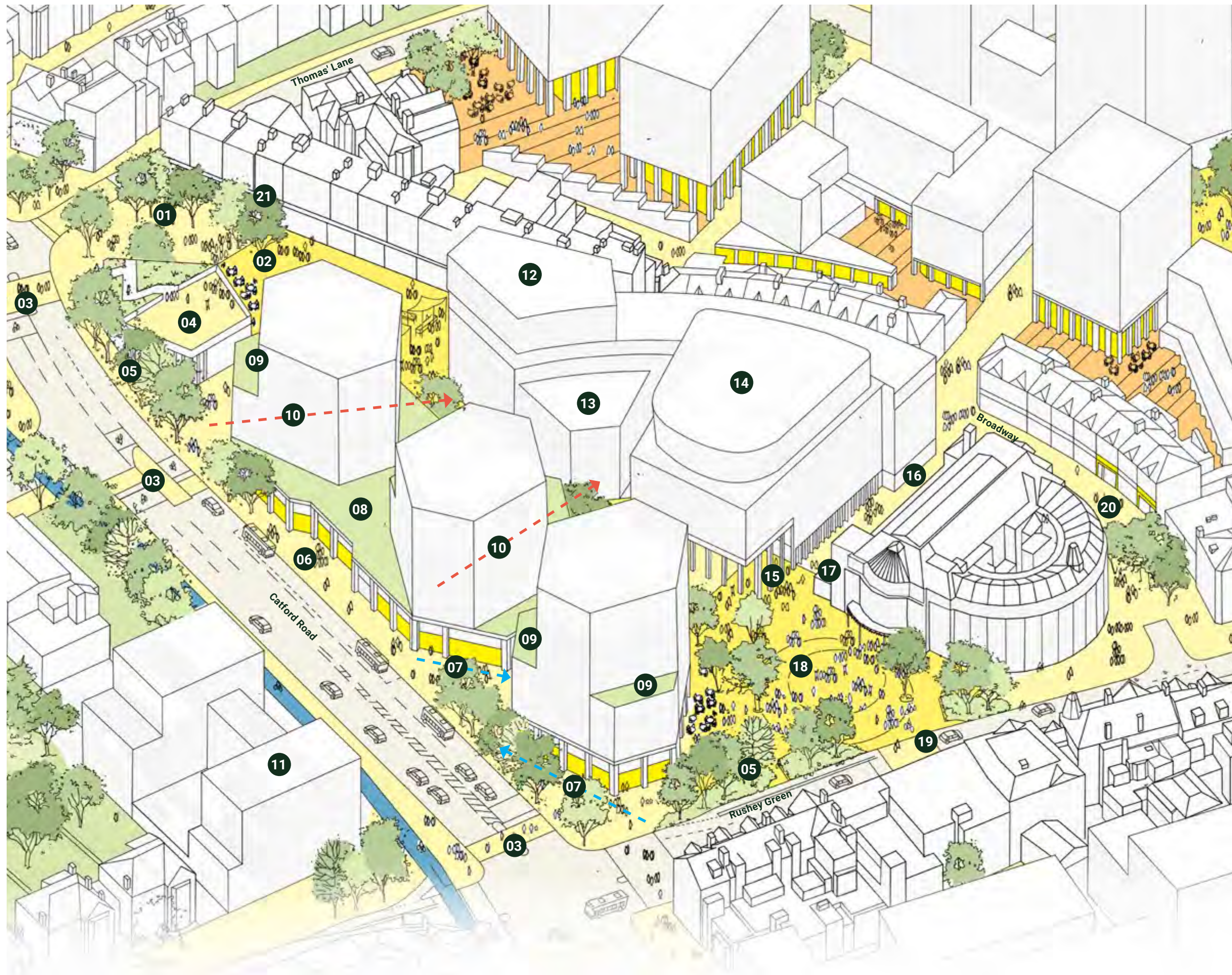
Active frontages



Building heights



Upper level uses



Development strategy for the civic centre

- 1 Intense greening throughout the town centre to create a better environment for people and reduce the impact of traffic.
- 2 A flexible open space to create a setting for the re-purposed Civic Centre and the new public pavilion. The space could cater for formal and informal gatherings and events, as well as spill out activity from cafés and restaurants.
- 3 Improved pedestrian crossings to be provided along Catford Road to facilitate movement.
- 4 A public pavilion with an active use to shelter the open space from the traffic on Catford Road. Low rise to allow sun into the space with an opportunity to create a verdant roof accessible to the public providing additional green space in the town centre.
- 5 Trees and soft planting along roads to provide a visual/noise buffer with added ecological, biodiversity and drainage benefits.
- 6 A stepped building line along Catford Road to provide increased space around entrances and opportunities for greenery and tree planting.
- 7 Chamfered building forms to provide extended views.
- 8 A podium structure to provide a larger scale town centre unit. Amenity space for residents to be provided above.
- 9 Buildings set back to create terraces for residents and a more slender building profile.
- 10 A permeable built form to allow light and sunshine into the town centre open spaces.
- 11 A residential building occupying the corner plot. The building to step down in height to respond to the scale of surrounding buildings and Conservation Area to the south.
- 12 The Old Town Hall refurbished and re-purposed for mixed use. Retail, cafés, bars and restaurants at ground floor to open up towards the Broadway. Workspaces for the council to be located above.
- 13 A new extension to the Old Town Hall, potentially containing a library/learning centre at the ground level, and council uses above.
- 14 A new building to replace the existing Civic Suite, containing culture and leisure uses for the community at the lower levels, and the council offices above.
- 15 An active and welcoming foyer to invite people into the building.
- 16 A new walkway to be opened up between the new square and The Broadway.
- 17 The new passage to provide an opportunity to improve the theatre visitor experience with an extended foyer space and a new lift/stair core.
- 18 A high quality square to provide setting for the Grade II Listed theatre and the new Civic Centre, as well as a flexible platform for a range of community uses.
- 19 Improved pedestrian crossings to strengthen the connection between the town centre and Plassy Island.
- 20 Catford Broadway to remain a market street with pedestrian priority.
- 21 Access from Catford Broadway to Catford Constitutional Club.

3.8.6 A NEW CIVIC AND LEISURE DESTINATION

With Catford Road realigned to the south of Laurence House, there is an opportunity to create a much improved consolidated and people focused public realm at the heart of the revitalised town centre. The provision of large and flexible open spaces, to enhance the setting of existing and new buildings, could allow for a range of activities to take place, such as festivals and markets, film screenings and performances, and informal everyday life activities. Intense greening would make the town centre feel verdant, with more planting to create pockets of calm in an otherwise busy environment.

The objective would be for the ground floor of buildings to be active, with the Old Town Hall ground level lowered and opened up towards Catford Broadway, providing an animated two-sided street. The intention is that Catford's street market would continue to operate in its current location. A new two storey extension at ground level could accommodate the new library and learning centre, as well as the council chamber.

The town centre could become a cultural destination with the addition of new community focused offerings: a learning centre and library, a flexible cultural centre/cinema and potentially a relocated Catford Mews.

A low rise pavilion at the western end of Catford Broadway could provide a space for meeting and greeting, housing a café that opens up to the square and with the potential to host community gatherings and events. It could also serve a more formal function within a wider civic campus plan.

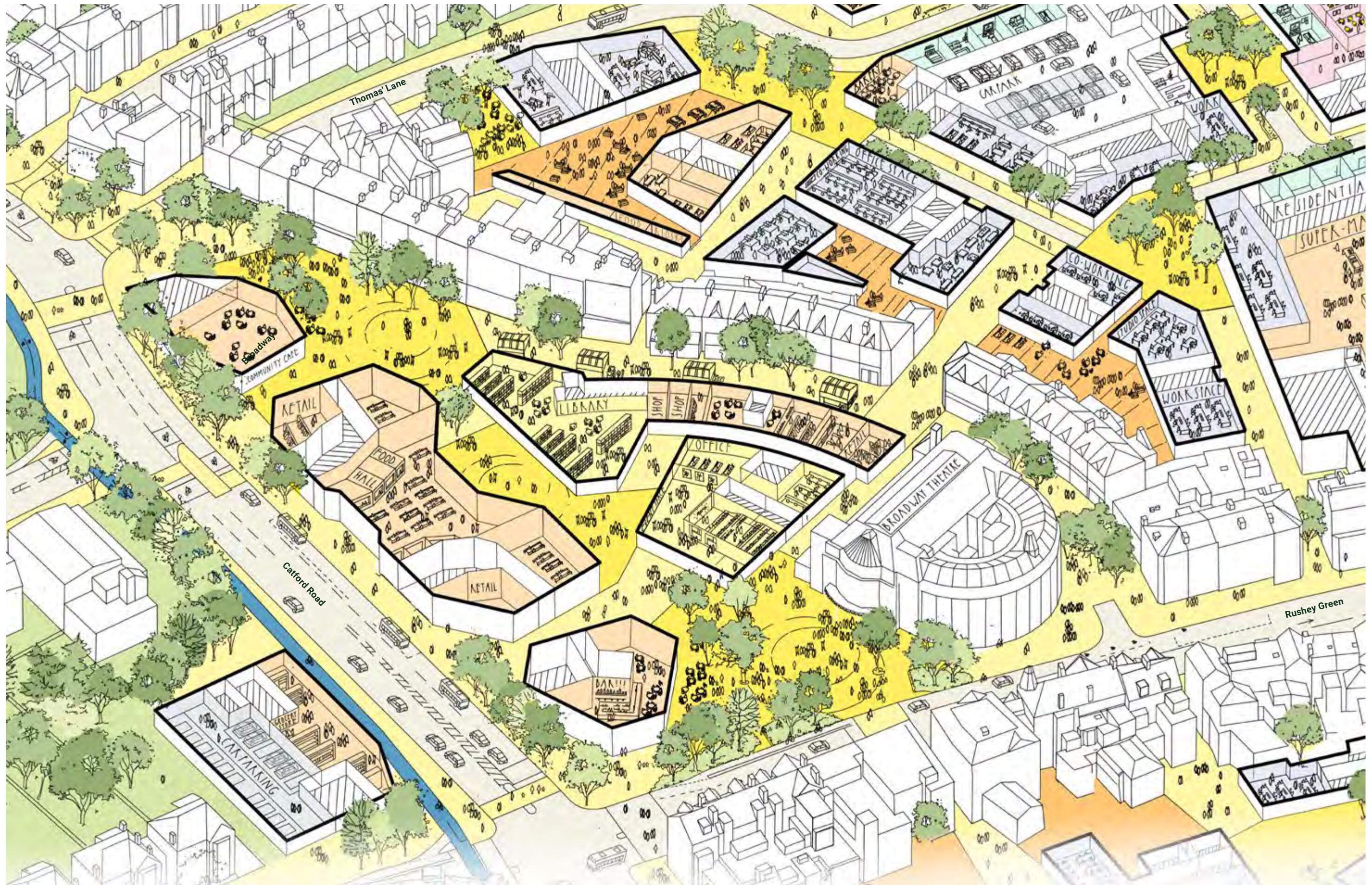
Increased permeability at ground level would facilitate movement across the civic centre site, further helped by the opening up of the side of the theatre as a pedestrian passage. New pedestrian crossing points across Catford Road and Rushey Green would better connect Plassy Island and south Catford with the heart of the town centre.

Upper levels of new buildings to the south of the civic space would provide new homes, with the potential for gardens at podium and roof level, further contributing to the town centre as a green and biodiverse place.

The civic centre upper levels would be occupied by the consolidated council offices.



Illustrative ground floor plan



Axonometric showing ground level activity within the buildings and the public realm

3.8.7 ILLUSTRATIVE TYPICAL UPPER FLOOR PLAN

New homes will be provided at the upper levels, with gardens at podium and roof level, further contributing to the town centre as a truly green and biodiverse place. Residential balconies and terraces will provide private amenity space for residents in the buildings.

The pavilion rooftop will be a public green space, an elevated pocket park, for everyone to enjoy.

The civic centre upper levels will be occupied by the consolidated council offices and potentially partner organisations.



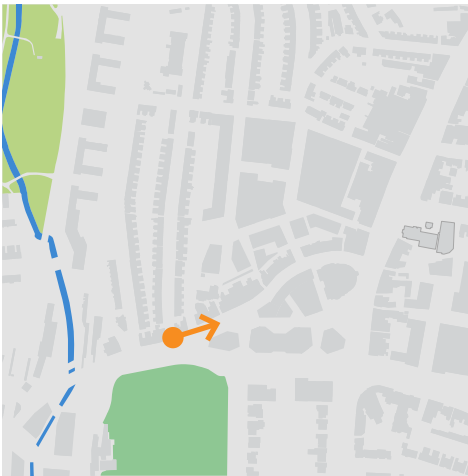
Illustrative typical upper floor plan

3.8.8 ROOF PLAN

The roofs of the buildings will be green/brown and planted to support the urban wildlife in the area. Solar panels could be installed to produce clean energy for the homes and workspaces.

There is a potential to add a roof terrace to the Old Town Hall, made available for council employees and visitors alike.





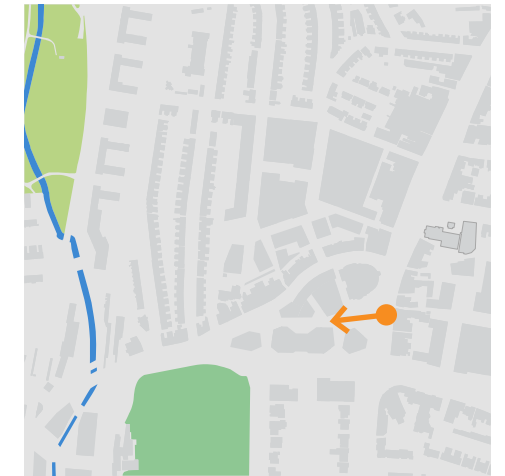
Improving the environment of Catford Road is important to ensure pedestrians and cyclists feel comfortable and safe. A wider footpath will provide a safer and more hospitable route for people visiting Catford, with the potential to provide space for shops and cafés to spill out into the extended public realm and animate the street.

- 1 Activation of street from adjacent ground floor uses.
- 2 Improved pedestrian crossings.
- 3 Integrated Sustainable Urban Drainage planted beds to capture surface water run off.
- 4 Flexible events square framed by sensory planting.
- 5 Pavilion with accessible planted roof and viewing deck.
- 6 Planted terraces and podiums encouraging habitats at multiple levels.
- 7 Large leaved trees that help to capture air pollution.
- 8 Defined cycle lanes for improved safety.
- 9 Improved South Circular road.

Catford Road and the Town Centre approached from the stations area



The Civic Square in front of the Broadway Theatre

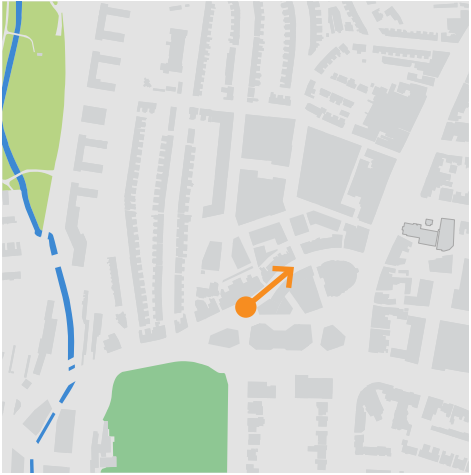


A civic space at the heart of Catford has the potential to become a place for culture and for the community. An open flexible space for events with active uses on all sides, including the existing Broadway Theatre, and framed by planting would contribute to the space being welcoming, active and well used at all times of the day.

- 1 Integrated Sustainable Urban Drainage planted beds to capture surface water run off.
- 2 Unique trees that define the square as being a special place within Catford Town Centre.
- 3 Feature lighting to encourage the square to be used throughout the day and night.
- 4 Active ground floor uses animate the square on all sides.
- 5 High quality surface materials help to define the square as the civic heart of Catford Town Square
- 6 Planted terraces and podiums visible from ground level.
- 7 Trees with raised canopies to ensure views are maintained at ground level.
- 8 Improved pedestrian crossings into civic square.
- 9 Community uses of buildings visible from public spaces.
- 10 The square creates an appropriate setting for the Broadway Theatre.



A greener Broadway



Catford Broadway is an existing focal point to the town centre. Tree planting, in combination with measures such as new and improved street level planting, sustainable urban drainage systems, climbing plants systems, roof terraces and indoor planting could all contribute to a feeling of nature permeating the town centre.

- 1 Integrated Sustainable Urban Drainage planted beds to capture surface water run off.
- 2 Hanging plants from existing building façades.
- 3 Additional planting with integrated seating located around groups of trees.
- 4 Existing mature tree groups.
- 5 New low level planting and tree planting where feasible.
- 6 Climbing plant trellis systems can be introduced onto existing building façades.
- 7 Indoor planting ensures the theme of a green town centre is extend indoors.

3.8.9 THE CIVIC CENTRE LOOK AND FEEL

The greening of the town centre will transform the streets and open spaces as well as the building themselves, where there is opportunities for vertical planting on façades as well as green podiums, terraces and rooftops.

The materials will be high quality and durable, local and recycled when possible. New building materials will be selected to harmonise or sensitively contrast with existing buildings. The Grade II Listed theatre and the Old Town Hall will set the tone for the new buildings in the civic centre, which will echo the architecture albeit with a new and contemporary twist.



Green and verdant façades



Well considered relationship between historic and contemporary architecture



Places to sit and relax



Flexible spaces for events



Eateries with outdoor seating



Flexible workspaces and meeting rooms



Workspaces



Food outlets



Catford Mews relocated



A noble setting for the Broadway Theatre



Uses spilling out onto squares and public spaces

3.9 PLASSY ISLAND

Surrounded by the gyratory system of the South Circular, Plassy Island lies to the east of Rushey Green, part of but separated from the existing town centre.

Plassy Island is a significant development site that is currently occupied by out-of-town style retail units behind a row of predominantly historic buildings along Rushey Green to the west.

To the north stands Eros house, another building designed by Owen Luder Architects and the highest building on this site. In order to allow for flexibility within the framework plan, options for retaining or redeveloping Eros House have been investigated.

3.9.1 EMERGING DEVELOPMENT

THE TIMBERYARD

A planning application for the development of the Plassy Island Timberyard site comprising 261 sqm commercial space at ground and 8 storeys of residential above totalling 42 flats was granted on appeal in April 2019.

CHURCH COMMISSIONERS PLANS

The largest part of Plassy island is owned by the Church Commissioners, who have commissioned architects to plan the development of this site. Initial meetings have taken place with the landowners to ensure consistency of their plans with the placemaking objectives of the framework.

- 1 Lidl
- 2 J D sports
- 3 MacDonalds
- 4 Mecca Bingo - now vacant
- 5 Dreams mattresses
- 6 Timberyard development site
- 7 Eros House - Council offices
- 8 Eros House - Residential
- 9 Black Horse and Harrow Pub - locally listed



The existing Plassy Island site



Southeast corner reserve shows paths people take to reach the retail park



Existing retail park



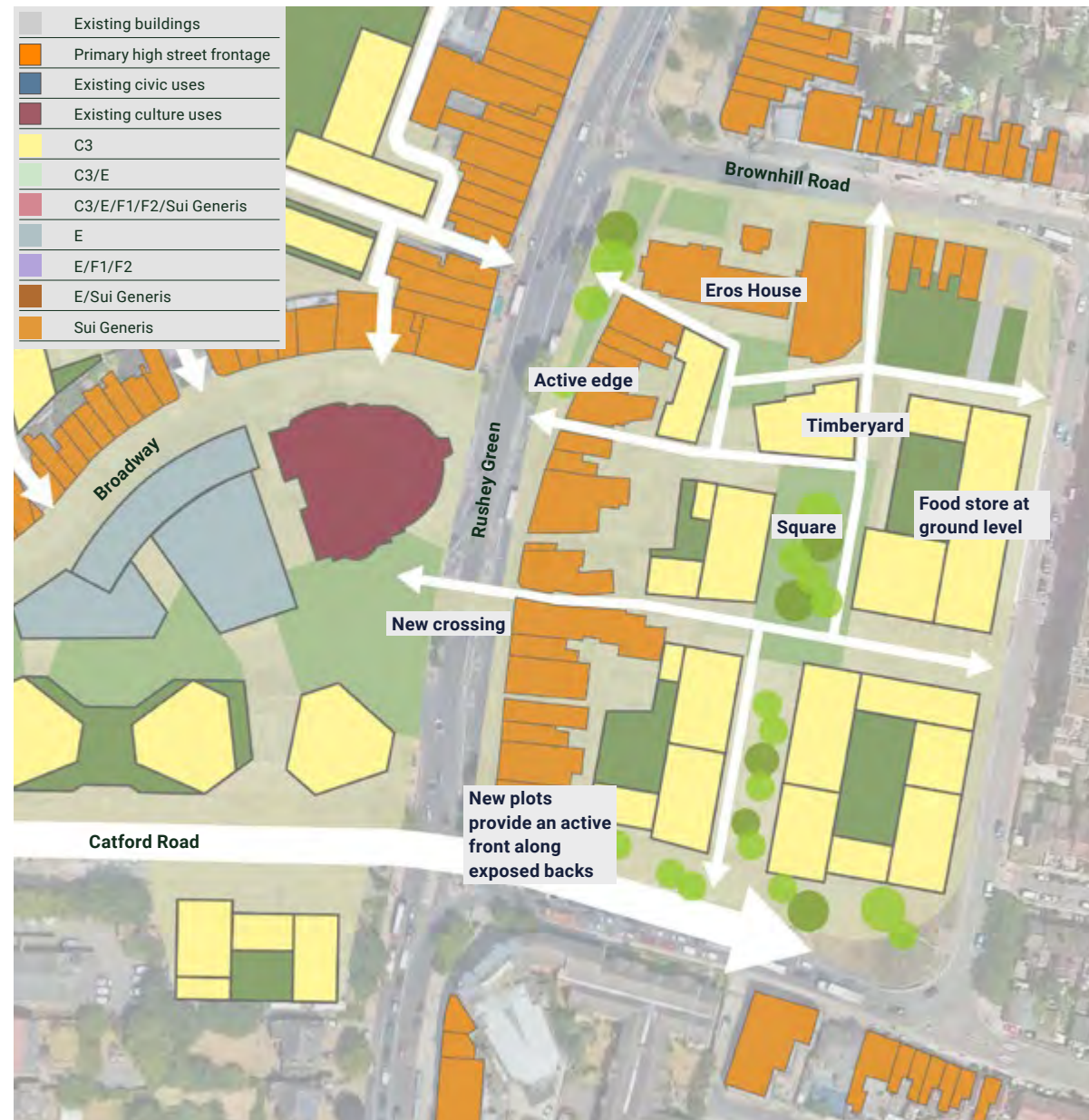
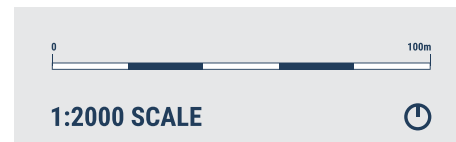
Passageway through to Rushey Green



Eros House north elevation

3.9.2 RECONNECTING PLASSY ISLAND WITH THE TOWN CENTRE

The main aim for Plassy Island is to promote a development that integrates the site with the wider town centre, retaining and improving existing pedestrian connections through the site, reducing the impact of the South Circular and improving pedestrian links across Rushey Green.



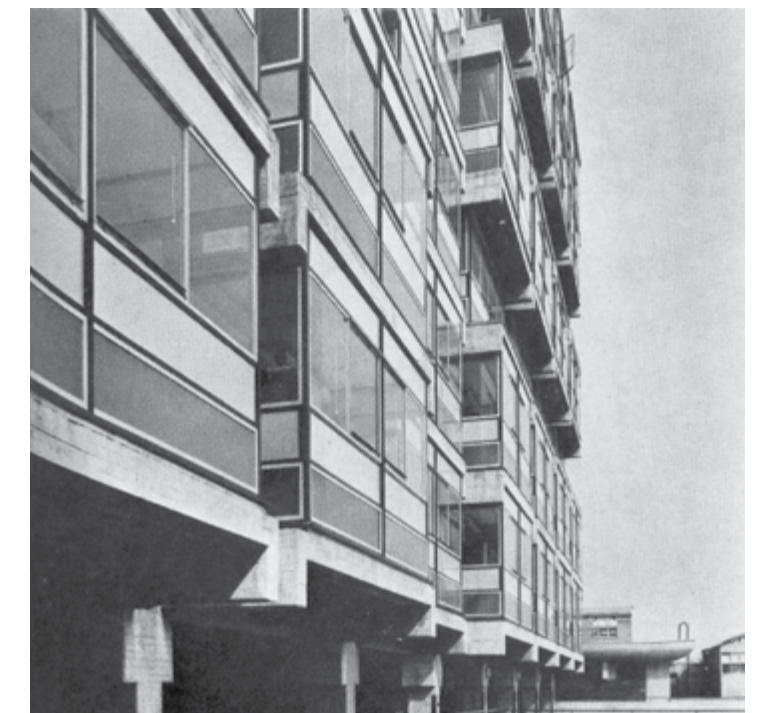
Indicative plan showing Eros House retained



Indicative plan showing Eros House demolished and replaced



Sainsbury's supermarket at the base of Eros House, now council offices



Much of the distinctive character of Eros House has now been overlaid



A mixture of independent retailers at the base of Eros House



The iconic vertical access to Eros House acting as a visual marker



Eros theatre and cinema (1911 to 1960)

3.9.3 KEY DEVELOPMENT PRINCIPLES AND PARAMETERS (EROS HOUSE RETAINED)

This spread captures the key placemaking principles and parameters for Plassy Island. A new north-south route provides a spine through the site, connecting Brownhill Road with Sangley Road. Existing connections to Rushey Green will be retained and improved.

The plans are indicative only, illustrating the potential shape and dimensions of new buildings, the approximate location of key open spaces, extent of active frontages, and building uses. Future development that comes forward should be cognisant of these principles and parameters.

OPEN SPACES

The framework plan proposes a tight network of existing and additional pedestrianised lanes, with an opportunity for a generous space towards the centre of Plassy Island. A new and welcoming frontage will be added to the exposed rear of the existing buildings along Rushey Green.

Seating for rest should be incorporated close to key pedestrian routes and within sun-lit public spaces.

Plentiful on-street cycle parking (Sheffield stands) for visitors riding bicycles should be incorporated.

ACTIVE FRONTAGES

Block sizes could allow for larger retail units at ground level and create a clear urban edge towards the surrounding pavements and new internal routes.

MOVEMENT

There are a number of existing narrow pedestrian lanes that currently don't have a destination. The framework plan seeks to turn them into an active network of safe pedestrian routes and short cuts that connects Plassy Island with the surrounding.

USES

Building plots fronting onto the South Circular would be best suited for office or other commercial uses. Other blocks with larger floor plates could hold a variety of commercial uses. The upper floors would provide residential accommodation.

BUILDING HEIGHTS

Complementing the existing medium rise street frontages, the proposal would be to form a clear line of urban scale blocks around the edges of Plassy Island.

Taller residential buildings should be located towards the centre of the site.

DEVELOPMENT IMPACTS

The London Plan, Core Strategy and draft Local Plan set out design requirements for tall buildings and individual schemes will need to demonstrate how they have responded to site specific conditions and sensitivities. Schemes will be required to consider and address local and strategic impacts, both within the site as well as to adjoining and surrounding properties, including daylight and sunlight, overshadowing, overlooking and the amount and quality of public and private amenity space as well as impacts on key views. Schemes will need to demonstrate how building height, massing, form and detailed design of proposals has mitigated development impacts.



Lanes and location and indicative size of public open spaces



Street hierarchy, movement and open spaces



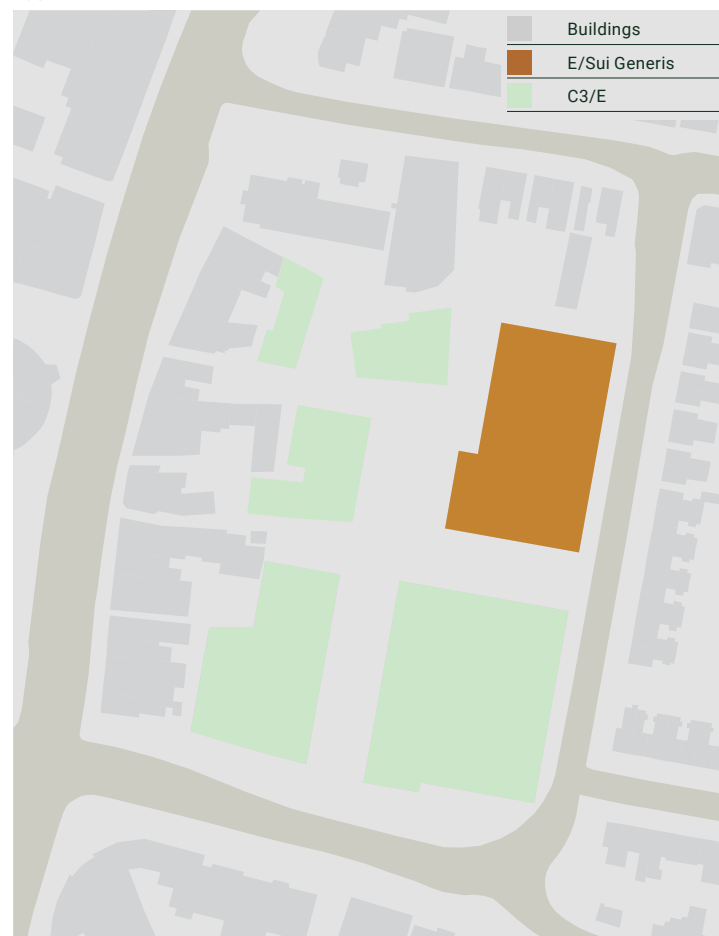
Active frontages and terminated views



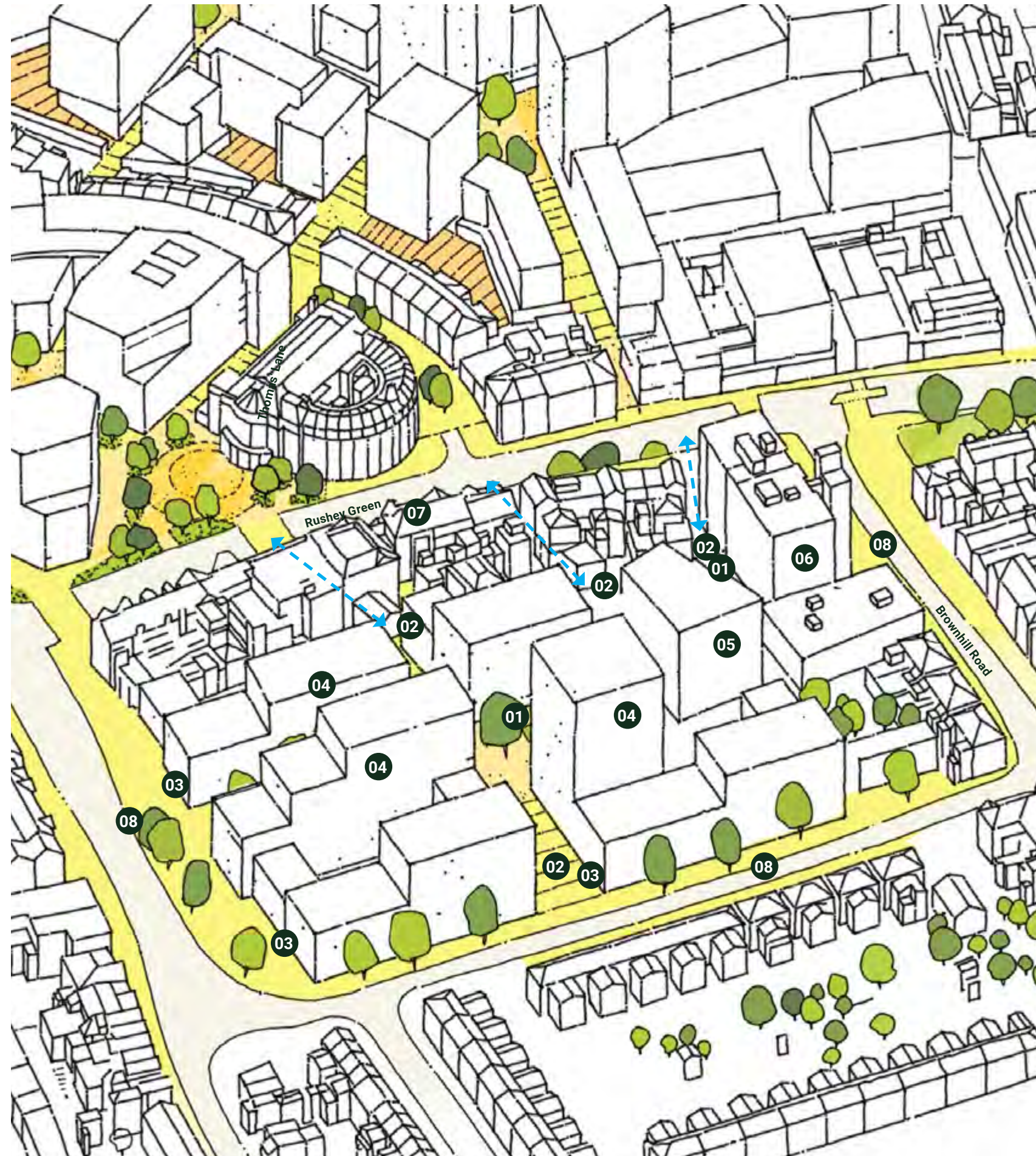
Building heights



Upper level uses



Lower level uses. Non-residential uses includes areas for residential lobbies and ancillary/service uses.



- 1 Two flexible open spaces structure the new centre of Plassy Island.
- 2 New pedestrian priority connections complement the existing historic lanes to form a coherent network of routes.
- 3 Ground floors to provide active uses and resident's amenities, maximising active frontages along main desire lines and pedestrian routes.
- 4 Podium blocks with staggered heights, blending in at the edges of Plassy Island and increasing in height towards the centre to minimise impact on adjoining sites.
- 5 The Timber Yard consented scheme integrated into the surrounding public realm with lanes and squares connecting it to its surroundings.
- 6 Eros House refurbished and improved with active uses on ground floors and an improved public realm.
- 7 Historic street frontage towards Rushey Green retained and refurbished. Covered lanes to be upgraded with street lighting emphasising routes between Plassy Island and the wider town centre.
- 8 Additional greenery around the edges of Plassy island, improving views, air quality and noise levels as much as possible for existing and future residents.

3.9.4 ILLUSTRATIVE LAYOUT

A continuous street frontage with clearly legible routes and squares generates a granular urban place. Ground floor façades should be activated by lobbies, workspace or other non-residential uses, with private amenities located on upper floors, creating active frontages to the lanes and squares.

Routes should be predominantly pedestrian priority, with street greening to emphasise and encourage slower movement whilst still allowing access for service and emergency vehicles.

Planting around the edges of Plassy Island is encouraged to mitigate noise and air pollution. Small interventions such as climbers, pocket gardens or allotments in the network of lanes would reduce the extent of hard surfacing.

3.9.5 PLASSY ISLAND LOOK AND FEEL

Plassy island is conceived as a 24 hour place to live, work, and spend time in. Ground floors will be active, and the upper floors residential. Sheltered and well-lit podium courtyards are framed by half or full blocks with staggered heights, responding to the surrounding context.



Illustrative ground floor plan



Illustrative typical upper floor plan

3.10 THE RAVENSBOURNE QUARTER
(WICKES & HALFORDS SITES)

Ravensbourne Quarter sits slightly apart from the main focus of the town centre, separated by Catford bridge and bounded by railway lines.

Despite this inauspicious setting, the site has the Ravensbourne River running through it, and it is currently the missing link between two major ecological systems to the north and south.

These features provide the opportunity to establish a distinct identity for this site around nature, with an emphasis on active leisure – walking, cycling and enjoying a direct connection to natural resources on site and in the wider area that other major sites in the town centre cannot offer.

The site forms a gap in the open space and cycling network and the principal objective of the framework plan is to re-link the ecosystem through the site, generating a healthy, quiet and calm neighbourhood close to nature.

1	Halfords
2	Poundstretcher
3	Wickes
4	Mechanics
5	Historic sub-station
6	St Dunstan’s sports fields
7	River view walk
8	Ravensbourne river
9	Railway arches
10	Thameslink (Catford Station)
11	Overground (Catford Bridge Station)



The existing Ravensbourne Quarter site



Existing retail park



Ravensbourne river



Historic substation



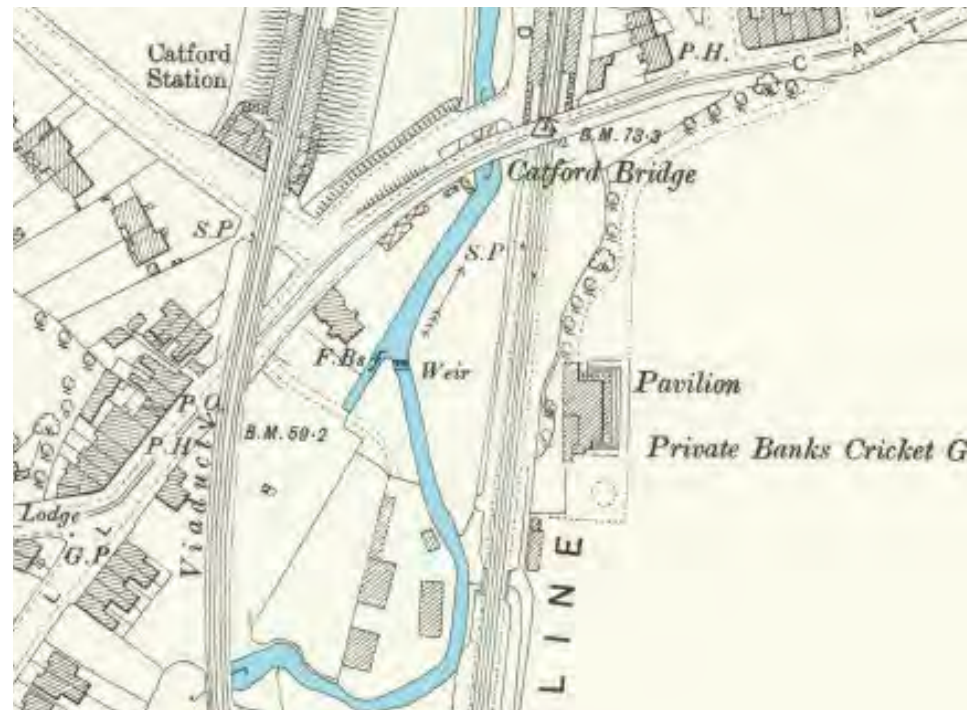
Level change between northern end of site and the South Circular

3.10.1 POTENTIAL TO UNCOVER THE RAVENSBOURNE RIVER

Currently, the Ravensbourne River is culverted throughout the site and so is neither seen nor experienced. Uncovering the river is a pre-requisite of development of the site and will provide Ravensbourne Quarter with its own strong identity and improve its appeal as a place to live or visit.

3.10.2 POTENTIAL TO INTEGRATE COMMUNITIES TO THE WEST

Connections between the Halfords/Wickes site and the residential communities to the west and to St Dunstan's school are currently poor, with pedestrians and cyclists being directed onto Catford Road and under the railway bridge where the heavy traffic creates a hostile environment. The redevelopment of the Halfords/Wickes site provides an opportunity to examine the potential to open up some of the existing arches along the western site boundary to allow pedestrians and cyclists a direct connection through to Catford Triangle. Existing connections further south, over the Ravensbourne and along Riverview Walk, would also be better joined up to allow people to enjoy the ecological corridor as they travel between Catford Hill and Catford, and to schools or local shops.



The alignment of the River Ravensbourne in 1892-1914



3.10.3 KEY DEVELOPMENT PRINCIPLES AND PARAMETERS

This spread captures the key placemaking principles and parameters for The Ravensbourne Quarter. The key structuring element is the alignment of the Ravensbourne River, creating a new north-south route connecting the River Pool Linear Park to the south with Ladywell Fields to the north, under the South Circular and via the Catford Green development. The plans are indicative only, illustrating the approximate location of key open spaces, extent of active frontages, and building uses. Future development that comes forward should be cognisant of these principles and parameters.

OPEN SPACES

The long and thin site has the potential to accommodate a series of blocks with upper floor massing opening up to the surrounding greenery, offering long views for residents. Two larger open spaces could celebrate the Ravensbourne river and the station approach.

The river corridor is a verdant green corridor. The objective is to re-link the river ecosystem with the uncovering of the Ravensbourne River. Continuous riverside tree planting and emergent vegetation habitat creation will be important to enhance public connection with nature. The river environ is to be naturalised, allowing points of access, from the water’s edge up to development.

Seating for rest should be incorporated close to key pedestrian routes and within sun-lit public spaces. Plentiful on-street cycle parking (Sheffield stands) for visitors riding bicycles should be incorporated.

ACTIVE FRONTAGES AND GROUND FLOOR USES

Ground floors should be as active as possible, with the potential for the northern end to be more lively and activated by publicly accessible uses, and the southern end a calmer residential zone. Promotion of leisure/active lifestyle ground floor uses will reinforce the character and identity of the site.

MOVEMENT

As the site is located between two railway lines, the main access is likely to be from the north as at present. Positioning the access road towards the centre of the site would allow for blocks to come forward to the east and west of this route.

A minimum offset width is to be met to allow for an off-road, compliant two lane cycle track along the northern boundary of the site as well as access to the buildings. A clear and legible route is to be provided to transition from the cycle track on Catford Road onto the Ravensbourne Quarter residential access road, with clear signing to the national cycle route. A separate space for cyclists on the approach to the junction is illustrated on page 110. Clear signage should be provided at the public square to indicate continuation of cycle route options to the town centre and Ravensbourne north.

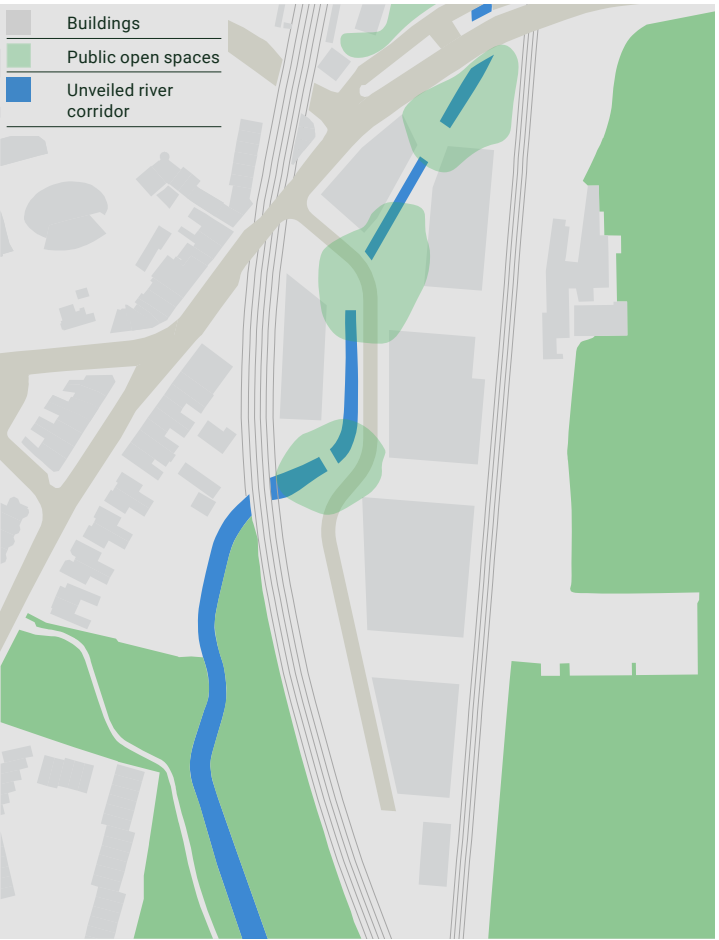
The stairs and ramp (see Proposed Stations Framework, key No.21 on pg. 65) is a replacement and betterment of the existing stair access on the site. The design should allow for pedestrian, wheelchair users and cyclists to transition from the road bridge level to the site level.

BUILDING HEIGHTS

Benefiting from the open space around it, this site could accommodate taller buildings towards the north end of the site, marking the western entrance to Catford town centre.

DEVELOPMENT IMPACTS

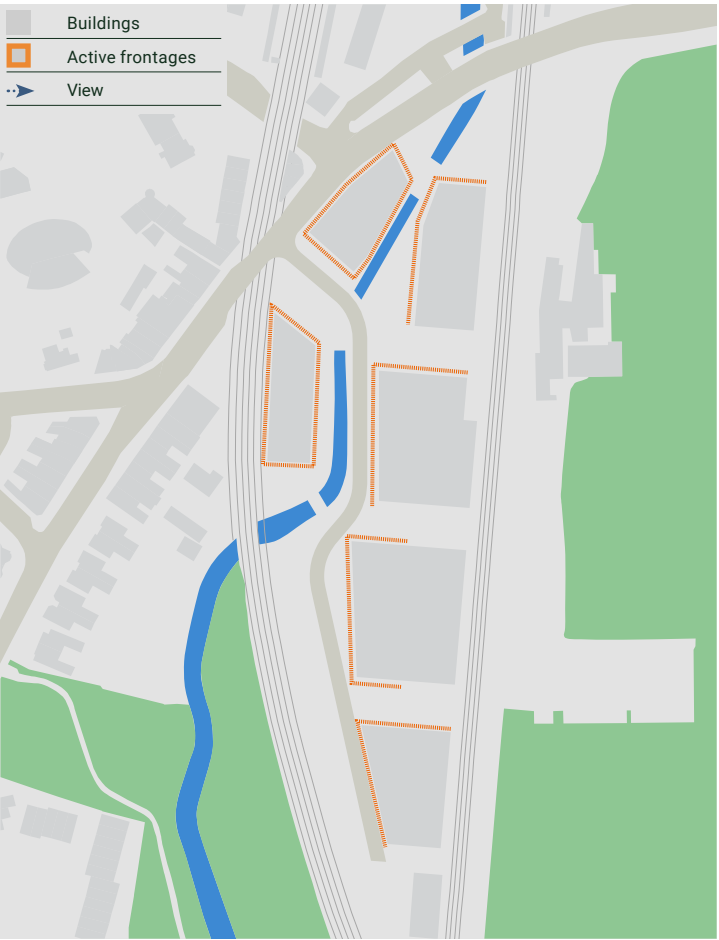
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Location and indicative size of public open spaces, and river condition



Street hierarchy, movement and open spaces



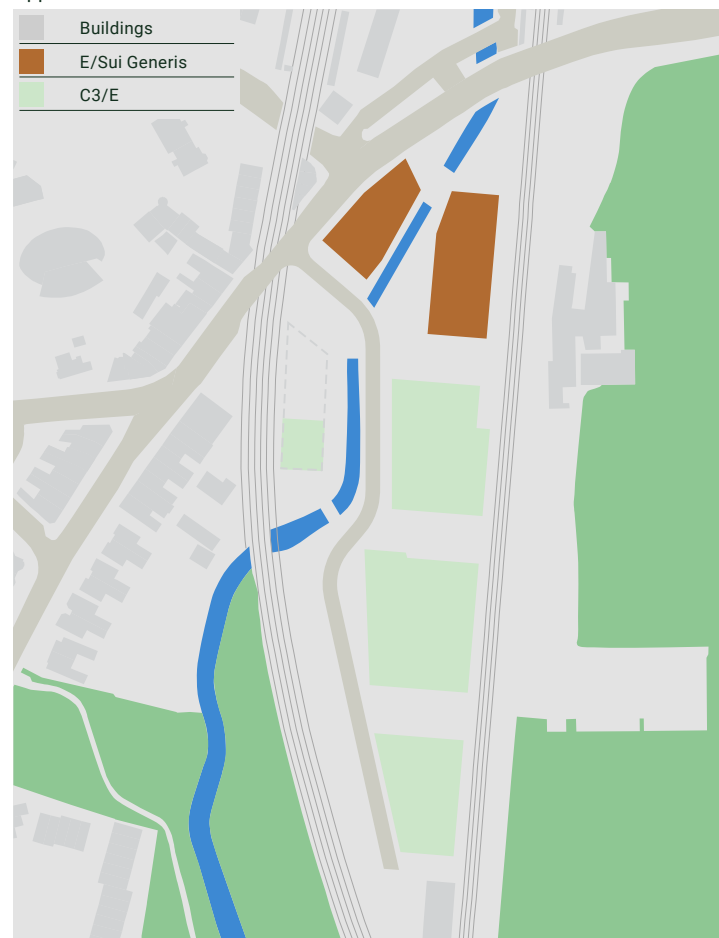
Active frontages



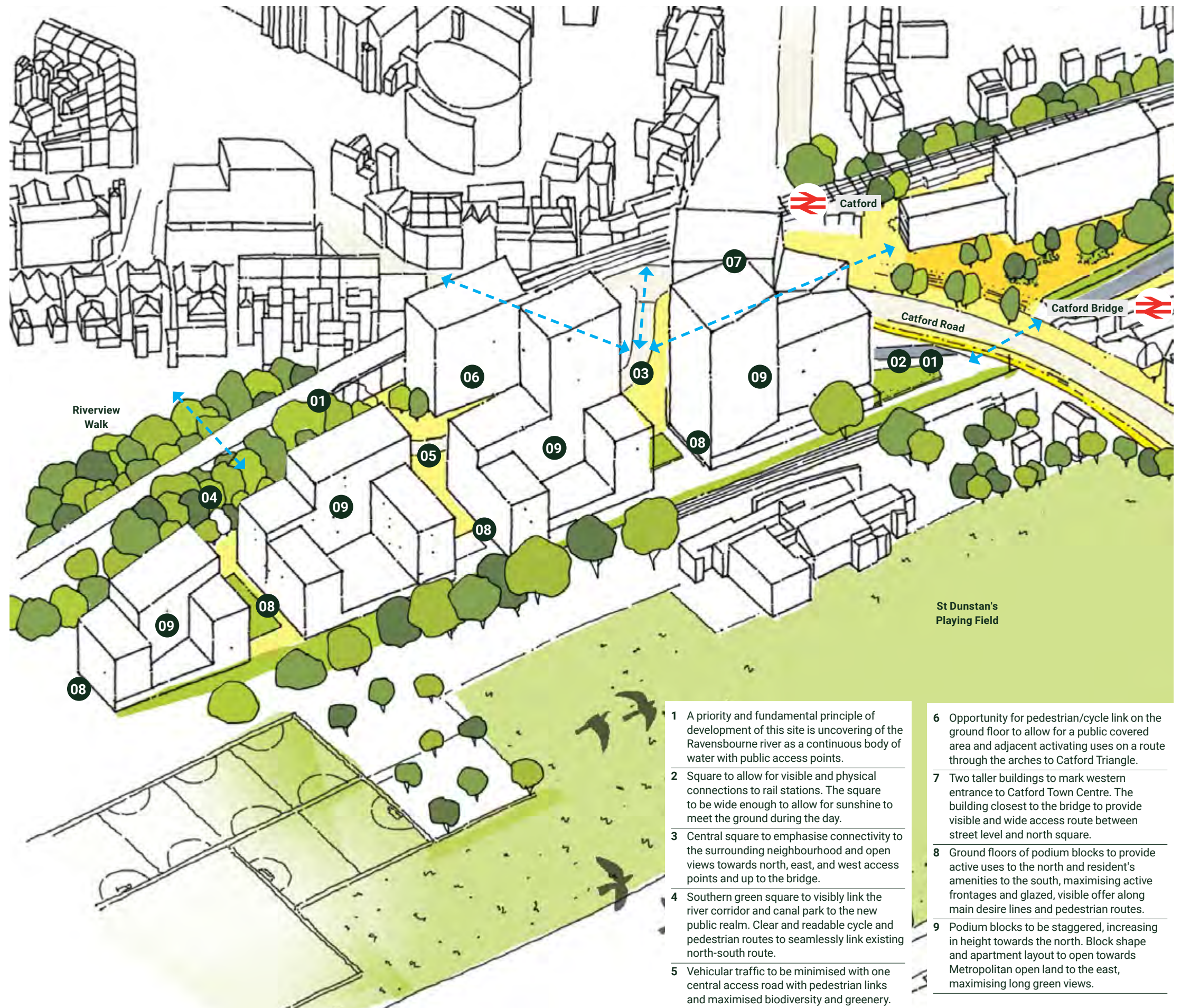
Building heights.



Upper level uses



Lower level uses. Non-residential uses includes areas for residential lobbies and ancillary/service uses.



Development strategy for Ravensbourne Quarter

- 1 A priority and fundamental principle of development of this site is uncovering of the Ravensbourne river as a continuous body of water with public access points.
- 2 Square to allow for visible and physical connections to rail stations. The square to be wide enough to allow for sunshine to meet the ground during the day.
- 3 Central square to emphasise connectivity to the surrounding neighbourhood and open views towards north, east, and west access points and up to the bridge.
- 4 Southern green square to visibly link the river corridor and canal park to the new public realm. Clear and readable cycle and pedestrian routes to seamlessly link existing north-south route.
- 5 Vehicular traffic to be minimised with one central access road with pedestrian links and maximised biodiversity and greenery.
- 6 Opportunity for pedestrian/cycle link on the ground floor to allow for a public covered area and adjacent activating uses on a route through the arches to Catford Triangle.
- 7 Two taller buildings to mark western entrance to Catford Town Centre. The building closest to the bridge to provide visible and wide access route between street level and north square.
- 8 Ground floors of podium blocks to provide active uses to the north and resident's amenities to the south, maximising active frontages and glazed, visible offer along main desire lines and pedestrian routes.
- 9 Podium blocks to be staggered, increasing in height towards the north. Block shape and apartment layout to open towards Metropolitan open land to the east, maximising long green views.

3.10.4 ILLUSTRATIVE LAYOUT

Ground floor uses are to be non-residential, apart from lobbies and servicing. Towards the north, more active uses such as retail could help to create a vibrant and diverse location around the river and the two train stations.

All upper floors to be residential, and suitable to provide homes of a variety of sizes and tenures.

3.10.5 THE RAVENSBOURNE QUARTER LOOK AND FEEL

With a river at its centre, the Ravensbourne Quarter should actively promote uses that celebrate nature and support a healthy lifestyle.

In order to bring the river to its full potential, uses promoting active outdoor activities should be provided such as cycle rental and repair facilities, gym or fitness spaces, or community outreach facilities promoting a healthy life or awareness towards our natural environment. The public realm should be rich in greenery of all kinds and gives an impression of a verdant and ecologically rich surroundings.



Public realm promoting play and active life styles



The river as a focal point for homes and activities



Providing the missing river link



A verdant public realm



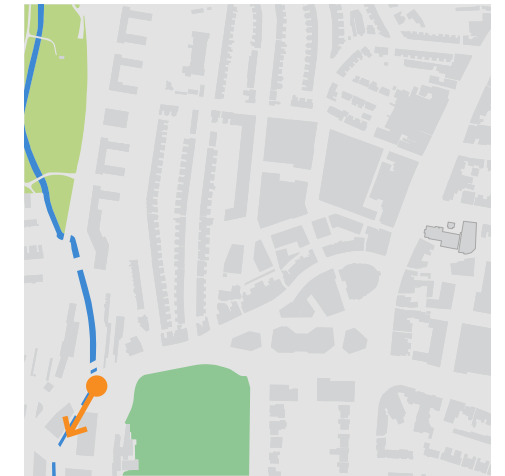
Illustrative ground floor plan



Illustrative typical upper floor plan



The River Ravensbourne corridor and new public spaces



Making a connection to the River Ravensbourne would add to the character of Catford. Naturalising the river where feasible provides a sense of nature within an urban setting.

- 1 Pedestrian access along river connecting to Catford station and Catford Bridge station.
- 2 South facing active ground floor uses that animate river edge.
- 3 River Ravensbourne opened up and naturalised to encourage nature into the town centre and to help alleviate flood risk.
- 4 Views to Waterlink Way.
- 5 Opportunities to step down and interact with the river.
- 6 Flexible public spaces located in key locations along the river.
- 7 Lower levels of building lifted to allow access though to animated railway arches behind.
- 8 Visually permeable balustrades to ensure visual connection to river is maintained from upper level.
- 9 Bridge widened to allow more space for two way bike path and pedestrians.

3.11 RUSHEY GREEN

Rushey Green, the A21, connects Catford town centre with Lewisham town centre and is one of the main routes into and out of London. The busy road is lined by a stretch of generally low rise buildings with shop frontages. Its wide pavement and green areas generate a very wide street.

In order to embed the larger regeneration sites into a meaningful framework plan for the wider Catford town centre, and to provide a transition to the scale and density of development likely to come forward within these main sites, opportunities to intensify development and introduce greater height along Rushey Green have been explored. This would also provides an opportunity to deliver new homes in and close to the heart of the town centre.

Most identified sites also have the potential to open up their rear yards and mews and to connect them to the areas that lie behind Rushey Green, similar to the proposals for The Yards and The Lanes, providing an opportunity to accommodate additional small scale businesses and community uses on a quiet route.

The fine urban grain of the buildings on Rushey Green and the variety of shop frontages add to the character of the street. New development should seek to repair or express the fine urban grain of the high street.

- | | | | |
|---|---|----|--|
| 1 | N.144 Rushey Green, Halifax and Superdrug; Council Owned. | 6 | Aldi |
| 2 | N. 112, 114 and 116-118 Rushey Green, Admiral Casino, 114 Rowlands opticians, 112 Z+K Butchers. | 7 | N. 43 Quality Car wash. |
| 3 | N. 111B Rushey Green, Nathan Aaron Solicitors. | 8 | N. 40 Rushey Green, Watling Tyres. |
| 4 | N. 80-82 Rushey Green, Poundland. | 9 | Rushey Green Road. |
| 5 | N. 68 Planet 68, Patrol Place, Cinnamon Bakery and Kitchen. | 10 | Milford Towers Shopping Centre - The Lanes key development site. |
| | | 11 | Eros House on the Plassy Island key development site |



Opportunity to intensify under- performing sites on Rushey Green - indicative sites.



The wide road lacks density of buildings and uses.



The single storey to the right does not feel like a town centre



Rushey Green has no continuous style, but a readable datum.



Site 01, 144 Rushey Green

Existing: 2 storeys.
Commercial use on ground floor. First floor unknown.
Potential: 6 storey infill, with setback.



Site 02, 112-118 Rushey Green

Existing: 2 storeys.
Commercial use on ground floor. First floor storage/unknown.
Potential: 6 storeys with setback. Commercial on ground floor and residential above.



Site 03, 111B Rushey Green

Existing: 2 storeys.
Ground and first floors commercial.
Potential: 3 storeys.
Commercial on ground and first floors; third floor residential.



Site 04, 80-82 Rushey Green

Existing: 1-4 storeys.
Ground floor commercial, and upper floors residential.
Potential: 6 storey with setback on High Street, Ground floor commercial use with residential above.
Community garden or recreational offer to rear of site.



Site 05, 68 Patrol Place

Existing: 1 storey.
Ground floor commercial.
Potential: 3 storeys on high street, and 8-13 storey residential behind setback.
Mews style residential, community garden offer to rear of site.



Site 06, Aldi, Rushey Green

Existing: 1 storey.
Ground floor commercial.
Potential: 3 storeys on high street, and 8-13 storey residential behind setback.
Mews style residential, community garden offer to rear of site.



Site 07, N. 43 Rushey Green

Existing: 3 storey plinth commercial, 13 storey residential behind.
Potential: Commercial ground floor +2 storey residential within plinth, 4-6 storey residential above.



Site 08, 40 Rushey Green

Existing: 3 storeys on High Street. Ground floor commercial, and upper floors residential.
Potential: 5 storeys with setback, commercial on ground floor and residential on upper floors.

3.11.1 RUSHEY GREEN LOOK AND FEEL

The objective is that the busy high street retains its existing character with new additions clearly indicating their infill character with contemporary materials and methods of construction.



The backs of existing high street units are greened and opened up



A series of hard working yards and lanes for local businesses



Quiet short cuts and pedestrian routes for events and outdoor seating



Existing datum lines are continued



Existing traditional materials are complemented by contemporary architecture



Taller extensions step back from the high street datum



A pocket park for lunch breaks and community gardening, lined with a veneer of activating uses



Entrances to the Catford Mews are clearly indicated and framed

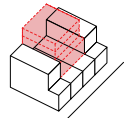
3.11.2 RUSHEY GREEN DEVELOPMENT PARAMETERS

The high street intensification study identifies a set of development parameters. The aim is to respect the existing identity and features of quality along Rushey Green whilst intensifying the town centre approach in a manner consistent with the overall heights strategy.



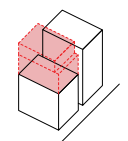
General Principle

Respect existing building datum heights, build up to these, any additional storeys provided to be set back.



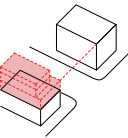
Infill and set backs

Infill to datum between two existing blocks. Set back adding 2-3 further storeys.



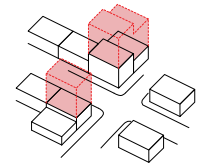
Increased building heights

Opportunity to increase building heights to match adjacent properties. Set back adding 2-3 further storeys.



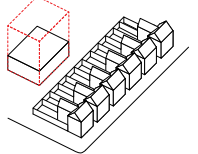
Street gateways

Build up to datum at street corners/ends. Set back adding 2-3 further storeys.



Taller buildings

Tall buildings on key sites to increase density and provide more homes for Catford. Buildings that are much taller than the datum to feature a more generous set back.



Tall building potential

Opportunity to significantly increase building heights on plots that are located at a distance from other buildings.



1 Ground floor commercial units to front both lane ways and the High Street, allowing day time access through development sites and further activating all edges of the development

2 Community garden or pocket square, lined with activating ground floor uses around lane ways and edges, such as small food and beverage units, community uses, or workspace

3 Small adjustments made to existing townscape where possible, e.g. removal or re-purposing of one commercial unit to generate a new through-route and open up desire lines

4 Existing tall building with Local Plan Site Allocation site opposite (currently single storey retail store)

5 Medium density development, datum height plus 2-3 storeys, mediating the change in scale to the town centre developments

6 Lower level development along existing high street frontages respectful of surrounding buildings' datum heights

7 Existing wide pedestrian walkways and an improved public realm with an opportunity for spill out zones for high street shops, street furniture and play zones.

4 Delivery Strategy

4.1 INTRODUCTION

The regeneration and transformation of Catford town centre is a long term project that will be delivered over a number of years. The projects involve a mix of major infrastructure investment, public realm upgrades and new developments across the area, combined with smaller scale interventions to support the overall aspirations for the future role and functioning of the town centre. The delivery strategy focuses on the major infrastructure and development projects outlined in this framework, however there are a number of smaller scale interventions, including meanwhile uses and the curation of existing spaces that are likely to come forward in the shorter term, that will form part of the regeneration programme for Catford and contribute to the delivery of the wider strategy.

4.1.1 FUNDING, DELIVERY MECHANISMS & PHASING

Delivery of the various projects set out in the framework will be through a range of partners, mechanisms and funding sources.

The delivery of new homes, business space and community uses on the key regeneration sites will be through a mix of private and public sector investment. Development of the Plassy Island and the Halfords/Wickes sites are likely to be led by private landowners whereas in the case of The Yards and The Lanes, where the sites are predominately publicly owned, the council may take the lead itself or bring forward sites in partnership with other agencies. At this stage, the delivery strategy for council-owned sites has yet to be decided, and a number of options will need to be considered to identify the most appropriate route. In the case of the major infrastructure projects such as the realignment of the South Circular, this will be a predominately public sector led (and funded) initiative.

Funding for projects will be from both the public sector (such as for the realignment of the South Circular), and the private sector. The latter will comprise the direct funding and investment in new development as well as cross-funding within developments (for example to deliver a mix of uses including affordable housing) and ‘works in kind’ (for example where individual developments incorporate new infrastructure or public realm works). Developments are also likely to support investment in local projects through s106 and CIL contributions. Social infrastructure needs arising from new development will be assessed with funding secured through CIL.

Initial development appraisals have been prepared for the council-owned sites based on a number of assumptions about the land use mix and delivery mechanism. These will be refined and updated, including the consideration of alternative funding and delivery options, to establish robust and viable developments that will achieve the overall outcomes set out in this framework.

The timing of individual projects will be informed by a range of considerations, including the availability of funding as well as market conditions. In the case of the key regeneration sites, the anticipated scale of development means that these are likely to come forward on a phased basis over a number of years. An initial assessment of scheme viability for the council-owned sites has been undertaken and this will be reviewed and refined as scheme details are developed. In the case of the realignment of the South Circular, the timing of delivery will be dependent on the approval and release of funding from the Department for Transport.

The programme outlined to the right reflects the likely time scales and sequencing of projects and development sites, however, they could come forward in different time scales as and when sites become available or funding is secured. At this stage, a broad phasing and delivery strategy is set out on the plan on page 119.

The majority of the projects are capable of implementation independently of each other. Certain projects are dependent on others to enable them to be fully realised, for example the delivery of the full quantum of new homes within the Civic Centre area is dependent on the realignment of Catford Road. Whilst other options could come forward in this area ahead of the realignment of the South Circular, they would not optimise the potential of the sites and would also fail to address the wider public realm and environmental enhancements that need to be delivered to contribute to the scale of transformation set out in this framework.

Each of the projects will deliver a number of outputs and outcomes: new homes, new infrastructure, new business space and new community facilities that will contribute to the regeneration and transformation of Catford town centre. Each of the projects also complements and reinforces the benefits and impact of others, delivering wider benefits across the area. Accordingly, whilst projects and sites will be delivered over a number of years, they need to be promoted and progressed in the context of the overall vision for the town centre set out in this framework. Major development proposals will also need to be appropriately phased and planning permissions may be contingent on the provision of the necessary infrastructure to cater for additional demand arising from the scheme.

KEY PROJECTS – IMPLEMENTATION PROGRAMME			
Project/Key Regeneration Site	Short (2020-2022)	Medium (2023-2026)	Long (2027-)
Catford Road realignment		•	•
Stations arrival	•	•	
Catford Road greenway	•	•	
Local links	•	•	
The Yards	•	•	
The Lanes		•	•
Civic Centre			•
Plassy Island		•	•
Wickes & Halfords		•	•
Rushey Green intensification	•	•	•

Project/Key Regeneration Site	Public	Private	S106
Catford Road realignment	•		
Stations arrival			•
Catford Road greenway	•		•
Local links	•		•
The Yards	•	•	
The Lanes	•	•	
Civic Centre	•		
Plassy Island		•	
Wickes & Halfords		•	
Rushey Green intensification	•	•	

requirements.

4.1.2 NEXT STEPS

Following further public consultation on the framework and endorsement by the council, detailed briefs for each of the projects and the key regeneration sites will need to be drafted and developed. To support the delivery of a green, accessible and vibrant Catford, the framework sets out a number of placemaking principles for the town centre. For the key regeneration sites, the framework translates strategic site planning and land use requirements into a series of development principles and parameters to inform and guide the detailed layout of plots and design of buildings. The development principles and parameters therefore establish the structural elements of the key regeneration sites and the next stage of more detailed design work will need to consider and apply these to the finer grain of specific proposals. This will be informed by amongst other considerations for the quantum and size/tenure mix of new homes and will include consideration of topics such as the provision of play space for different age groups, daylight and sunlight to existing and new buildings surrounding and within the site, as well as the servicing and other requirements of commercial and other uses to ensure a high quality living environment is created and sustained. As part of this process, opportunities to address sustainable development objectives, including the incorporation of renewables and opportunities for linking into a potential local heat network, will need to be explored.

Developing proposals for individual sites will need to involve engagement with the local community as well as consultation with relevant authorities and agencies prior to applications for the necessary statutory approvals. In the case of the Plassy Island and the Ravensbourne Quarter, the council would expect private landowners to engage in early pre-application consultation with the public as well as relevant council departments to demonstrate how development proposals respond to and support the implementation of the objectives set out in this framework. A similar process will need to be undertaken for the council-owned sites. In the case of the Civic Centre site, the council will need to develop an accommodation strategy to establish how best to deliver services into the future and its consequential space

4.1.3 EARLY PROJECTS

In addition to the major infrastructure and development projects across the town centre, there are a number of smaller and local scale interventions that can deliver improvements in the short term. These will enable improvements to be achieved as well as demonstrate the scope and ambition of the wider framework.

4.1.4 CATFORD CONSTITUTIONAL CLUB/THOMAS' LANE YARD

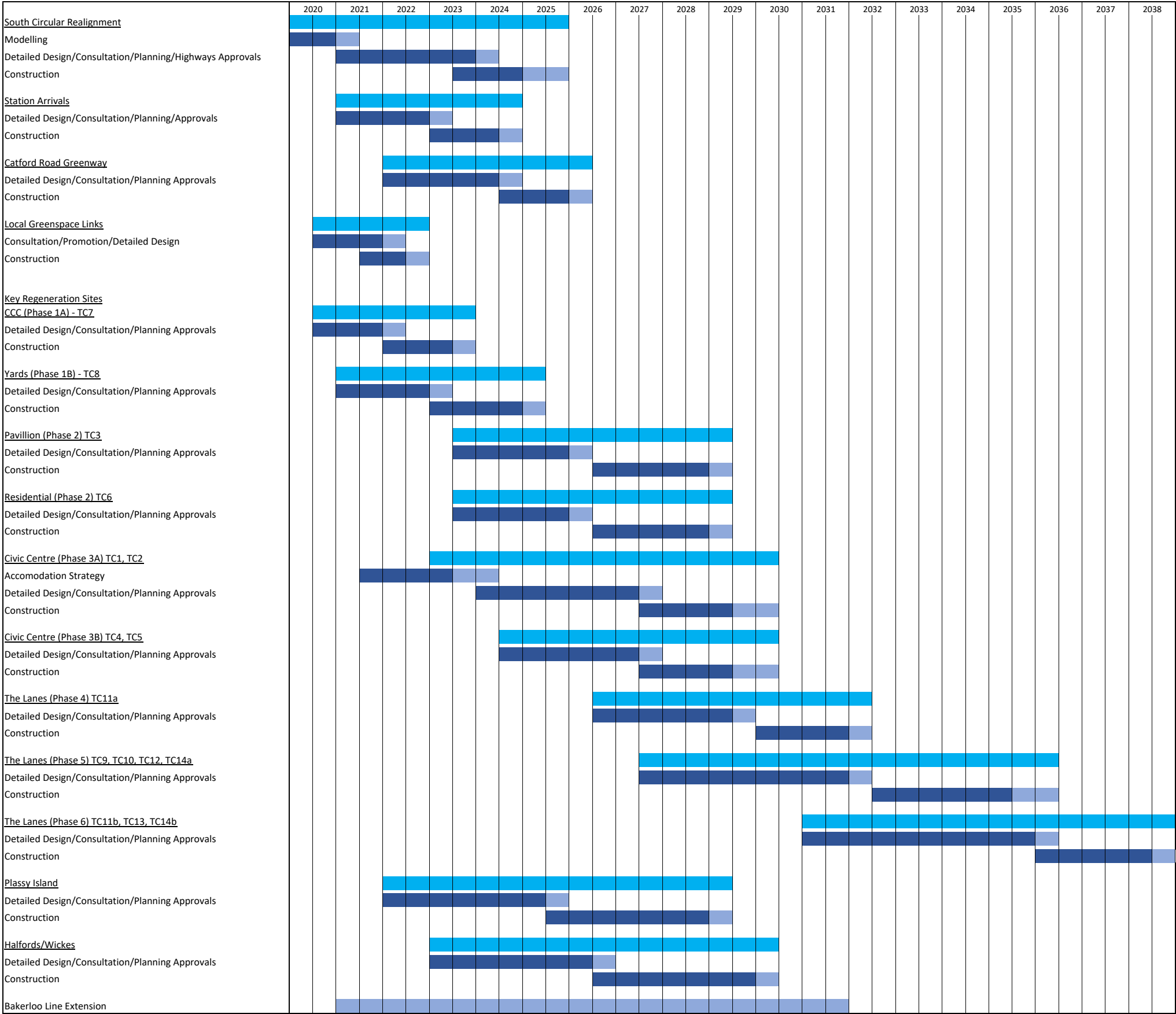
The council has secured £1.65m from the London Mayor's Good Growth Fund to support the initial phase of investment in the development of The Yards area, kick-starting an ambitious 15-year development plan for the Catford town centre.

The project comprises three key elements, revitalising the neighbourhood physically, socially and economically:

- The restoration of the currently derelict Catford Constitutional Club (CCC) building and associated outdoor space, returning it into active use as a local community asset;
- The provision of affordable workspace, supporting local businesses and the creation of new job opportunities;
- The provision of kiosks for market traders or small enterprises, supporting their operations in the town centre.

Phase 1 of the project comprises the restoration of the CCC building and outdoor space, with Phase 2 being the provision of new employment space and facilities for market traders or small enterprises. In total some 3,000 sq.m of employment space will be created across a portfolio of refurbished and new buildings, interlinked by an inviting public realm, introducing a contemporary design for new commercial, leisure and community space in the heart of Catford town centre.

4.2 CATFORD TOWN CENTRE FRAMEWORK -
OUTLINE DELIVERY PROGRAMME

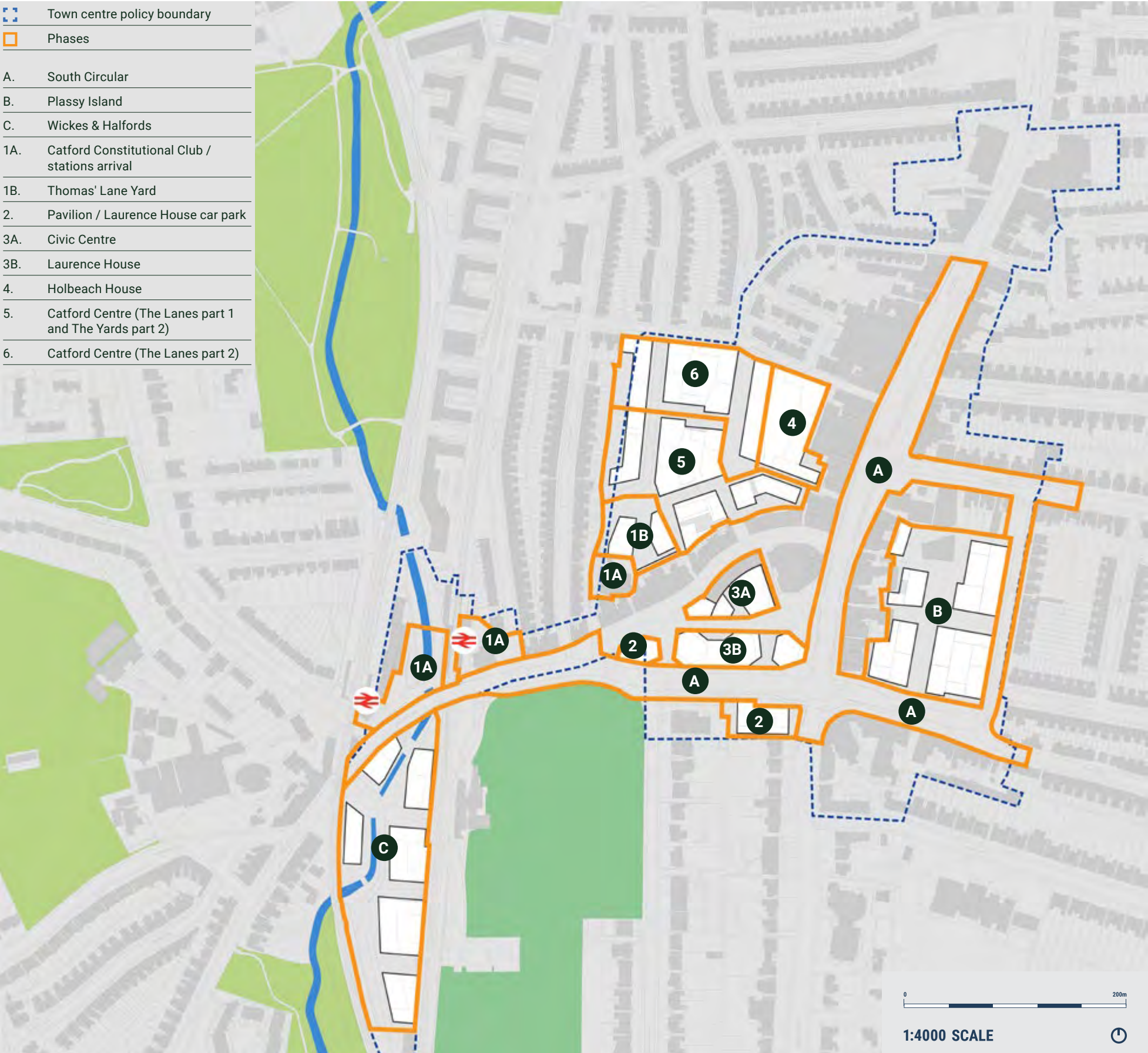


4.3 PHASING STRATEGY

The transformation of Catford set out in this framework is a long term project combining both large scale infrastructure interventions and development projects as well as local/small scale community based initiatives. This phasing strategy focuses on the large scale projects that will re-structure key elements of the town centre and surrounding area. A key catalyst for releasing Catford’s regeneration potential is the realignment of the South Circular road and the removal of the gyratory at the Rushey Green road junction [phase A]. The wider project will include the provision of new road crossings, simplified road junctions and wider pavements to create a step change in the quality of the town centre environment. Strategic sites across the town centre comprise four main land parcels that are a mix of privately and publicly-owned sites – Plassy Road Island (phase B), Wickes/Halford (phase C), Laurence House and Civic Centre (phases 2, 3A, 3B), and Catford Centre and Milford Tower (phases 4, 5, 6). In addition, works are proposed around the entrances to Catford’s two railway stations. Phases B and C are both in private ownership and preliminary meetings have been held with land owners and their representatives. The Draft Local Plan and this framework set out key development requirements and guidance, including the need for a comprehensive approach to bring the sites forward, with the timing of their delivery being informed by commercial considerations including any necessary land assembly to ensure a comprehensive scheme.

Works to enhance the accessibility and setting of Catford’s stations are key to improving arrival spaces into the town centre, and will contribute to the longer term strategy to create a greener, more spacious and accessible town centre, supporting high quality new homes and commercial development. These works are not dependent on other projects and can be delivered early (phase 1A). The Catford Constitutional Club (phase 1A) and Thomas’ Lane carpark (phase 1B) are discreet sites and can also be delivered independently of wider comprehensive redevelopment of the existing Catford Centre/Milford Towers. The delivery of the remaining phases annotated on the plan are, to varying degrees, dependent on a number of related projects that have influenced the delivery strategy that is shown. The Catford Centre and Milford Towers are part of a single ‘megastructure’ which occupies the future development sites of phases 5 and 6, whereas phase 4 (Holbeach House and the entrance/exit lane to the ground floor of the existing multi-storey car park) are independent of this structure and can come forward earlier. The demolition of The Catford Centre and Milford Towers is likely to take place after the delivery of phase 4. Another dependency is the delivery of phase 3B, requiring the decanting of Laurence House staff into new office accommodation in order to release the site for development (phase 3A).

The underlying principle behind the delivery of the selected development sites is one of flexibility to enable them to adapt to market needs. The Catford Town Centre Framework provides an overarching planning framework to guide development over the next two decades, and therefore needs to respond to changing market requirements whilst ensuring the key placemaking principles are maintained and delivered and ensuring that quality is not compromised.



Indicative Phasing and Delivery Strategy.

Appendix 1: Green Town Centre Toolkit

WAYS TO GREEN THE STREETS

Streets form a huge part of public space within urban environments, and are used by people during their everyday lives. Creating smart, healthy and green streets should be at the forefront of all developments to help mitigate the impact of infrastructure and improve the environment for all users. These improved streetscapes could be achieved by using a number of interventions that help improve the users experience as well limit the impact of climate change. Some of these interventions are shown below.

STREET TREE PLANTING



Street trees have a significant role to play in climate change adaptation because they can moderate urban environments. Given the air quality issues experienced in Catford town centre, species such as lime (*Tilia* sp.) and black poplar (*Populus nigra* 'Italica') would contribute to filtering particulate matter from the air whilst dampening noise disturbance. Where space is an issue, species such as red thorn (*Crataegus x media*) provide the same benefits in a more compact shape, whilst also producing red flowers for visual interest.

GREEN STORMWATER INFRASTRUCTURE



Green stormwater infrastructure such as bio-swales and stormwater planters can be used in order to reduce and slow down surface water run-off into grey infrastructure whilst filtering pollutants, protecting water quality and mitigating risks of flooding. Plants that slow down the movement of water, as well as providing ecological benefits, are crucial for effective green stormwater infrastructure. Tree species of use in sustainable urban drainage features include Italian alder (*Alnus cordata*), box elder (*Acer negundo*) and sweetgum (*Liquidambar styraciflua*) perform well, with ground-level planting including creeping bent (*Agrostis stolonifera*), male fern (*Dryopteris filix-mas*) and water forget-me-nots (*Myosotis scorpiodes*).

PERMANENT PLANTING & STREET FURNITURE



Planting is an important component of green and blue infrastructure and can provide a number of ecosystem services within urban areas. These include contributing to human wellbeing, cleaning air or water, providing habitats to encourage biodiversity and also 'cultural services' such as providing opportunities for recreation. To ensure climate resilient planting to last generations, species which are more tolerant to drought conditions such as maidenhair tree (*Ginkgo biloba*) and pines (*Pinus* spp.). Species with large crown spreads such as weeping silver birch varieties (*Betula pedula* 'Youngii') can also provide shade and visual impact for street users

FLEXIBLE & SEMI-PERMANENT PLANTING

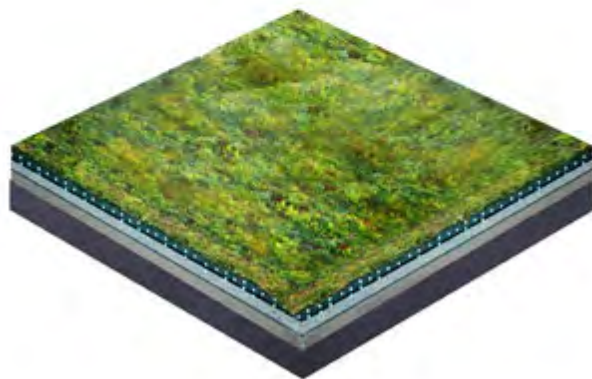


Streets make up the majority of public space in the city and their key role is to facilitate movement of people. Temporary installations, flexible planting strategies and community driven initiatives can create opportunities to turn underused public spaces such as streets into joyful green community places. These simple interventions demonstrate what a place could become and look like.

WAYS TO GREEN THE BUILDINGS

The increasing demand for homes, offices and retail within our urban environment is clear, and buildings are required to be more efficient than ever. Whilst efficiency is often viewed as just the floor plate of a building, it should also include the layout, usability and function of that building. Greening buildings helps to provide new habitats for wildlife, urban cooling, water alleviation, improve air quality and general visual amenity from both inside and outside of the building. Some greening interventions on buildings are shown below.

EXTENSIVE GREEN ROOFS



An extensive green roof provides a rainwater buffer, purifies the air, reduces the ambient temperature, regulates the indoor temperature, saves energy and encourages biodiversity in the city. Species suited to the harsh nature of roof spaces are often those found on open mosaic habitat on previously developed land. Wind, drought, rain inundation and exposure mean plants incorporated must be hardy to ensure continued delivery of positive biodiversity outcomes. Species such as Perforate St Johns-wort (*Hypericum perforatum*), dark mullein (*Verbascum nigrum*), wild marjoram (*Origanum vulgare*) and wild clary (*Salvia verbenaca*) are well suited.

INTENSIVE GREEN ROOFS



Roofs are a generally underutilised development asset which can be maximised for a number of purposes, including leisure and biodiversity. It offers a unique potential for replacing the land lost to the footprint of the building. Intensive green roofs, through suitable design, can provide sensorial benefits even beyond visual amenity. Fragrant species such as honeysuckle (*Lonicera* spp.), passionflower (*Passiflora caerulea*), chamomile (*Chamaemelum nobile*) and sweet woodruff (*Galium odoratum*) can benefit mental health and encourage interaction with the natural world whilst also providing valuable nectar resources for local pollinators.

VERDANT BUILDING FAÇADES



In the challenge of development in dense urban areas and environmental preservation, greening the building envelope with vegetation can be used as a means to restore environmental conditions in dense urban areas. Greening systems should be chosen wisely according to the climate, budget and design criterias. Climbing plants should be selected for their ability to filter particulates from the air, whilst also offering biodiversity value. Ivy (*Hedera* spp.), firethorn (*Pyracantha* spp.) and silver lace vine (*Fallopia baldschuanica*) are known to capture harmful air pollutants.

BALCONIES AND TERRACES



A city's green credentials are often measured by how much verdant space it offers at street level - what is often forgotten is what lies hidden above eyeline; plants, flowers and trees on people's balconies, rooftops and terraces can be used to improved air quality, provide shade and soften the architecture.

WHY A GREEN TOWN CENTRE?

Catford Town Centre currently experiences issues with noise, air pollution, lack of wildlife routes, surface water run-off and urban overheating. The provision of green and blue infrastructure in urban areas can deliver a wide range of environmental benefits to combat such issues, these include:

1. Creation of New Habitats

Green streetscapes enhance biodiversity by providing new habitats for birds, insects and other species. The creation of green stepping stones from more naturalised areas will increase the number and variety of species and provide new habitats for local wildlife to inhabit.

2. Reduced the Heat Island Effect

Increasing green space in urban areas can help to cool high density areas of the city by around three to four degrees centigrade. Having a greener town centre will help protect the most vulnerable in our community from increasing temperatures as a result of a changing climate.

3. Improved Air Quality

Urban vegetation can greatly reduce the amount of emissions people are exposed to. It does this by changing the speed and distance pollutants travel before they reach people. In addition, vegetation improves air quality and reduces greenhouse gases.

4. Reduced Noise Pollution

Vegetation can be used to reduce noise levels by damping urban vibrations. Green roofs have the potential to significantly reduce road traffic noise by acting as a building insulation. Urban greening separates traffic from people and the perception of noise is reduced. Whilst green walls help improve sound insulation along the streetscape.

5. Sustainable Water Management

These types of green infrastructure act as sustainable drainage, which prevent or slow down water reaching mains drainage or sewerage. During heavy rainfall and flooding events, sustainable drainage can reduce the amount of surface water run-off, which in turn reduces the risks of flooding in town centres and downstream. The use of sustainable drainage can also capture contaminants and prevent pollution entering rivers and other watercourses.

6. Increased Species Movement

Greening of the town centre will help facilitate species movement by connecting wildlife populations between habitats and creating wildlife corridors.

7. Climate Resiliency

Green infrastructure is among the most widely applicable, economically viable and effective tools to combat the impacts of climate change and help people adapt to or mitigate the adverse effects of climate change. It provides shelter from increased rainfall, increased summer temperatures, wind and ensures the town centre is sustainable in the long term.



CASE STUDY: GREY TO GREEN, SHEFFIELD

Population growth, increasing pollution of drinking water, flooding as well as more frequent and longer periods of droughts all encourage optimised use of rainwater in cities.

Adapting to a changing climate presents an opportunity to rethink urban development and gain greater value from investments. By keeping a holistic view of the situation, Sheffield City Council have set a precedent by incorporating various sustainable urban drainage element within their award winning project dubbed 'Grey to Green'.

It is a key strategic component in the regeneration of Sheffield's City Centre - the drainage systems have transformed 1.2km of redundant dual carriageway by removing considerable areas of highway surfaces within a highly impermeable city centre location.

The new drainage reduces the area generating surface run-off and provides space to manage the remaining areas more robustly. The newly created green infrastructure modified as a series of swale plant beds provides environments to capture, clean, infiltrate, move, and store water, with the added benefit of increased biodiversity, increased traffic safety and more recreational opportunities for the local residents.



Swale plant bed as part of sustainable urban drainage system in Sheffield



Public art is integrated into the sustainable urban drainage system



Pedestrian routes cut through the sustainable urban drainage system, separated from the road



Grey to Green initiative is important in creating new ecological habitats in Sheffield city centre



The sustainable urban drainage system frames public seating areas

WHY A GREEN TOWN CENTRE?

The provision of green and blue infrastructure in urban areas can also deliver a wide range of social and cultural benefits, such as:

1. Social & economic regeneration

Social and economic regeneration is strongly related to benefits of green space such as economic growth and investment, quality of place (including visual amenity), recreation and leisure, and tourism.

2. Improved access to nature

Improved access to nature will ensure that the benefits of green and blue infrastructure are provided equitably, especially in neighbourhoods that have historically borne disproportionate air and water pollution or that lack green space.

3. Increased safety & mobility

Green infrastructure can be leveraged in conjunction with other street design improvements to realise complementary goals, including transit access and safe mobility.

4. Improved physical health

More green space encourages outdoor physical activity, reducing obesity and preventing associated chronic diseases such as heart disease, high blood pressure, stroke, type II diabetes, arthritis, and certain types of cancer.

5. Improved mental health

People have a well-developed awareness of the stress reducing benefits of nature, and green spaces have been shown to provide a restorative environment which helps alleviate stress and mental fatigue.

6. Property values & marketability

Street trees and green infrastructure enhance aesthetic qualities and provide a significant neighbourhood amenity. Properties on tree-lined streets are valued at up to 30% more than those on streets without trees.

7. Increased time spent outdoors

Green space creates environments that people wish to spend more time in and encourages outdoor activities, including walking, cycling, and other recreation.



CASE STUDY: BONNINGTON SQUARE GARDEN, LONDON

The benefits of green infrastructure encompass physical, psychological, emotional and socio-economic benefits. For example, green infrastructure has been found to increase the likelihood of informal interactions and help promote a sense of community spirit.

Bonnington Square Garden in Vauxhall is a fantastic example of how natural features and open spaces play an important role in social cohesion at the community level.

The residents of the square undertook a project in 1990 to change the disused garden into a "Pleasure Garden" (named in homage to the nearby Vauxhall Pleasure Gardens), and in the process formed the Bonnington Square Garden Association. Designed in collaboration between local residents and an architectural firm - the intention was to create a slice of nature that could serve all sides of the community.

Today, the garden's philosophy has now spread out into the surrounding neighbourhood where residents have planted trees, vines, and street gardens in any available space. In response the council now look to actively encourage community participation by granting local businesses and residents the 'license to green'.



A community garden is at the heart of Bonnington Square Gardens



Residents have taken ownership of introducing plants onto the streets



The unique setting and community spirit of Bonnington Square Gardens has helped support local businesses



Encouraging participation through planting has fostered a strong community spirit



Residents have taken ownership of introducing plants onto the streets

10 Healthy Streets Indicators



Pedestrians from all walks of life

London's streets should be welcoming places for everyone to walk, spend time in and engage in community life.

People choose to walk, cycle and use public transport

Walking and cycling are the healthiest and most sustainable ways to travel, either for whole trips or as part of longer journeys on public transport. A successful transport system encourages and enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.

Clean air

Improving air quality delivers benefits for everyone and reduces unfair health inequalities.

People feel safe

The whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.

Not too noisy

Reducing the noise impacts of motor traffic will directly benefit health, improve the ambience of street environments and encourage active travel and human interaction.

Easy to cross

Making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.

Places to stop and rest

A lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.

Shade and shelter

Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.

People feel relaxed

A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.

Things to see and do

People are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art and where other people are using the street. They will be less dependent on cars if the shops and services they need are within short distances so they do not need to drive to get to them.

Source: Lucy Saunders

