



Mayor and Cabinet

Report title: Housing Infrastructure Funding (HIF) – Catford A205 Realignment

Date: July 2022

Key decision: Yes

Class: Part 1

Ward(s) affected: Rushey Green, Catford South

Contributors: Director of Inclusive Regeneration, Director of Law, Director of Finance

Outline and recommendations

- 1.1. This paper seeks delegated authority to develop and enter into a funding agreement with TfL to cover the use of £10m Housing Infrastructure Fund monies and approve an increase to the spend threshold for the existing Memorandum of Understanding.
- 1.2. That the Mayor and Cabinet:
- 1.3. Delegate authority to the Executive Director, Housing, Regeneration & Public Realm, in consultation with the Executive Director of Resources to negotiate and subsequently enter into a funding agreement with TfL to cover the use of £10m Housing Infrastructure Fund monies.
- 1.4. Approve the increase in spend threshold for the existing Memorandum of Understanding to £356,000.
- 1.5. Note the current progress on road design options.

Timeline of engagement and decision-making

Full background information, detailing the previous key decisions made by the Mayor & Cabinet to take a Masterplan approach in Catford, and to re-align the South Circular road through the town centre can be found in the 9 November 2016 [Mayor & Cabinet report](#) and the 19 July 2017 [Mayor & Cabinet report](#).

On 19 July 2017, [Mayor & Cabinet](#) approved realigning the A205 to the south of Laurence House. The road decision was an essential first step in developing a spatial plan and place-making strategy for Catford's regeneration.

In July 2018, Studio Egret West architects were appointed to develop a draft Catford Masterplan for public consultation. On 14 July 2021, [Mayor & Cabinet](#) adopted the Catford Town Centre Framework.

On 11 December 2019, [Mayor & Cabinet](#) approved the allocation of £10m Housing Infrastructure Fund (HIF) funding to support the delivery of the A205 and entry into a grant funding agreement with the GLA.

Consultation for the A205 road realignment project is expected to commence in autumn 2022. Implementation of works is expected in mid-2024. Completion is due mid-2026.

1. Summary

- 1.1. This paper seeks delegated authority to negotiate and enter into a funding agreement with TfL to cover the use of £10m Housing Infrastructure Fund monies, and approve an increase to the spend threshold for the existing Memorandum of Understanding.
- 1.2. The Council has secured a further years' extension to funding availability period, from March 2024 to March 2025, to the Housing Infrastructure Fund Marginal Viability Funding, which forms a key part of the funding stack to deliver the A205 realignment. Further work and delegated authority is required to formalise arrangements between Lewisham and TfL to deliver the infrastructure.
- 1.3. Design work has been progressing and further design work is required to support TfL's bid to secure additional funding from the Department of Transport and to ensure the road realignment delivers as many benefits as possible for the local area.

2. Recommendations

- 2.1. That the Mayor and Cabinet:
- 2.2. Delegate authority to the Executive Director, Housing, Regeneration & Public Realm, in consultation with the Executive Director of Resources to negotiate and subsequently enter into a funding agreement with TfL to cover the use of £10m Housing Infrastructure Fund monies.
- 2.3. Approve the increase in spend threshold for the existing Memorandum of Understanding to £356,000.
- 2.4. Note the current progress on road design options and key risks set out in part 2 of this paper.

3. Policy Context

- 3.1. The Catford Town Centre Framework contributes to the implementation of the Council's Corporate Priorities as detailed in the "Corporate Strategy 2018-2022"

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document which are:

- Open Lewisham: Lewisham is a welcoming place of safety for all where we celebrate the diversity that strengthens us.
- Tackling the housing crisis: Everyone has a decent home that is secure and affordable.
- Giving children and young people the best start in life: Every child has access to an outstanding and inspiring education and is given the support they need to keep them safe, well and able to achieve their full potential.
- Building an inclusive local economy: Everyone can access high quality job opportunities, with decent pay and security in our thriving and inclusive local economy.
- Delivering and defending health, social care and support: Ensuring everyone receives the health, mental health, social care and support services they need.
- Making Lewisham greener: Everyone enjoys our green spaces and benefits from a healthy environment as we work to protect and improve our local environment.
- Building safer communities: Every resident feels safe and secure living here as we work together towards a borough free from fear of crime.

3.2 Lewisham's new Local Plan will build on the existing growth strategy contained within the Core Strategy 2011, which identifies a growth corridor extending from New Cross and Deptford to Catford. Lewisham's new Local Plan proposes a strengthened focus on Lewisham's places, to ensure that development is positively managed with communities over the long-term for the benefit of all.

3.3 Lewisham Council declared a climate emergency in 2019, committing to reach an ambition to be carbon neutral by 2030. Change and growth must be positively managed, to build green infrastructure and harness opportunities for walking and cycling alongside more sustainable forms of development in the borough. A number of other strategies and plans also support the need for the Framework from a planning policy perspective.

3.4 The Catford Town Centre Framework forms part of the evidence base for the new Lewisham Local Plan's place-making approach. The process of plan making involves significant information gathering and specialist studies at the front end of the process. This information is then used to set policy options and preferred approaches for the plan going forward. Local plans are required to meet prescribed 'tests of soundness' as set out in the NPPF. This includes that they must be 'justified' by evidence. The evidence base will be published alongside the submission Local Plan and be subject to scrutiny through the independent examination process. The Catford Town Centre Framework will form part of this evidence base along with other Area Frameworks.

3.5 The London Plan has identified opportunity areas across London in order to help meet the challenges of economic and population growth. These opportunity areas represent London's largest development opportunities. The Plan identifies Catford as a Major town centre within the London retail hierarchy and as an opportunity area where more intensive development is supported.

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

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particularly relevant for Catford, given the need to maximise opportunities for the regeneration of the town centre while responding to local needs.

4. Background

- 4.1. Full background information, detailing the previous key decisions made by the Mayor & Cabinet to take a Masterplan approach in Catford, and to re-align the South Circular road through the town centre can be found in the 9 November 2016 [Mayor & Cabinet report](#) and the 19 July 2017 [Mayor & Cabinet report](#).
- 4.2. On 19 July 2017, [Mayor & Cabinet](#) approved realigning the A205 to the south of Laurence House. The road decision was an essential first step in developing a spatial plan and place-making strategy for Catford's regeneration.
- 4.3. In July 2018, Studio Egret West architects were appointed to develop a draft Catford Masterplan for public consultation. On 14 July 2021, [Mayor & Cabinet](#) adopted the Catford Town Centre Framework.
- 4.4. On 11 December 2019, [Mayor & Cabinet](#) approved the allocation of £10m Housing Infrastructure Fund (HIF) funding to support the delivery of the A205 and entry into a grant funding agreement with the GLA.

5. Update on A205 design

- 5.1. Lewisham and TfL officers have worked closely to progress the design of the road to maximise the benefits it brings to the wider regeneration of Catford town centre. Design work was paused between spring and late autumn 2020 due to Covid-19 and furlough of TfL staff. Design work restarted in the latter months of 2020.
- 5.2. Since then TfL have undertaken a number of design iterations to maximise the benefits of the scheme for the town centre, taking into account the recently adopted Catford Town Centre Framework. TfL will carry out a consultation exercise following a positive outcome for the strategic outline business case and designs have progressed to an appropriate stage. TfL and Lewisham officers have engaged affected parties during this design process.

6. Funding stack

- 6.1. The funding stack is made up from a number of sources, including central government, Lewisham and TfL.
- 6.2. The current estimated total cost of the realignment is £57.4m. The table below shows the proposed total funding stack. It must be noted that the Major Road Network (MRN) grant has not yet been secured.

Funding Source	Value
Department for Transport – Major Road Network grant	£40m
HIF Funding	£10m
TfL Funding	£3.7m
LBL Funding	£3.7m

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Total Indicative Costs	£57.4
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7. Housing Infrastructure Fund (HIF)

- 7.1. Lewisham secured £10m HIF Marginal Viability Funding (MVF) to unlock 1,500 homes on Lewisham owned land in Catford.
- 7.2. In summer 2021, Lewisham secured a one year extension to move the HIF spend deadline from 31 March 2023 to 31 March 2024. This extension was required due to the delay in scheme design caused by a period of furlough of key TfL officers working on the project and a requirement to use real time traffic modelling for the MRN business case. TfL's remaining staff were allocated to work on schemes as part of the London Streetspace programme, in response to the pandemic.
- 7.3. A further year extension to the funding availability period from March 2024 to March 2025 and a year extension to the infrastructure back stop from March 2026 to March 2027 has been requested. This extension is required as the road design needed a number of changes to ensure the design met the aspirations of the town centre regeneration. Confirmation of this is expected in the coming months.
- 7.4. Lewisham are currently discharging the pre-drawdown conditions required for the first claim.

8. Major Road Network funding

- 8.1. TfL have been progressing the application for MRN funding with the Department for Transport (DfT), with support from Lewisham officers. MRN funding has five objectives to: reduce congestion, support economic growth and rebalancing, support housing delivery, support all road users and support the strategic road network. Further objectives on active travel and decarbonisation have now been included by the Department for Transport (DfT).
- 8.2. The MRN funding process is made up of a number of different business case submissions. The first stage is project feasibility and the submission of a strategic outline business case. Following DfT's assessment of the strategic outline business case, and subject to their approvals DfT will recommend that the scheme move forward to the next stage, in-effect ring-fencing the amount being sought, and allowing TfL to proceed with the development of the concept design and outline business case. The final stage involves the development of detailed design and the full business case.
- 8.3. TfL are currently finalising a strategic outline business case which they are planning to submit to DfT in autumn 2022. It is expected that an outcome (and recommendation to move to the next stage of outline business case) will be known within three months. An outcome of the full business case is expected in early 2025.

9. Financial implications

- 9.1. Financial implications are included in part 2.

10. Legal implications

- 10.1. The Council has the power under s.1(1) Localism Act (2011) to do anything individuals

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generally may do providing it is not prohibited by legislation and subject to Public Law principles. There is no express prohibition, restriction or limitation contained in a statute against use of the power in this way. The Council therefore has sufficient powers to enter into the funding agreement as proposed in this report. The terms of the funding agreement will be agreed under delegated authority

11. Equalities implications

- 11.1. The Council's Single Equality Framework 2020-2024 provides an overarching framework and focus for the Council's work on equalities and helps ensure compliance with the Equality Act 2010.
- 11.2. The Catford Town Centre Framework does not have any direct equalities implications.

12. Climate change and environmental implications

- 12.1. Improving the town centre so that it is easier to walk and cycle will contribute to addressing the climate emergency.

13. Crime and disorder implications

- 13.1. There are no crime and disorder implications arising from this report.

14. Health and wellbeing implications

- 14.1. The Catford Town Centre Framework upholds the ambition for Catford to be the greenest town centre in London and to regenerate through design that generate health and well-being.
- 14.2. Improved opportunities for walking and cycling in Catford will be implemented, providing a greener environment and surroundings to benefit those living, working and visiting Catford.
- 14.3. The Framework proposals for the development of the town centre will seek to deliver social integration through the enhancement of public realm that will link to areas that incorporate work, business and leisure activities amongst the green and aesthetically pleasing redesign of public spaces.
- 14.4. These interventions aim to promote better health by providing an environment where users can feel safer and more encouraged to enjoy the benefits of walking, cycling and leisure pursuits offered by the town centre.

15. Background papers

- 15.1. <https://lewisham.gov.uk/inmyarea/regeneration/catford-regeneration/catford-town-centre-framework>

16. Glossary

Term	Definition
TfL	Transport for London are the integrated transport authority responsible for meeting Mayor Sadiq Khan's strategy and commitments on transport in London. They run the day-to-day operation of the Capital's public transport network and manage London's main roads.

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Term	Definition
DfT	The Department for Transport is a ministerial department responsible for the English transport system and a limited number of transport matters in Scotland, Wales and Northern Ireland that have not been devolved.
MRN	The major road network is a middle tier of the country's busiest and most economically important local authority 'A' roads, sitting between the national Strategic Road Network (SRN) and the rest of the local road network.

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