

Lewisham local development framework

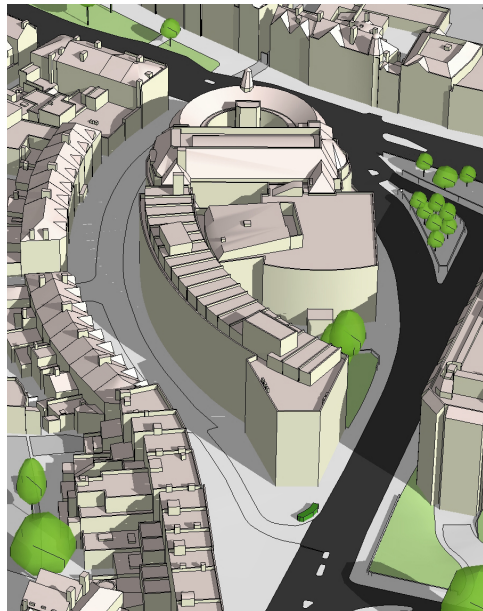


Lewisham

# Catford Town Centre Local Plan

## Submission version

November 2013



## INTRODUCTION AND BACKGROUND

Note: This does not form part of the local plan but has been included for information purposes.

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

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

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

This document is the Council’s ‘Proposed Submission Version’ of the Catford Town Centre Local Plan; it is the version the Council has prepared following public consultation earlier in 2013 on a ‘further options report’ and responds to the comments and suggestions that were made. It is this version of the Catford Plan that the Council intends to submit to the Secretary of State who will then appoint an independent Planning Inspector to determine whether the plan is ‘sound’ and can be adopted by the Council.

## HAVE YOUR SAY

The purpose of this round of public consultation is to ensure that all stakeholders and members of the public have the opportunity to comment on whether the Catford Plan is legally compliant and sound. In general terms to be 'sound' means that the Council has all the various evidence reports required to justify the Council's position and that the document will be effective, in that it is deliverable, flexible and able to be monitored. It must also be consistent with national policy and in general conformity with the London Plan. An explanation of 'soundness' is outlined in the representation form, which is available to download online (<http://lewisham-consult.objective.co.uk/portal>) or from the Planning Information Service and all public libraries.

Anyone can comment and copies of the document can be:

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

Comments should be in writing as follows:

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

The consultation period ends at **5pm** on **Friday 4 October 2013**.

## WHAT HAPPENS NEXT?

All comments received will be forwarded to the Secretary of State and will be considered by an independent Planning Inspector as part of an examination into whether the Catford Plan is 'sound'. This is scheduled to happen in January 2014.

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

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



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# Section 1

Proposed  
Submission

**The plan  
and context**

## 1.1 Catford and the Local Plan

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

The Catford Local Plan (referred to hereafter as the Catford Plan) is a planning document that will be used as a key tool for regenerating the designated ‘Town Centre’ and surrounding area over the period to 2026. The Plan sets out the vision and specific objectives, policies and proposals for the area’s ongoing redevelopment and management. The Catford Plan:

- looks at the function of the town centre including the mix of shops and other activities;
- specifies the type of development that should take place on key sites;
- provides details on the size and design of new buildings;
- identifies the amount and type of new homes to be built and their location;
- identifies the improvements that should be made to traffic and transport;
- specifies the infrastructure that is needed to accommodate growth; and
- outlines how regeneration is to be delivered and monitored.

The Catford Plan has 5 sections:

- Section 1 outlines the key characteristics of the area and the issues and opportunities that it faces. It then sets out how the Catford Plan relates to other policy documents before going on to explain how the results of consultation and sustainability and equalities assessments have helped shape its contents;
- Section 2 provides the overarching vision of the type of place that Catford will be in 2026 and the key planning and design principles that underpin this. It goes on to set out specific objectives for the area and explains how the vision and objectives have helped frame planning policies;
- Section 3 sets out policies for 6 Major Development Sites;
- Section 4 sets out 18 Area-wide policies;
- Section 5 outlines how the Catford Plan is to be implemented, the monitoring proposed and the approach to managing risk.



## 1.2 Plan area

The Catford Plan applies to the designated Town Centre and the former Greyhound Stadium site and the Wickes and Halfords site to the west of the town centre. The study area is shown on Figure 1.1.

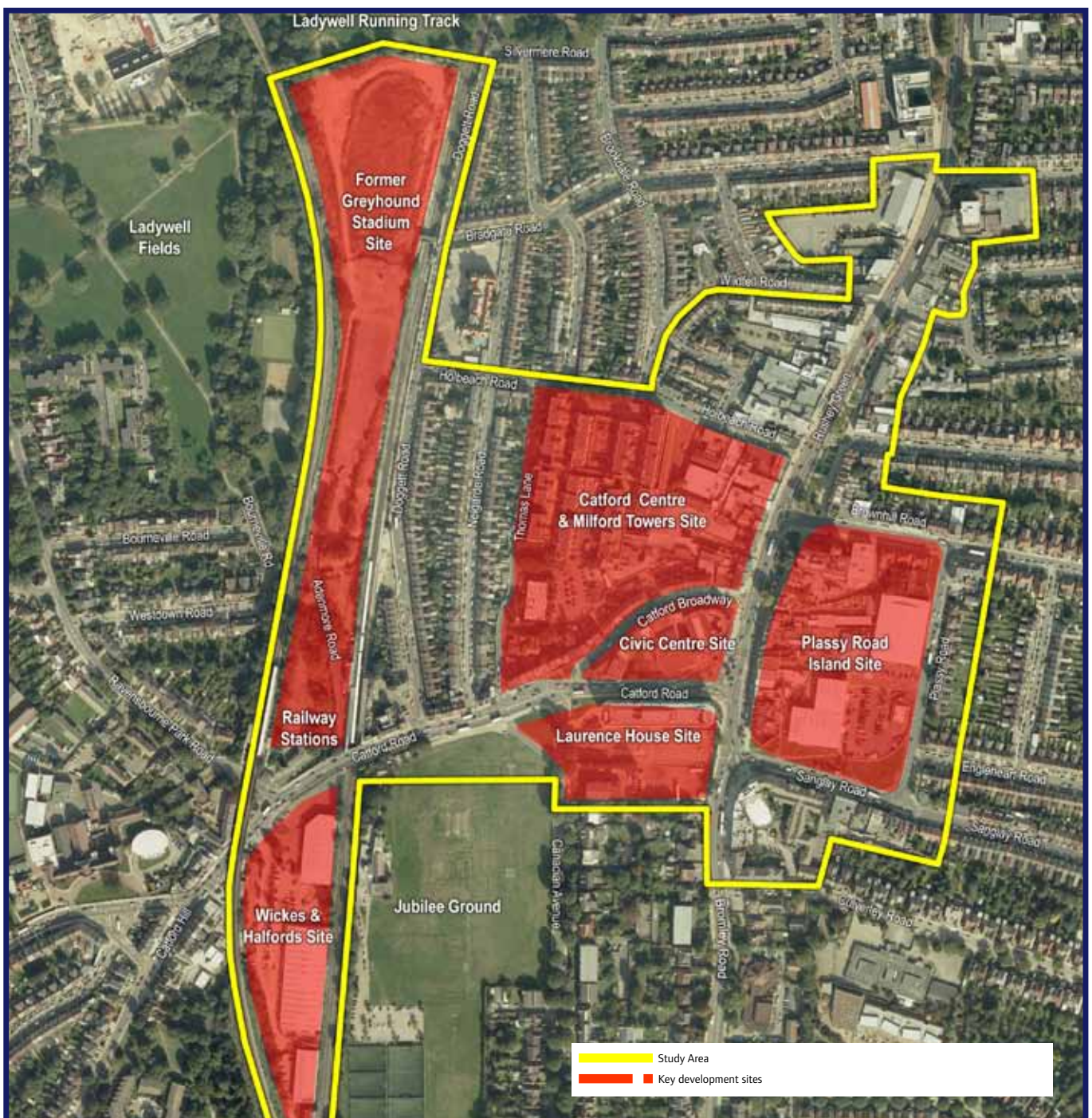


Fig 1.1 Catford Plan study area

### 1.3 Key characteristics, Issues and Opportunities

#### Overview

Catford is a major town centre located seven miles south-east of central London and 1.5 miles south of Lewisham town centre. It is situated on two strategic road corridors, the South Circular (A205) and A21 London to Hastings trunk road (Bromley Road), and is served by two Network Rail railway stations: Catford on the Blackfriars to Sevenoaks line and Catford Bridge on the Charing Cross/Cannon Street to Hayes (Kent) Line.

Catford is a busy and diverse place and includes a successful outdoor market. It is the civic heart of the borough (accommodating the Town Hall and other council buildings) and attracts many visitors. The Broadway Theatre is an important local venue and there are a range of restaurants, cafes and pubs.

Two parallel railway lines and the River Ravensbourne separate the town centre from the residential area to the west. The narrow strip of land between the two railway lines accommodates some low-density retail and industrial use, as well as the former Greyhound Stadium.

While the core of the town centre has relatively little green or open space, there are major parks in close proximity. Ladywell Fields stretches across both sides of the railway lines to the north and west of the study area. Blythe Hill Fields is further to the west and Mountsfield Park is located to the east. The Jubilee Ground (privately owned but designated as Metropolitan Open Land and managed by St Dunstan's College) is located to the south of the A205, as is the Pool River

Linear Park, and together with Ladywell Fields forms part of the Waterlink Way, a pedestrian and cycle route running north-south through the borough.

The area is bordered by Downham, Forest Hill, Lewisham and Hither Green. The area to the north and east of the centre is characterised by predominantly Victorian residential terraces, whilst the area to the south (including the Culverley Green Conservation Area) is more suburban in character.

Figure 1.2 shows the local context of Catford Town Centre and Figure 1.3 shows key buildings and streets.

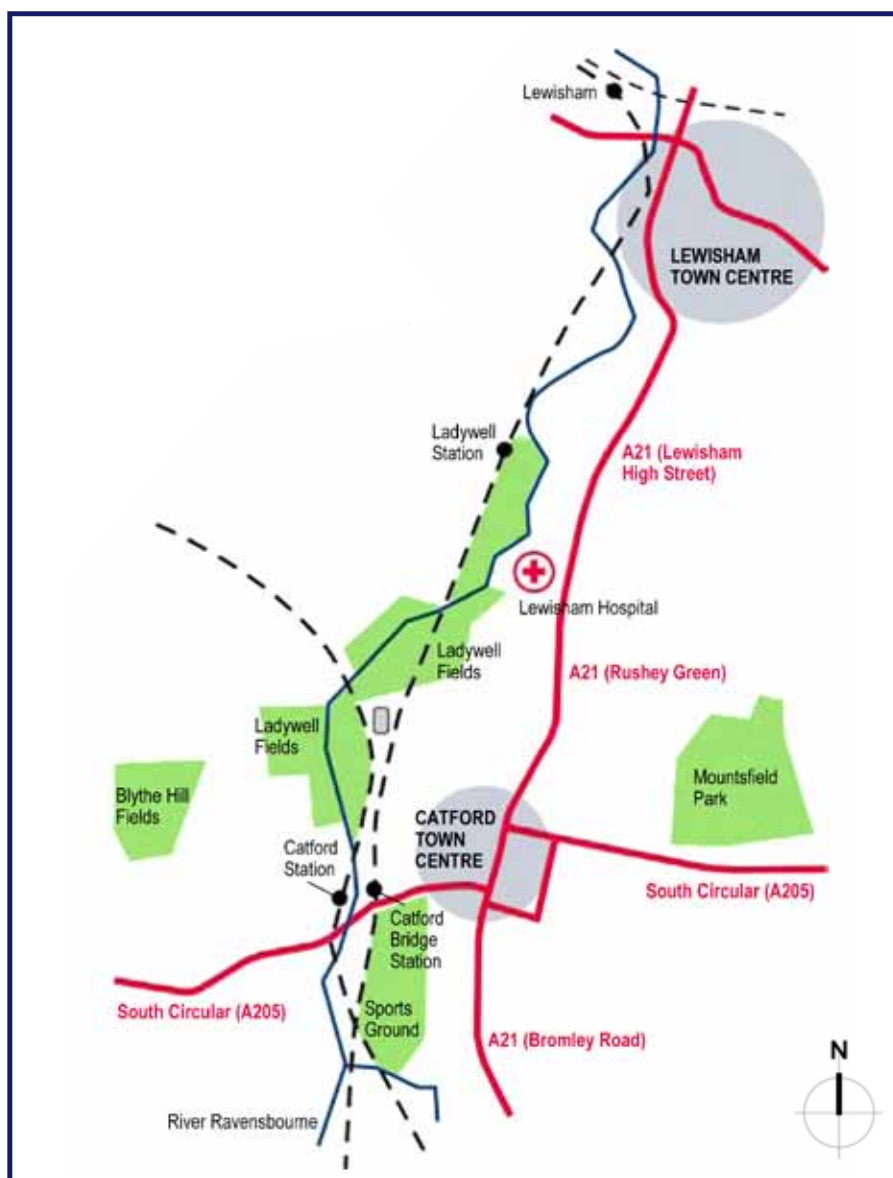


Figure 1.2 Catford Town Centre and surrounding area



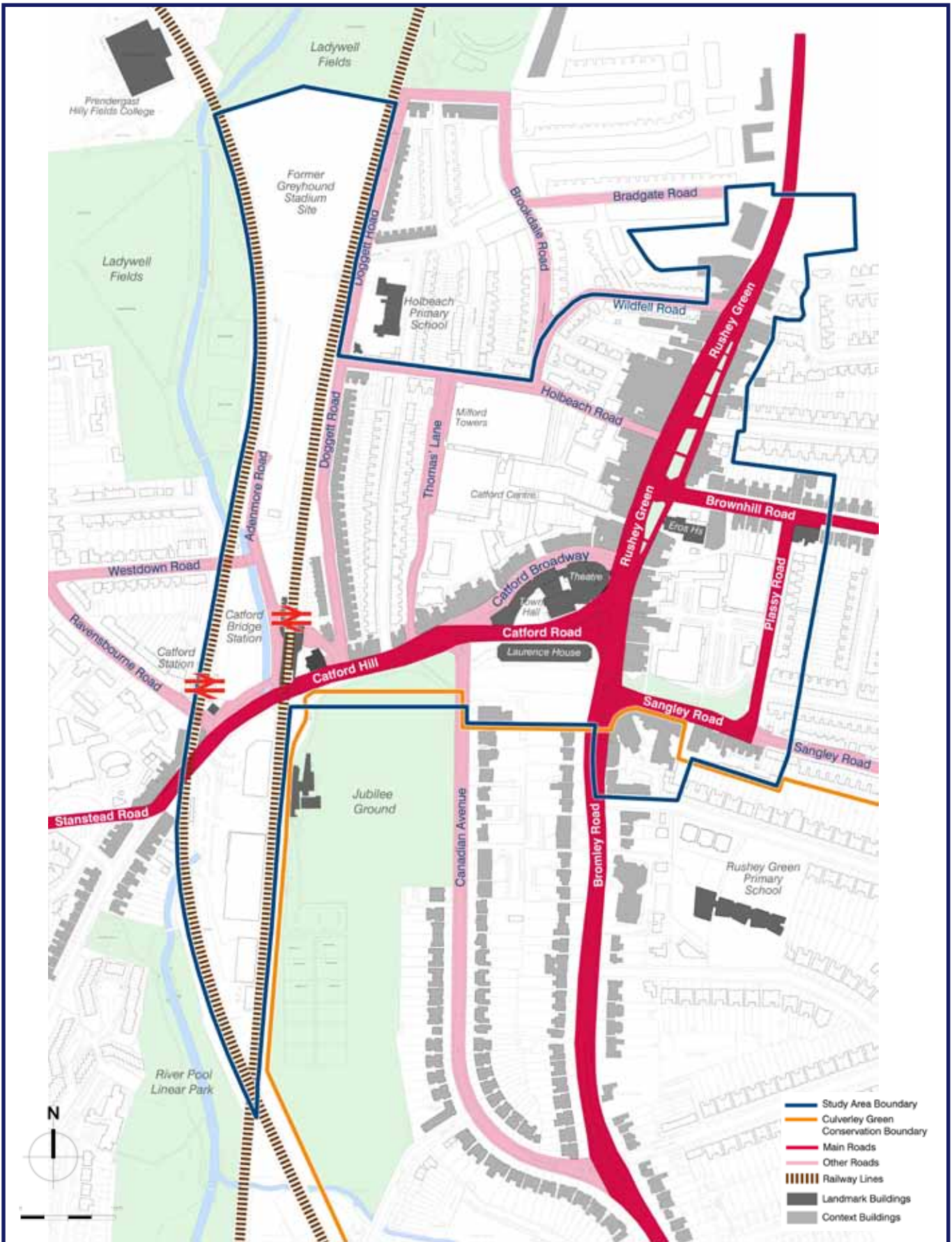


Figure 1.3 Key buildings and streets

### Issues and Opportunities

The key area-wide issues and opportunities are set out in Table 1.1 and the specific issues relating to the different character areas discussed below take account of the evidence base, other policy documents, local consultation, Sustainability Appraisal and Equalities Analysis Assessment (discussed in Sections 1.4 to 1.6). They have, in turn, informed the Vision, Objectives and Policies for the area (set out in Sections 2, 3 and 4).

Table 1.1	
AREA-WIDE ISSUES	AREA-WIDE OPPORTUNITIES
<b>Retail</b>	
<ul style="list-style-type: none"> <li>● Large population catchment but shoppers choose elsewhere</li> <li>● Limited variety in the type of shops and late and weekend opening hours</li> <li>● Poor environmental quality in parts of the centre</li> <li>● Large number of fast food take-away locations</li> </ul>	<ul style="list-style-type: none"> <li>● Build on Catford’s location to attract more shoppers</li> <li>● Redevelopment of the Catford Centre</li> <li>● Improve the overall shopping environment</li> <li>● Improve the range and quality of shops but maintain an affordable mix</li> <li>● Maintain and improve the market</li> </ul>
<b>Civic, cultural and leisure facilities</b>	
<ul style="list-style-type: none"> <li>● Provision of a range of facilities</li> <li>● Lack of evening economy</li> <li>● Distance between facilities and no linkages between different functions</li> <li>● Perception of safety in the evening</li> <li>● Low number of people using facilities</li> </ul>	<ul style="list-style-type: none"> <li>● Existing network of independent restaurants</li> <li>● Strengthen the evening economy</li> <li>● Improve operations for the Broadway Theatre</li> <li>● Consolidate Council and civic functions on one site</li> <li>● Improve the feeling of safety</li> <li>● Potential for leisure uses as part of Catford Centre redevelopment</li> </ul>
<b>Office and other employment</b>	
<ul style="list-style-type: none"> <li>● Employment dominated by public sector and retail</li> <li>● Not seen as an office destination</li> <li>● Number of people using facilities</li> </ul>	<ul style="list-style-type: none"> <li>● Strengthen and consolidate Catford’s civic role</li> <li>● Promote Catford’s location close to Central London and in the south-east</li> <li>● Improve the overall town centre environment to attract investment</li> </ul>
<b>Housing</b>	
<ul style="list-style-type: none"> <li>● Social housing in Milford Towers in need of regeneration</li> <li>● Housing need and affordability</li> </ul>	<ul style="list-style-type: none"> <li>● Provision of new high quality housing including affordable housing</li> </ul>

AREA-WIDE ISSUES	AREA-WIDE OPPORTUNITIES
<b>Accessibility</b>	
<ul style="list-style-type: none"> <li>● Busy roads segregate the town centre making movement difficult</li> <li>● Poor connections around the town centre and to residential areas</li> <li>● Clutter from street furniture, signage clutter and road barriers</li> </ul>	<ul style="list-style-type: none"> <li>● Improve connections around and to the town centre</li> <li>● Improve overall safety and accessibility of the pedestrian / cycling environment</li> <li>● Remove street clutter</li> </ul>
<ul style="list-style-type: none"> <li>● Poor bus waiting environment</li> <li>● Inconvenient pedestrian movement between bus stops</li> </ul>	<ul style="list-style-type: none"> <li>● Improve waiting environment and connections between bus stops</li> <li>● Consolidate bus stops</li> </ul>
<ul style="list-style-type: none"> <li>● Poor first impressions due to quality of the railway station environment</li> <li>● Poor links between Catford and Catford Bridge stations</li> </ul>	<ul style="list-style-type: none"> <li>● Improve the links to the town centre and the quality of the public realm</li> <li>● Improve railway station environment and links between the two stations</li> <li>● Redevelopment to contribute to a new Catford station</li> <li>● Potential for DLR route and station</li> </ul>
<ul style="list-style-type: none"> <li>● Poor cycle parking and conditions in the town centre</li> <li>● Busy roads can feel unsafe for cyclists</li> </ul>	<ul style="list-style-type: none"> <li>● Improve road safety for cyclists</li> <li>● Safe and secure cycle parking for the town centre and at the railway stations</li> </ul>
<ul style="list-style-type: none"> <li>● Busy gyratory system with through traffic</li> <li>● Road congestion</li> <li>● Perception of safety in the public car parks</li> </ul>	<ul style="list-style-type: none"> <li>● Change traffic flow and management</li> <li>● Improve the feeling of safety in the public realm and car parks</li> </ul>
<b>Townscape</b>	
<ul style="list-style-type: none"> <li>● Poor first impressions and quality of the built environment and public realm</li> <li>● Lack of green space and public outdoor places to sit</li> <li>● Poor connections and movement between and around the town centre</li> </ul>	<ul style="list-style-type: none"> <li>● High quality design for all new buildings</li> <li>● New public spaces including green spaces</li> <li>● Improve the links to and around the town centre</li> <li>● Improve the quality of the public realm</li> <li>● Retain and improve identified buildings and streetscapes</li> </ul>
<b>Waterways and flooding</b>	
<ul style="list-style-type: none"> <li>● Potential risk from flooding</li> <li>● Need to minimise and manage flood risk</li> </ul>	<ul style="list-style-type: none"> <li>● Creative on-site design techniques to minimise flood risk</li> <li>● Restoration and naturalisation of the River Ravensbourne</li> <li>● Improve access to and along the River</li> </ul>



**The area covered by the Catford Plan is varied and can be divided into eight character areas with their own specific issues as described below. Six of these areas include Major Sites with their own specific policies.**

### Rushey Green and Bromley Road

This is the high street of the town centre and accommodates a variety of multiple and independent shops together with the former Catford Cinema (now a church). Despite high traffic volumes and street clutter, the area has considerable townscape merit. The wide street benefits from a continuous and animated road frontage, general good quality buildings (though with some poor shop fronts), mature London Plane trees and linear green space along much of its length. Key issues:

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

Whilst this character area does not contain a Major Site, many of the Area-wide policies are relevant and will help address issues and seize opportunities.



Rushey Green



Rushey Green

### Catford Centre

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

The shopping centre is busy, well lit and contains a mix of local and national retailers. This is supported by market stalls which are located in the pedestrian areas. The Centre is seen by many local people as the main site to improve in Catford. The architecture is stark and foreboding, concrete structures dominate the spaces and the microclimate can be very uncomfortable (due to shade and drafts). There are also security, personal safety, maintenance and functional issues. The centre has poor links with the rest of the town centre and the quality of the pedestrian



Catford Centre

routes from Rushey Green, Holbeach Road, Catford Broadway, Thomas Lane and the service deck is poor. Roughly equal numbers of people love or hate the large sculpture of the 'Catford Cat' erected above the mall at the Rushey Green entrance, to raise the profile of the centre.

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

Key issues:

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

The Catford centre is identified as a Major Site and Policy CLP2 addresses these issues.

### Catford Broadway and the Civic Quarter

The junction of Catford Road and Rushey Green is the geographical and functional 'heart' of the town centre and includes the Town Hall and Civic Suite as well as the Broadway Theatre (a landmark, art deco style, Grade II-listed building). However, space is dominated by the road, vehicles and street clutter, including traffic signs. The busy South Circular (A205) bisects the area and forms a barrier to pedestrian movement and is a poor setting for the Theatre.

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

Key issues:

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

This character area includes the Civic Centre Major Site and Policy CLP3 addresses these issues.



Catford Broadway



Broadway Theatre

### Laurence House

This is a Council office building that includes the Catford Library and AccessPoint and a surface level car and lorry park at the rear (accessed from Canadian Avenue). It is a six storey building that has no particular architectural merit, although it dominates the approach to the town centre from the south. Proposals to realign the South Circular (A205) to the rear of Laurence House have been promoted for around 40 years. Buses stop in front of the building causing congestion along the pavement with those waiting for buses and those using Laurence House or the pavement.

#### Key issues:

- Role and function of site
- Future mix of uses
- Connections to other parts of the town centre
- Design quality
- Pedestrian congestion in front of building
- Traffic movement, parking, servicing
- Future of South Circular realignment

Laurence House is identified as a Major Site and Policy CLP4 addresses these issues.



Laurence House



Laurence House



View of surface car park at rear of Laurence House



## Plassy Road Island and Sangley Road

The 'island' is formed by the A21/A205 gyratory system and accommodates a retail park; individual shop units fronting Brownhill Road; and a timber yard. Buildings on the south and east frontages of the island site are of no architectural merit, and give a poor first impression when approaching the town centre from the east. A grassed area on the north side of Sangley Road has been retained as a reservation for the South Circular (A205) realignment scheme. Development to the south of Sangley Road includes a purpose built 4-storey apartment block for the elderly housing.

Pedestrian links from Plassy Road to Rushey Green are via a poor quality archway between Octavia House and The Goose on the Green pub. Brownhill Road forms part of the South Circular and is the gateway to the town centre from the east. While much of this road is attractive,

with good quality Victorian buildings and mature London Plane trees, for the final quarter-mile approach the quality of the buildings reduce and the trees disappear. Key issues:

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

This character area includes the Plassy Road Island Major Site and Policy CLP5 addresses these issues.



Existing Pedestrian Access from Rushey Green



Plassy Road



Catford Island Retail Park - Plassy Road Island Site



Catford Island Retail Park - Plassy Road Island Site



Catford Bridge Station



Catford Bridge Station



Catford Station

### Catford Road and the railway stations

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

Catford's two railway stations are located to the north of the road. The area between the stations is undeveloped and wild. Adenmore Road which provides a link between them is of poor quality. Catford Bridge Station is barely visible from the main road, but is quite an attractive building. The facilities at Catford Station are poor with the ticketing office contained in a temporary building and no lift access.



Existing Link Between Stations

Traffic congestion is a major concern for local people and often cited as a reason to avoid Catford. Few discussions of Catford's future escape mention of the South Circular, and proposals that have come and gone for over 40 years. Rat running, traffic speeds and pedestrian safety are also significant concerns, and proposals to improve the situation are generally supported. Key issues:

- Quality of Railway station environment
- Bus movements and stops
- Links to town centre and surrounding areas
- Traffic management and links to the A205
- Design quality
- Street clutter
- Quality of shop fronts
- Future of South Circular realignment
- Access and use of Jubilee Ground
- Ravensbourne River environment

Whilst this character area does not contain a Major Site, many of the Area-wide policies are relevant and will help address issues and seize opportunities.

## Former Greyhound Stadium

This vacant site lies to the north of Catford and Catford Bridge stations. The area, invisible from Catford Road, forms an important gateway for train passengers passing through the area. The site benefits from planning permission for a residential led development of 589 homes with small scale community and commercial space. The permission includes a proposed foot bridge across the railway tracks, providing a direct pedestrian link between the new development and Catford town centre along Holbeach Road. This could also link the town centre to Ladywell Fields open space. Development proposals for this site also seek to improve the station environment and include river improvement and naturalisation works to the Ravensbourne. Key issues:

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

The Former Greyhound Stadium is identified as a Major Site and Policy CLP6 addresses these issues.

## Wickes and Halfords retail area

The area to the south of Catford Road, between the railway lines, is dominated by several large retail outlets (namely Wickes and Halfords) and some light industrial uses under the railway arches. The site forms the western edge of the wider town centre area. A large part of the site is taken up by two surface level car parks, each with their own separate access from Catford Road. The River Ravensbourne cuts diagonally under the site in a covered channel. Waterlink Way, a pedestrian and cycle route, runs along the western and northern boundary and provides a direct link to Catford Road, the stations and the former Greyhound Stadium site. Key Issues:

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

The Wickes and Halfords retail area is identified as a Major Site and policy CLP7 addresses these issues.



Wickes Store



Halfords Store



Former Catford Greyhound Stadium Site



## 1.4 How does the Local Plan relate to other policy?

As explained in more detail below, the Catford Plan is one of a number of existing and proposed Local Plans for Lewisham. The adopted Local Plans and the published London Plan together form the ‘development plan’ for the London Borough of Lewisham. Section 38(6) of the Planning and Compulsory Purchase Act 2004 makes clear that determination of planning applications must be made

in accordance with the development plan unless material considerations indicate otherwise.

Government guidance makes clear that Local Plan should not repeat policies that are in other ‘development plan’ documents. The absence of a policy for a particular topic in the Catford Plan does not necessarily mean that the topic is unimportant; it may be that there is already suitable policy

direction in the National Planning Policy Framework, London Plan, Core Strategy or Development Management Local Plan. The Catford Plan must therefore be read in conjunction with the other relevant adopted and emerging plans and guidance. The complete policy context is shown in Figure 1.4 below and key relevant policies that are set out in other plans are sign posted throughout this Plan.

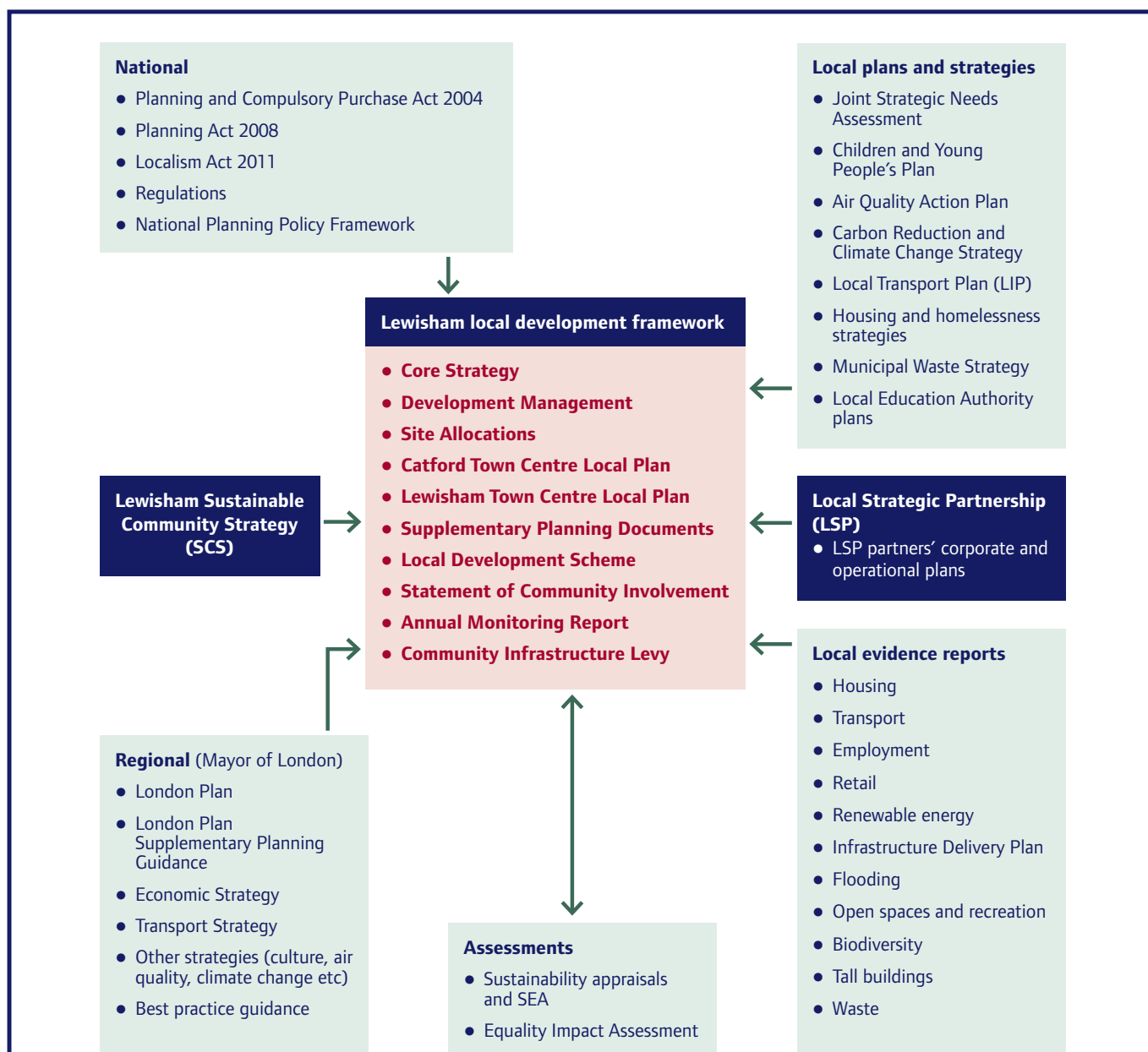


Fig 1.4 Planning context

## The Catford Plan is in general conformity with the London Plan 2011, helps implement the Lewisham Core Strategy and has been prepared to be consistent with the National Planning Policy Framework (NPPF).

Every policy in the Catford Plan is supported by evidence and has multiple links to other local plans, the London Plan and the NPPF. The following paragraphs provide a simple description of the relevant supporting documents and other plans, while Appendix 1 contains a detailed list of linkages between relevant documents.

### Evidence base

A wide range of information has been gathered to provide the basis for preparing the Catford Plan. Some of this is from existing sources such as Census data and the indices of multiple deprivation but much is original research commissioned by the Council. Most of this is accessible through the internet or can be viewed at the Council offices. The information, often referred to as the 'evidence base', has been used to help identify the issues facing Catford and to develop and test different possible solutions, or options. Appendix 1 also contains a detailed list of the evidence base documents and their linkages to the plan objectives and policy options.

### Local Plans

The Catford Plan is one of a number of adopted and emerging Local Plans which together will guide future development of the borough and includes:

- Core Strategy (adopted June 2011)
- Site Allocations Local Plan (awaiting adoption June 2013)
- Lewisham Town Centre Local Plan (awaiting adoption September 2013)
- Development Management Local Plan (to be submitted for examination in November 2013)
- Gypsy and Traveller's Site(s) Local Plan (under preparation)

The Core Strategy was adopted in June 2011 and establishes the borough-wide spatial policy context. The Site Allocations Local Plan identifies the locations and sites for specific types of development needed to implement the Core Strategy's vision (except those sites allocated in the Catford Plan and the Lewisham Town Centre Local Plan). The Development Management Local Plan will provide more detailed general policies for managing development than those in the Core Strategy. This plan applies borough-wide, including in the Catford plan area and hence needs to be considered alongside the Catford Plan. The Development Management Local Plan has policies regarding a number of the issues discussed in Section 1.3, as these issues affect not only Catford town centre, but the whole of the borough. Where this is the case, there is clearly no requirement to repeat these policies in the Catford Plan. Examples of such matters include shop-front design and hot food takeaway shops.

The Gypsy and Traveller's Site(s) Local Plan will allocate a site or sites to meet the identified local accommodation needs of Gypsy and Traveller communities in the borough.

The Lewisham Town Centre Local Plan proposes the expansion of the housing, retail and leisure offer and provides locally specific policies for the town centre. Once adopted, the emerging Local Plans will replace the saved policies contained in the Lewisham Unitary Development Plan 2004. In addition to these documents are a number of supplementary planning documents which give guidance on detailed issues. Full details can be found on the Council's website.

Lewisham's adopted Core Strategy sets out a spatial strategy for the whole borough up to 2026 and also sets the scene for the Catford Plan. Core Strategy Spatial Policy 2 identifies Catford town centre as a Regeneration and Growth Area, making clear that the Council, working with its partners, will secure the necessary infrastructure to support the planned levels of growth and will maximise the physical, social and environmental regeneration opportunities new development will bring for the benefit of existing and future residents, to address deprivation issues, particularly health inequalities, to improve well-being.

In relation to Catford, Spatial Policy 2 states that the town centre will:

- a. be designated as a Major town centre with new development seeking to maintain and enhance its status, to secure its physical regeneration and ensure its continued contribution to the local night-time economy
- b. build on its role as the civic heart of the borough
- c. accommodate up to 22,000 square metres of additional retail floorspace by 2026

- d. accommodate 650 additional new homes by 2016 and up to 1,100 additional new homes by 2026
- e. be one of the borough's preferred locations for new office development.

This policy provides the focus of the vision for Catford (set out in Section 2), which aims to deliver and implement the strategy outlined in the Core Strategy.

Core Strategy Policy 2 also states that the Council will prepare a specific plan for Catford Town Centre to ensure the forecast growth is managed and delivered. The Catford Plan is the implementation and delivery plan for the changes that will occur in the town centre during the period up to 2026. In particular, it provides a detailed planning and implementation strategy for major development and Catford opportunity sites.

The Catford plan will supersede the saved UDP policies and site allocations as they apply to Catford and all other adopted Catford-specific guidance.

### **The London Plan (2011)**

The Mayor of London's Spatial Development Strategy (the London Plan), with which all local plans need to be in general conformity, sets out London-wide policies. It is supported by Supplementary Planning Guidance and Best Practice Guidance. In general the London Plan is supportive of the Catford Plan (as detailed in Appendix 1).

Of particular importance to the Catford Plan is the London Plan aim to provide the city with a polycentric structure which encourages a spread

of successful town centres and designates Catford town centre as a major centre. London Plan Policy 2.15 states that they should be the focus for goods and services and for growth in the commercial sector and the intensification of use, including the residential offer. Town centres are also championed as appropriate locations for leisure and cultural activities, the evening economy and community hubs which create a sense of place for local neighbourhoods.

London Plan Policy 3.4 promotes the optimisation of housing potential through intensification, town centre renewal and mixed use redevelopment of surplus commercial land. All three of these elements are achievable in Catford and this fits appropriately with the London Plan designation of the town centre as part of the 'Lewisham-Catford-New Cross Opportunity Area', which promotes its development potential. This Opportunity Area covers more than Catford Town Centre and is identified in the London Plan Annex 1 as being capable of hosting 8,000 new additional homes and 6,000sqm of new additional employment space in the plan period. The Borough of Lewisham is required to provide 1,105 new homes per year of which the Opportunity Area is expected to deliver a significant proportion.

### **National policy**

The focus of the Government's National Planning Policy Framework (NPPF) (March 2012) is on a presumption in favour of sustainable development and positive growth. The NPPF provides a high level planning policy context for Catford, setting out the evidence base requirements for town centre uses and encouraging local authorities to meet town centre needs

in full. This is particularly relevant for Catford, given the need to maximise central opportunities for town centre development.

### **Sustainable Community Strategy**

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



## 1.5 Consultation with local people and stakeholders

In November 2005 the Council undertook consultation on Issues and Options for a suite of local plans, including the (then named) Catford Town Centre Area Action Plan. Taking account of comments received, the Council then prepared Preferred Options and consulted local people and other stakeholders on these in June 2007.

Following a period when resources were focused on preparing the Lewisham Core Strategy, the Council consulted on a set of Further Options from February to April 2013. These Further Options took account of changes that had taken place since June 2007, including: changes to the wider policy context, different ownership and management of key sites, known developer interest and planning permissions, the possibility of an extension of the Docklands Light Railway to Bromley (with a station at Catford) and the economic recession.

The Catford Plan takes account of comments made along the way and a number of changes have been made as a result of public involvement, including:

- Improvements to CLP Policy 1 Transport and traffic, and the Major Site policies regarding reference to the DLR, road works, cycling and taxi rank provision, following comments from GLA, TfL and the local community;
- Enhancements to heritage matters following comments from English Heritage;
- Minor amendment to the retail approach on Plassy Road Island

Additionally, references to a number of important topics have been enhanced in a number of policies including:

- street lighting and street trees in CLP Policy 17 Design and public realm;
- artists, creative uses, leisure, entertainment and small and independent businesses in Major Site policies and CLP Policy 13 Employment uses
- social infrastructure and the opportunity for study and play in Major Site policies, CLP Policy 9 New homes and CLP Policy 20 Social infrastructure
- the value of high quality pubs in CLP Policy 14 Evening economy

This list contains only examples of amendments made to the plan and reference should be given to the Catford Plan Consultation Statement that contains a summary of each round of consultation. Figure 1.5 illustrates the steps and the timing involved in the preparation of the Local Plan and the current phase of its development.

Issues and Options	December 2005
Preferred Options	August to September 2007
Sustainability Appraisal of Further Options	January to February 2013
Equalities Analysis Assessment of Further Options	February to April 2013
Consultation on Further Options	February to April 2013
Sustainability Appraisal of Submission Plan	April and May 2013
Publication of proposed Submission Plan (the draft Catford Plan)	We are here July 2013
Submit the Catford Plan to the Government	Planned for October 2013
Examination in Public (formal discussion of the Plan to check that it is 'sound')	Planned for January 2014
Adoption by the Council	Planned for May 2014

Figure 1.5: Stages of Plan preparation

## 1.6 Sustainability Appraisal and Equalities Analysis Assessment

The purpose of a Sustainability Appraisal (SA) is to make sure that all the things which are referred to as 'sustainability issues' such as using public transport instead of the private car, the impact of flooding or climate change, or the pressures placed on open space from an increasing population, are taken into account when preparing the Local Plan and measures included to mitigate any impacts. The idea is that once adopted, the Plan will be the most sustainable that can be put forward as it will have taken into account all the sustainability issues as part of the process of preparation.

The Catford Plan has been subject to SA at each stage of its production and the principles of sustainable development run through the Local Plan. Table 7.2 of the SA Report proposed submission version which accompanies this Plan demonstrates how the proposed individual policies address the sustainability issues identified.

An Equalities Analysis Assessment (EqAA) was undertaken following the Further Options Report (February 2013) in order to systematically analyse the proposed policies and proposals to identify what effect, or likely effect, on different groups in the community would follow from the implementation of the proposed approach. In brief, the EqAA process ensures that policies developed and implemented through the Catford Plan take account of the likely different effects on different local communities.

Local authorities have a duty under race, disability and gender legislation to carry out an EqAA of

their Local Plans. The assessment seeks to ensure that, as far as possible, any negative consequences for a particular group or sector of the community are eliminated, minimised or counterbalanced by other measures.

The EqAA Report which accompanies this Plan identifies a number of likely positive impacts of the Plan's policies and proposals on particular groups in the community and a small number of likely negative impacts. Mitigation for the identified likely negative impacts has been included by adjusting the policy options for several of the Major Sites and policies regarding public realm, social infrastructure and tall buildings. Full details of changes made can be found on page 17 of the EqAA.

The proposed Delivery and Monitoring Framework (Appendix 2) take account of both the SA and the EqAA.





## 2.0 Vision, Objectives and Policies



## 2.1 Comment

The key characteristics, issues and opportunities discussed in Section 1.3, together with the evidence base, other policy documents, local consultation, Sustainability Appraisal and Equalities Analysis Assessment (discussed in Sections 1.4 to 1.6) have all helped shape a Vision for the future of Catford and Objectives and Policies for the area.

## 2.2 The Vision

The Council's vision for the type of place that Catford will be in 2026 has been developed and refined over a number of years working together with local people and many different stakeholders. The current vision, which was included in the Core Strategy (2011) and Further Options (2013) and has been updated following the Further Options consultation is as follows:

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

The vision is underpinned by the following key planning and design principles that were developed as part of an earlier Urban Design Framework, which are aligned with the NPPF, London-wide policies and guidance and the spatial strategy for Lewisham as a whole (set out in the Core Strategy):

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

**Ensuring a mix of land uses and activities** – Shopping is still the main reason many people visit and the vitality and viability of the primary shopping area and the market must be protected. In addition a mix of suitable shops should be provided throughout the town centre to provide continuous and active street frontages on major pedestrian routes and spaces. There is a strong aspiration to include leisure facilities in the Catford Centre and extend the night time economy with more cafes and restaurants. New and additional housing can create a livelier and safer place and help meet local housing need.



Creating attractive and inclusive public spaces and lively street and pedestrian networks - Pedestrian activity and 'footfall' is a key factor in the creation of a vibrant town centre. This can be achieved through a more permeable network of pedestrian routes that are designed to be pleasant and feel safe and are animated by people who want to be there and will be lively when there are attractions to draw people there. All of this needs to be supported by a clear maintenance and management regime.

**Enhancing valuable public and cultural services** - Public services need to be accessible and reflect anticipated changing requirements and demand. In Catford they should also be better integrated with the public spaces. It may also be possible to expand the range of services on offer while rationalising office space.

**Improving connectivity and transport** - Changes to traffic management, particularly the South Circular and the gyratory, could dramatically reduce the impact of traffic and reduce severance. This would improve the environment for pedestrians, cyclists, create new open spaces, and free up land for new development. Catford has excellent public transport but the railway station environment, the walk to the town centre, and bus stop locations can be dramatically improved.

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

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

The vision has informed objectives, which in turn have led to policies – as illustrated in Figure 2.1.

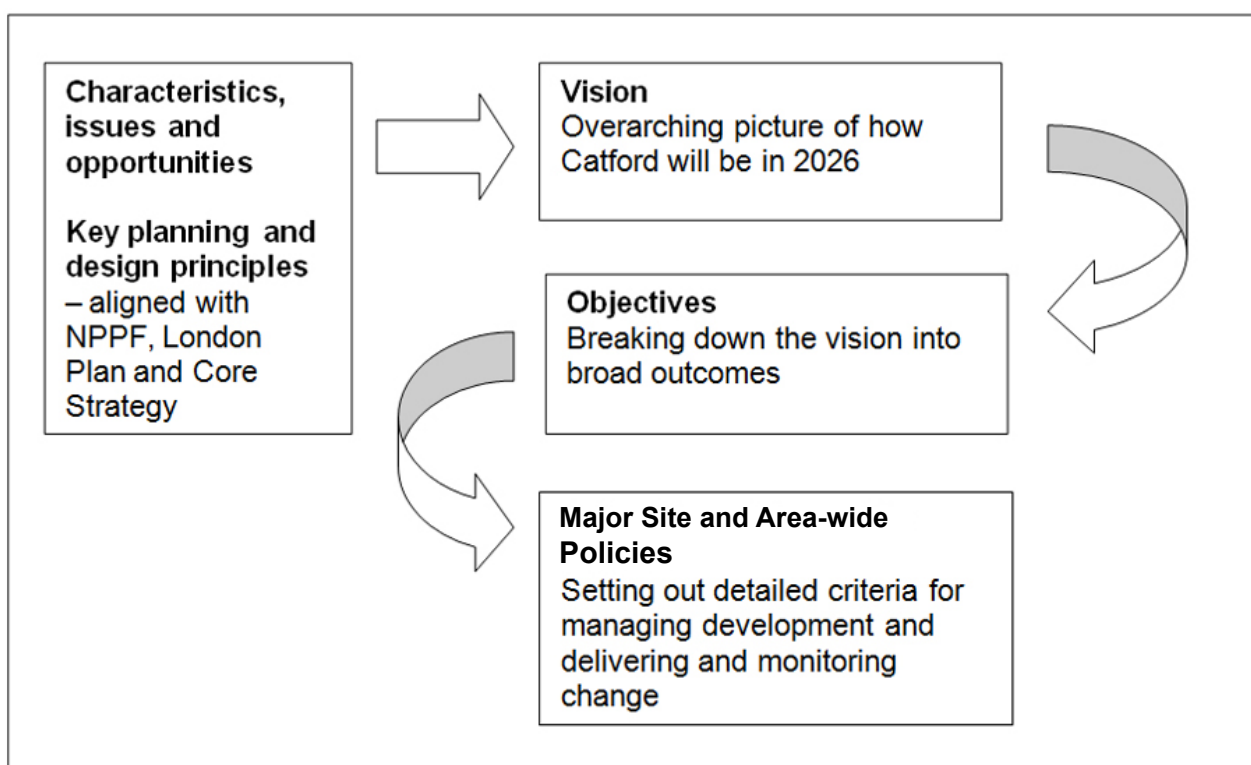


Figure 2.1: From place to policies

## 2.3 The Objectives

The vision can be broken down into the following objectives:

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

## 2.4 The Link between Objectives and Policies

The single most significant proposed spatial move (Objective 1) is to improve the Catford traffic network. This is fundamental to transforming Catford and delivering the vision and helps to shape many of the major development opportunities.

The other proposed big spatial move is captured by Objective 2, which relates to the Council as both land owner and service provider and focuses on strengthening Catford's role as the civic centre of the borough and delivering the proposed improved shopping, housing and other uses on the Catford Centre and Milford Towers, Civic Centre and Laurence House sites. In early 2010 the Council purchased the shopping centre and the ownership of freehold and leasehold interests in and around the Centre were transferred from St Modwen Properties to Catford Regeneration Partnership Ltd (CRPL), a company set up and wholly-owned by the Council. The company now manages the shopping centre and the Council is seeking to use its ownership to attract private sector investment and kick-start a comprehensive regeneration programme involving demolition and rebuild.

The major development opportunities that relate to the proposed two big spatial moves (Objectives 1 and 2) and the other more general Objectives centre on six major sites that require a particular policy focus due to their ability to accommodate major change and development. These are the Catford Centre; Civic Centre; Laurence House; Plassy Road Island; the former Catford Greyhound Stadium; and the Wickes and Halfords retail area.

The link between objectives and policies is illustrated in Figures 2.2 and 2.3.

OBJECTIVES	MAJOR SITE POLICIES
Objective 1. Traffic network Objective 7. Public realm Objective 8. Health and well-being Objective 9. Environment	CLP1. Traffic and transport including the South Circular
Objective 3. Shops and Market Objective 5. Housing choice Objective 7. Public realm	CLP2. Catford Centre
Objective 1. Traffic network Objective 2. Civic centre Objective 7. Public realm	CLP3. Civic Centre
Objective 1. Traffic network Objective 2. Civic centre Objective 7. Public realm	CLP4. Laurence House
Objective 1. Traffic network	CLP5. Plassy Road Island
Objective 5. Housing choice	CLP6. Former Catford Greyhound Stadium
Objective 3. Shops and Market Objective 5. Housing choice	CLP7. Wickes and Halfords

Figure 2.2: Objectives and Major Site Policies



OBJECTIVES	MAJOR SITE POLICIES
Objective 8. Health and well-being Objective 9. Environment	CLP8. Presumption in favour of sustainable development
Objective 5. Housing choice	CLP9. Providing new homes
Objective 3. Shops and Market	CLP10. Economic growth for Catford
Objective 4. Evening destination	CLP11. Mixed use
Objective 5. Housing choice	CLP12. Employment uses
	CLP13. Town Centre vitality and viability
	CLP14. Evening economy uses
Objective 8. Health and well-being Objective 9. Environment	CLP15. Carbon dioxide emission reduction and decentralised energy networks
Objective 9. Environment	CLP16. Managing and reducing the risk of flooding
Objective 6. Architecture and urban design	CLP17. Design and public realm
Objective 7. Public realm	CLP18. Tall buildings
Objective 9. Environment	CLP19. Heritage assets
Objective 8. Health and well-being	CLP20. Social infrastructure

Figure 2.3: Objectives and Area-wide Policies



## 3.0

# Key development issues and Major sites

This section outlines the key planning and design issues to be addressed. These key issues have regard to the issues and opportunities identified in Section 1 and the need to implement the vision and objectives in Section 2 in order to facilitate high quality development. It includes six major town centre sites where larger scale redevelopment can take place. These site specific policies should be read in conjunction with the area wide policies outlined in Section 4.



Catford Gyratory

### 3.1 Transport and traffic

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

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

The policy supports the implementation of the Catford Plan's objectives 1, 7, 8 and 9.

### **CLP Policy 1: Traffic and transport improvements including the South Circular**

- 1** The Council will work with a range of partners including Transport for London, Network Rail, other public transport providers and operators, landowners, developers and other stakeholders to progress a deliverable transport and traffic strategy for Catford Town Centre that improves the:
  - a. Catford traffic network
  - b. frequency, quality, accessibility and reliability of the town centre public transport network, particularly the bus network and
  - c. movement and facilities for pedestrians and cyclists and taxis.
- 2** The Council, in conjunction with Transport for London, will progress the following proposals:
  - a. widening Sangley Road (making use of part of the existing highway reserve) to provide an eastbound contra-flow bus lane with associated improvements to the Bromley Road junction
  - b. altering the junction between Catford Road and Rushey Green to simplify pedestrian crossings, improve traffic flows and improve public space outside the Broadway Theatre
  - c. improving the pedestrian environment at the Rushey Green/Brownhill Road junction
  - d. remodelling the Thomas Lane/Catford Road junction to facilitate better access as part of the proposals for a redeveloped Catford Centre
  - e. enhancing the route from the railway stations to the town centre with a widened footway on the north side of Catford Road
  - f. removing inessential signage and guardrails
  - g. re-positioning bus stops servicing the railway station and town centre to maximise accessibility.

- 3** All changes to the public realm should make the environment more inclusive and safer for pedestrians, cyclists and public transport users and reduce community severance.
- 4** The Council will seek specific funding and deliver improvements to the walking and cycling network, including:
  - a. the Waterlink Way
  - b. links through the town centre and beyond to the adjoining neighbourhoods and
  - c. provision of cycle lanes and priority at junctions.
- 5** The Council will support the principle of extending the London Underground Bakerloo Line and the Docklands Light Rail through the area with a new station or stations at Catford. This is subject to proposed rail alignments and engineering solutions satisfactorily safeguarding open spaces, pedestrian and cycle connectivity and local amenity during both the construction and operational phases and providing good interchange facilities with Catford and Catford Bridge stations, bus services and taxis.
- 6** The Council will secure the overall amount of public car parking spaces that reflects both Catford's excellent public transport accessibility and the need to support a vibrant town centre economy and manage spaces in ways that gives priority to those that need them most, by requiring Car Park Management Plans for all proposed public car parks to demonstrate how the design and management of spaces would prioritise disabled people and those with children.

The policy is illustrated in Figure 3.1 and is also reflected in the policies that follow for each Major Site in sections 3.2 to 3.7.



### Justification

The need to reduce the negative impacts that the South Circular has on Catford has been a policy objective for many years but it has not been achieved. CLP Policy 1 seeks to provide real benefits for pedestrians, cyclists and bus and rail users. This policy commits the Council to abandon the realignment of the South Circular to the rear of Laurence House and seeks to implement a more pragmatic and development-friendly scheme.

The town centre has excellent public transport provision by train and a comprehensive bus network. The enhancement of public transport infrastructure and services will improve Catford’s accessibility and encourage an increase in its use. Reducing reliance on

car use and relieving pressure on roads and car parking has the potential to reduce air pollution levels and generally contribute to the environmental sustainability objectives of the Catford Plan.

The redevelopment of the Major Sites identified in Sections 3.2 to 3.7 presents an opportunity to dramatically improve the accessibility and safety of pedestrian and cycle routes. Applicants will be required to enhance the existing network, providing generous pavements and walking routes and support safe cycle use.

This policy needs to be read in conjunction with Core Strategy Policy 14 (Sustainable movement and transport) and Development Management Local Plan Policy 29

(Car parking) which, amongst other things, establish policies for car and cycle parking.



Figure 3.1 Council’s policy for the South Circular

## 1. Traffic network and A205 South Circular

The following provides further explanation of some of the traffic network proposals outlined in CLP Policy 1.

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

There has been a long-standing proposal from TfL to divert the South Circular from its current alignment north of Laurence House on Catford Road to a new alignment using the Laurence House surface level car park to the south and connecting to Plassy Road via Sangley Road. This would potentially cut out the Catford Gyratory and reduce traffic flows in the town centre on Rushey Green and Catford Road. However, this proposal has been around for about 40 years and there is no clear timetable or funding strategy for what would be a major project. There are reasons why this project has not happened; it would be complex, expensive and difficult to implement – requiring a real appetite on behalf of TfL, the Council and others to

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

The Council's policy position for the A205 South Circular outlined in CLP Policy 1 provides a strategy for improving the Catford traffic network that is deliverable (i.e. less complex, less land intensive and less expensive) and results in a cohesive place that benefits pedestrians, cyclists and public transport users in line with the Catford Plan's Objective 1 (see Section 2). The proposals utilise TfL and Council safeguarded land to facilitate delivery.

The policy is supported by a study undertaken by SKM Colin Buchanan consultants, who investigated and reviewed options to improve the public realm, pedestrian journey times and bus journey times along A205 Catford Road and Catford Gyratory; this includes Catford Road, Plassy Road, Sangley Road, Brownhill Road and Rushey Green, and the junction of Thomas Lane and Catford Road.<sup>1</sup> The specific changes to the A205 South Circular are outlined below.

### Sangley Road

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

### Plassy Road and Brownhill Road

The one-way southbound operation on Plassy Road would be maintained, with a revised junction at the southern end, to facilitate the contra-flow bus lane on Sangley Road and maintain the one-way eastbound operation on Brownhill Road. These works do not require any significant changes to the Brownhill/Plassy Road junction. Nevertheless, TfL have requested that land is safeguarded to permit the future introduction of two-way working on Plassy Road, as this would improve access to the Plassy Road Island site from Plassy Road. This would require limited highway widening on the west side of Plassy Road if redevelopment of the Plassy Road Island site took

<sup>1</sup> The findings of this study are set out in a separate technical note 'Catford Gyratory Modelling Summary, Technical Note 2, 2013'

place, and incorporation of part of Nos. 12 and all of 14 Brownhill Road.

#### Rushey Green

To improve the pedestrian permeability of Rushey Green, a central median strip or refuges at key locations, could be introduced between Catford Road and the access to the Catford Centre. In addition, at the junctions of Rushey Green with Brownhill Road, Catford Road and Sangley Road the existing east-west crossing movements will be reduced from three phases to two.

#### Thomas Lane Junction

To improve traffic and servicing access to a new shopping centre located on the Catford Centre site, improvements are required to be made to the junction of Thomas Lane and the A205 Catford Road. At present traffic access to the Catford Centre is via the A21 Rushey Green and residential streets to the north of the centre (Wildfell Road and Holbeach Road) and Doggett Road and Nelgarde Road to the west. The exit is via Thomas Lane to the A205 Catford Road. The proposed strategy is to enter and exit the Catford Centre from the A205 via Thomas Lane. This would require significant junction remodelling. An assessment undertaken by SKM Colin Buchanan has demonstrated that works to the Thomas Lane/A205 junction could support all access to a new shopping centre, including the supermarket.

To reduce the conflicts in the vicinity of the proposed Thomas Lane junction, it is proposed to restrict movements at the Catford Road/Nelgarde Road junction to left-in/left-out only. Doggett Road would remain all movements, to facilitate the

access for buses to access the existing bus stand which would remain (shown as AA on Figure 3.2). Traffic would access Nelgarde Road via Thomas Lane or Doggett Road.

#### Catford Road

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

#### Potential further changes

The proposals outlined in CLP Policy 1 do not include the full removal of the Catford gyratory system. However the proposals do not preclude this larger scale project being carried out at a later date. If the gyratory was removed it would have the following impacts;

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

## 2. Pedestrian routes and cycling

In addition to taming the South Circular, there is a need to better connect the town centre with the adjoining residential areas by improving other pedestrian and cycle routes. The policy identifies specific opportunities for mitigating the impact of roads and improving the walking and cycling environment, which is seen as central to the acceptability of planning proposals. Applicants should recognise there are opportunities to improve connectivity across the whole town centre which may include future proofing for potential cycle hire extension schemes and other measures as appropriate. In accordance with Core Strategy Policy 14 (Sustainable movement and transport), the Council will actively seek financial contributions from prospective developers, TfL and other sources to deliver improvements that help make walking and cycling more attractive and safer.

Objective 1 of the Catford Plan calls for improved facilities for pedestrians, the reduction of severance and the creation of a cohesive, pleasant and safe place to move around. The implementation of CLP Policy 1 would greatly enhance the pedestrian experience by:

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

- de-cluttering to maximise existing pedestrian space and
- making the area more inclusive and accessible for all.

There is also the need to:

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

Objective 1 of the Catford Plan also calls for improved facilities for cyclists and the creation of a cohesive, pleasant and safe place to move around. The implementation of CLP Policy 1 would greatly enhance the cyclist experience by providing for advance cycle lanes on the highway. There is also the need to:

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

This policy needs to be read in conjunction with Core Strategy Policy 14 (Sustainable movement and transport) and Development Management Local Plan Policy 29 (Car parking) which, amongst other things, establish policies for cycle parking. The Council will, and applicants should seek to, provide publicly accessible cycle parking throughout the town centre. In particular, provision should be made available where cycle routes lead through the town centre, in close proximity to the railway station and primary shopping frontages.

Cycle clubs or schemes will also be welcomed by the Council.

The Council will work closely with TfL to encourage and support the implementation of their policies regarding the improvement of cycle access in Catford and in particular utilising the main road network.



### 3. Bus movements and bus journey times

Objective 1 of the Catford Plan calls for improved bus movement/facilities and interchange with existing and proposed rail station and the creation of a cohesive, pleasant and safe place to move around. Figure 3.2 shows the existing and proposed bus stop locations around Catford Town Centre.

The Council’s preference for the South Circular includes relocating westbound bus stops R and S into a lay-by to the west of Thomas Lane. This would allow the realignment of the central road markings to allow eastbound traffic to overtake stationary buses, without impeding oncoming traffic. As a result of the improved carriageway alignment bus stops M and P could be located west of Doggett Lane, improving bus stop accessibility to/from Catford Station.

Bus Stop J would be relocated onto Catford Road, servicing the existing eastbound routes. A new bus stop is proposed to be located on Sangley Road to service the diverted eastbound routes. Bus Stop F would remain servicing route 202 or could be removed if the existing bus stop T and bus stop A (200 metres east of gyratory on Brownhill Road) sufficiently serve the route. All remaining bus stop shown in Figure 3.2 would be maintained as existing.

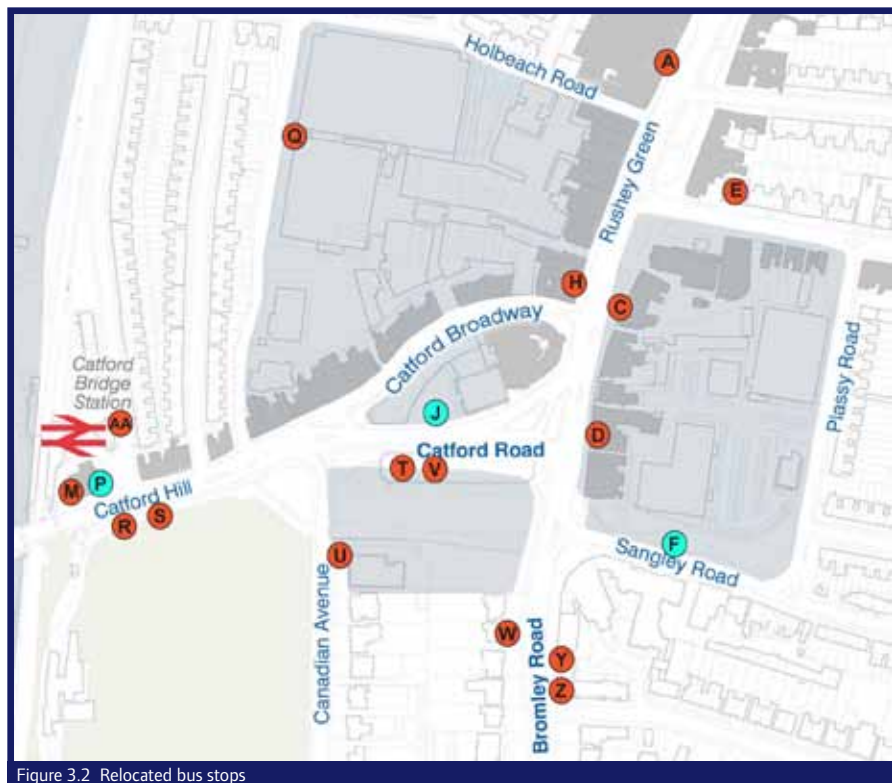


Figure 3.2 Relocated bus stops

- KEY:**
- Existing Bus Stop
  - Displaced Bus Stop

#### 4. Car parking

An SKM Colin Buchanan study prepared for the Council investigated future parking requirements based on the Council's policy requirements for the Major Sites in the town centre (see sections 3.2 to 3.7) and appropriate parking ratio set out in the London Plan. This investigated the town centre as a whole, the parking requirements when assessing the sites individually as well as the operator requirements for a supermarket on the Catford Centre site. This took account of:

- Catford's high Public Transport Accessibility Level (PTAL) which is 6<sup>2</sup>
- the congested nature of the surrounding highway network even if parking is managed by a food store operator and
- the need for as much parking as possible to be available for wider town centre uses.

To provide sufficient spaces to satisfy minimum retailer requirements and ensure a successful and vibrant town centre the study recommended that future public parking provision is provided within the range of 870 and 1,020 spaces. This level of parking will be provided as follows:

- Around 600 spaces within a redeveloped Catford Centre site, accessed off Thomas Lane. An improved access from Catford Road would enable this site to act as an interceptor for vehicles accessing Catford Town Centre from the west.
- A modest increase to 200 spaces on the Plassy Island site - this would meet the higher levels of demand.

- Retaining the existing provision of 155 spaces at the Wickes and Halfords sites.
- Losing weekend public parking from the Laurence House site when it is redeveloped.

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

This policy needs to be read in conjunction with Core Strategy Policy 14 (Sustainable movement and transport) and Development Management Local Plan Policy 29 (Car parking) which, amongst other things, establish policies for car parking.

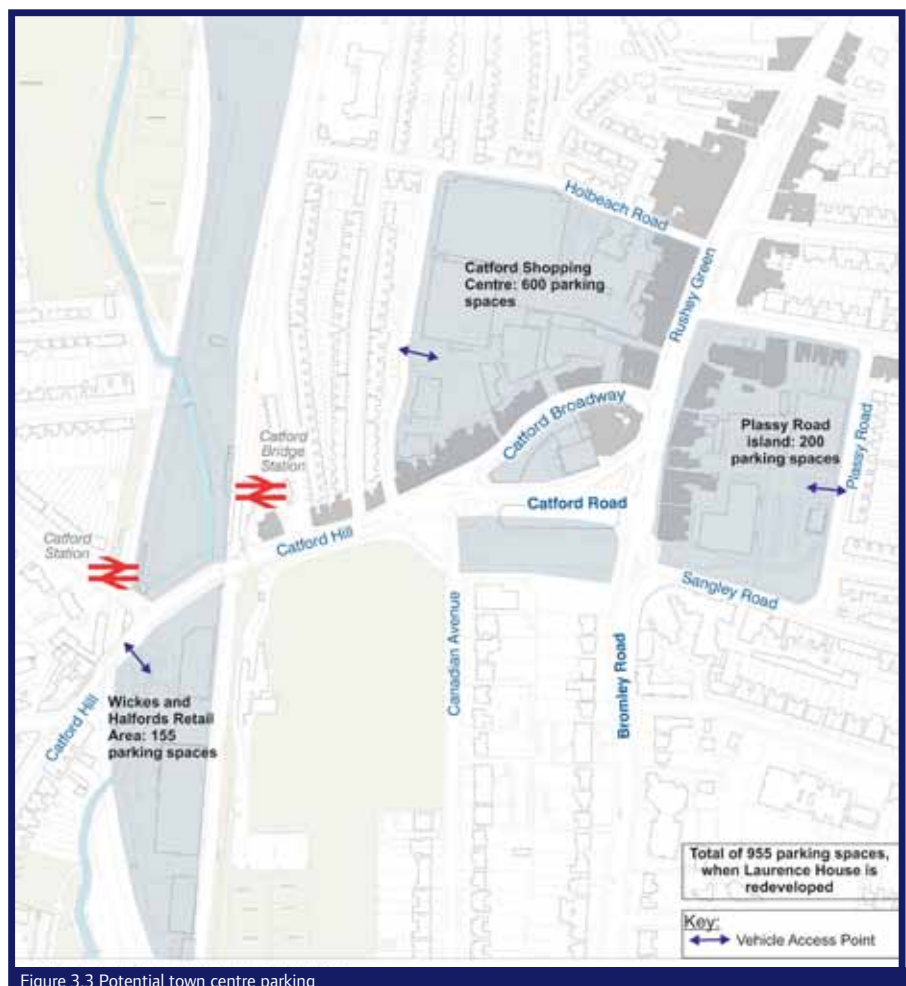


Figure 3.3 Potential town centre parking

<sup>2</sup> Where 6 is the highest and 1 is the lowest. See Glossary.

## 5. London Underground Bakerloo Line and Docklands Light Railway proposals

The Mayor of London's aspirations to extend the London Underground Bakerloo Line from Elephant and Castle to south London and the DLR to Bromley are still at a very early stage. In principle, such additional rail capacity would benefit residents, businesses and visitors in Catford and is to be welcomed. However, this support is qualified by the need for alignments and engineering solutions that satisfactorily safeguard valuable open spaces and the amenity of residents and businesses during both the construction and operational phases. Any new railway or railways would also need to ensure that they do not sever existing or potential pedestrian or cycle routes. Any new station or stations would also need to be sited and designed to ensure cohesive and attractive interchange facilities with Catford and Catford Bridge stations and the bus services and taxis that serve them.

## 6. Taxis and Private Hire Vehicles

Taxis and Private Hire Vehicles (PHVs) can provide an important 'door to door' service, particularly for disabled people and those with young children and/or heavy baggage. Taxis and pre-booked PHVs outside venues and stations also help allow people to travel safely home at night and minimise illegal touting. The Council will liaise with TfL over the scope to include taxi ranks and/or set down/pick up facilities to serve the existing and any proposed railway stations and development on the Major Sites. In doing so, it will want to identify opportunities early on in discussions, so that, where appropriate, satisfactory provision can be designed in.

## Delivery context / implementation

### South Circular

The Council sees the improvement to transport and traffic conditions along the South Circular as a key component of improving and regenerating Catford. A working party with TfL has been established to progress the deliverability of this project in the context of CLP Policy 1. The proposals can be delivered over various phases as follows.

1. An initial phase including the improvements to Rushey Green and its junction with Catford Road and Sangley Road. This would be accommodated within the existing highway boundary, safeguarded land and land within the control of TfL and the Council.
2. The junction of Catford Road, Canadian Avenue and Thomas Lane would be delivered in conjunction with the redevelopment of the Catford Centre site.
3. The final phase to improve Catford Road between Thomas Lane and Rushey Green (the two improved junctions) can be undertaken during the re-development of the Laurence House site. This would require a limited amount of re-working of the previous phases at the interfaces with the improved junctions.

Discussions between TfL and the Council continue regarding the possibility of a DLR extension with a station at Catford and the impacts this would have on site delivery and other aspects identified in the Catford Plan.

## 3.2 Catford Centre

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

### Key interests

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

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

### What the Council wants to achieve

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

- create a more appealing shopping environment with suitable retail units to attract national shops
- diversify and increase the leisure offer

- provide buildings which relate to and address the surroundings, particularly along Holbeach Road
- provide accessible, useable and pleasant public spaces
- provide a range of other non-retail uses on the site which could include residential and
- review traffic access, delivery and servicing arrangements.

Tesco is the current anchor tenant in the Catford Centre. To consider the redevelopment opportunity for the site and inform design discussions the Council has been in, and continues to be in, discussions with Tesco regarding the foodstore’s interest in a replacement anchor store.



Catford Shopping Centre and Milford Towers



Milford Towers



## CLP Policy 2: Catford Centre

- 1 The Catford Centre site is allocated for mixed use development. The Council will require a comprehensive approach to the redevelopment of this site that delivers the following priorities:
  - a. a redeveloped supermarket that provides ground floor retail space and is integrated at ground level with other uses in the town centre's Primary Shopping Area
  - b. provides a mix of retail uses (A1) and size of units to promote diversity in shop type
  - c. provides a mix of restaurant, food and drink uses (A3 and A4)
  - d. provides an improved and consolidated street market along Catford Broadway
  - e. provides a mix of dwelling tenures and types (including affordable housing), subject to an acceptable site layout, scale and massing, up to 200 new homes (C3)
  - f. provides a mix of leisure (D2) uses
  - g. creates a retail circuit to link Rushey Green with Catford Broadway and Holbeach Road via a pedestrianised street through the site
  - h. creates an appealing shopping and leisure environment with high quality shop frontages
  - i. retains the buildings along Catford Broadway, or where appropriate, new buildings that match the grain and scale of existing buildings
  - j. manages and reduces the risk of flooding
  - k. incorporates public car parking spaces to be designed and managed in accordance with an approved car parking management plan
  - l. provides dedicated accessible public toilets/baby-changing facilities and/or secures public access to accessible facilities in new premises
  - m. makes adequate provision for a town centre shop mobility scheme and
  - n. provides for communal heating and cooling systems and facilitates a town centre decentralised energy network (CLP Policy 15 Carbon dioxide emission reduction and decentralised energy networks).
- 2 The following design priorities have been identified as key features of any proposal for the site and to ensure a comprehensive site-wide approach:
  - a. Integration of the site with the surrounding town centre through improved access and permeability, particularly improved pedestrian links to Rushey Green and Catford Broadway.
  - b. A public realm designed to encourage pedestrian activity throughout the site and along its boundaries, using high quality materials, including street trees, seating, public art and lighting.
  - c. Improved pedestrian / cycling access from the residential areas to the north and future residents of the former Catford Greyhound Stadium site from Holbeach Road.
  - d. 'Animated' street frontages on the main routes around and through the site and buildings that address the street, including Thomas Lane and Holbeach Road.

The policy requirements and design priorities are illustrated on Figure 3.4



Fig 3.4 Key Design Considerations - Catford Centre

## Delivery context / implementation

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

CLP Policy 2 is supported by the PBA Catford Retail and Economic Impact Assessment. This acknowledges that the redevelopment of the site will do the most to energise Catford and improve its retail offer. An improved environment, with a successful balance between national multiples and thriving independents alongside an enhanced leisure offer and evening economy will increase the profile of the centre.

The quantum of overall floorspace provided on the site may increase in order to support the wider physical and economic regeneration objectives for the town centre. The majority of additional retail floorspace for the town centre by 2026 will be provided on the Catford Centre site. The increase could mostly be provided in a larger new supermarket with the existing non-supermarket retail space reprovided in different configurations. A further justification relating to retail uses and details of the increase in retail floorspace proposed in Catford are listed in CLP Policy 13 (Town centre vitality and viability).

Feasibility work undertaken by structural engineers and architects

for the Council has demonstrated that Milford Towers and the Catford Centre could be demolished in phases, which would support a phased construction for a new shopping centre, but would present significant challenges to the design of a new scheme. Therefore the Council's preferred approach is to demolish and develop in a single phase. The buildings along Catford Broadway would be retained with the exception of Nos. 1 to 3 which are required for junction improvements at the intersection of Thomas Lane and the A205 Catford Road/Catford Broadway.

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

Milford Towers currently contains 276 affordable housing units (albeit that 22 leaseholds have been bought under the right to buy scheme). The proposal in the Catford Town Centre Local Plan (CTCLP) is for the comprehensive redevelopment of the estate, providing approximately 200 new homes. In line with the London Plan, Lewisham Core Strategy Policy 1 (Housing provision, mix and affordability) includes a strategic target to provide 50% affordable housing, therefore it is appropriate to assume that the redeveloped site

could provide 100 affordable homes and 100 private homes (a net loss on-site of 154 affordable units).

The reason for the overall net loss of 76 homes (of all tenures) is that there is a high number of studio and 1-bed flats that often do not meet current design standards for minimum room sizes, whereas any redevelopment would seek to provide a dwelling mix and mix of tenures in units that meet the minimum standards in London Plan Policy 3.5 and the Mayor of London's Interim Housing Design Guidelines. Therefore, to accommodate the better dwelling mix and better quality homes, the number of future homes has to be reduced or the mass and scale of buildings on the site increased from the scale of building that exists at present; the latter is seen as unacceptable in this location.

It is integral to the successful regeneration of Catford that the redevelopment of Milford Towers helps to deliver a mixed and balanced community across both the site and the entire Plan area. This is in conformity with London Plan Policy 3.9 which states that "A more balanced mix of tenures should be sought in all parts of London, particularly in some neighbourhoods where social renting predominates and there are concentrations of deprivation". To do this, development needs to include new homes for people on different levels of income and across a range of household sizes. Mixed tenure development is also proposed for the five other key development sites in Catford, meaning that up

to 875 of the 1,750 new homes (50%) proposed in Catford could be affordable. This could therefore result in a net gain of affordable units in Catford over the plan period of up to 621 units (875 - 254) and easily compensate for any loss on the Milford Towers site.

A planning application for the redevelopment of Milford towers will be expected to include information on existing and proposed homes (including dwelling mix, tenure mix, floorspace and habitable rooms) and is likely to be referable to the Mayor of London. The Council and The Mayor of London will, at the application stage, be able to consider details of any net loss in housing, including affordable housing. Given the existing relatively high percentage of small homes and the intended more policy compliant dwelling mix and larger flats, the net loss of affordable housing may be proportionately less when measured in terms of floorspace or habitable rooms.

### **Traffic and transport**

As stated in Section 3.1, the redevelopment of the Catford Centre would require improvements and junction remodelling to be made to the junction of Thomas Lane and the A205 Catford Road. Traffic and servicing for the site would enter and exit the Catford Centre from the A205 via Thomas Lane. This work would possibly require the demolition of Nos. 1-3 Catford Broadway located on the corner of Thomas Lane and Catford Broadway.



### 3.3 Civic Centre

The Civic Centre site is an island of approximately 0.65 hectares bordered by Catford Broadway and the Catford Centre to the north, Rushey Green to the east and Catford Road (A205 South Circular) to the south. The site is the location for the Council Town Hall offices and Civic Suite (Council Chambers and meeting rooms); and the Broadway Theatre, a Grade II listed building. In 2013 the Council relocated and consolidated its office functions to its Laurence House site.

#### Key interests

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

#### What the Council wants to achieve

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

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

- reduce running costs
- offer the opportunity to provide new, more efficient, sustainable office buildings, reducing the Council’s occupied space and carbon footprint
- offer the potential to provide new homes in a housing led development on the vacated Laurence House site in the long term (see section 3.4) and
- provide greater flexibility for the overall vision for the town centre, allowing a more ambitious programme of change.



Town Hall and Civic Suite



Broadway Theatre and Council Chambers

### **CLP Policy 3: Civic Centre**

- 1** The Civic Centre site is allocated for mixed use development. The Council will require a comprehensive approach to the redevelopment of this site that delivers the following priorities:
  - a. provides a range of civic and council uses (as currently provided within the town hall, civic suite, library, AccessPoint) including an accessible public toilet/baby-changing facilities on the ground floor prior to the existing facilities located on the Laurence House site being lost
  - b. provides a mix of business space (office) (B1a)
  - c. considers provision of hotel space (C1)
  - d. provides a mix of leisure uses (D2)
  - e. retains and enhances the operations of the Broadway Theatre including public realm improvements to enhance its setting
  - f. provides active uses at street level including to Catford Broadway
  - g. provides for the continued operation of the market along Catford Broadway and
  - h. manages and reduces the risk of flooding.
- 2** The following design priorities have been identified as key features of any proposal for the site and to ensure a comprehensive site-wide approach:
  - a. New buildings are to be of a high design standard. The buildings should take account of the scale and character of surrounding buildings, especially the listed Broadway Theatre and buildings located on Catford Broadway.
  - b. Integration of the site to the immediate Catford Town Centre surrounds through improved access and permeability both to and within the site.
  - c. Active street frontage to Catford Broadway.
  - d. Provision for delivery and servicing areas for the Council buildings and Broadway Theatre.
  - e. New public spaces designed using high quality materials, which include street trees, seating, public art and lighting.
  - f. Improved and consolidated bus facilities along Catford Road.
  - g. Generous tree lined pavements along Catford Road of at least 6 to 8 metres in width and public space that is attractive and improves the overall pedestrian / cycling environment and connectivity within the town centre.

The policy requirements and design principles are illustrated on Figure 3.5

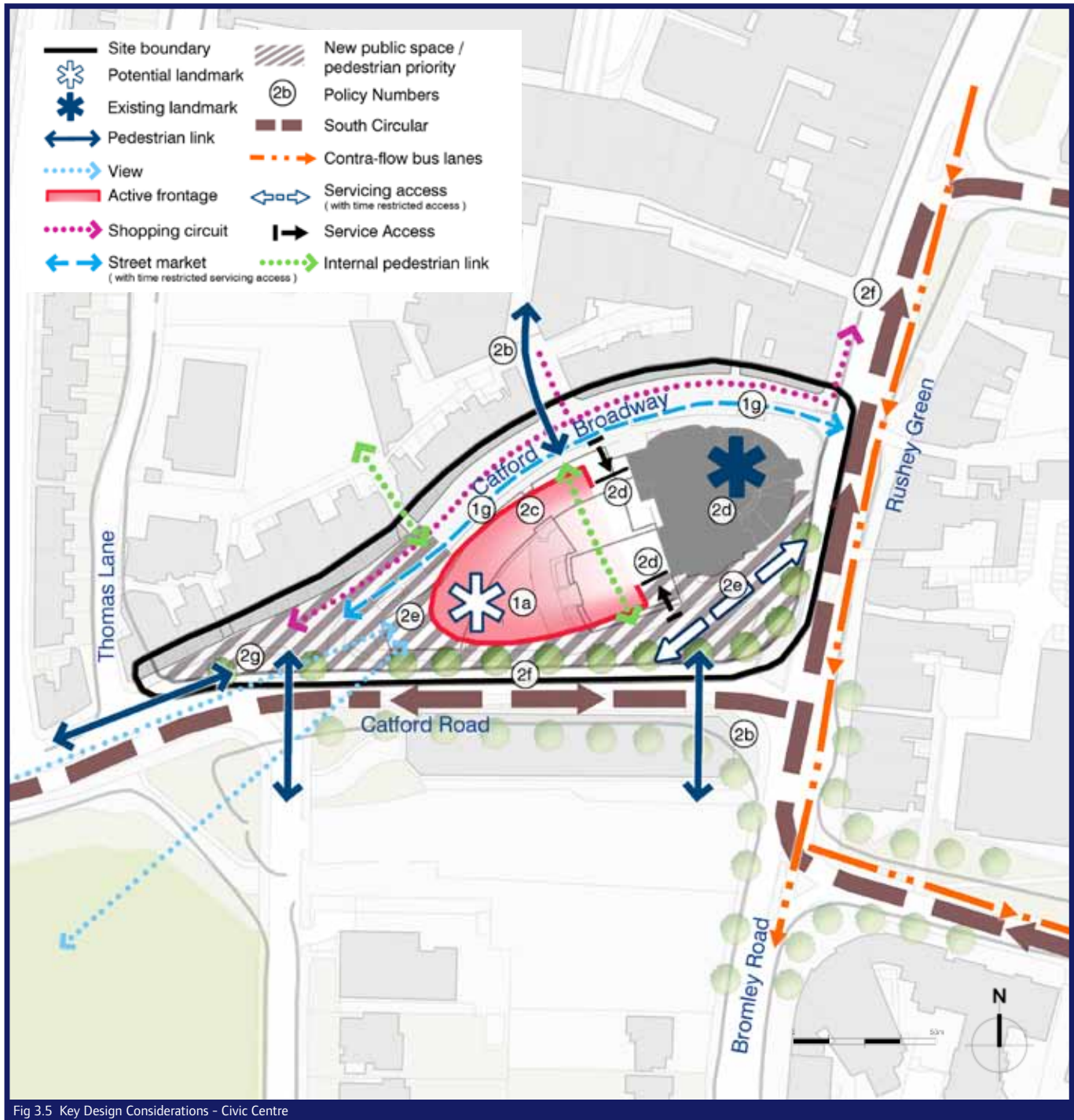


Fig 3.5 Key Design Considerations - Civic Centre

### **Delivery context / implementation**

The Council's current approach is for this site to be a subsequent phase of development once the Catford Centre site has been brought forward, although this will be kept under review as proposals progress to ensure that all Council assets are used in the most effective way to support the overall regeneration aims for the town centre. The redevelopment of the site is also linked to transport and traffic improvements for the South Circular (outlined in CLP Policy 1). Whilst some of the work to the highway network can take place with the current buildings in situ, the enhanced scheme, with relocated bus stops and improved pedestrian access would require some land from this site. The redevelopment of this site for consolidated Council functions will allow Laurence House to be released as a housing led development site; which is likely to occur in the latter phase of the plan period. Due to the potential for a direct relationship between the redevelopment of this site and the Laurence House site, the Council will consider what measures are required to deliver development in a co-ordinated manner ensuring a coherent and complimentary response to the existing townscape and improved public realm.

CLP Policy 3 is supported by the PBA Catford Retail and Economic Impact Assessment. This acknowledges that the site sits in the middle of the retail heart of Catford and the importance of Council's citizen facing services and its working population to the vitality and viability of the town centre. These factors should

be enhanced as part of any future redevelopment. The provision of an active frontage to Catford Broadway will support the street's retail activity, public realm improvements and strengthen the appeal of the market.

### **Traffic and transport**

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



### 3.4 Laurence House

The Laurence House site is approximately 1.59 hectares and is bordered by Canadian Avenue to the west, Catford Road (A205 South Circular) to the north and Bromley Road (A21) to the east. Laurence House fronts Catford Road and is the location of Council staff offices, Catford Library and AccessPoint. The southern part of the site is occupied by a large surface car park, Catford Lorry Park, and a British Telecom (BT) exchange building on Canadian Avenue. This land forms part of the safeguarded route for a realigned South Circular. The adjoining area to the south of the site is located in the Culverley Green Conservation Area and consists of predominately large two storey semi-detached residential houses and blocks of three storey apartments.

Although not part of the core site, the Jubilee Ground located to the west of Laurence House needs to be considered as part of plans for the site. It is designated as private open space of metropolitan importance and is owned and operated by St Dunstan’s College. The northern

edge of the ground, the area with a frontage to the A205 Catford Road, forms part of the safeguarded route for a realigned South Circular.

#### Key interests

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

#### What the Council wants to achieve

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

The future of the site is not seen as retail due to its separation from the town centre’s primary shopping area and severance by the road network. However, ground floor complimentary leisure, community or retail uses could be included on the Catford Road frontage. Residential uses would be provided above and throughout other parts of the site. Redevelopment would allow for a new alignment of the South Circular along Catford Road (as discussed in Section 3.1 and CLP Policy 1); the setback of Catford Road on the south side of the site for an improved pedestrian / cycling environment and a new intersection with Sangley Road and Rushey Green. Residential development would need to consider the impact of the proposal on the adjoining Culverley Green conservation area.

This policy also facilitates the provision of public space or an ‘urban park’ with a frontage to Catford Road by using land currently part of Jubilee Ground, albeit the part safeguarded for the rerouting of the South Circular and not used for sporting purposes.



Laurence House And The South Circular



View of surface car park at rear of Laurence House

#### **CLP Policy 4: Laurence House**

- 1** The Laurence House site is allocated for a housing led mixed use development. The Council will require a comprehensive approach to the redevelopment of this site that delivers the following priorities:
  - a. a residential led mixed use scheme that provides for a mix of dwelling tenures and types (including affordable housing) subject to an acceptable site layout, scale and massing, up to 250 new homes (C3)
  - b. provides for a mix of active ground floor uses on Catford Road that could include retail (A1, A3 and A4), community (D1), leisure (D2), as appropriate
  - c. provides for traffic and transport improvements along the South Circular including building setback to Catford Road
  - d. provides safe and consolidated traffic access to the site
  - e. improves the pedestrian / cycling environment in the town centre and provides generous tree lined pavements of at least six to eight metres in width along Catford Road (southern side).
- 2** The following design priorities have been identified as key features of any proposal for the site and to ensure a comprehensive site-wide approach:
  - a. Key gateway site when entering Catford from the west, south and east. Redevelopment should include landmark frontages to enhance first impressions.
  - b. Create an attractive frontage on the widened Catford Road / South Circular.
  - c. Improve visual and physical links with train stations through public realm improvements.
  - d. Improve and provide pedestrian links across to the Civic Centre and Catford Broadway.
  - e. Locate bus stops close to where people want to go and improve bus waiting environment.
  - f. Improve visual and physical links with Jubilee Ground.
  - g. Create a high quality, easy to maintain public realm designed to encourage safe pedestrian / cycling movement.
  - h. Improve site boundary definition through landscaping and innovative building design that define and overlook pedestrian routes through and adjacent to the site.
  - i. Consider the impact on the adjoining Culverley Green conservation area.
  - j. Provide for pedestrian routes through the site, between Bromley Road, Canadian Avenue and Catford Road.
- 3** Using land at the northern edge of Jubilee Ground, the Council working with its partners, including Transport for London and St Dunstan's College, will seek to provide additional road space for buses and cars using the Catford Road (A205) and publicly accessible open space or an urban park fronting Catford Road.

The policy requirements and design principles are illustrated on Figure 3.6

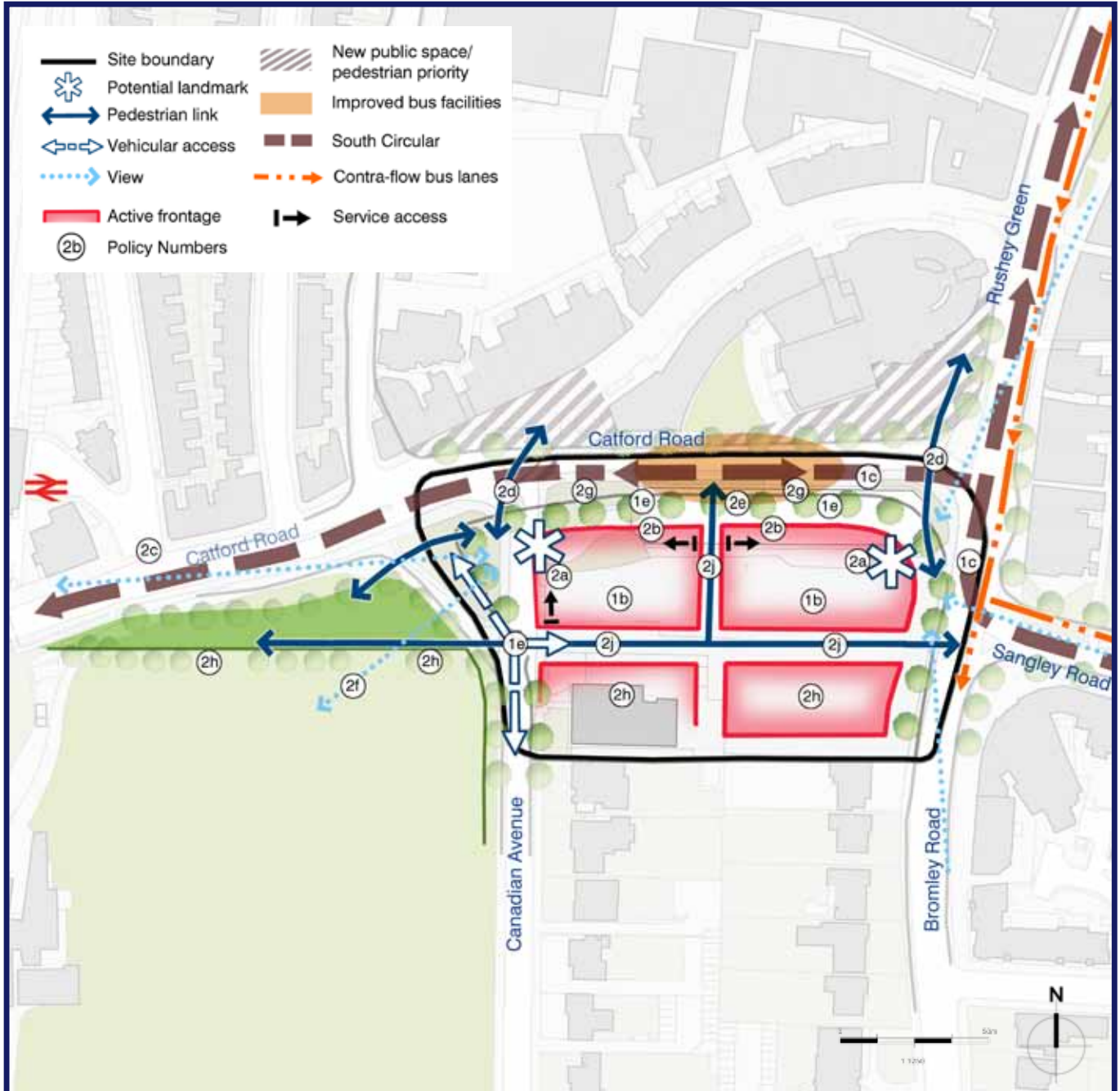


Fig 3.6 Key Design Considerations - Laurence House

### **Delivery context / implementation**

Delivery and implementation for redeveloping the Laurence House site as a housing-led development depends upon the existing Council based uses being relocated elsewhere within the town centre, preferably to a redeveloped Civic Centre. The Council would seek a development partner to undertake the works, which would take place in the latter phases of the plan period.

CLP Policy 4 is supported by the PBA Catford Retail and Economic Impact Assessment. Redevelopment of the site would allow for significant improvements to be made to the pedestrian / cycling environment along Catford Road. The inclusion of a new residential building would give the town centre more focus and identity; with an increased local residential population broadening the demographic profile of the town centre's immediate walk-in catchment.

The creation of public space using land at the northern edge Jubilee Ground is dependent upon an agreement being reached between St Dunstan's College, the Council and TfL.

### **Traffic and transport**

Traffic and transport issues for this site are linked to those of the Civic Centre site. A central median strip or refuge is proposed on Catford Road to facilitate improved pedestrian permeability. A bus lane incorporating cycle facilities and a general traffic lane would be introduced in both directions on Catford Road and six metre wide footways introduced to improve the public realm. This will be created by setting development back from the current Laurence House building alignment.

Utilising land located at the northern edge of Jubilee Ground fronting the A205 Catford Road can create public space or an urban park as well as additional traffic space for buses, which can ease traffic flows along this section of the South Circular.



### 3.5 Plassy Road Island

The Plassy Road Island site is located to the south of the main shopping area and is bounded by the Catford gyratory system which include Plassy Road, Brownhill Road and Sangley Road. The site comprises the ‘Catford Island Retail Park’ (Lidl, JB Sport, Mecca Bingo, Dreams and McDonald’s – includes a drive through); a timber yard; individual shop units fronting Brownhill Road; and the existing walk-through access to Rushey Green with access to the town centre’s primary shopping area. Individual shops and a public house front Rushey Green. The site is approximately 2 hectares and a large part is made up of surface level car parking, with vehicular access directly from Plassy Road and a second vehicle access to the timber yard from Rushey Green. To the south along Sangley Road, land has been set aside for the realignment of the South Circular (A205).

#### Key interests

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

#### What the Council wants to achieve

From a land use perspective the Plassy Road Island site is considered to be under used. The extent of the surface level car park and the lack of uses above ground floor represent a missed opportunity to capitalise on the sites town centre. The value of the site can be seen as a location to provide further quality complementary retail and leisure uses in the longer term, and/ or as a retail function that can add attractions of the wider town centre. At present it operates somewhat in isolation, partly due to the very poor pedestrian and cycling linkages and partly to the free surface parking.

There is potential to better use space above ground level retail uses for residential development or ideally to reconfigure land uses once existing leases expire. This would result in denser development and comprehensive redevelopment of the site. The proximity of the site to the town centre means there is an opportunity to contribute to an improved image, and improve links between the site, town centre and the adjoining residential areas. Access to Rushey Green needs to be improved and this could be achieved by providing a wider and clearer entrance to the site. The site is seen as secondary and complementary to the town centre primary shopping area, and for this reason a maximum retail unit size has been included. Intensification of current retail warehouse uses is not supported



View of corner of site from Bromley Road



Car park and retail units



Plassy Road

### **CLP Policy 5: Plassy Road Island**

- 1** The Plassy Road Island site is allocated for mixed use development that compliments uses in the Town Centre Primary Shopping Area. The Council will require a comprehensive approach to the redevelopment of this site that delivers the following priorities:
  - a. provides for a mix of retail uses (A1, A3, A4 and A5) where the maximum retail unit size is about 1,500 square metres (gross)
  - b. provides for community uses (D1)
  - c. provides for leisure uses (D2)
  - d. provides for a mix of dwelling tenures and types (including affordable housing), subject to an acceptable site layout, scale and massing, up to 400 new homes (C3)
  - e. provides for traffic and transport improvements along the South Circular along Sangley, Plassy and Brownhill Roads
  - f. provides safe and consolidated access to the site and Plassy Road
  - g. integrates the site in to the primary shopping area of the town centre and immediate surrounds through improved access and permeability both to and within the site, particularly improving access to Rushey Green
  - h. incorporates public car parking spaces to be designed and managed in accordance with an approved Car Park Management Plan and
  - i. allows for the continued operation of the Timber Yard.
- 2** The following design priorities have been identified as key features of any proposal for the site and to ensure a comprehensive site-wide approach:
  - a. Creation of a high quality, easy to maintain public realm designed to encourage safe pedestrian / cycling movement.
  - b. Key Gateway site should accommodate either new buildings and frontages making a clear and bold design statement to enhance the first impression of Catford Town Centre.
  - c. Improved definition of the boundaries of the site through landscaping and innovative and attractive building design that define and overlook pedestrian routes through and adjacent to the site.
  - d. Development to respond to the scale and character of residential neighbourhoods to the east.
  - e. Existing green areas to be better integrated with the town centre.
  - f. Quality landscaping and trees to be introduced into the development along key routes and boundaries to define site route.
  - g. Potential to create attractive ‘boulevard style’ environment along Sangley Road with landscape strip to be provided.
  - h. Provide a central retail square / open space.
  - i. Buildings not identified as having ‘townscape merit’ along Rushey Green should be redeveloped to improve connectivity between the site and Rushey Green.
  - j. Potential locations for car parking (served by lifts) above or below ground floor uses.

The policy requirements and design principles are illustrated on Figure 3.7

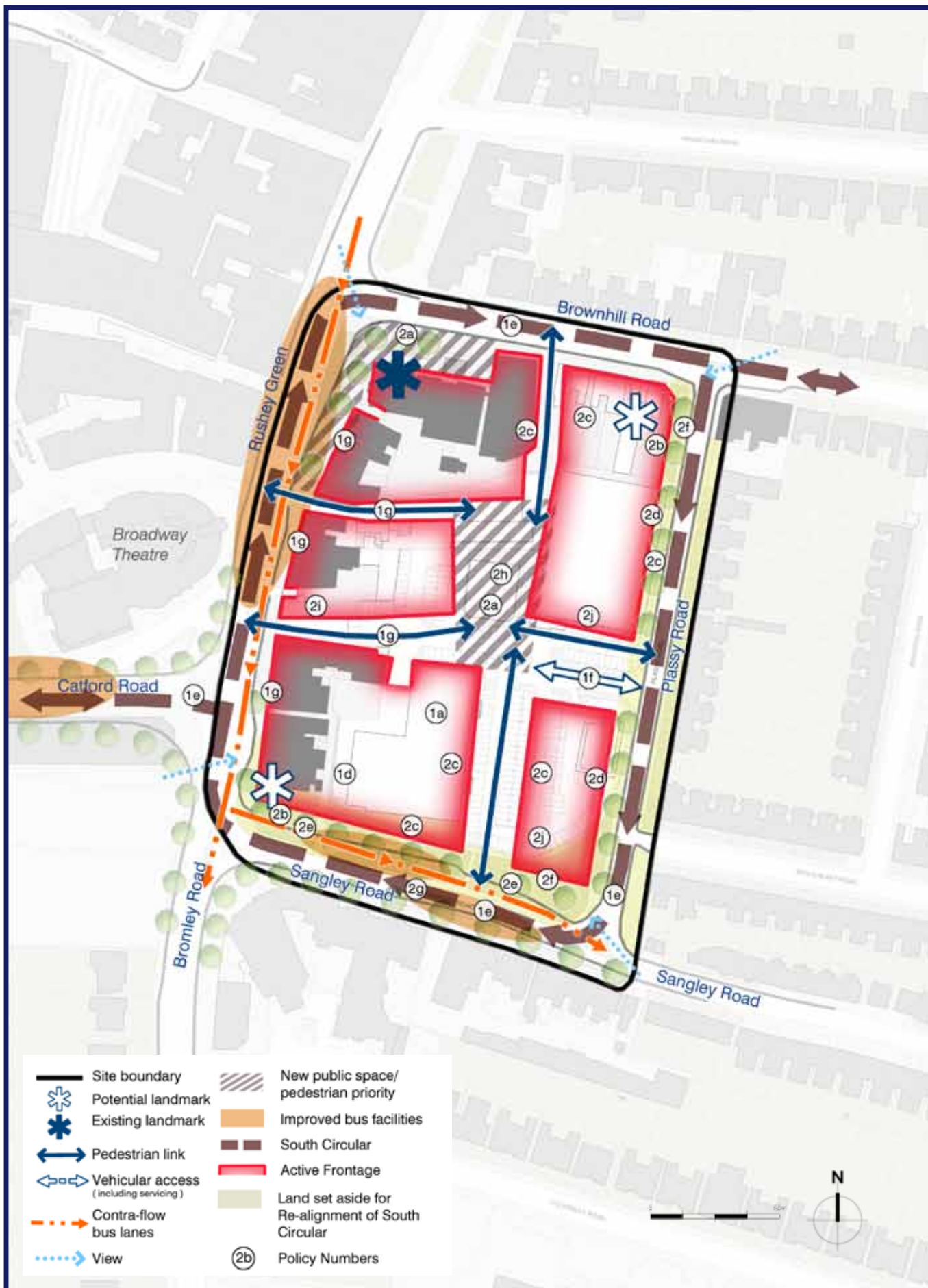


Fig 3.7 Key Design Considerations - Plassy Road Island



## Delivery context / implementation

The leases associated with the retail park expire in 2024 and this provides an opportunity to review land use and their configuration on the site. For this reason it is anticipated that delivery will be in the latter phase of the Catford Plan, although design work and negotiations are expected to start sooner. The Council would see any form of site redevelopment as being dependant upon the improvement of pedestrian / cycle access to Rushey Green and integration with the wider town centre policy requirements. Details of the increase in retail floorspace proposed in Catford are listed in CLP Policy 13 (Town centre vitality and viability).

In the majority of circumstances the Council will seek to limit the maximum size of individual retail units on this site to 1,500 sqm, in order to ensure the delivery of retail provision that is suitable for this town centre location and supports the Primary Shopping Area. However the Council acknowledge that an

exception to this could be acceptable to allow a larger unit providing that it can be shown that it is necessary and is included in a masterplan for the comprehensive redevelopment of the entire Plassy Road Island site. Prospective applicants will need to provide evidence that a larger retail unit will be delivered as part of a re-development of the majority of the site and not as a separate or first phase. The Council will expect that such a development is integrated sensitively not only into the rest of the site, but also the whole town centre built environment and public realm and that it will contribute positively towards the successful delivery of the vision and objectives of the Catford Plan and all other parts of CLP Policy 5.

CLP Policy 5 is supported by the PBA Catford Retail and Economic Impact Assessment. The report recommends securing better connectivity of the site to Rushey Green and redevelopment of the site in a more integrated format for a mix of uses.

## Traffic and transport

The site includes land reserved for works associated with the South Circular along Plassy Road, Brownhill Road and Sangley Road. A revised junction at the southern end of Plassy Road is proposed to facilitate the contra-flow bus lane on Sangley Road and maintain the one-way eastbound operation on Brownhill Road. These works could progress before this site is redeveloped due to the existing safeguarded land to the north of Sangley Road. CLP Policy 1 provides further details.



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



Existing pedestrian connection to site from Rushey Green



Access to Timber Yard from Rushey Green



### 3.6 Former Catford Greyhound Stadium and railway stations

The former Catford Greyhound Stadium area including the two Catford railway stations, is located between the Catford and Catford Bridge railway lines, north of the South Circular and includes approximately 4.7 hectares of land. Prior to its demolition the site was the location of the Catford Greyhound Stadium. The site currently comprises large areas of vacant and under-used land as well as some light industrial uses. The Catford and Catford Bridge railway stations are located at the southern edge of the site to the east and west respectively. Vehicle access is via Westdown Road, a residential street; and Adenmore Road, which meets Ravensbourne Park at the South Circular junction. The River Ravensbourne runs in a concrete channel through parts of the site as does the Waterlink Way. Ladywell Fields located to the west and north has recently been restored and is designated as Metropolitan Open Land, a Site of Nature Conservation Importance and a Green Corridor.

This major redevelopment site is the subject of a separate initiative by the Greater London Authority (in collaboration with Lewisham Council) to select a development partner to take forward regeneration of the site. Planning permission was granted in January 2009 for 589 residential units and small scale community and commercial space and a marketing exercise took place in Summer 2012 on the basis of the consented scheme.

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

#### Key interests

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

#### What the Council wants to achieve

Redevelopment provides the opportunity to improve first impressions of the town centre, especially from the South Circular and when approached by train. Visual and physical links can be improved to the town centre, Ladywell Fields and the surrounding residential areas. This can be achieved through innovate building design, improvements to the railway stations, and the space between the two stations including the River Ravensbourne. Site redevelopment also provides additional housing in a range of housing types and tenures.



Catford Stadium



Area between the stations



The River Ravensbourne and Catford Bridge Station

**CLP Policy 6:  
Former Catford Greyhound Stadium  
and railway stations**

- 1** The former Catford Greyhound Stadium site is allocated for a housing led mixed use development. The Council will require a comprehensive approach to the redevelopment of this that delivers the following priorities:
  - a. provides for a mix of dwelling tenures and types (including affordable housing), subject to an acceptable site layout, scale and massing, up to 589 new homes (C3)
  - b. provides for a mix of retail / business uses that serve local needs and do not adversely impact on the town centre (A1, A3 and B1)
  - c. provides for community uses (D1)
  - d. provides for on-site open space and play space
  - e. contributes to the improvement of the railway stations environment
  - f. provides for junction improvements at Catford Road and Ravensbourne Park
  - g. provides improved and more accessible pedestrian and cycle routes through and to the site and between the site and the town centre and residential areas to the east and west, and Ladywell Fields
  - h. enhances the River Ravensbourne and the associated Waterlink Way.
- 2** The following design priorities have been identified as key features of any proposal for the site and to ensure a comprehensive site-wide approach:
  - a. A layout that provides for open space.
  - b. Integration of the site with Catford Town Centre, residential development to the east and west, and Ladywell Fields
  - c. Enhanced railway station facilities for Catford Station and Catford Bridge Station, which includes improved accessibility between the two stations and new publicly accessible space that is connected and active.
  - d. Improved definition of the boundaries of the site through landscaping and innovative building design that define and allow for natural surveillance access routes through and adjacent to the site, particularly along the South Circular (A205) and the boundaries with Ladywell Fields.
  - e. Building design that is sympathetic to the scale and character of adjacent housing.
  - f. Landscape design that is informed by an assessment of the existing trees and vegetation.

The policy requirements and design priorities are illustrated on Figure 3.8

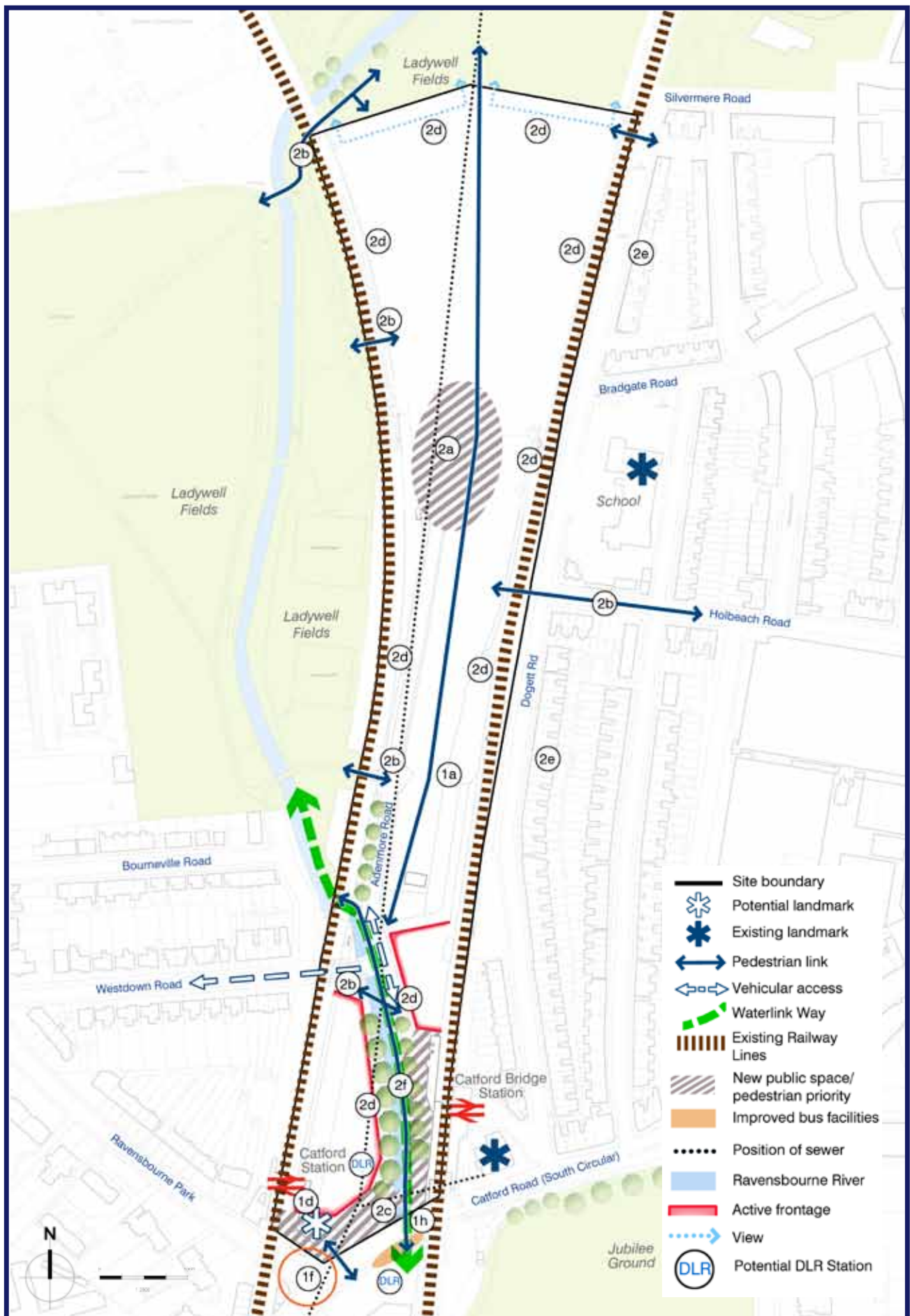


Fig 3.8 Key Design Considerations - Former Greyhound Stadium



### Delivery context / implementation

The GLA has undertaken a selection process utilising the Homes and Communities Agency Development Partner Panel and has completed a development agreement with their preferred bidder. Work on-site is likely to commence in Autumn 2013 and the Council is in discussions with the GLA regarding amendments to phasing and scheme design to achieve scheme optimisation (the overall layout of the scheme will remain broadly the same as when the planning consent was received).

Network Rail has advised there are long terms plans to improve access and facilities at Catford and Catford Bridge stations, including the interchange between the stations. Any works would need to be undertaken in consultation with the train operating companies. At this stage there are limited funding options available but the Council is continuing to engage with Network Rail, TfL and the train operating companies in order to expedite works.

### Traffic and transport

Traffic concerns for this site are of importance due to it's location between two railway lines, which limits accessible road routes in to and out of the site. In order to facilitate development it is proposed to make changes to the junction between Ravensbourne Park and Westdown Road. Once the development is complete, it will be beneficial to close Adenmore Road to traffic in order to create a more pleasant pedestrianised environment between the two railway stations.



Connection to Stadium Site from Ladywell Fields



Westdown Road - Principal vehicular access to site



Doggett Road - Opportunities for connections



### 3.7 Wickes and Halfords

The Wickes and Halfords site is located between the Catford and Catford Bridge railway lines, to the south of the South Circular (A205) and forms the western edge of the town centre. The site is approximately 2 hectares and accommodates several large retail outlets and some light industrial uses, prominent businesses are Wickes and Halfords. A large part of the site is taken up by two surface level car parks, each with their own separate access from the South Circular. The River Ravensbourne cuts diagonally through the site to the north in a covered channel. The Waterlink Way, a pedestrian and cycle route, runs along the western and northern boundaries and provides a direct link to the South Circular, and via subway to the Catford and Catford Bridge railway stations and the former Catford Greyhound Stadium site to the north.

#### Key interests

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

#### What the Council wants to achieve

While there has been no immediate interest in developing the site, the site is generally under used with the lack of uses above ground floor and surface level car parks. The site represents an opportunity to contribute to an improved image of Catford Town Centre, capitalise on its close location to the town centre and public transport accessibility, and for improvements to be made to the River Ravensbourne and the way pedestrians and cyclists are catered for. Alternatively, the site is considered appropriate for non-food bulky goods retail, which compliments the primary shopping area but will not be considered acceptable for convenience retail.



Wickes and Halfords



Pedestrian Link Under Viaduct



The River Ravensbourne

### **CLP Policy 7: Wickes and Halfords**

- 1** The Wickes and Halfords site is allocated for a mixed use development. The Council will require a comprehensive approach to the redevelopment of this site that delivers the following priorities:
  - a. provides for a mix of dwelling tenures and types (including affordable housing), subject to an acceptable site layout, scale and massing, up to 400 new homes (C3)
  - b. provides for a mix of comparison retail in the form of non-convenience, non-food bulky goods which compliments the Primary Shopping Area (A1)
  - c. provides for community uses (D1)
  - d. provides for a mix of appropriate business space (B1c, B2, B8)
  - e. incorporates appropriate car parking spaces for all uses, ensuring that proposed public spaces are designed and managed in accordance with an approved Car Park Management Plan
  - f. concentrates non-residential uses in the northern half of the site so as to be more accessible to the South Circular (A205)
  - g. accommodates new bus facilities as part of interchange development
  - h. provides for simplified and rationalised junction and vehicular access
  - i. enhances the River Ravensbourne and the associated Waterlink Way.
- 2** The following design priorities have been identified as key features of any proposal for the site and to ensure a comprehensive site-wide approach:
  - a. The Catford Road frontage provides a gateway to the town centre and new development here must enhance first impression of Catford.
  - b. Provide appropriate and improved pedestrian and cycle access through and to the site between the town centre, including enhanced pedestrian and cycle links across the South Circular to Catford Station and under the South Circular to Catford Station, continuing Waterlink Way.
  - c. Improve definition of the boundaries of the site through landscaping and innovative building design that define and overlook pedestrian routes through and adjacent to the site, including the South Circular.
  - d. Incorporate attractive new buildings with activity on the ground floor and buildings that overlook Jubilee Ground and form an attractive backdrop to Catford Town Centre.
  - e. Incorporate innovative solutions to overcome level difference and create an attractive boundary to the South Circular.
  - f. Consolidate access to the site by making the junction with the South Circular and Ravensbourne Park easier to cross by combining the two vehicle access routes into the site and introducing pedestrian crossing facilities.
  - g. Provide environmental enhancement of the River Ravensbourne and the associated Waterlink Way. Development should be set back a minimum of eight metres from the River Ravensbourne.
  - h. Provide higher density mixed use development across the site with ground floor retail / business or podium parking and residential above.

The policy requirements and design priorities are illustrated on Figure 3.9

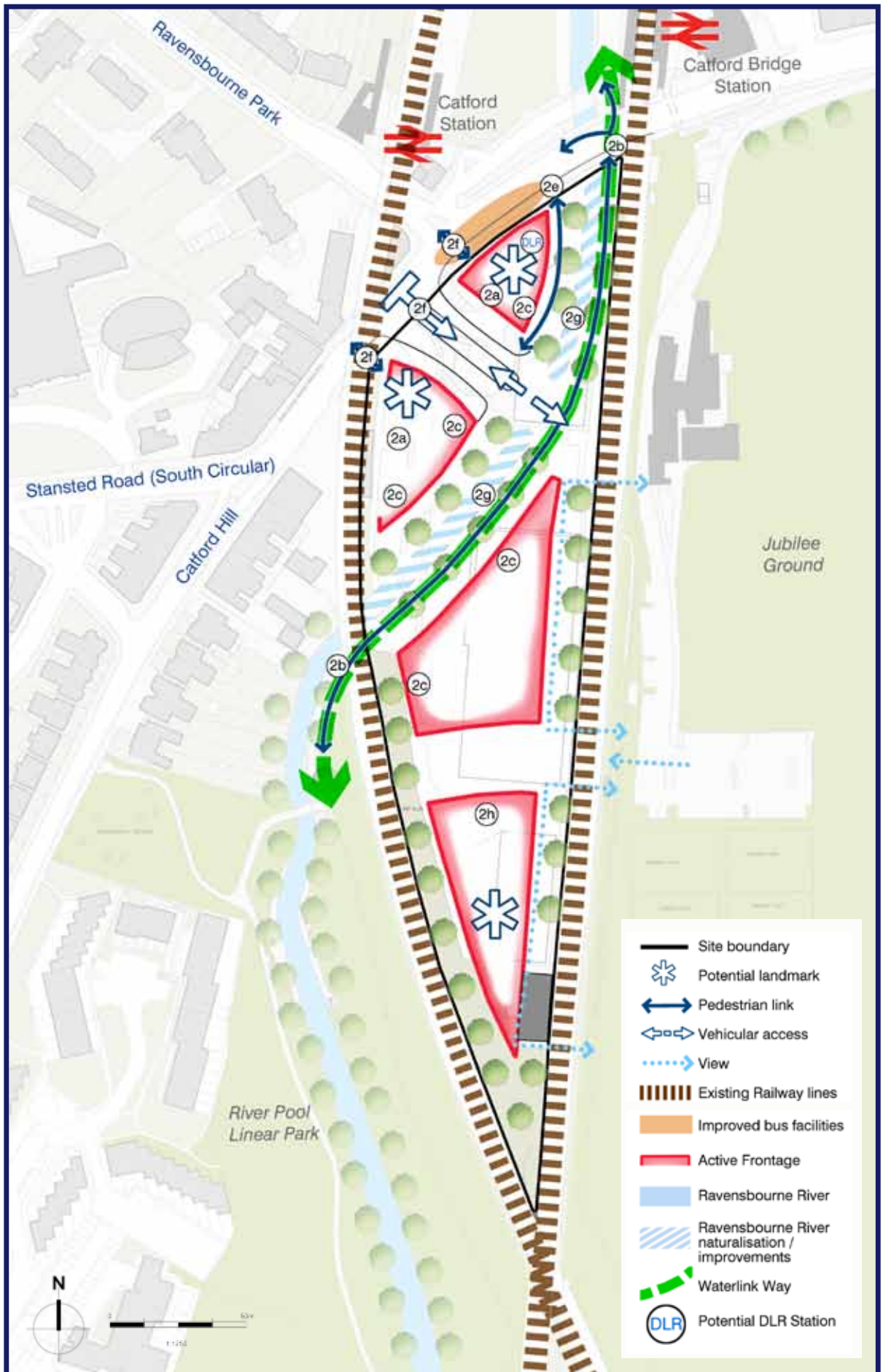


Fig 3.9 Key Design Considerations - Wickes and Halfords Site

### **Delivery context / implementation**

There is currently no identified interest in redeveloping the site. For this reason the inclusion of the site within the Catford Plan is seen as a long term proposal where delivery would occur at the latter phase of the Catford Plan. This is supported by the PBA Catford Retail and Economic Impact Assessment, which also recommends improving the site's connectivity with the town centre.

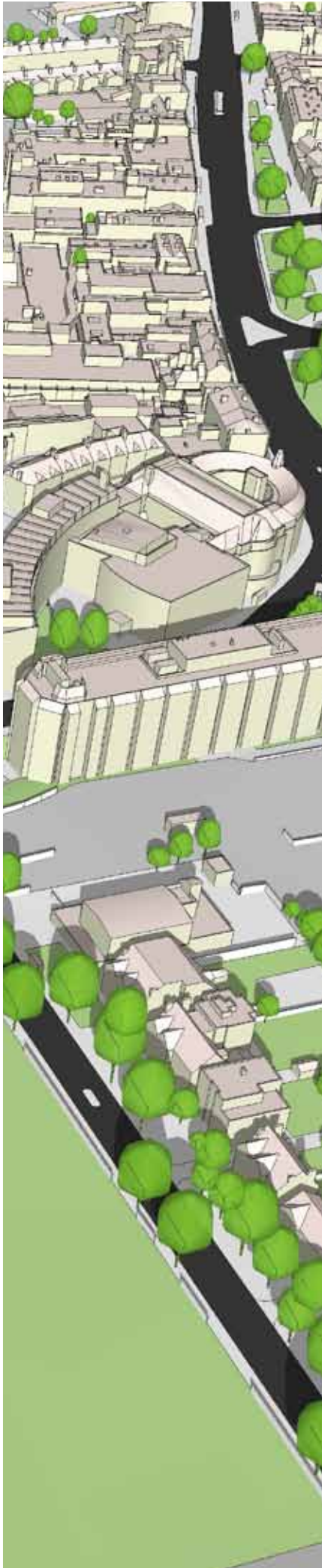
If retail uses are reconfigured on the site, it is expected that this will be through large stores specialising in the sale of household goods (such as carpets, furniture and electrical goods), DIY items and other ranges of goods, catering mainly for car-borne customers. In order to protect the continued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

### **Traffic and transport**

Redevelopment of this site would require improvements and junction remodelling to be made to the junction of Ravensbourne Park and the A205 Catford Road. In particular, it is proposed that the current two entrances to the site are consolidated and the pedestrian / cycling environment is made safer and more pleasant.







## 4.0 Area-wide policies

**Section 3 detailed the key development issues and Major Sites that require an individual approach for redevelopment. Alongside this, there are a series of planning policy and design issues that are relevant to all areas and sites within the Catford Plan area. This section presents the policies that are proposed to manage and implement town centre wide development. Each policy is followed by a justification which highlights supporting evidence and explanatory text to assist implementation.**

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

## 4.1 Presumption in favour of sustainable development

The NPPF states that Local Plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally (paragraphs 14 and 15). To support this approach, all policies in the Catford Local Plan should be read in the context of CLP Policy 8.

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

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

### Context

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

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

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

### Economic role

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

### Social role

Supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations, and by creating a high quality built development with accessible local services.

### Environmental role

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

The presumption in favour of sustainable development should be seen as a golden thread running through both plan-making and decision making. The presumption is subject to two exceptions as outlined in part 3 to the CLP Policy 8.

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

- building a strong competitive economy





- ensuring the vitality of town centres
- supporting a prosperous rural economy
- promoting sustainable transport
- supporting high quality communications infrastructure
- delivering a wide choice of high quality homes
- requiring good design
- promoting healthy communities
- protecting Green Belt land
- meeting the challenge of climate change, flooding and coastal change
- conserving and enhancing the natural environment
- conserving and enhancing the historic environment and
- facilitating the sustainable use of minerals.

## 4.2 Providing new homes

### What is the aim of this policy?

This policy seeks to ensure that additional housing is provided within the wider town centre area to meet housing need and support Catford's enhanced retail, leisure and commercial role. Catford has high public transport accessibility levels (PTAL) and is suitable for higher density development. The Core Strategy (Spatial Policies 1 and 2) identifies Catford as a Regeneration and Growth Area and is supportive of higher density residential development in this location.

The policy supports the implementation of the Catford Plan's objectives 5 and 8.



### CLP Policy 9: Providing new homes

- 1** Catford will accommodate at least an additional 1,850 net new dwellings for the period 2013 to 2026 as follows:
  - a. the majority of new dwellings will be located on the following Major Sites:
    - i. Catford Centre (200)
    - ii. Laurence House (250)
    - iii. Plassy Road (400)
    - iv. Former Catford Greyhound Stadium (589)
    - v. Wickes and Halfords (400).
- 2** In accordance with Core Strategy Policy 15, residential density levels should be optimised in accordance with the London Plan (sites in and close to a Major Town Centre, PTAL 4-6 and 'Urban' characteristics) in the range of 45 to 185 units per hectare (200-700 habitable rooms per hectare).
- 3** The amount and design of residential development on each site will need to ensure that it is compatible with any non-residential use(s).
- 4** In determining planning applications for the conversion of existing buildings such as vacant offices or premises above shops for residential use, the Council will require:
  - a. a high quality living environment
  - b. no conflict with existing land uses and
  - c. provision made for refuse and cycle storage.
- 5** Housing mix, tenure and affordability will need to be in accordance with Core Strategy Policy 1.
- 6** Housing design will need to be in accordance with Core Strategy Policy 15 and London Plan housing standards.

## Justification

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

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

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

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

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

This approach supports the NPPF which requires local authorities to plan for mixed and balanced communities.

Whilst the majority of additional new dwellings will be delivered on the Major Sites listed in this policy, it is anticipated that at least an additional 10% of additional new homes are likely to be provided across the remainder of the Plan area. The PBA Catford Retail and Economic Impact Assessment estimated 37% of upper floors are currently used

for residential use, which could increase. In addition, there are a number of other sites that could be developed to deliver a number of new homes, in particular along the main road network. Taking account of the anticipated net reduction in the number of homes on Major Site 2 (Catford Centre), as explained in the justifying text for Policy CLP2, the anticipated number of new homes on the Major Sites, other sites and from the refurbishment/conversion of upper floors means that there should be a net increase of at least 1,850 homes in the Plan area up to 2026.

The evidence base through the Lewisham and South East London Boroughs' Strategic Housing Market Assessment shows overwhelming housing need across the borough and within the wider Catford area. The PBA Catford Retail and Economic Impact Assessment supports an increase in the local residential population that could broaden the demographic profile of the town centre's immediate walk in catchment to further support its vitality.

The Council understands that the planned increase in homes in Catford will generate greater demand for services and facilities. It should be noted that the delivery of the new homes for the town centre is expected to come over the next 10 years and beyond and the Council will need to deliver the associated social facilities at the right time, to keep pace with growing demand. The Councils approach to delivering social infrastructure is detailed further in CLP 20 – Social Infrastructure.

## 4.3 Growing the local economy

This section details policies to enhance the retail offer, support vitality and viability and promote employment uses within the Catford Plan area.

### 4.3.1 Economic growth for Catford

What is the aim of this policy?

This policy seeks to ensure that all development proposals contribute to the economic growth of Catford. Increasing employment opportunities throughout the borough is a key aim of the Council and town centres are locations for additional employment. The key issues for Catford are the scope for additional employment uses, its role as the borough's civic centre, as well as providing space for small and medium sized premises.

Catford Town Centre is located in an area with more limited employment prospects for the community than the London average. The Rushey Green Ward and the borough as a whole, currently have higher unemployment, long-term unemployment and youth unemployment rates than the London average. A key aspiration for the town centre is for the civic role to be enhanced and for Council's operations to act as an anchor for its wider development and regeneration including economic growth.

The policy supports the implementation of the Catford Plan's objectives 2, 3, 4, 5, 6, 7, 8 and 9.

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

- 1 The Council will require all proposals to contribute positively towards the successful and sustainable growth of the Catford local economy through the following:
  - a. delivery of retail and mixed use allocations on Major Sites (see Section 4)
  - b. encouraging new retail (Use Classes A1, A2, A3 and A4) development in order to maintain and enhance Catford as a Major Town Centre in the retail hierarchy
  - c. a greater component of residential development within and around the Town Centre within the overall proposed mix of uses, to support the borough's housing priority needs and the vitality of the town centre
  - d. encouraging new small and start-up businesses, including independent and local businesses
  - e. provision of community and leisure facilities (see CLP Policy 25)
  - f. utilisation of development activity to promote training and employment opportunities, in particular through the local labour agreement
  - g. public realm enhancements (see CLP Policy 21) and
  - h. provision and/or contribution towards required infrastructure, whether through a Section 106 agreement or payment of the Community Infrastructure Levy.
- 2 The design of all new non-residential development will need to follow inclusive design principles in accordance with London Plan Policy 7.2



### Justification

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

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

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

The evidence from the PBA Catford Retail and Economic Assessment supports the policy, which highlighted key opportunities for Catford Town Centre including:

- increasing the comparison retail offer
- increasing the market share of Catford to claw back expenditure lost to other centres by providing additional retail floorspace
- improving the quality of the retail offer by providing large modern retail units as well as improving the quality of the environment in order to improve Catford's market share, and
- providing enhanced leisure and evening economy uses.

The Council is keen to see growth opportunities in Catford benefit people living in and around the area where ever possible. This includes providing opportunities for entrepreneurship and business start-up and development and jobs, training and apprenticeships during both the construction and operational phases. The Council will work in partnership with others to support existing and new programmes that support this aim.

### 4.3.2

#### Mixed use and employment use

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

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

The following policy supports the implementation of the Catford Plan's objectives 3 and 5.



### **CLP Policy 11: Mixed use**

- 1** The Council will encourage an appropriate mix of compatible land uses in Catford to provide a range of uses that create activity throughout the day and evening. In particular, the Council will support residential development located above ground floor non-residential uses.
- 2** New development should be designed to accommodate active uses at ground floor level, with a significant amount of window display and entrances, including effective street lighting to help make the area a safer place.
- 3** Applicants that do not propose a mix of uses will be required to provide evidence as to why this is not deliverable or suitable in terms of site location and context and may be required to demonstrate the future adaptability of buildings to a mix of uses.

### **CLP Policy 12: Employment uses**

#### **A General employment uses**

- 1** The Council will only grant planning permission for the conversion of existing employment sites (those in the Business Use Class) to a mix of uses including residential where the proposal will assist in meeting objectives identified in the Plan's site allocations and CLP Policy 13 (Town centre vitality and viability).

#### **B Office use**

- 2** Catford Town Centre is a preferred location for office development in the borough. The Council will:
  - a.** maintain its office functions in Catford to support its role as the civic heart of the borough and
  - b.** promote new office development and extensions and alterations to existing offices where all other relevant policies are met.

#### **C Hotel use**

- 3** The Council is supportive in principle of this use class. To be acceptable, proposals must be sympathetic to the existing and emerging surrounding built and natural environment and:
  - a.** be of the highest design quality and (in accordance with the London Plan Policy 4.5) ensure that at least 10% of rooms are wheelchair accessible
  - b.** contain appropriate supporting ancillary space
  - c.** have an active ground floor presence
  - d.** improve pedestrian links and not have a negative effect on transport links or public car parking
  - e.** have provision for a coach and taxi drop off and collection point
  - f.** enhance the image and experience of the town centre and
  - g.** demonstrate that they plan for long term adaptability and sustainability.

#### **D Other employment use**

- 4** The Council is supportive in principle of the use of development locations in the Plan area for the provision of other employment generating uses providing they comply with other policies in this plan and the wider development plan. Other suitable employment generating uses include retail, leisure and community uses as well as opportunities for creative and artistic employment.

### **Justification**

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

### **Mixed use**

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

The policy requires development proposals to have active window display at ground floor level. This does not simply mean a display window, but rather that the window displays activity and allows interaction with

the inside of the building and the people who use it. This may not be appropriate for those locations outside of the Primary Shopping Area or those without a Primary or Secondary street frontage designation (refer to CLP Policy 13).

### **Office use**

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

### **Hotel**

Catford is within 20 minutes travel of central London, 30 minutes to Canary Wharf and is located on the South Circular. A hotel use may be appropriate as a town centre use subject to meeting certain criteria. Hotels will provide local employment as well as an increased market for local businesses through both employees and visitors. In particular, hotel guests may provide a boost to the evening economy. It is important that proposals are of the highest design quality and provide an environment that has a positive effect on the image of the town centre.

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

development. Given the bespoke nature and requirements of operators, the speculative development of hotel accommodation will not be acceptable

### 4.3.3

#### Shopping area vitality and viability

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

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

The policy supports the implementation of the Catford Plan's objectives 3 and 4.

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

##### A. General

- 1 The Council will require development to sustain and enhance the vitality and viability of the Catford Town Centre through:
  - a. delivery of retail and mixed use allocations on Major Sites (see Section 3)
  - b. encouraging new retail (Classes A1, A2, A3, A4) development in order to maintain and enhance Catford as a Major town centre in the retail hierarchy, as follows:
    - i. an additional 8,100 sq.m gross of A1 comparison floorspace by 2026
    - ii. an additional 1,800 sq.m gross of A1 convenience floorspace by 2026
  - c. encouraging leisure and community uses and evening economy uses (in conformity with policy CLP14),
  - d. incorporation of design principles such as active frontages, public realm improvements and effective street lighting with a view to making the town centre a safer place,
  - e. provision of high quality shopfronts and improvements to existing shopfronts, in accordance with Development Management Policy 19

- f. managing the effects of restaurants, cafes (A3 uses) and drinking establishments (A4 uses), in accordance with Development Management Policy 17
- g. limiting the number of hot food take away shops (A5 uses) in accordance with Development Management Policy 18

##### B. Town centre boundary

The boundary for the town centre is defined in Figure 4.1.

##### C. Primary Shopping Area

The Primary Shopping Area for the Catford Town Centre is defined in Figure 4.1. This contains those areas where retail development is concentrated and generally comprises the primary frontages and those secondary frontages which are adjoining and closely related to the primary shopping frontage.

##### D. Primary shopping frontage

- 1 Within the primary shopping frontage, as defined in Figure 4.2, the Council will only consider a change of use involving the loss of shops (Use Class A1) at ground floor level, where the proposal would:
  - a. not harm the predominant retail character of the shopping frontage
  - b. not create an over-concentration



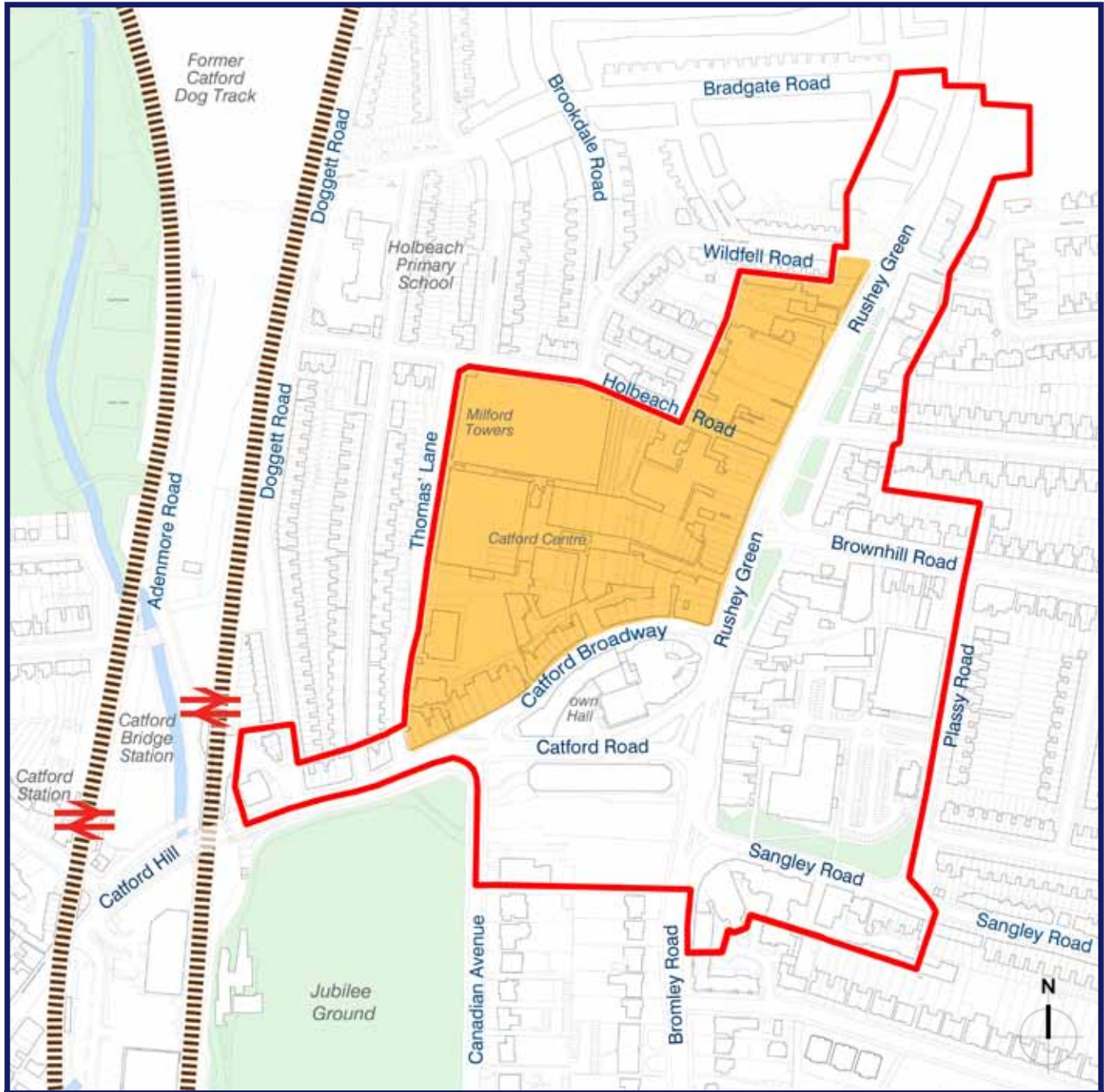


Figure 4.1 Town centre designations

-  Town Centre Boundary
-  Primary Shopping Area

of non-retail uses so as to create a break in the retail frontage of three or more non A1 uses together and 70% of A1 uses (of the total number of units in the primary shopping frontage) are maintained in the primary shopping frontage,

- c. generate a significant number of pedestrian visits, thereby avoiding the creation of an area of relative inactivity in the shopping frontage
- d. occupy a vacant unit having regard both to their number within the town centre as a whole and the primary shopping area and frontage and the length of time they have been vacant and actively marketed
- e. not result in adverse impacts caused by crime, disorder and anti-social behaviour.

**2** All proposals for a non A1 retail use within the primary shopping frontage, including where relevant, a change of use, will need to:

- a. not harm the amenity of adjoining properties, including that created by noise and disturbance, smell, litter and incompatible opening hours (all of which may be controlled by appropriate conditions), and
- b. where appropriate, provide attractive display windows and entrances that are compatible with adjoining shopfronts

**3** The Council will not support ground level residential uses within the primary shopping frontage.

### **E. Secondary shopping frontage**

**4** Within the secondary shopping frontage, as defined in Figure 4.2, the Council will only consider a change of use involving the loss of shops (Use Class A1) at ground floor level where the proposal would:

- a. introduce an A2, A3, A4, or D2 use
- b. not harm the amenity of adjoining properties, including that created by noise, smell, litter, and incompatible opening hours (all of which may be controlled by appropriate conditions)
- c. not create an over-concentration of non-retail uses so as to create a break in the retail frontage of three or more non-A1 uses together
- d. not harm the retail character, attractiveness, vitality and viability of the centre including unreasonably reducing the percentage of A1 units
- e. retain an appearance which is compatible with adjoining shop units including window presentation
- f. provide an active frontage at ground floor level
- h. be considered appropriate in relation to the area's retail character.

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

### **F. Other shopping frontages**

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

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

### **G. Catford Market**

**7** The Council will:

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

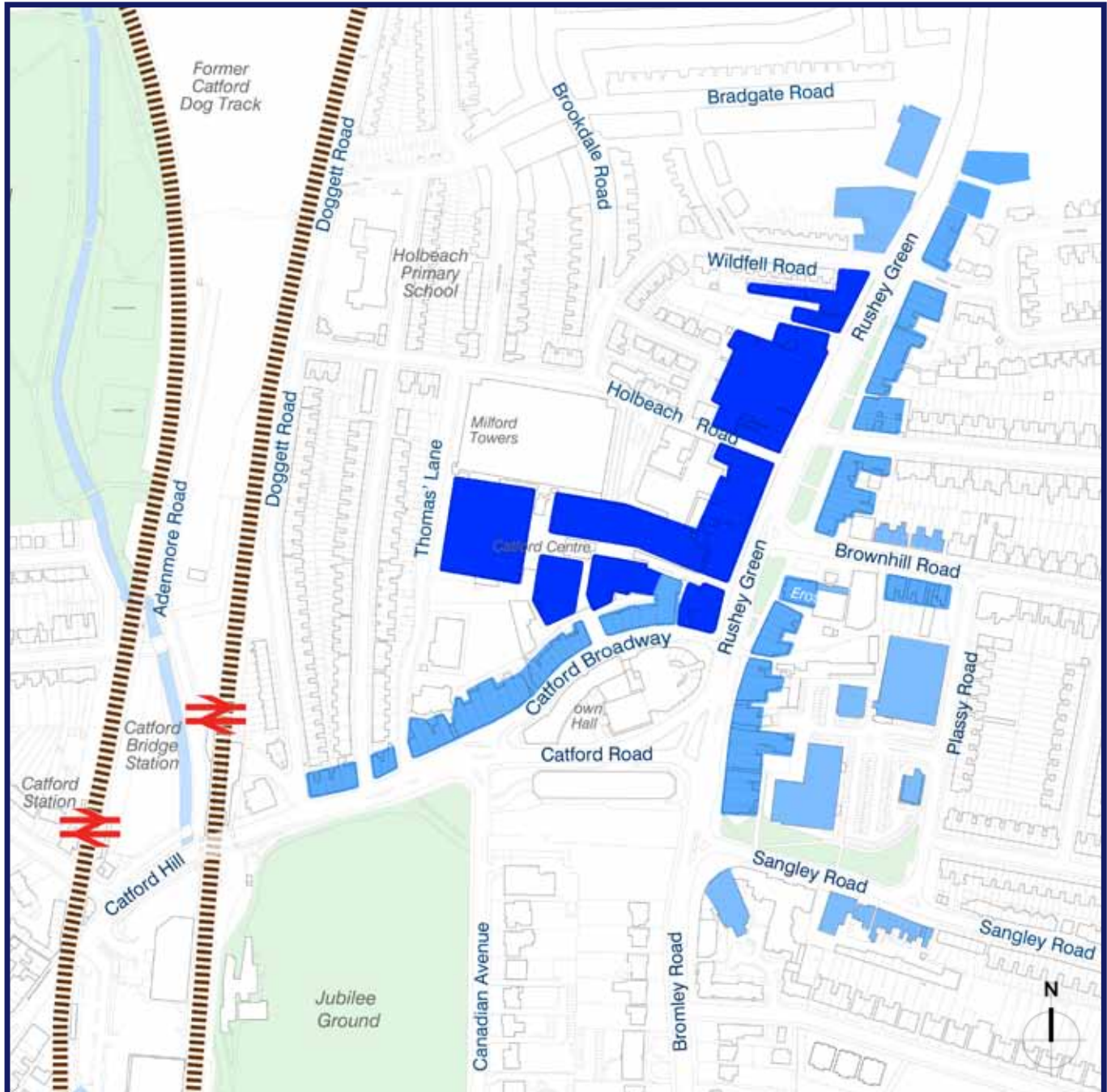


Figure 4.2 Shopping Frontages

- Primary Shopping Frontage
- Secondary Shopping Frontage



## Justification

### Overview

The PBA Catford Retail and Economic Impact Assessment shows there is a need for additional comparison and convenience retail floorspace over the plan period, which can contribute to maintaining and enhancing Catford's retail role. The evidence suggests that Catford could achieve an additional 9,800 sq.m gross of town centre floorspace by 2021, increasing to 13,700 sq.m by 2026. This is a capacity derived output based on a realistic enhanced market share. Although it is not based on any physical capability of sites to accommodate growth, the increase in market share does reflect the opportunities for development and the ability to provide a critical mass of shopping floorspace in the town centre. This need figure is lower than the 22,000 sq.m gross target in the Core Strategy (Spatial Policy 2) and is based on a more fine grained assessment on the needs for Catford assuming that a step change in the town centre's profile can be achieved

and an increase in market share delivered. This floorspace need is for the whole of Catford Town Centre, although it is expected to be focused on key sites detailed in Section 3, primarily the Catford Centre site.

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

The London Plan places a major emphasis on vitality and viability through a number of policies including 2.15 (Town centres), 4.7 (Retail and

town centre development) and 4.8 (Supporting a successful and diverse retail sector).

The Council is keen to encourage new retail uses, especially comparison retail, however it will require that any proposal supports the wider aims of the town centre. The Catford Plan seeks to provide improved new and speciality shops which draw in visitors and provide a broader mix of retail and other town centre uses. Development should look to create choice to enhance the vitality of the town centre.

Shopping and retailing will continue to be the dominant ground floor use in the town centre and CLP Policy 13 in conjunction with the site specific policies contained in Section 3, provide direction on the range and distribution of retail and town centre uses.

As identified in Section 3, the majority of additional retail floorspace by 2026 will be provided on the Catford Centre site where wholesale redevelopment is proposed. The Plassy Road Island



Secondary shopping frontage along Rushey Green



Secondary shopping frontage along Rushey Green

<sup>3</sup> Table 10.1, Catford Retail and Economic Impact Assessment



site is also a suitable location for an enhanced retail offer when combined with a comprehensive approach to redevelopment of the site, however this site's role is to complement the uses within the primary shopping area, rather than intensifying their use.

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

Shopfronts, signs and hoardings should be well designed and relate to the scale and character of the original building and surrounding area. Shopfronts are frequently changed or renewed and it is important that they make a positive contribution to the appearance of an individual property as well as to the character and appearance of the town centre as a whole. Development Management Policy 19 details the Council's requirements relating to shopfronts, signs and hoardings across the borough, and also within Catford town centre.

Restaurants, cafes and drinking establishments make an important contribution to a vibrant town centre and can draw visitors to centres and the Council seeks to encourage the development of high quality facilities. However, such uses can also create potentially negative effects that the Council seeks to control and minimise. Development Management Policy 17 seeks to manage potentially negative impacts, particularly in relation to noise, smell and litter, as

well as impacts on the road network. Applicants will be expected to provide details of how these impacts will be managed, along with the proposed opening hours.

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

Development Management Policy 18 specifies that when considering applications for hot food take-away shops, the proximity of the site to schools will be considered and in order to reduce access to fast food outlets by children, applications for hot food take-away shops within easy walking distance (400 metres or less) of primary and secondary schools will be resisted.

Where take-away shops are proposed more than 400 metres from a school, the Council will have regard to the number of existing hot food take-away premises in the immediate area. The Council will not permit more than 5% of all units to be occupied by hot food take-away uses within Catford Town Centre.



Figure 4.3 Take-away shop 400m exclusion zone in Catford Town Centre

### **Town centre boundary**

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

### **Primary shopping area**

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

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

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

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

The Council recognises that the town centre will require more than comparison retail to remain a viable and vibrant centre, therefore the secondary shopping frontage will be promoted



Broadway Theatre



The old Blackhorse and Harrow Pub - presently called the Goose

for other main town centre uses. This includes A2 and A3 uses and a more flexible approach to non A1 uses. In particular, restaurants, cinemas, businesses, community uses, banks, policing facilities, building societies, employment centres, advice centres and other health and welfare services may be appropriate.

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

It is acknowledged that certain types of uses (such as hot food take-aways (Use Class A5) and betting shops (Use Class A2)) can cause detrimental impacts as a result of their location or concentration. The Council will resist proposals that would result in an unacceptable concentration of such uses in one area, detrimentally affect amenity or result in adverse effects arising from crime, disorder or anti-social behaviour.

### **Catford Market**

London Plan Policy 4.8 (Supporting a successful and diverse retail sector) and Core Strategy Policy 6 (retail hierarchy and location of retail development) supports markets in town centres and their contribution to their vitality. The market plays an important retail role within the town centre that helps distinguish Catford from other centres and brings character, vitality and animation to the town centre. The location for the market is Catford Broadway which is currently being refurbished to provide specific market requirements and an improved streetscape.



Secondary shopping frontage along Catford Broadway



The market on Catford Broadway

### 4.3.4

#### Evening economy uses

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

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

The policy supports the implementation of the Catford Plan's objectives 3, 4 and 7.

#### CLP Policy 14: Evening economy uses

- 1** The Council will encourage proposals for new uses that would positively contribute to the evening economy of Catford Town Centre where the following criteria are met:
  - a. the retail character is not harmed within the primary shopping area and primary shopping frontages,
  - b. the proposal would contribute positively to the character of the particular area in which it is proposed to be located,
  - c. the cumulative impact of the proposal does not unreasonably harm the living conditions of nearby residents.
- 2** The Council will generally support restaurants (Use Class A3) (not hot food takeaways in Use Class A5) and family friendly developments, including appropriate leisure uses.
- 3** Premises that can be the cause of noise, disturbance and anti-social behaviour will not be supported.

#### Justification

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

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

The evening economy means those uses that provide leisure, entertainment and social meeting places in the evening (normally D2, A3 and A4 land uses). The Council is keen to stimulate the evening economy and assist in the provision of an active and vibrant town centre in the evenings. A strong evening economy alongside successful evening leisure uses would improve Catford's image and the increased activity would contribute to safety and help reduce the fear of crime. It would provide financial stimulus for local businesses and the town centre in general.

The PBA Catford Retail and Economic Impact Assessment showed there is an opportunity for an enhanced food and drink offer in Catford to meet quantitative and qualitative needs in order to provide an improved choice and better evening economy. It also suggests that Catford town centre could be a good location for a cinema in terms of public transport accessibility.



The Council will encourage evening economy uses where they are a positive addition to the town centre, subject to consideration of the following factors. While some leisure and entertainment uses may be appropriate to locate close to the centre of the town others may not. The proposal must contribute positively to and not harm in any way the primary shopping area and consideration should be given to frontages both during the day and the evening. The cumulative impact of the proposal must not unreasonably harm the living conditions of nearby residents, including noise and disturbance from users and their vehicles, smell, litter or unneighbourly opening hours.

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

Although the Council recognises the need for the town centre to provide facilities for, and to be attractive to, all sections of the community, it is keenly aware of the need to minimise the potential risks associated with a drinking based evening economy (anti-social behaviour, crime and amenity). It will aim to provide evening uses suitable for all sections of the community including families. Where applicable, the Council will use its Licensing Policy to regulate uses. It should, however, be noted that the Council will support the provision of good quality pubs, that make a positive contribution to the evening economy offer and will seek to protect them in line with Development Management Local Plan Policy 20.



Catford Bridge Tavern



Potential for a multiplex cinema

## 4.4 Environmental management

Section 4.4 details policies to deliver a number of the Catford Plan's objectives relating to environmental management, climate change and managing and reducing flood risk. There is a considerable amount of policy and advice at a national, regional and local level, however, it remains important for the Catford Plan to consider and provide policy on specific environmental management issues.

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

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

The aim of this policy is to ensure that major new development proposals have a consistent approach to CO2 emission reduction. There is considerable redevelopment anticipated in the town centre and this offers an opportunity to deliver a co-ordinated, phased and comprehensive approach to energy production and sharing.

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

#### CLP Policy 15: Carbon dioxide emission reduction and decentralised energy networks

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

**Justification**

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

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

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

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

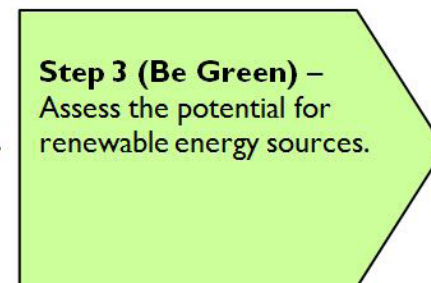
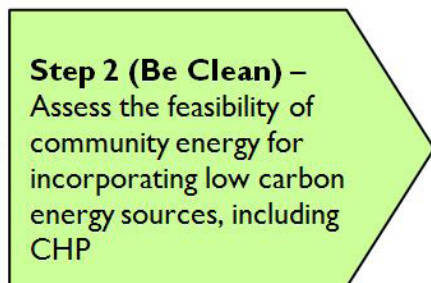
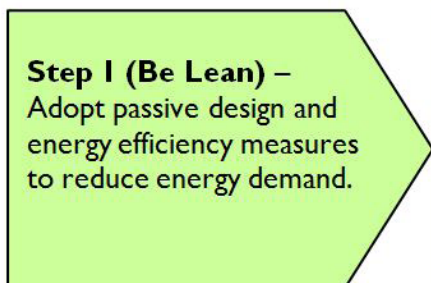
A key objective for developments in the Catford Town Centre area should be to maximise the reduction in carbon emissions from local developments whilst addressing the environmental, social and economic effects in construction and operation. This is likely to be achieved by implementing various mitigation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

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

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

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

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



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

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

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

As the town centre has been identified as a suitable location for decentralised energy networks, the Council will actively pursue options to establish them, in particular on the sites within it's ownership by, among other things:

- monitoring opportunities and managing and co-ordinating development proposals

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

The two suggested clusters for decentralised energy in Catford are displayed in Figure 4.4.

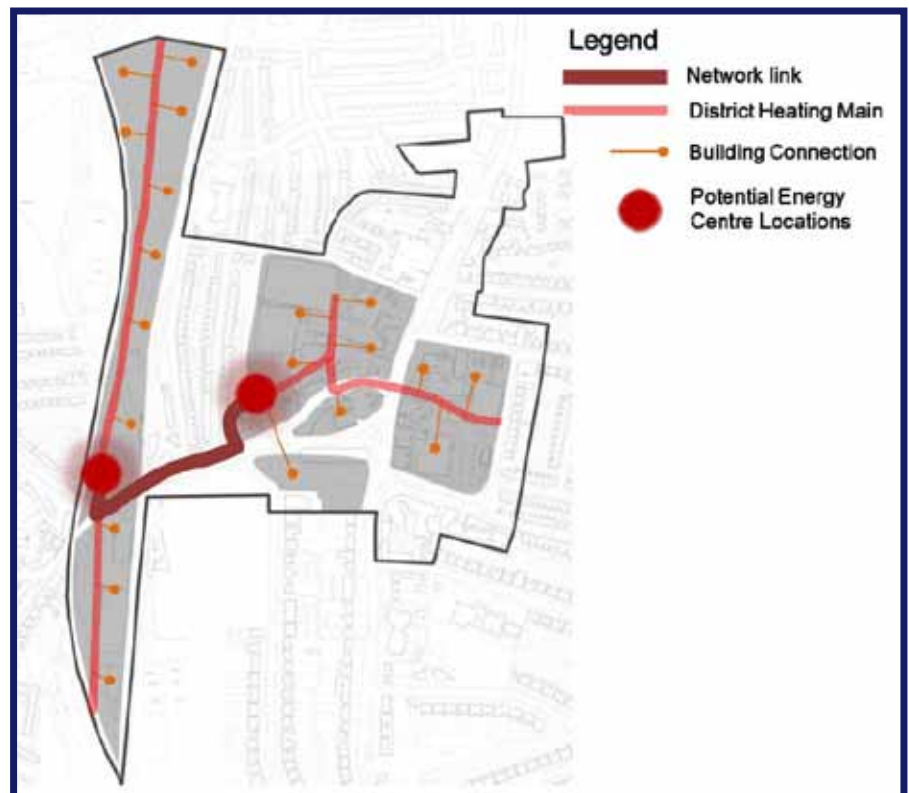


Figure 4.4: Potential locations for energy centres



#### 4.4.2 Managing flooding and adapting to climate change

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

The aim of this policy is to ensure measures are adopted to manage and reduce the risk of flooding and adequately deal with climate change adaptation issues that are of particular relevance to Catford, i.e. those that are not dealt with on a borough-wide basis elsewhere in the Local Development Framework.

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

##### CLP Policy 16: Managing flooding and adapting to climate change

- 1 The Council will require proposals to comply with Core Strategy Policies 7 and 8 by supporting adaptation to the potential impacts of climate change; and comply with Core Strategy Policies 10 and 11 by demonstrating that the proposal will deliver a positive reduction in flood risk to Catford.
- 2 In order to support the improvement of local air quality and the reduction of flood risk, the Council will require all developments, and works to the public realm, to maximise the use and effectiveness of:
  - a. living roofs and walls
  - b. incorporating sustainable urban drainage systems, (see CLP Policy 20)
  - c. providing suitable vegetation and planting
  - d. run-off from roofs collected as part of a rainwater harvesting system

##### Justification

###### Overview

The policy supports the NPPF where a core planning principle requires planning to take full account of flood risk and by seeking to secure reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change. Flood management in Lewisham is primarily dealt with at a borough-wide level in Core Strategy Policies 10 and 11, which manage flood risk from surface water, groundwater and ordinary watercourses. The policy adds to the Core Strategy policies by detailing those flood matters that are relevant to Catford and require local unique solutions.

Adaption to climate change is a borough-wide issue that is primarily dealt with in the London Plan and Core Strategy. The policy adds to Core Strategy Policy 7 (Climate change and adapting to the effects) and Core Strategy Policy 8 (Sustainable design and construction and energy efficiency). The policy also supports the London Plan Policy 5.9 (Overheating and Cooling), Policy 5.10 (Urban greening), Policy 5.11 (Green roofs and development site environs), Policy 5.12 (Flood risk management) and Policy 5.13 (Sustainable drainage).

Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. The policy supports Core Strategy Policies 11 and 12 by

helping to reduce flood risk through appropriate location, design and construction of development and the sustainable management of surface water run-off.

There are a number of environmental issues which are specific to town centres and as major new development is anticipated, more specific actions can be provided for Catford. In particular, there are a number of risks that Catford will be exposed to as development comes forward, that require further policy attention, including:

- air quality impacts
- surface water run-off
- flash flooding
- river flooding.

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

- Living roofs and walls: The Council expects opportunities for living roofs to be maximised through the town centre at all times and encourages the use of living walls whenever they are appropriate.
- Water saving measures: Measures including rainwater harvesting, grey-water harvesting, low flow water fittings and water butts are considered to be deliverable on all town centre developments to reduce potable water demand and limit discharge to sewers.

- Vegetation and planting: Filter strips and swales to help drain water away and planting that is able to cope with extreme weather conditions. The use of street trees and other planting should be encouraged to relieve air quality stress from the road network.
- Sustainable urban drainage techniques: Multi-storey car parks associated with any development should ensure run-off is minimised through the use of sustainable urban drainage techniques and / or providing suitable attenuation. Car park and delivery areas should have appropriate source control such as separators to minimise the risk of watercourse pollution from vehicles and building plants.

### Flooding

Catford has a number of Major Sites that are particularly vulnerable to flood risk, each located in close proximity to one another. Section 4 requires two of these Major Sites (The Former Greyhound Stadium and Wickes and Halfords) to undertake environmental improvements to the River Ravensbourne. The Council considers that those measures identified in Part 2 of CLP Policy 19 are effective at reducing the level of flood risk in a highly urbanised location.

The Sequential Test assessed four sites within the town centre that are vulnerable to flood risk. Each was identified as essential to the regeneration of Catford and/or the delivery of local housing trajectories and are therefore regarded as not reasonably available for alternatives. A summary of the relevant

information is provided below but detailed information can be obtained from the Sequential Test document , July 2009.

#### Catford Centre and Milford Towers, Catford

Sequential Test reference CAAP1. Site acceptability:

- The site area (20%) affected by Flood Zone 1 satisfies the Sequential Test and is therefore deemed suitable for all land use development.
- The site area (40%) affected by Flood Zone 2 satisfies the Sequential Test because there are no reasonably available alternative sites located in Flood Zone 1 in the borough.
- The site area (40%) affected by Flood Zone 3a would satisfy the Sequential Test if this portion of the site is exclusively used for Less Vulnerable development. However, if this portion of the site is to be proposed for More Vulnerable development, the Exception Test would need to be satisfied in order for this type of development to be deemed acceptable.

#### Civic Centre and Laurence House

Sequential Test reference CAAP2. Site acceptability:

- The site area (30%) affected by Flood Zone 1 satisfies the Sequential Test and is therefore deemed suitable for all land use development.
- The site area (10%) affected by Flood Zone 2 satisfies the

Sequential Test because there are no reasonably available alternative sites located in Flood Zone 1 in the borough.

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

#### Former Catford Greyhound

##### Stadium site

Sequential Test reference CAAP4. Site acceptability:

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

for this type of development to be deemed acceptable.

##### Wickes and Halfords site

Sequential Test reference CAAP5. Site acceptability:

- The site area (60%) affected by Flood Zone 1 satisfies the Sequential Test and is therefore deemed suitable for all land use development.
- The site area (20%) affected by Flood Zone 2 satisfies the Sequential Test because there are no reasonably available alternative sites located in Flood Zone 1 in the borough.
- The site area (20%) affected by Flood Zone 3a would satisfy the Sequential Test if this portion of the site is exclusively used for Less Vulnerable or Water Compatible development such as open space. However, if this portion of the site is to be proposed for More Vulnerable or Highly Vulnerable development the Exception Test would need to be satisfied in order for this type of development to be deemed acceptable.

## 4.5 Building a sustainable community

Section 4.5 details policies to deliver an approach to the redevelopment of the town centre that will benefit both existing and future residents, businesses and users. Policies cover a diverse range of subjects such as design, transport, community needs, and heritage assets, to ensure that Catford Town Centre becomes a socially sustainable hub.

### 4.5.1 Design and public realm

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

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

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

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

It is not considered necessary to repeat these requirements in the Catford Plan and specific design requirements have been outlined in the policies for the Major Sites in Section 3. Therefore the aim of this policy is to ensure the design and function of public spaces or the public realm in the town centre is of the highest quality to create a safe, accessible, healthy and attractive environment.

The policy supports the implementation of the Catford Plan's objectives 1, 3, 5, 6 and 9.



Street tree planting and wider streets



**CLP Policy 17:  
Design and public realm**

- 1 The Council will require all public spaces in Catford Town Centre to be designed as safe, accessible, healthy, attractive and robust places following the policies outlined in the London Plan, Core Strategy and Development Management Local Plan.
- 2 In addition to the site specific design principles outlined in Section 3, the Council will seek to improve the design and quality of the public realm along:

- a. the route between the railway stations and the town centre along Catford Road, providing an attractive, legible and cohesive entrance to the town
- b. Rushey Green and in particular the ‘London Squares’ that provide valuable and historic green space
- c. Brownhill Road and Plassy Road providing an attractive entrance to the town from the east.
- 3 Opportunities to improve the design of the public realm should consider and relate positively

to the design principles utilised across the town centre, to provide a consistent and coherent approach.

- 4 All public realm proposals should consider improvements to street lighting and other measures to enhance public safety in the town centre and along key routes.

**Justification**

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

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

The Core Strategy identifies the local character to be protected and enhanced (Strategic objective 10) and includes Policy 15 regarding High Quality Design. The Development Management Local Plan also contains policies that ensure the delivery of good design across the borough.

These principles and requirements are reflected in CLP Policy 21. Any new major development should seek to add to the provision of space for public realm. This includes not only civic squares or plazas, but other provision such as urban parks, generous, wide, well designed pavements, attractive street trees and provision for enhanced pedestrian and cycle routes. To create an attractive environment, consideration needs to be given to a wide range of influences on the public realm, such as the design of street frontage, building design, height, mass and scaling, shopfronts, signage, street clutter, furniture and public art, lighting, safety features and trees

and other natural aspects. For further guidance, the Lewisham Streetscape Guide identifies the Council’s principles for creating excellent quality public spaces.

## 4.5.2

### Tall buildings

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

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

The policy supports the implementation of the Catford Plan's objectives 6 and 7.



Existing tall buildings: Eros House

#### CLP Policy 18: Tall buildings

- 1 Proposals for tall buildings will need to comply with Core Strategy Policy 18 (The location and design of tall buildings) and then satisfy the following requirements.
- 2 Detail of zones generally appropriate or inappropriate for tall buildings and those areas sensitive to such development are shown in Figure 4.5.
- 3 Any tall building proposed in the Catford Town Centre will need to assess and consider the physical and visual impact on the following:
  - a. local views, particularly the foreground and middle ground, to ensure the design of the building is appropriate and compliments the view
  - b. Ladywell Fields and Jubilee Ground
  - c. the character of the adjoining Culverley Green conservation area, the listed Broadway Theatre and locally listed buildings in the town centre.
- 4 Issues associated with an overcrowded public realm need to be taken into consideration and solutions offered to mitigate or alleviate these issues before locating any tall buildings.
- 5 Tall buildings in the town centre must:
  - a. increase the amount of local amenity space and improve its quality, ensuring that the wind and shadow environment of this space is comfortable for walking and sitting in order to accommodate tall buildings
  - b. add positively to the existing and emerging overall Catford Town Centre skyline through sensitive and high quality design providing positive landmarks from all angles of view
  - c. be part of a varied size, scale and height of development which makes a positive contribution to the local character and distinctiveness of Catford Town Centre
  - d. be sensitive to the surrounding environment, in line with CABA and EH guidance.
- 6 Applicants should provide detailed modelling to assess the appropriate building height in relation to scale and massing.
- 7 The surrounding areas of low-rise terraced housing are inappropriate for tall buildings and any tall building located nearby needs to be sensitive to their location.

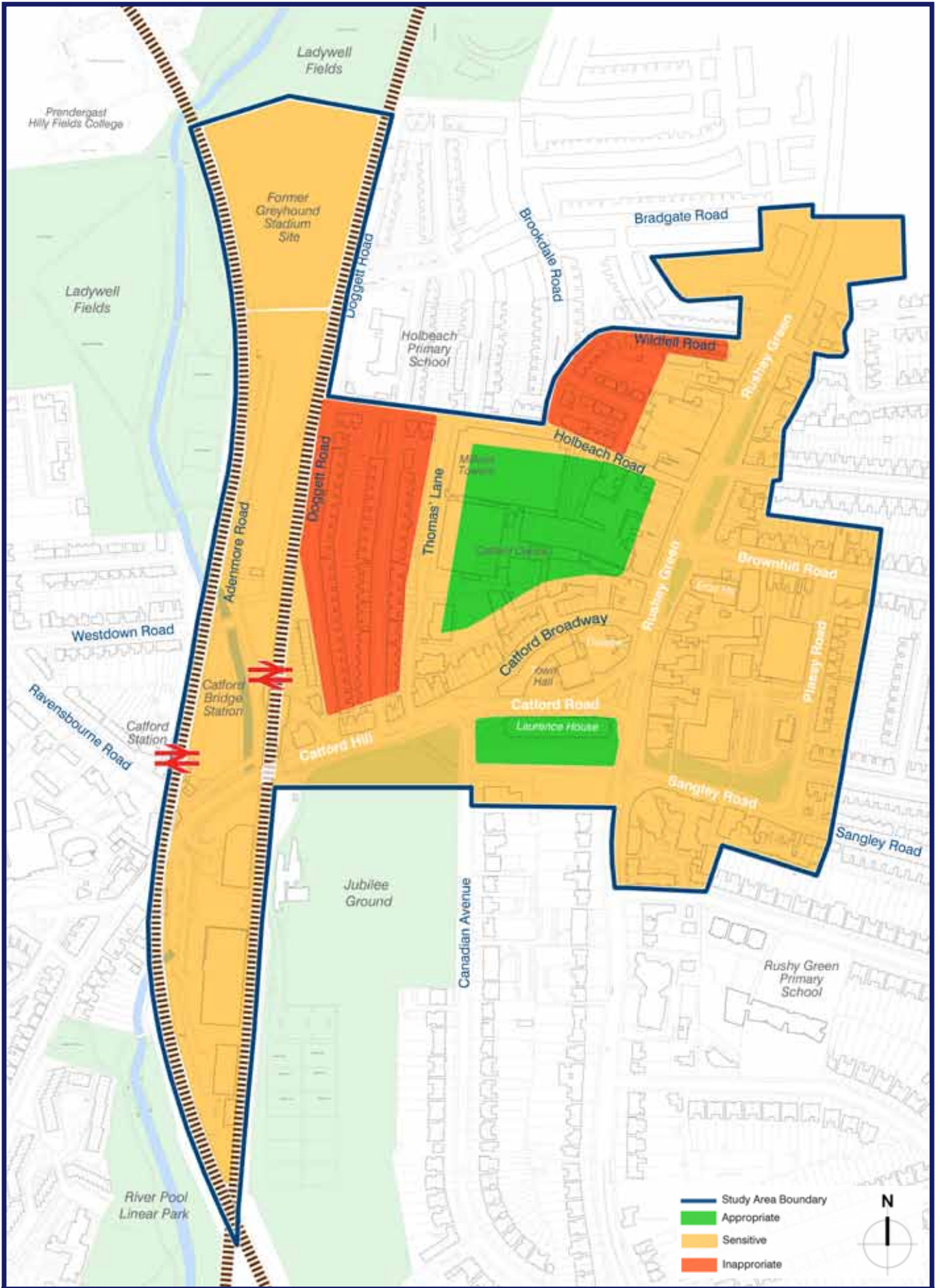


Fig 4.5: Tall Building Sensitivity Map

## Justification

As part of the Core Strategy evidence base, the Council prepared a Tall Buildings Study. This provided the framework for Core Strategy Policy 18. The study used the methodology developed by CABI and English Heritage. Its purpose was to assess whether particular locations were suitable for tall buildings as part of higher density, mixed use regeneration programmes within Lewisham's Regeneration and Growth Areas – this includes Catford Town Centre.<sup>4</sup>

Tall buildings are defined as:

- buildings that are significantly taller than the predominant height of buildings in the surrounding area and/or
- buildings that have a notable impact on the skyline of the borough and/or
- buildings that are more than 30 metres high elsewhere in the borough.<sup>5</sup>

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

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

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

Figure 4.5 shows appropriate, inappropriate and sensitive zones for tall buildings based on the English Heritage tall buildings guidance. This demonstrates that surrounding residential areas are inappropriate for tall buildings and several other areas are sensitive to their development. The influence of these factors has been taken into account when designating the zones.

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

The local views described in the policy should be taken to include those local views described in Core

Strategy Policy 17 and listed in the Development Management Local Plan as well as any other locally identified views of importance, including those from Ladywell Fields.

<sup>4</sup> Section 4.2 of the Tall Buildings Study

<sup>5</sup> The Town and Country Planning (Mayor of London) Order 2008



### 4.5.3 Heritage assets

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

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

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

The policy supports the implementation of the Catford Plan's objective 6.

#### CLP Policy Option 19: Heritage assets

In accordance with Development Management Policy 36, the Council will require development proposals to:

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

#### Justification

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

The following designations are part of a 'living list' meaning that any new heritage assets designated within the town centre boundary will automatically be added to it. The identified assets listed below can also be found in Figure 4.6.

#### Conservation areas

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

#### Listed buildings

The town centre has two listed buildings:

- Broadway Theatre
- Holbeach Primary School

#### Locally listed buildings

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

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

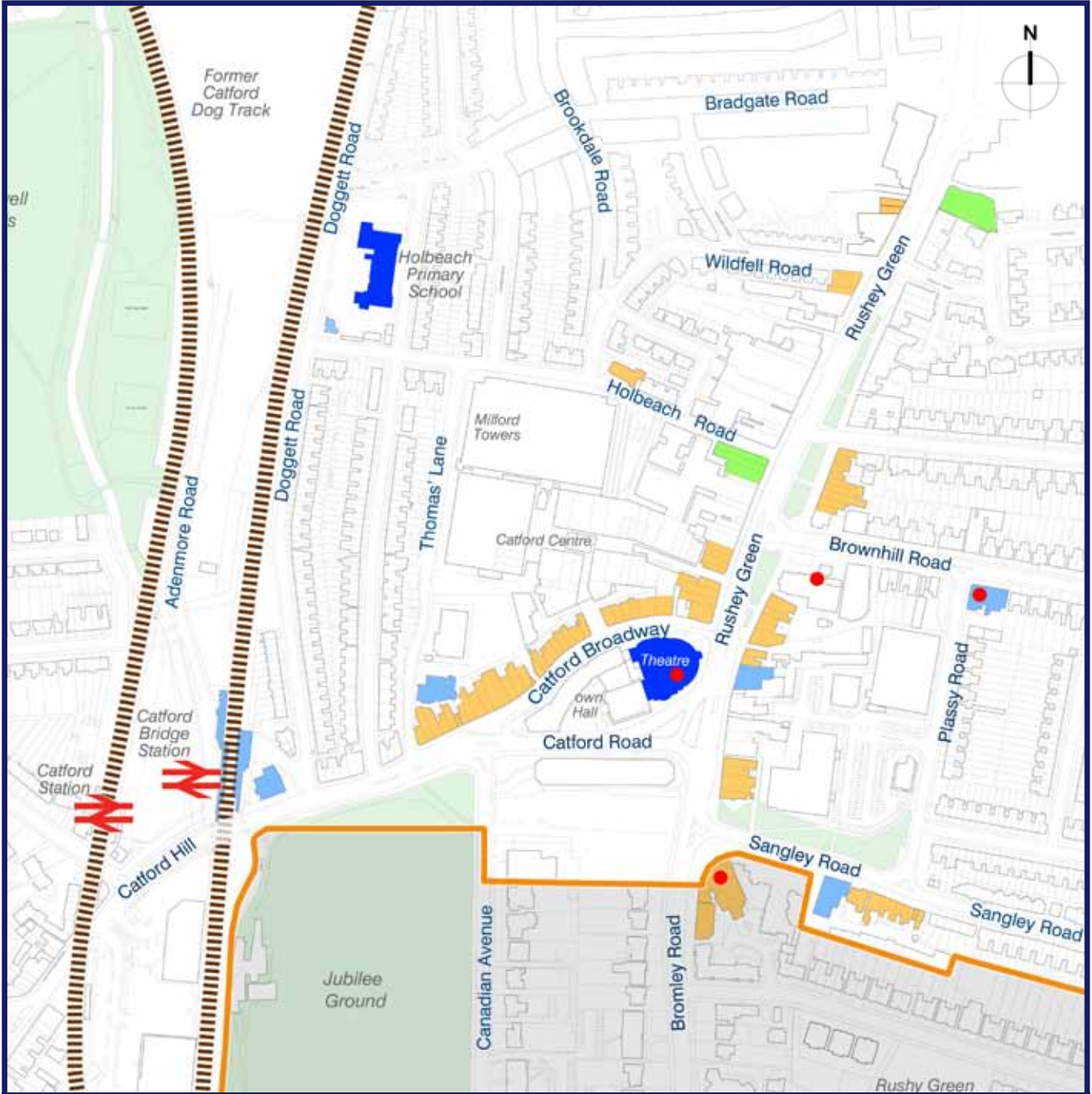


Fig 4.6 Existing and potential heritage assets

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

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

- Catford Bridge Station

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

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

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

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

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

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

### ***Landmarks***

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

#### 4.5.4

#### Social infrastructure

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

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

The policy supports the implementation of the Catford Plan's objectives 2 and 9.

##### Justification

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

The Council's Community Infrastructure Levy (CIL) is expected to make a significant contribution to funding additional social infrastructure (as discussed in Section 5, Implementation,

#### CLP Policy Option 20: Social infrastructure

- 1 The residential and commercial growth of Catford Town Centre will result in the need to provide additional social infrastructure such as schools, childcare and health facilities, and community and leisure spaces. The Council will monitor social infrastructure need and work alongside public, private and voluntary groups to deliver necessary facilities and services. Committed, planned and emerging projects are outlined in Appendix 3.
- 2 In addition to paying the Community Infrastructure Levy, developers may be required, where necessary, to accommodate new facilities within their development, including the provision of appropriately designed and managed public access.
- 3 Priorities for securing on-site provision of facilities by way of a planning obligation for each Major Site are detailed in Section 3.
- 4 The redevelopment of existing social infrastructure such as schools, childcare, youth and health facilities, and community and leisure spaces for alternative uses will only be permitted if it can be demonstrated that:
  - a. the facility is no longer needed or an equivalent facility can be replaced at an alternative site with an equal or improved level of accessibility,
  - b. the facility is not in an appropriate location to meet current and expected demand,
  - c. the facility needs updating, which cannot be achieved at reasonable cost, and
  - d. alternative provision of equivalent benefit to the community is made.
- 5 The design of all new social infrastructure will need to follow inclusive design principles in accordance with London Plan Policy 7.2.



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

The Councils Infrastructure Delivery Plan (IDP) plans for the increased demand for infrastructure that comes from growth at Catford over the plan period. The IDP is several years old now, and Appendix 3 updates it as it relates to Catford.

It is difficult to predict with any precision when the planned additional 1,750 net new homes will be built. However, based on the likely phasing of development of the Major Sites (which are expected to accommodate the majority of these homes), the following delivery is expected:

- Stage 1 (up to 2016) + 650 additional net new homes;
- Stage 2 (2016 to 2021) + 250 additional net new homes;
- Stage 3 (2021 to 2026) + 850 additional net new homes; and
- Total + 1,750 additional net new homes.

It should be noted that while there are 1,750 additional net new homes planned, in order to compensate for the demolition of existing units on the Catford Centre (276) and Plassy Road Island (2) sites, a total of 2,028 homes will be built / replaced in total. This is discussed further in CLP Policy 9.

Rushey Green Ward covers all of the plan area. The GLA's 2012 Round of Demographic Projections (SHLAA Trend-based Ward Projection) (March 2013) takes account of predicted underlying demographic trends (such

as birth and death rates, household formation rates and migration) as well as the proposed additional net new homes. These predict the following population for Rushey Green Ward:

- Beginning of Stage 1 (2013) 15,800
- End of Stage 1 (2016) 17,050 (+ 1,350)
- End of Stage 2 (2021) 19,150 (+ 3,350)
- End of stage 3 (2026) 19,700 (+ 3,900)

The committed and planned projects that are located within and around Catford are detailed in Appendix 3. The need for future projects, over and above the committed and planned projects is discussed below under the relevant topics.

#### **Primary school capacity**

Births in the borough increased by 34% between 2000/01 and 2009/10 with a corresponding increase in the demand for places in primary schools. Demand has exceeded supply since 2008 and is forecast to continue at

this higher level throughout the plan period (taking account of expected increases due to new homes in and beyond the plan area). This means that across the borough the expected need is for an additional 20+ forms of entry (FE) (600+ pupils). The Council has created an additional 25 permanent and temporary Forms of Entry (FE) over the years 2008/09 to 2012/13 and it is predicted that by 2016/17 (the current primary school places planning cycle) the Borough will need an additional 17 FE.

For school place planning purposes, primary schools are grouped into six Primary Place Planning Localities (PPPLs). The majority of the plan area is within PPL4 (Catford, Bellingham and Grove Park). However, the northern part of the plan area and area to the north (including Holbeach Primary School) is located within PPPL3 (Brockley, Lewisham and Telegraph Hill). It is predicted that these two PPLs will require an additional 9FE up to 2016/17. Planned options to meet this demand currently include:



Rushey Green primary school

- The expansion of Rushey Green Primary school (PPL4) from 2FE to 3FE; and
- Lowering the age of entry to Prendergast Ladywell Fields College (PPL3) to provide an all-through school with 2FE primary provision.

All other school sites in PPLs 3 and 4 are being evaluated for their ability to expand and proposals to provide the additional 6FE that are predicted to be required up to 2016/17 will be identified and brought forward in consultation with the schools concerned in line with available capital funding.

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

### **Secondary school capacity**

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

The Schools Capacity Survey 2012 reports that, following the recent new and additional provision outlined above, demand for secondary school places can currently be met. However, by 2017 demand for Year 7 places is forecast to exceed current supply and by 2018/19 (the current secondary school places planning cycle), it is predicted that the borough will need at least one additional 6FE secondary school supplemented by enlargements of existing schools (7FE in total).

Secondary school place provision

needs to be tackled at a borough-wide level. The Council will be working with its partners to identify and bring forward the required additional capacity. Again, uncertainties about the scope of emerging projects, in terms of the balance between new build and extension options at particular sites, means that it is not possible at this stage to estimate the costs of these projects with any degree of certainty. The Council is working with others to maximise future Department for Education capital programmes and financial contributions from developers of new housing in the area.

### **Childcare**

The Council's Under 5s Review (October 2012) reports on a review of the childcare for under fives in Lewisham, focusing on parental demand for care in that age range. The Review investigated the evidence for possible gaps in provision in terms of (a) geographical areas (b) income: areas where there is a shortage of affordable childcare for the income groups in that area and (c) specific needs: where there is a shortage of suitable places for children with a disability or other requirement. Catford falls within Children's Centre Area 2 (Blackheath, Crofton Park, Ladywell, Lee Green, Lewisham Central and Rushey Green). The Review found that there were a sufficient number of childcare places in the area and did not highlight gaps in affordable childcare provision (with 81% of parents and carers reporting that childcare is 'affordable').

The demand for childcare places will increase as population increases and commercial operators can be expected to bring forward extra



Lewisham's Centre for Children and Young People

capacity to meet such demand. The Council will continue to monitor provision and intervene where necessary.

### **Primary health care**

The projected population increase of 3,900 up to 2026 will require an additional 2 GPs (based on the ratio of 1 GP per 1,800 people). The NHS Lewisham Capacity Study (2009) concludes that there should be sufficient physical capacity to accommodate 2 GPs in existing premises, although it makes clear that capital investment will be needed in existing premises to make them fully fit for purpose in terms of physical condition, compliance with statutory and non-statutory standards (including the Disability Discrimination Act), functional suitability or space utilisation.

### **Dentists**

The projected population increase of 3,900 up to 2026 will require an additional 2 dentists (based on the ratio of 1 dentist per 2,000 people). There is considered to be sufficient vacant/proposed new non-residential space in appropriate locations to easily accommodate this requirement.

### **Community and leisure facilities**

The Council continues to be supportive of the provision of flexible community spaces along with a range of leisure and entertainment uses in Catford and will endeavour to support provision, especially on those sites within its ownership. The Catford Plan is proactive in identifying opportunities for additional use of existing community and leisure facilities as follows:

- Requiring the retention and enhancement of the Broadway Theatre (Policy CLP3)
- Meeting rooms above Broadway Theatre
- Seeking the creation of additional publicly accessible open space on the northern edge of the Jubilee Ground (Policy CLP4);
- Identifying opportunities for additional community (D1) and/or leisure (D2) uses on all of the Major Sites (Policies CLP 2 to CLP7);
- Encouraging uses that would positively contribute to the evening economy (CLP Policy14);
- Requiring public realm and development projects to, where appropriate, incorporate opportunities for people to socialise and play (Policy CLP17); and
- Seeking enhancements to the Waterlink Way footpath/cycle route in association with the development of Major Sites 6 and 7 (Policies CLP 6 and CLP7);

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

The Council are aware of a number of local groups who would like to be involved in the process of deciding what community space may be appropriate in the town centre and what any space should be used for, and will seek to facilitate this process wherever possible.





## 5.0 Implementation, monitoring and risk



This section and the Delivery and Monitoring Framework at Appendix 2 demonstrate how the vision and objectives of the Catford Plan can be implemented to help achieve regeneration and growth in Catford. They explain the Council’s involvement and the process for monitoring progress. A brief risk assessment is provided and, where appropriate, risk management measures are identified to ensure flexibility and the ability to plan for changing circumstances.

## 5.1 Implementation

### What is the aim of this policy?

This policy demonstrates the approach the Council intends to take to ensure the successful implementation of the Catford Plan over the plan period. Details of how each area-wide policy delivers the plan’s objectives are outlined in Appendix 2 and indicate delivery timescales, responsible agencies, specific infrastructure needs, specific risks and need for flexibility.

#### CLP Policy 21: Implementation

- 1 The Council will seek to implement the Catford Plan by working with Catford Regeneration Partnership Limited, other public, voluntary, community and private sector partners and by co-ordinating action, including:
  - a. using the Catford Programme Board to review and coordinate proposals for the town centre where the Council has a direct interest
  - b. managing its own assets in ways that help deliver the Plan’s vision, objectives and policies
  - c. implementing the committed, planned and emerging infrastructure projects outlined in Appendix 3.
  - d. where appropriate using its compulsory purchase powers
  - e. engaging in pre-application discussions with prospective developers
  - f. requiring prospective developers to address the Plan’s vision, objectives and policies and to demonstrate in planning applications how proposals would help deliver them
  - g. working with prospective developers in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with planning applications
  - h. using the Design Panel to help secure high quality design and
  - i. working with Thames Water to deliver water supply and sewerage infrastructure.

## How will the Council implement the Catford Plan?

### Council as land owner and Catford Regeneration Partnership Limited (CRPL)

CRPL was created in 2010 as a wholly owned subsidiary of Lewisham Council to purchase the Catford Centre. It is tasked with achieving the following objectives;

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

CRPL has two local authority directors who oversee progress against objectives and a management team consisting of Council officers and

external managing agents who run the centre on a day to day basis. The Directors and representatives from the team meet on a regular basis. Formal board meetings are held on an as needed basis as per the Articles of Association, which also govern which company decisions must be referred to Full Council as the sole company shareholder. The company works closely with Legal and Property teams within the Council to achieve its objectives. CRPL is consulted, along with other major landowners, as a key town centre stakeholder on all regeneration proposals for the town centre and will maintain a good working relationship with the Council's Planning Services throughout its existence as a regeneration company wholly owned by Lewisham Council.

The current proposals, supported by the Council and CRPL, are that the Catford Centre site (CLP Policy 2) should form an initial phase of a comprehensive programme of change for Catford. This would then be followed by changes to the Civic Centre site (CLP Policy 3), which could then enable the Council to release the Laurence House site (CLP Policy 4) for a housing-led development. However, implementation of a scheme on the Catford Centre site and subsequent development of the Civic Centre and Laurence House sites, is dependent on commercial and economic viability and reaching agreement with key parties. The Council and CRPL remain committed to exploring all delivery options for the site, whilst also considering other phasing alternatives should these become more appropriate.

The Council's Catford Regeneration programme team, working with CRPL where appropriate, has carried out a

range of proactive actions to support the implementation of regeneration proposals in Catford including;

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

As discussed under the Risks and Contingency heading below, the

phasing and timing of development may need to be altered to ensure the overall aims of the Catford Plan can be achieved. Where this means that Council owned buildings need to be vacated in advance of their long-term redevelopment and that they might otherwise stand empty for a significant period of time, the Council will investigate and where possible implement a temporary use strategy, so that suitable ‘meanwhile’ uses can make use of these assets and continue to make a positive contribution to the vitality and safety of the town centre.

### Compulsory purchase

The Council will consider using its compulsory purchase powers where this is necessary to facilitate delivery of the Catford Plan’s vision, objectives and policies.

### Development Management

The Council has a formal procedure in place to hold pre-application discussions with prospective applicants. Prior to this formal process, the Council encourages applicants, particularly in relation to major schemes, to engage the Council in more informal discussions at as early a stage as possible. The Council encourages early discussions with officers to ensure all aspects of a proposal are considered from the outset in order to provide greater certainty to applicants when developing their proposals. Discussions are focused on emerging design and access statements with a thorough site analysis. The planning case officer co-ordinates policy and design advice from within the Council and where appropriate the Design Panel (see below) and external organisations (such as the GLA’s Planning Decisions Unit), to ensure applicants and their design teams receive timely, focused,

co-ordinated and sound advice.

Design and access statements are a national requirement and the Local Information Requirements for Lewisham set out additional documentation that will be required to support major planning applications in the borough. All documents that accompany planning applications for sites in the Catford Plan area should demonstrate how the proposals would:

- make a positive contribution towards implementation of the vision, objectives and all of the policies in this Plan and
- enable (and in no way prejudice) future development in the rest of the area from doing the same – including the phased delivery of sites.

In addition, applications relating to development of the Major Sites should be accompanied by an overarching masterplan for the site as a whole and a delivery strategy.

Masterplans should be prepared with the involvement of landowners, local communities, the local planning authority and other interested parties and be consistent with CABE’s ‘Creating Successful Masterplans’ guidance. They should include a baseline analysis to show how they have been informed by existing data and research, community opinions, and this Plan. They should take forward this analysis and develop the Plan’s policy through to development concept stage setting out the form and function of the development and establishing the approach towards delivery.

Delivery strategies should identify how the development would be

implemented and managed once occupied (including housing and publicly accessible space), any matters to be resolved such as land assembly and preparation, infrastructure requirements and delivery, development phasing and likely need for planning obligations (including financial contributions) and/or conditions. They should also identify any likely need for public sector intervention, by which agency and when.

Following the submission of planning applications, the Council will work with prospective developers in a positive and proactive manner based on seeking solutions to problems that may arise. It will also seek to use planning conditions and planning obligations to secure, amongst other things, necessary on-site provision of facilities, other infrastructure and affordable housing and phasing commitments.

### Design Panel

The Council operates a design panel of independent built environment professionals. Its purpose is to provide design advice to ensure that development proposals are of the highest design quality and fully reflect and make a positive contribution to local context and character. Prospective developers of major proposals will be expected to present emerging proposals for the Catford Plan area to the Panel at appropriate stages of design development. In some cases, a particularly complex site may need an individual specialist design panel with several meetings. It may be appropriate to establish site-specific design panels for one or more of the Major Sites.

## Infrastructure

The Council prepared a borough-wide Infrastructure Delivery Plan (IDP) in 2010 in order to:

- Identify infrastructure needs and costs (including where possible phasing of development, funding sources and responsibilities for delivery)
- Further strengthen relationships between the Sustainable Community Strategy and Local Development Framework
- Improve lines of communication between key delivery agencies and the local planning authority
- Identify opportunities for integrated and more efficient service delivery and better use of assets
- Provide a sound evidence base for funding bids and prioritising the deployment of allocated funding
- Help facilitate growth in Catford and other growth and regeneration areas in the borough and
- Integrate with the Planning Obligations SPD and the Community Infrastructure Levy (CIL).

The elements of the borough-wide IDP that are considered relevant to Catford have been updated and placed in the Infrastructure Schedule in Appendix 3.

## Managing the impact

The Council will seek to manage phasing and the delivery of change in ways which minimise disruption to existing businesses and residents and helps ensure business continuity wherever possible.

## Partnership working

The Council will work as part of the Local Strategic Partnership (which includes senior representatives from Lewisham's public, private, voluntary and community sector organisations) in delivering the vision, objectives and policies of the Catford Plan.

The Council will also continue to work with other partners, including local businesses, the GLA, TfL, Network Rail, Train Operating Companies, the Environment Agency, land and property owners and developers within Catford to make delivery of developments possible within the context of the plan and vision.

The Council will also continue to use the Local Implementation Plan (LIP) process to identify and secure funding for improvements that better manage road traffic, improve public transport accessibility and promote walking and cycling in the town centre.

## Funding

The Council has an adopted Planning Obligations SPD which sets out a tariff-based approach to the negotiation of financial contributions from developers. The Council may pool contributions in order to meet significant infrastructure requirements (including those set out in Appendix 3).

The CIL Regulations (April 2010 as amended in 2011 and 2012) introduce a new tariff for raising funds from developers to help deliver infrastructure (but not affordable housing) and the Council has prepared and consulted on a draft charging schedule in compliance with the Regulations. On the local adoption of CIL (expected prior to April 2014) the Regulations restrict

the local use of planning obligations for pooled contributions. However, funding generated through CIL will be available to deliver the identified infrastructure.

It is unlikely that CIL and planning obligations together will be able to fully fund the infrastructure needs of the Catford Plan area and alternative sources of funding will also be required. The Council will endeavour to use the processes identified above (including using its own land and partnership working) to facilitate the delivery of a range of social, physical and green infrastructure. Regeneration of the Plan area is largely developer led and the Council will work closely with such developers to seek out private, government and European funding sources where appropriate.

## Water supply and sewerage infrastructure

It is essential that developers demonstrate that adequate water supply and sewerage infrastructure capacity exists both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water and sewerage infrastructure. Where there is a capacity problem and no improvements are programmed by the water company, then the developer needs to contact the water authority to agree what improvements are required and how they will be funded prior to any occupation of the development.



## 5.2 Monitoring

### What is the aim of this policy?

Monitoring will enable the Council to understand if the Catford Plan is successfully delivering the vision, objectives, key development sites and policies. To achieve this, the Council will use the ‘plan, monitor, review’ approach as set out in the Lewisham Annual Monitoring Report (AMR).

#### CLP Policy 22: Monitoring

The Council will facilitate the monitoring of the Catford Plan through a Delivery and Monitoring Framework and the following interventions:

- a. using town centre surveys and health checks
- b. monitoring progress on planning applications and delivery, particularly in relation to the Major Sites
- c. reporting progress on the Council’s assets and
- d. including relevant monitoring information in its Annual Monitoring Report.

### How will the Catford Plan be monitored?

A Delivery and Monitoring Framework for the Catford Plan showing the monitoring indicators and targets is outlined in Appendix 2. This complements the Core Strategy monitoring framework and is integrated with the Council’s AMR process.

The Council recognises that in order to deliver sustainable development and sustainable communities in the town centre, it needs to check whether the vision and objectives of the Catford Plan is being achieved and to take action where able if it is not. It is difficult to monitor the delivery of the holistic vision itself (the desired outcome) as opposed to specific outputs (number of homes, amount of non-residential floorspace etc.). Therefore, to supplement the Delivery and Monitoring Framework the Council will also complete the following monitoring objectives:

- Measuring the performance of the Catford Plan against the vision and objectives, the findings of the EqAA and the relevant Borough-wide indicators identified in the AMR and sustainability appraisal
- Monitoring the evidence base and conditions in the town centre to assess the need for further spatial intervention, including checking and updating the assumptions on which the Catford Plan is based; and
- Reporting to the Catford Programme Board or any subsequent body.
- Checking whether monitoring targets are being met and identifying actions to address any issues or barriers for delivery;
- Assessing the risks associated with particular aspects of the Catford Plan and devising risk management strategies and contingency planning
- Monitoring the quality of new developments in Catford and their compliance with policies and proposals;
- Assessing the potential impacts of new or updated legislation, evidence and national and regional policy and guidance

## 5.3 Risks and contingency

The approach to implementation set out in CLP Policy 21 and Appendix 2 provides a framework for the delivery of the Catford Plan's vision, objectives and policies. However, within the plan period to 2026 there are likely to be many changes to the wider circumstances surrounding the plan which may affect successful delivery.

There will be changing economic and market conditions as well as other factors, including changes in legislation and national and London Plan policy. The full impacts cannot be predicted and will be monitored as part of the 'plan, monitor and review' process.

A short risk assessment covering the main risk areas is set out below. This incorporates commentary on contingency planning, including what alternative strategies will be implemented and what will trigger their use.

### Legislation and national policy

The Catford Plan is being prepared in accordance with legislative requirements, to be consistent with the National Planning Policy Framework and will generally be in conformity with the London Plan. The Catford Plan does not extensively repeat national and regional policy, but rather refers to higher level policy and considers it in the local context. As a result, adjustments to higher policy documents should not necessarily affect the implementation of the Catford Plan. If major changes were proposed to legislation and national planning policy the Catford Plan may need to be quickly reviewed. This would be overseen by the Council's LDF Steering Group. This would apply to all local authorities and would not be exclusive to the London Borough of Lewisham.

### Phasing of development

The three main development sites within the town centre are owned by the Council - Catford Centre, Civic Centre and Laurence House. The proposals put forward by the Council respond to corporate objectives and market considerations and have been prepared with regard to potential viability and deliverability. The phasing and timing of these may need to be altered to ensure the overall aims of the Catford Plan can be achieved.

The proposal for the former Catford Greyhound Stadium site was stalled for a number of years following the granting of planning permission in 2009 because of financial viability reasons. However, the GLA has procured a new development partner to ensure the scheme is implemented

and on-going discussions are taking place with the Council. The Catford Plan as a whole is being produced with an understanding that extant permissions may not be implemented and therefore such sites could enter the planning system afresh during the plan period. This has ensured that the policies in place are suitable for both known and any possible future developments.

Private developer co-operation and investment is required in order for the majority of sites to progress. The Council remains in close contact with a number of land and property owners and developers in the town centre and continues to encourage progress through partnership working.

There is some uncertainty as to when the Plassy Road Island and Wickes/Halfords sites will come forward for redevelopment; there are also complicated or long term leaseholder arrangements within these sites.

The Council is seeking to reduce risks as far as possible. This may include:

- Bringing forward Council owned sites in a phased approach with realistic and market tested proposals.
- Working with other major land owners and interests to encourage redevelopment in line with the Catford Plan vision and objectives.
- Looking at sites individually as well as collectively, to see where they can come forward separately and what interdependencies there may be.

### Infrastructure

The three main development sites within the town centre are owned by the Council - Catford Centre, Civic Centre and Laurence House. The proposals put forward by the Council respond to corporate objectives and market considerations and have been prepared with regard to potential viability and deliverability. The phasing and timing of these may need to be altered to ensure the overall aims of the Catford Plan can be achieved.

The biggest risk to infrastructure delivery relates to transport and traffic improvements particularly those associated with the A205 South Circular. The Council has worked closely with TfL and has prepared a short, medium and long term delivery plan for the seven sub-projects outlined in Policy CLP1 to ensure traffic and transport issues are addressed as part of wider town centre change and development. The risk to short to medium term projects is considered low as delivery is linked to immediate site development. The long term projects will be monitored annually and linked to the phasing of larger development sites as they progress and the availability of external funding sources. The highways network and the individual projects that entail from them have been identified as a key work stream within the Catford programme and will be given appropriate project management resource from within the programme team to liaise with TfL and other parties to progress the projects.

### Economic climate

The Council will continue to monitor local economic conditions and work with regional and national partners on wider economic strategies and infrastructure projects. There is some uncertainty as to when the economy will improve and therefore a risk to the delivery of development in the first stage of the plan period. However, there is confidence that current initiatives and the Council interests in the town centre will assist Catford through the plan period. Any risks and a stall in delivery of the Major Sites will be considered through the Delivery and Monitoring Framework. However, the Council currently expects that corrective action would comprise changing the phasing of development rather than stopping it entirely. A positive commitment to Catford has been demonstrated by the GLA and its partners work to improve Catford Broadway (by way of the Mayor of London's Outer London Commission) and to redevelop the former Catford Greyhound Stadium.

### Evidence base

As with national and regional policy, the local evidence base is another component informing the preparation of the Catford Plan. New evidence and a review of existing evidence has been prepared to respond to Catford's specific requirements and this can be further updated to respond to changing circumstances; this in turn may point to the need to change or alter policy. The process will be managed through the AMR.



# Appendices



## Appendix 1

### Policy, guidance and evidence base linkages

#### National

National Planning Policy Framework, March 2012

#### Conservation

Catford Town Centre heritage asset assessment

#### Regional

London Plan, 2011

London Plan Supplementary Planning Guidance, Housing, 2012

#### **Previous Catford Town Centre planning consultation documents**

Catford Town Centre Area Action Plan Issues and Options, 2005

Catford Town Centre Area Action Plan Preferred Options, 2007

#### Local

In addition to the evidence base used for the Lewisham Core Strategy (Appendix 1 to that document) the following documents and studies, specific to Catford Town Centre, have been prepared by or on behalf of the Council.

Sustainability Appraisal and Strategic Environmental Assessment

#### Retail and town centres

Catford Retail and Economic Impact Assessment, 2013

Town Centre Health Checks

#### Sustainability issues and decentralised energy

Sustainability Strategy, Catford Town Centre, 2013

Sustainability Appraisal and Strategic Environmental Assessment of the Catford Town Centre Local Plan Further Options, 2013 and Proposed Submission Version, 2013

#### Transport

Catford Gyratory Modelling Summary, Technical Note 2, 2013

Catford Town Centre Parking Capacity Study, 2013

## Appendix 2

### Delivering and Monitoring Framework

#### Major Sites

Major Sites	Proposal or allocation	Responsible agencies	Milestones and targets	Specific infrastructure needs*	Risks	Flexibility/Risk Management
CLP1. Traffic and transport improvements including the South Circular (South Circular).	Significant alterations to the South Circular, including the existing one-way system.	LBL, CRPL, TfL and GLA. St. Dunstan's College and property/landowners and developers of Major Sites 2 to 7.	Phased delivery: the traffic and transport projects are linked to the progression of particular development sites.  Phase 1 – Improvements to Rushey Green and junctions with Catford Road and Sangley Road. This can be delivered in isolation.  Phase 2 - Junction of Catford road, Canadian Avenue and Thomas Lane. This would be delivered in conjunction with redevelopment of	Land and property to enable realignment of/changes to carriageways and footways (as detailed in Policy CLP1).  Carriageway/footway works, new signalling, crossings, signage, lighting, bus stop facilities, bus lanes, cycle lanes and advanced stop lines.  Associated public realm improvements and landscaping.	Land assembly (including possible CPO).  Planning permissions required for highway changes and enabling development.  Highway agreements and Traffic Orders for highway changes.  Public funding/market conditions and finance.	Catford Programme Board to take lead, working closely with TfL and other responsible agencies.  Strategy enables delivery in phases, with complexity and risks increasing in Phases 2 and 3.  Phases linked with the development of Major Sites 3, 4 and 5.  The strategy does not preclude the future full removal of the existing gyratory system.

Major Sites	Proposal or allocation	Responsible agencies	Milestones and targets	Specific infrastructure needs*	Risks	Flexibility/Risk Management
CLP1. Traffic and transport improvements including the South Circular (Other).	Overall strategy to improve road network, public transport and walking and cycling.  Deliver improvements to walking and cycling network.  Support in principle for DLR and Bakerloo Line extensions.	LBL, CRPL, TfL and GLA.  Property/landowners and developers of Major Sites 2 to 7.	the Catford Centre  Phase 3 – improve Catford Road widening and Sangley Road contra-flow bus lane. This would be delivered in conjunction with redevelopment of Laurence House.  Ongoing improvements throughout the plan period.  The timing of public car parking will depend on the delivery of development on Major Sites 2, 5 and 7 (see below).	As outlined above for South Circular.  Cycle parking and shower/changing facilities.  Public car parking spaces and associated access arrangements.  Land and property to enable DLR and	Planning permissions required for (a) public car parking as part of development of Major Sites 2, 5 and 7 and (b) shower/ changing facilities on all Major Sites.  Land assembly and	The strategy enables flexible delivery of general improvements.  LBL to take the lead in securing improvements to highways and public realm, cycle and public car parking in partnership with TfL and other responsible agencies.  TfL responsible for

Major Sites	Proposal or allocation	Responsible agencies	Milestones and targets	Specific infrastructure needs*	Risks	Flexibility/Risk Management
	Deliver and manage public car parking.			Bakerloo Line extensions (including compensatory publicly accessible open space and landscaping to mitigate any losses) and necessary noise and vibration mitigation measures.	TWA Order/ Development Consent for DLR/Bakerloo Line (possible impact on Major Sites 6 and 7).  Highway agreements and Traffic Orders for highway changes.  Public funding/ market conditions and finance.	promoting DLR/ Bakerloo Line extensions (including any safeguarding of land) in consultation with Network Rail and relevant Train Operating Companies.
CLP2. Catford Centre.	Mixed-use development to provide a new supermarket, retail, restaurant/cafes and leisure uses and up to 200 new homes.	CRPL with LBL, GLA and TfL. Other property/ landowners.	Developer selection process by 2016.. Planning permission secured by 2018. Development completed by 2026.	Public car parking and cycle parking/facilities (as identified for CLP1).  Publicly accessible wc/ baby changing facilities. Shop mobility scheme.	Land/property assembly (including possible CPO).  Decanting of existing homes.  Planning permission.	CRPL to take the lead in driving forward change in partnership with other responsible agencies.  Phasing important as development required to deliver Phase 2 of South Circular improvements.



Major Sites	Proposal or allocation	Responsible agencies	Milestones and targets	Specific infrastructure needs*	Risks	Flexibility/Risk Management
CLP3. Civic Centre.	Mixed-use development to provide new Council offices, business and leisure space and improved Broadway Market.	LBL with CRPL, GLA and TfL.	Improvements to Broadway Market – 2013/14.  Phasing dependant on budgetary considerations and market conditions - by the end of 2026.	Communal heating/cooling and Decentralised Energy network.  Public realm improvements.	Highway agreements and Traffic Orders for highway changes.  Public funding/ market conditions and finance.  Planning permission.  Highway agreements and Traffic Orders for highway changes.  Public funding/ market conditions and finance.	Catford Programme Board to take the lead in driving forward change in partnership with other responsible agencies.  Phasing important as delivery required before development of Major Site 4 (Laurence House).
CLP4. Laurence House and Jubilee Ground.	Mixed-use development to provide up to 250 new homes, retail, cafes/restaurants, community and leisure uses.	LBL with CRPL, GLA, TfL, British Telecom and St. Dunstan's College	Phasing dependant on budgetary considerations and market conditions - by the end of 2026.	Land for highway/ public realm improvements and cycle parking (as identified for CLP1).	Land/property assembly (including possible CPO).  Planning permission.	Catford Programme Board to take the lead in driving forward change in partnership with other responsible agencies.  Development cannot

Major Sites	Proposal or allocation	Responsible agencies	Milestones and targets	Specific infrastructure needs*	Risks	Flexibility/Risk Management
	Provision of publicly accessible open space/urban park.				Highway agreements and Traffic Orders for highway changes.  Public funding/market conditions.	happen until development of Major Site 3 (Civic Centre).  Phasing important as development required before Phase 3 of South Circular improvements.
CLP5. Plassy Road Island.	Mixed-use development to provide retail, cafes/restaurants, bars, take-aways, community and leisure uses and up to 400 new homes.	LBL with GLA, TfL, Church Commissioners and other property/landowners.	Highway improvements linked to site development.  Phasing dependant on budgetary constraints and market conditions - by the end of 2026.	Land for highway/public realm improvements, public car parking and cycle parking/facilities (as identified for CLP1).	Multiple planning permissions.  Highway agreements and Traffic Orders for highway changes.  Public funding/market conditions.	Landowners to take the lead in driving forward change in partnership with other responsible agencies.  Phase 1 of South Circular improvements can take place within existing highway boundary, safeguarded land and land within control of TfL and LBL.
CLP6. Former Catford Greyhound Stadium and railway stations.	Housing-led mixed use development to provide up to 590 new homes, retail, cafes/restaurants,	GLA with TfL, LBL, Network Rail, Train Operating Companies and	Planning permission granted in January 2009 (DC/07/67276/ X).  Non-material	Pedestrian/cycle bridge across railway to Holbeach Road.  Enhancement works to	Highway agreements and Traffic Orders for highway changes.	GLA to take the lead in driving forward change in partnership with other responsible agencies.

Major Sites	Proposal or allocation	Responsible agencies	Milestones and targets	Specific infrastructure needs*	Risks	Flexibility/Risk Management
	community, leisure and business uses.	Environment Agency.	amendment granted permission January 2012 (DC/1178972/ FT).  Development commenced Autumn 2013.  Development completed 2019/20.	the Ravensbourne River and Waterlink Way.  Improvements to stations and environs.  Improvements to Ravensbourne Park/ Catford Road junction and surrounding streets.  Closure of Adenmore Road.	Possible impact of DLR/Bakerloo Line extensions.  Public funding/ market condition.	
CLP7. Wickes and Halfords	Mixed-use development to provide up to 400 new homes, comparison retail, community and business uses.	Landowners with LBL, TfL and Environment Agency.	Phasing dependant on market conditions – expected between 2021 and 2026.	Enhancement works to the Ravensbourne River and Waterlink Way.  Improvements to stations and environs.  Improved bus facilities on Catford Road.  Improvements to surrounding streets.	Planning permission(s).  Highway agreements and Traffic Orders for highway changes.  Possible impact of DLR/Bakerloo Line extensions.  Public funding/ market conditions.	Landowners to take the lead in driving forward change in partnership with other responsible agencies.

\* Specific infrastructure needs do not include those requirements that LBL considers are required as standard for all development (including Major Sites), including financial contributions towards social infrastructure such as schools, health and community facilities as well as general open space, transport and other key requirements. These are addressed in Policy CLP20 (Social Infrastructure)

### Area-wide policies

Policy	Objectives	Responsible agencies	Indicator and action*	Target and dates*	Indicator source
CLP 8. Presumption in favour of sustainable development.	Objective 8. Health, well-being and infrastructure. Objective 9. Environment.	LBL.	<ul style="list-style-type: none"> <li>The overarching nature of this policy means that the indicators for all the area-wide policies are relevant in monitoring its implementation.</li> </ul>	<ul style="list-style-type: none"> <li>The overarching nature of this policy means that the targets for all the area-wide policies are relevant in monitoring its implementation.</li> </ul>	AMR.



Policy	Objectives	Responsible agencies	Indicator and action*	Target and dates*	Indicator source
CLP 9. Providing new homes.	Objective 5. Housing choice.	LBL, CRPL, GLA, land/property owners and developers.	<ul style="list-style-type: none"> <li>Amount of completed residential development.</li> <li>An increased supply of affordable homes.</li> <li>Mix in housing tenure.</li> <li>Mix in dwelling sizes.</li> <li>Lifetime Homes and wheelchair accessible housing.</li> </ul>	<ul style="list-style-type: none"> <li>650 additional new homes up to 2016.</li> <li>1,100 additional new homes by 2026.</li> <li>50% affordable housing on sites 0.5ha. or larger or capable of providing 10 dwellings or more.</li> <li>70:30 split between social/affordable rented and intermediate housing.</li> <li>At least 40% affordable homes to be 3+ bedrooms.</li> <li>100% new homes built to Lifetime Homes standards.</li> <li>10% of homes wheelchair accessible.</li> </ul>	AMR.
CLP 10. Economic growth for Catford.	Objective 3. Shops and Market. Objective 4. Evening destination.	LBL, CRPL, GLA, land/property owners and developers.	<ul style="list-style-type: none"> <li>Amount of completed retail, office and leisure development (overall and in town centres).</li> </ul>	<ul style="list-style-type: none"> <li>Year on year growth of employment generating floorspace.</li> </ul>	AMR.
CLP 11. Mixed use.	Objective 5. Housing choice.	LBL, CRPL, GLA, land/property owners and developers.	<ul style="list-style-type: none"> <li>Housing as part of mixed use – as for CLP9.</li> </ul>	<ul style="list-style-type: none"> <li>Housing targets – as for CLP9.</li> </ul>	AMR.

Policy	Objectives	Responsible agencies	Indicator and action*	Target and dates*	Indicator source
CLP 12. Employment uses.	Objective 3. Shops and Market. Objective 4. Evening destination.	LBL, CRPL, GLA, land/property owners and developers.	<ul style="list-style-type: none"> <li>Amount of completed retail, office and leisure development (overall and in town centres).</li> </ul>	<ul style="list-style-type: none"> <li>Office development greater than 2,800sqm located in Lewisham or Catford town centres.</li> <li>Year on year growth of employment generating floorspace.</li> </ul>	AMR and Town Centre Retail Survey.
CLP 13. Town Centre vitality and viability.	Objective 3. Shops and Market. Objective 4. Evening destination.	LBL, CRPL, GLA, land/property owners and developers.	<ul style="list-style-type: none"> <li>Position of town centres in town centre hierarchy through yearly health checks.</li> <li>Amount of completed retail, office and leisure development (overall and in town centres).</li> <li>% non-retail uses (units) in primary shopping frontages.</li> </ul>	<ul style="list-style-type: none"> <li>Reduction in vacancy rates (N.B. vacancy rate in Catford 2011/12 = 8%).</li> <li>100% retail development greater than 1,000sqm located in major/district town centres.</li> <li>No more than 30% non A1, A2 uses (units) in primary shopping areas (N.B. 33% non A1, A2 in Catford 2011/12).</li> </ul>	AMR and Town Centre Retail Survey.
CLP 14. Evening economy uses.	Objective 3. Shops and Market Objective 4. Evening destination. Objective 8. Health, well-being and infrastructure.	LBL, CRPL, GLA, land/property owners and developers.	<ul style="list-style-type: none"> <li>Volume of evening economy units (A3 and A4) in the Town Centre.</li> <li>Number of complaints in relation to noise or disturbance.</li> <li>% of number of units in A5 use in street frontages.</li> </ul>	<ul style="list-style-type: none"> <li>Year on year increase in A3 and A4 uses (number of units).</li> <li>No significant increase in complaint in relation to noise or disturbance.</li> <li>No more than 5% of units in the Town Centre in A5 use.</li> </ul>	AMR, Town Centre Retail Survey and Environmental Health records.

Policy	Objectives	Responsible agencies	Indicator and action*	Target and dates*	Indicator source
CLP 15. Carbon dioxide emission reduction and decentralised energy networks.	Objective 8. Health, well-being and infrastructure. Objective 9. Environment.	LBL, CRPL, GLA, land/property owners and developers.	<ul style="list-style-type: none"> <li>Provision of decentralised Energy.</li> </ul>	<ul style="list-style-type: none"> <li>One decentralised energy 'hub' within the Regeneration and Growth Areas by 2016 and number of homes linked.</li> </ul>	AMR.
CLP 16. Adapting to climate change and managing and reducing the risk of flooding.	Objective 9: Environment.	LBL, CRPL, GLA, Environment Agency, land/property owners and developers.	<ul style="list-style-type: none"> <li>Energy generated through renewable sources.</li> <li>Renewable energy installed by type.</li> <li>Per capita reduction in CO2.</li> <li>Compliance with Code for Sustainable Homes.</li> <li>Compliance with BREEAM.</li> <li>Number of completed living roofs and walls.</li> <li>Number of planning permissions granted contrary to Environment Agency advice (flood defence or water quality grounds).</li> <li>Number of approved developments which incorporate SUDS.</li> </ul>	<ul style="list-style-type: none"> <li>Year on year increase in renewable energy production.</li> <li>Year on year increase in number of properties connected to CHP.</li> <li>Year on year reduction in CO2 emissions and 8.5% reduction in CO2 by 2011 from 2005 baseline.</li> <li>All housing built to CSH Level 4 from April 2011 and Code Level 6 by 2016 (zero carbon).</li> <li>All non-residential development built to BREEAM Excellent Standard.</li> <li>No permissions granted contrary to Environment Agency advice.</li> <li>Increase in the number of completed living roofs and walls.</li> </ul>	AMR.

Policy	Objectives	Responsible agencies	Indicator and action*	Target and dates*	Indicator source
CLP 17. Design and public realm.	Objective 6. Architecture and urban design. Objective 7. Public realm. Objective 9. Environment.	LBL, CRPL, GLA, land/property owners and developers and Design Panel.	<ul style="list-style-type: none"> <li>Loss of and provision of publicly accessible open space.</li> <li>Area (sqm) of public footway areas improved.</li> <li>Number of new street trees planted.</li> </ul>	<ul style="list-style-type: none"> <li>Net gain in publicly accessible open space.</li> <li>Year on year increase in area of public footways improved.</li> <li>Year on year increase in number of street trees.</li> </ul>	AMR.
CLP 18. Tall buildings.			<ul style="list-style-type: none"> <li>Number of permissions granted for buildings contradicting Policy CLP18 and/or CABE/EH guidance.</li> </ul>	<ul style="list-style-type: none"> <li>No permissions that contradict Policy CLP18.</li> </ul>	AMR.
CLP 19. Heritage assets.		LBL, GLA, Design Panel, English Heritage land/property owners and developers	<ul style="list-style-type: none"> <li>Number of permissions (planning, Conservation Area Consent and Listed Building Consents) granted contrary to English Heritage advice.</li> </ul>	<ul style="list-style-type: none"> <li>No permissions granted contrary to Environment Agency advice.</li> </ul>	AMR.
CLP 20. Social infrastructure.	Objective 8. Health, well-being and infrastructure.		<ul style="list-style-type: none"> <li>Gains and losses of community and recreational facilities complete.</li> <li>Delivery of identified social Infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>No net loss</li> <li>Delivery in accordance with Appendix 3.</li> </ul>	

\* Indicators and targets are based on the Borough-wide indicators and targets in the Annual Monitoring Report 2011/12.



## Appendix 3

### Catford Town Centre infrastructure schedule

The following tables are from the Council's Infrastructure Delivery Plan (IDP) as it relates to Catford Town Centre. They have been updated to reflect the state of play as of May 2013. The complete IDP (as of August 2010) is available on the Council's website on the link below:

**<http://www.lewisham.gov.uk/myservices/planning/policy/LDF/evidence-base/Pages/LDF-evidence-base-infrastructure.aspx>**

Stages		Status of Project	'Essential' Projects
<ul style="list-style-type: none"> <li>Stage 1 – 2011 to 2016</li> <li>Stage 2 – 2016 to 2021</li> <li>Stage 3 – 2021 to 2026</li> </ul>	<ul style="list-style-type: none"> <li>'Committed' – where they are ready to go and funding has been secured</li> <li>'Planned' – where the scope of the project is defined and there is an intention to deliver, but funding has yet to be identified; and</li> <li>'Emerging' – where the need for a project has been identified, but the scope has yet to be defined and funding has yet to be secured.</li> </ul>	<ul style="list-style-type: none"> <li>'Essential' projects are highlighted in grey. These are projects that must happen if the policy objectives set out in the Catford Plan are to be met in full.</li> </ul>	

P1. Transport

ID Ref.	Linked to Catford Plan objectives	Project reference	Requirement	Stage	Approximate capital cost (revenue)	Funding source (status)	Responsible agency (supporting agencies)	Risks/contingency planning
P1A	Objectives 1, 7, 8 and 9.	Waterlink Way pedestrian and cycle route	Enhancement works to Ravensbourne River and path.	1 and 3	To be determined	s.106 contributions/CIL (part committed/part emerging)	LBL (with GLA and Environment Agency)	Waterlink Way is a long-standing LBL objective that is now embedded into the East London Green Grid concept. The development of Major Site 6 (Former Catford Greyhound Stadium) will deliver naturalisation and improvements to a section of the Ravensbourne River bank and improvements to the area in between the Stations. The development of Major Site 7 (Wickes and Halfords) provides opportunities for further enhancements to the River and path (including the underpass under Catford Road).
P1D	Objectives 1 and 8.	Catford Link	New pedestrian and cycle bridge across railway tracks between former Greyhound Stadium site and Doggett Street and route through the site	1	£1.75m	s.106 contributions/CIL (committed)	GLA/ developer (with LBL and Network Rail)	This is an integral part of the development of the former Greyhound Stadium site and its delivery is secured by way of a planning obligation.

IDP Ref.	Linked to Catford Plan objectives	Project reference	Requirement	Stage	Approximate capital cost (revenue)	Funding source (status)	Responsible agency (supporting agencies)	Risks/contingency planning
P1N	Objectives 1, 7, 8 and 9.	Catford Town Centre	Realignment and improvement of A205 (South Circular)	2	To be determined	TfL and s.106/CIL contributions (planned)	CRPL (LBL, TfL, GLA, St. Dunstan's College and property/landowners and developers of Major Sites 2 to 7.	Policy CLP1 provides a strategy for re-aligning and improving the existing one-way system. This would be delivered in phases, with complexity and risks increasing in Phases 2 and 3. The phased delivery is linked with the development of Major Sites 3, 4 and 5. The strategy does not preclude the future full removal of the existing gyratory system. This project comprises a series of public realm and traffic calming interventions to Catford Road, Catford Broadway, Sangley Road and local surrounding streets. All of which are sub-projects in themselves. Improvements to Catford Broadway are already committed and the Catford Plan provides a vehicle for developing the sub-projects and regular liaison with TfL and other stakeholders will enable the overall programme to be monitored and changed where necessary. This can be coordinated via the Local Implementation Plan (LIP).
P1W	Objectives 1, 7, 8 and 9.	Transport Group 6 – Catford	LIP 2011-2031 Improvement to Major Town Centres	1 - 3	To be determined	GLA Mayor of London Outer London Fund, TfL, LBL and s.106 contributions/CIL (part committed/part emerging)	LBL (with GLA, TfL and developers)	

## P2. Utilities

IDP Ref.	Linked to Catford Plan objectives	Project reference	Requirement	Stage	Approximate capital cost (revenue)	Funding source (status)	Responsible agency (supporting agencies)	Risks/ contingency planning
P2C	Objective 9.	Utility enhancements	Necessary adjustments/improvements to the established utility networks	1 - 3	To be determined	Developers (emerging)	Developers (utility companies)	The Catford Plan provides a framework for assessing cumulative impacts and needs.

## S1. Education

IDP Ref.	Linked to Catford Plan objectives	Project reference	Requirement	Stage	Approximate capital cost (revenue)	Funding source (status)	Responsible agency (supporting agencies)	Risks/ contingency planning
S1P	Objective 8.	Primary school capacity enhancements	Prenergast Ladywell Fields College 2FE. Rushey Green Primary School 1FE. Additional 6 Forms of Entry by 2016/17	1 and 2	Prendergast Ladywell Fields College £6.7m  Others - To be determined	DfE, Planning Obligations/CIL (Planned and Emerging)	LBL (land owners and developers)	LBL Planning and Education liaise closely to test feasibility of expanding existing schools and identify opportunities for new provision. School place projections are reviewed regularly and there are also regular meetings between LBL Education and colleagues in adjoining boroughs to discuss and respond to cross-borough movement. Ongoing analysis will ensure that the Council is prepared to meet further demand post 2016/17.
S1Q	Objective 8.	Secondary school capacity enhancements	Additional 7 FE by 2018/19 (borough-wide)	1 and 2	To be determined	DfE, Planning obligations/CIL (emerging)	LBL C&YP (Learning 21, land owners and developers)	Secondary school place provision needs to be tackled at a borough-wide level. The Asset Management Board is considering the wider public



IDP Ref.	Linked to Catford Plan objectives	Project reference	Requirement	Stage	Approximate capital cost (revenue)	Funding source (status)	Responsible agency (supporting agencies)	Risks/ contingency planning
								sector estate and the opportunities for rationalisation/co-location that may help deliver additional school places. School place projections are reviewed regularly and there are also regular meetings between LBL Education and colleagues in adjoining boroughs to discuss and respond to cross-borough movement. Ongoing analysis will ensure that the Council is prepared to meet further demand post 2018/19.

## S2. Health

IDP Ref.	Linked to Catford Plan objectives	Project reference	Requirement	Stage	Approximate capital cost (revenue)	Funding source (status)	Responsible agency (supporting agencies)	Risks/ contingency funding
S2E	Objective 8.	GP facilities	Additional 2.5 GPs needed up to 2026 (based on the ratio of 1 GP per 1,800 people).	1 - 3	To be determined	NHS Lewisham, joint venture, LIFT, Planning obligations/CIL (emerging)	Lewisham PCT/LBL (Developers)	NHS Lewisham suggests that existing GP practices in the town centre could accommodate anticipated population growth subject to necessary capacity enhancements. The NHS and LBL are working together to ensure that there is sufficient surgery space to accommodate growth.
S2F	Objective 8.	Dentist facilities	Additional 2 dentists needed up to 2026 (based on the ratio of 1 dentist per 2,000 people).	1 - 3	To be determined	NHS Lewisham, joint venture, LIFT, Planning obligations/CIL (emerging)	Lewisham PCT/LBL (Developers)	There is considered to be sufficient vacant/proposed new non-residential space to accommodate this requirement. However, the situation will be monitored in liaison with the NHS.

## Glossary of terms

### **Accessibility:**

The ability of people to move round an area and to reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping.

### **Active frontage:**

Bring interest, life and vitality to the public realm. They should have frequent doors and windows with few blank walls, articulated facades (perhaps with bays and porches), and lively internal uses visible from the outside, or spilling onto the street. There is an active visual engagement between those in the street and those on the ground floors of buildings.

### **Affordable housing:**

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Community Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing.

Affordable Rent is subject to rent controls that require a centre of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as 'low cost market' housing, may not be considered, for planning purposes, as affordable housing.

### **Annual Monitoring Report:**

A report produced by the local authority to assess progress with and the effectiveness of a Local Development Framework.

### **Areas and Buildings of**

**Townscape Merit:** Local heritage assets that the Council considers add positively to the local distinctiveness of Catford.

### **Article 4:**

A legal instrument which extinguishes specific 'permitted development rights' from buildings within a defined area i.e. the right to do some types of minor works without planning permission. The effect of an Article 4 Direction is to require planning permission to be obtained from the Council before such work begins. Flats and commercial premises do not have permitted development rights so article 4 directions do not apply to them.

### **Biodiversity:**

Is the variety of life, which includes mammals, birds, fish, reptiles, amphibians, invertebrates, fungi and plants, and the woodlands, grasslands, rivers and seas on which they all depend including the underlying geology.

### **Building Research Establishment Environmental Assessment**

#### **Method:**

(BREEAM) A national environmental assessment and rating system for buildings. It is the most widely used environmental standard in the UK, used to assess those buildings and extensions to buildings that are not rated by the Code for Sustainable Homes.

#### **Building line:**

The line formed by the frontages of buildings along a street. The building line can be shown on a plan or section.

### **Buildings and Areas of**

**Townscape Merit:** Buildings of architectural quality that positively contribute to the streetscene and add to the local distinctiveness of Catford.

### **Buildings of Potential Heritage**

**Value:** Buildings that may have significance for their evidential, historical, communal or aesthetic value. A heritage assessment would be required as part of any planning applications affecting the appearance or architectural integrity of these buildings.

### **Catford Regeneration**

#### **Partnership Limited (CRPL):**

A wholly owned subsidiary of the London Borough of Lewisham - established to purchase, manage, maximise the capital investment in and oversee the redevelopment of the Catford Centre.

**Code for Sustainable Homes:**

A national standard for sustainable design and construction of new homes which became mandatory on 1 May 2008. The Code measures the sustainability of a new home against categories of sustainable design using a 1 to 6 rating system to communicate the overall sustainability performance of a new home. The Code sets minimum standards for energy and water use at each level. Go to [www.communities.gov.uk/thecode](http://www.communities.gov.uk/thecode) to find out more.

**Community Infrastructure**

**Levy:** (CIL) A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

**Comparison Retailing:** The provision of items not obtained frequently. These include clothing, footwear, household and recreational goods.

**Conservation:**

(for designated and non designated heritage assets) The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

**Conservation Area:**

An area of special architectural or historic interest designated by local authorities under the Planning (Listed Building and Conservation Areas) Act 1990.

**Context:**

The setting of a site or area, including factors such as traffic, activities and land uses as well as landscape and built form.

**Contribution:**

Land, services, facilities and/ or money given by developers

of land to the local authority following negotiations, to ensure that the needs of new communities generated by the development are catered for.

**Convenience Retailing:**

Convenience retailing is the provision of everyday items, including food, drinks, newspapers, magazines and confectionery.

**Core Strategy:**

A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for the area, in line with the Sustainable Community Strategy.

**Department for Communities and Local Government:**

(DCLG) The government department responsible for setting UK policy on local government, housing, urban regeneration, planning and fire and rescue.

**Heritage Assets:**

Designated Heritage Assets - A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation. Non Designated Heritage Assets - Buildings or structures that do not meet the national criteria for statutory listing or designation but are cherished for their contribution to the local history and distinctiveness of the borough.

**Development:**

'The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material changes in the use of any building or other land' (Town and Country Planning Act (1990) Part III Section 55).

**Development Plan Document:**

(DPD) A Local Development Document that has been subject to an independent examination called an Examination in Public (EIP) and has the weight of development plan status.

**Edge of Centre:**

For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

**Energy efficiency:**

The extent to which the use of energy is reduced through the way in which buildings are constructed and arranged on site.

**Equalities Analysis Assessment:**

(EAA) Equality Analysis Assessments are concerned with anticipating and identifying the equality consequences of particular policy initiatives and service delivery and ensuring that, as far as possible, any negative consequences for a particular group or sector of the community are eliminated, minimised or counterbalanced by other measures.

**Evidence Base:**

The data and information about the current state of Lewisham used to inform the preparation of Local Plan documents.

**Flood Risk Assessment:**

An assessment of the likelihood of flooding in a particular area (usually a specific site) so that development needs and mitigation measures can be carefully considered.

**Examination in Public:**

The process by which a planning inspector may publicly examine a Development Plan Document (DPD) before issuing a report with recommendations that should be made prior to adoption of the DPD.

**Infrastructure:**

The utilities, transport and other communication facilities and community facilities required to support housing, industrial and commercial activity, schools, shopping centres and other community and public transport services.

**Issues and Options, Preferred Options and Further Options:**

The 'pre-submission' consultation stages on Development Plan Documents with the objective of gaining public consensus on proposals ahead of submission to Government for independent examination.

**Landmark:**

A building or structure that stands out from its background by virtue of height, size or some other aspect of design. Landmarks contribute to the urban environment in the following ways.

Make it easy to find your way around

People find it easier to orientate themselves and recognise where they are when new development safeguards important views between places or creates new ones, whilst respecting or adding new local landmarks.

Emphasise the hierarchy of a place

Landmarks such as distinctive buildings, particularly those of civic status, towers or statues help to provide reference points and emphasise the hierarchy of a

place. These are best created at main centres of activity, where they are the focus of converging major streets.

Show the way

High-rise buildings can be used to emphasise key locations - rising above areas with a more uniform profile - though their potential benefits have to be weighed against possible negative impacts. The best tall buildings attend to the human scale at the bottom, and locate the most visible compositional elements at the top.

Create a skyline

The skyline created by the roofs of buildings not only adds visual interest, but also conveys particular activities (churches or civic centres for instance) and concentrations of uses (such as clusters of office buildings indicating the business centre).

**Legibility:**

The degree to which a place can be easily understood and traversed.

**Listed Building:**

Buildings of special architectural or historic interest designated by the Department of Culture, Media and Sport under the Planning (Listed Building and Conservation Areas) Act 1990. These are designated heritage assets.

**Local Development Document:**

(LDD) Sits within the LDF portfolio and comprises Development Plan Documents (DPDs) or Local Plans that have been subject to independent testing and have the weight of development plan status and Supplementary Planning Documents (SPDs) which are not subject to independent testing and do not have development plan or Local Plan status.

**Local Development Scheme:**

(LDS) A public statement identifying which Local Development Documents will be produced by the Council and when.

**Local Plan:**

A Local Development Document that has been drawn up by the local planning authority in consultation with the community, has been subject to independent testing and has the weight of development plan status.

**Local Strategic Partnership:**

A Local Strategic Partnership is a single non-statutory, multiagency body which matches local authority boundaries and aims to bring together at a local level the different parts of the public, private, community and voluntary sectors.

**Localism Act 2012:**

National legislation from central government, partly aimed at improving the planning process and enhancing community involvement in it. Visit [www.communities.gov.uk](http://www.communities.gov.uk) to find out more.

**Locally Listed Buildings:**

Buildings that are of architectural or historic interest in the context of the borough of Lewisham. Buildings are identified based on a set of adopted criteria and 'Conservation principles' guidance by English Heritage. These buildings may not meet the national criteria for statutory listing, but are cherished for their contribution to the local distinctiveness of the borough. These are non designated heritage assets.

**Major Centre:**

A centre that has a borough-wide catchment and typically contains over 50,000 square metres of retail floorspace with a relatively high proportion of comparison goods relative to convenience goods. Major

centres may also have significant employment, leisure, service and civic functions. In the London Borough of Lewisham these are Lewisham and Catford town centres.

### **Masterplan:**

A document which sets out proposals for buildings, spaces, movement strategy and land use in text and three dimensions and matches these proposals to a delivery strategy. The masterplan can be described as a sophisticated ‘model’ that:

- shows how the streets, squares and open spaces of a neighbourhood are to be connected
- defines the heights, massing and bulk of buildings
- sets out suggested relationships between buildings and public spaces
- determines the distribution of activities and uses that will be allowed
- identifies the network of movement patterns for people moving by foot, cycle, car or public transport, service and refuse vehicles
- sets out the basis for provision of other infrastructure elements such as utilities
- relates physical form to the socio-economic and cultural context and stakeholder interests
- allows an understanding of how well a new, urban neighbourhood is integrated with the surrounding urban context and natural environment.

### **Metropolitan Open Land:**

(MOL) Strategic open land within the urban area that contributes to the structure of London.

### **Mixed uses:**

A mix of uses within a building, on a site or within a particular area. ‘Horizontal’ mixed uses are side by side, usually in different buildings. ‘Vertical’ mixed uses are on different floors of the same building.

### **National Planning Policy Framework:**

(NPPF) Prepared by the Government to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. The NPPF explains the relationship between planning policies and other policies which have an important bearing on issues of development and land use. Local authorities must take their contents into account in preparing plans. The guidance may also be relevant to decisions on individual planning applications and appeals.

### **Planning and Compulsory Purchase Act 2004:**

National planning legislation aimed at improving the planning process and enhancing community involvement in it. Visit [www.communities.gov.uk](http://www.communities.gov.uk) to find out more.

### **Planning Obligation:**

A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

### **Previously Developed Land:**

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the

curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

### **Primary and secondary frontages:**

Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

### **Primary Shopping Area:**

Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).

### **Public Art:**

Permanent or temporary physical works of art visible to the general public, whether part of the building or free-standing: can include sculpture, lighting effects, street furniture, paving, railings and signs.

### **Public Realm:**

The space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.



### **Public Transport Accessibility Level:**

(PTAL) A standard method used in London to calculate access level of geographical areas to public transport. The result is a grade from 1-6 (including sub-divisions 1a, 1b, 6a and 6b), where a PTAL of 1a indicates extremely poor access to the location by public transport and a PTAL of 6b indicates excellent access by public transport. More parking is generally allowed in areas with a low PTAL i.e. poor public transport and vice versa - and that also relate the allowed density of development to PTAL (i.e. areas with better public transport may have higher density housing or offices).

### **Regeneration:**

The process of putting new life back into urban areas through environmental improvements, comprehensive development and transport proposals.

### **Section 106:**

(S106) Section 106 of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally binding agreement or planning obligations, with a land developer over a related issue. The obligation is sometimes termed a 'Section 106 agreement'. Such agreements can cover almost any relevant issue and can include sums of money. An example of S106 agreements could be that a developer will build a community meeting place on a development site, or the developer will make a financial contribution for transport improvements. S106 agreements can act as a main instrument for placing restrictions on developers, often requiring them to minimise the impact on the local community and to carry out tasks which will provide community benefits.

### **Sequential Approach and Test:**

A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.

### **Significance:**

(for heritage assets): The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

### **Stakeholder:**

A person, group, company, association, etc, with an economic, professional or community interest in the borough or a specific part of it, or that is affected by local developments.

### **Statement of Community Involvement:**

(SCI) The Statement of Community Involvement sets out the local planning authority's policy for involving the community in the preparation and revision of Local Development Documents and planning applications.

### **Strategic Environmental Appraisal:**

(SEA) A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes.

### **Strategic Flood Risk**

#### **Assessment:**

(SFRA) An assessment usually undertaken by a local authority at a borough-wide level that considers flood risk, both fluvial and tidal, and examines the risks involved for developing certain areas within the borough in accordance with the

National Planning Policy Framework.

### **Strategic Housing Market Assessment:**

(SHMA) A study aimed at assessing the need and demand for housing within a housing market area.

### **Street Furniture:**

Structures in and adjacent to the highway which contribute to the street scene, such as bus shelters, litter bins, seating, lighting, railings and signs.

### **Supplementary Planning Document:**

(SPD) A Local Development Document that has not been subject to independent testing and does not have the weight of development plan status. Helps to amplify the policies contained in Development Plan Documents.

### **Sustainability Appraisal:**

(SA) Sustainability appraisal is a systematic and iterative appraisal process, incorporating the requirements of the European Strategic Environmental Assessment Directive. The purpose of sustainability appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a Local Development Document from the outset of the preparation process.

### **Sustainable Community**

**Strategy:** (SCS) The Sustainable Community Strategy has been prepared by Lewisham's Local Strategic Partnership and sets out how the vision and priorities for Lewisham will be achieved. The Core Strategy is the spatial interpretation of the SCS.

### **Sustainable Development:**

The NPPF states that there are three dimensions to sustainable

development: economic, social and environmental. It goes on to state that these dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

### **Sustainable Urban Drainage Systems:**

(SUDS) Physical structures designed to receive surface water runoff in order to reduce the negative impact of development on the water environment. They can usually be incorporated into the planted or paved area of the development.

### **Tall Building:**

A building that is significantly

taller than the predominant height of buildings in the surrounding area and/or a building that has a notable impact on the skyline of the borough and/or a building that (in Catford) is more than 30 metres high.

### **Tree Preservation Order:**

A Tree Preservation Order may be made to protect individual trees or groups of trees. The Order gives protection against unauthorised felling, lopping, or other tree works.

### **Use Class Order :**

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.

**For further information  
please contact:**

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