



Sustainable Development Select Committee

Report title: Catford Town Centre Programme Update

Date: January 2024

Key decision: No

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. Outline

- 1.1. This paper sets out updates on key projects which relate to the delivery of the Catford Town Centre Framework. The council has progressed a number of early deliverables including the former Catford Constitutional Club, Thomas Lane Yard, Holbeach Road and Station Links, which form the first phase of the regeneration.
- 1.2. The realignment of the south circular is also being progressed in partnership with Transport for London (TfL). Consultation completed in spring 2023 and delivery is expected to begin in spring 2025.
- 1.3. A wider delivery strategy for the council-owned sites is in development. The review highlights several additional workstreams, including further work on the Council's civic campus and procurement approach.

2. Recommendations

- 2.1. The Sustainable Development Select Committee is recommended to note the project updates contained in this report.

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.

On 16 September 2020, [Mayor & Cabinet](#) approved match-funding to the GLA Good Growth Fund, agree and enter the GLA's Good Growth Grant Agreement and to commence procurement of consultancy support. Mayor & Cabinet also approved the transfer of section 106 funding to deliver public realm and accessibility improvements to Catford Stations.

On 6 November 2021, [Mayor & Cabinet](#) approved the delegation for the procurement route for CCC to the ED of Regeneration, Housing and Public Realm including information pertaining to seeking a new operator for the CCC.

On 6 July 2022, [Mayor & Cabinet](#) approved the increase in spend to £365k and delegated authority for the Executive Director for Housing, Regeneration and Public Realm to approve and enter into a funding agreement with TfL for the road.

On 21 September 2022, [Mayor & Cabinet](#) approved the award of the building contract for the CCC to Claremont Refurbishment Ltd, delegating the final contract sum and contract terms to the Executive Director of Regeneration, Housing and Public Realm.

Consultation for the A205 road realignment project was completed in Spring 2023. Implementation of works is expected in spring 2025. Completion is expected by spring 2027.

On 6 December 2023, [Mayor & Cabinet](#) approved the submission for consent to dispose at an undervalue and delegate authority to the Executive Director of Place to enter into a property agreement with TfL to facilitate the A205 road realignment project.

1. Summary

- 1.1. This paper sets out updates on key projects which relate to the delivery of the Catford Town Centre Framework. The council has progressed a number of early deliverables including the former Catford Constitutional Club, Thomas Lane Yard, Holbeach Road and Station Links, which form the first phase of the regeneration.
- 1.2. The realignment of the south circular is also being progressed in partnership with Transport for London (TfL). Consultation completed in spring 2023 and delivery is expected to begin in spring 2025.
- 1.3. The wider delivery strategy for the council-owned sites is in development. This

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highlights a number of additional workstreams the council will need to undertake, including further work on the Council's civic campus and procurement approach.

2. Recommendations

- 2.1. The Sustainable Development Select Committee is recommended to note the project updates contained in this report.

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 2022-2026" document which are:
 - Cleaner and greener
 - A strong local economy
 - Quality housing
 - Children and young people
 - Safer communities
 - Open Lewisham
 - Health and wellbeing
- 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 National Planning Policy Framework (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 London 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 NPPF is on a presumption in favour of sustainable development and positive growth. The NPPF provides a high-level planning policy context for Catford,

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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 opportunities for the regeneration of the town centre while responding to local needs.

4. Background

- 4.1. The Catford Town Centre Framework was adopted in July 2021 and sets out the council's aspiration for growth and regeneration for the town centre. This includes realigning the south circular A205 and delivering thousands of new homes and commercial space across private and council-owned sites. This vision will be realised over the next twenty years or so.
- 4.2. The council has progressed several early deliverables while the road realignment and wider delivery strategy are finalised, securing external funding to support their delivery. These include the former Catford Constitutional Club (CCC), Thomas Lane Yard (TLY), Holbeach Road and Station Links which form the first phase of the regeneration. The road is also being progressed in tandem with Transport for London (TfL) and will be an early deliverable.
- 4.3. A number of sites within the Framework are privately owned, namely the Catford Island and Halford Wickes sites. There has been no progress on the Catford Island site since the developer (Barratts) concluded their consultation in 2022. Officers are aware there has been some engagement with owners of part of the Halford Wickes site but understand there is no scheme currently in development.

5. The former Catford Constitutional Club

- 5.1. In March 2020, the council was awarded a Good Growth Funding grant of £1.65m following a successful bid to the Greater London Authority (GLA). The award of GLA grant was contingent on match funding provided by the Council. The funding was intended to enable the refurbishment of the former CCC building as a pub and to develop the TLY car park to provide new homes and commercial space.
- 5.2. The proposals for the former CCC include the restoration of the Victorian section (those used by the former CCC) at ground and first floors, with an enlarged bar area, enhanced WCs and back of house facilities. The upper floor will include a new community kitchen and ancillary spaces. The earlier Georgian section of the building to the rear (previously inaccessible) will be restored and provide a large triple height hall to the rear, linking the pub to the garden to the north. This space will have a new platform lift serving all floors and provides access to the new community kitchen. There will also be access onto a new roof terrace to the west with an external access stair. The building fabric will be restored and enhanced, complete with new services and a basic level of fit-out.
- 5.3. A planning application for the former CCC building was submitted on 30 June 2021 and the scheme was granted permission in November 2021 following an extended planning determination period. Claremont Refurbishment Ltd has now been appointed as the Main Contractor to undertake these works, with a final contract sum of c.£2.1m. Catford Regeneration Partnership Limited is contributing £400,000 to the redevelopment.
- 5.4. The building works commenced in April 2023 and were expected to last approximately 13 months. To date the contractor has worked closely with the design team to undertake works included in their stabilisation strategy for the Georgian section. This section of the building was found to be in a greater state of disrepair than first thought and the required repairs to the building are much more extensive and complex. Taking this into account, the programme is now showing a completion in Autumn 2024.

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6. Thomas Lane Yard

- 6.1. The council are developing proposals to deliver a mixed-use scheme on the site of Thomas Lane car park, which sits north of Catford Broadway. Most of the site constitutes what is now Thomas Lane car park, owned by Lewisham council and the SuperSets site which is owned by the Catford Regeneration Partnership Limited (CRPL).
- 6.2. TLY will deliver approximately 113 affordable units, over 1000sqm of new commercial space and over 3000sqm of public realm. Turner Works Architects were appointed by the council in January 2021 as the multi-disciplinary design team lead and have developed the design for TLY. The TLY scheme is currently in RIBA Stage 3. There have been multiple engagements with council planning officers and Lewisham's Design Review Panel.
- 6.3. Since May 2023 the design team have developed the scheme further to take into account the changing fire safety requirements of second stairs, which were not previously included in the scheme and some value engineering to ensure the scheme remains viable. This has increased the number of affordable units in the scheme from 101 to 113 and the kiosk building has been removed, allowing for improved servicing access and increased public realm. The planning submission is expected in spring 2024. Subject to planning permission, it is intended for the scheme to start on site in 2025 with residential units being delivered in 2028.

7. Holbeach Road Public Realm Improvements

- 7.1. In 2020, the council received £450,000 from the GLA's Get Building Fund to deliver regeneration improvements to Holbeach Road.
- 7.2. Works to improve the public realm of Holbeach Road included new paving, new seating and playable features, in-ground power supply for potential events, new trees and shrub planting. The project also included improvements to lighting and security/ CCTV. These works are now complete.
- 7.3. Introduction of art on Holbeach Road was also one of the improvements considered within the project, subject to any wayleaves required. This is still being explored subject to budget, following receiving designs from an artist.

8. Station Links

- 8.1. In September 2020 Mayor & Cabinet approved the use of section 106 funding from the former Catford Greyhound Stadium development to deliver a programme of public realm and accessibility improvements to Catford Station areas to match the aspirations in the Catford Town Centre Framework.
- 8.2. The scope of works is based around following key principles in the Framework:
 - Declutter and create better legibility and accessibility across both Catford and Catford Bridge station entrances
 - Unified public realm between stations
 - Promote new station entrance for Catford Bridge Station
 - Improve footways for generous pedestrian and cycling environment
 - Increase greening
- 8.3. Design consultants were appointed in the beginning of 2021 and a public consultation exercise was completed in summer 2021 based on concept sketches and design aspirations. The scheme aspirations were generally well received by the public.

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- 8.4. Design development was carried out based on engagement with LBL Planning colleagues via a formal pre application process and the public consultation outcome. Feedback was also received from external stakeholders and landowners such as Barratts, TfL, Network Rail, South Eastern Rail, Thames Water, Environment Agency and Arch & Co.
- 8.5. In 2023 the project team carried out further reviews of land ownership in the project area. The majority of the proposed design aspirations proposed in the concept design were based on improvements to non-council owned assets which would require agreement with the landowners. As such the design had to be reconsidered once the external stakeholders were consulted and concerns raised over adoptability of the proposed works. Further amendments to the design may be necessary as new information on land ownership arises.
- 8.6. The scheme redesign will achieve the key principles set in the CTCF (see 8.2 above) by:
- Creating a clutter free single levelled surface pedestrian priority street by removing inconsistent existing kerbs and levels
 - Improving the environment at Catford underpass which is a strategic cycling route with wider footway and new lighting
 - Increase cycling parking provision by installing new covered cycle parking area
 - Install new planted areas to increase greening and encourage positive drainage to the river by installing rain gardens and trees
 - Promote new station entrance at Catford Bridge station by working with Network rail
 - New seats and benches
- 8.7. Delivery of the project will be subject to further consultation with external stakeholders including Network Rail and partners, TfL, the Environment Agency and Thames Water. Due to the time-consuming nature of these conversations, delivery timescales for the project are now tentatively assumed to be for 2024 procurement and 2025 for construction. Officers have secured flexibility in expenditure of the section 106 funding so there is no longer a time pressure for the project.

9. A205 Road Realignment

- 9.1. Council officers and TfL have been working closely to progress the design of the road scheme. The scheme will deliver a range of improvements to make Catford a more pleasant environment for all road users, including segregated cycle facilities, wider pavements, new and improved crossings, new and improved public space, reducing exposure to tailpipe emissions and new and improved road crossings.
- 9.2. TfL carried out a six week consultation exercise in spring 2023 which received 1503 responses. The consultation analysis report can be found on TfL's consultation website, [here](#).¹ Across each of the following themes, a majority of all respondents felt that the proposals would make the town centre slightly or much better:
- Facilities for cyclists (84 per cent)
 - Facilities for pedestrians (82 percent)
 - Road safety (75 percent)

¹ <https://haveyoursay.tfl.gov.uk/21874/widgets/62183/documents/51428>

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- Access to public transport (63 percent)
 - Attractiveness of the town centre (60 percent)
- 9.3. TfL have now completed the analysis of consultation responses and after careful consideration, decided to modify proposals in the following ways:
 - 9.4. The cycling and pedestrian facilities in Sangley Road will be revised to include further segregation between pedestrians and cyclists. TfL have reviewed the proposals to minimise loss of trees. TfL has also reviewed bus stopping patterns in Rushey Green to minimise the impacts on those using bus routes 75 and 185.
 - 9.5. TfL and council officers have engaged affected landowners during the design process and the design has been amended to ensure support was maintained. TfL intend to prepare detailed designs for this scheme by late 2024, with construction potentially starting in early 2025. This is subject to further funding being available.
 - 9.6. Design is now in concept design stage and TfL have had two design review panel meetings with Urban Design London and a formal Pre-Planning meeting with Lewisham Planning team. A planning application was submitted to the Lewisham Planning team on 20th December 2023.
 - 9.7. Design and delivery of a new public space in the location of the existing Catford road layout between Laurence House and the Civic buildings is to be delivered by the Council. The council has appointed Urban Movement to design this at concept stage as an interim scheme with the assumption that a more substantial permanent scheme will be delivered following the redevelopment of Laurence House and the Civic Suite.
 - 9.8. The design brief for the new public space is being developed in consultation with various internal departments including Parks, Economy, Jobs and Partnerships, Strategic Regeneration, Public Health, Climate resilience, Crime prevention and Planning.
 - 9.9. TfL submitted a strategic outline business case in early 2023 to Department for Transport (DfT). TfL have received a number of clarifications from DfT and Active Travel England on the project. 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.
 - 9.10. Subject to the confirmation of the full funding settlement, works are currently programmed to start on site in spring 2025 and be delivered by 2027.

10. Delivery Strategy

- 10.1. In late 2022 the council appointed Avison Young to undertake a delivery strategy for the Council's landholdings across the town centre. The delivery strategy is bringing together previous work on delivery options, viability and land assembly and updated options based on the adopted Catford Town Centre Framework. This review highlights a number of additional workstreams, including further work on the Council's civic campus and procurement approach.
- 10.2. A critical part of the next steps for delivery strategy is the council's new civic provision. Officers will develop an understanding of need before any procurement activity is launched. This will include liaising with key stakeholders across the council as well as reviewing best practice examples from across London and further afield.

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11. Bakerloo Line Extension

- 11.1. LB Lewisham have been working closely with LB Southwark and TfL to progress the case for investment in the Bakerloo Line Extension (BLE). An extension of the line to Lewisham via the Old Kent Road and New Cross Gate forms phase one, with an extension to Catford forming part of the second phase.
- 11.2. In March 2021 the Secretary of State for Transport issued directions to safeguard land needed to build the proposed Bakerloo line extension. Safeguarding is a formal process done by the Department for Transport to protect land above and below ground from conflicting future development. The safeguarding process does not give powers for the extension to be built.
- 11.3. LB Lewisham, Southwark and TfL officers are currently working on a communications and engagement plan for 2024. This is likely to include attending a range of conferences such as London Real Estate Forum and UKREiiF to promote the case for investment.

12. Financial implications

- 12.1. There are no financial implications for this report.
- 12.2. The current budgets for the schemes in this report are as follows:
 - Thomas Lane Yard - £1.2m
 - The Former Catford Constitutional Club - £3.7m
 - Holbeach Road - £450k
 - Station Links - £1.6m
 - The A205 road realignment has spent £700k to date and has secured £10m Housing Infrastructure Fund grant. TfL will also contribute and is in the process of bidding for Major Road Network Funding.

13. Legal implications

- 13.1. As this is a report for noting, there are no legal implications for this report. Detailed legal implications will be provided in decision reports as the scheme progresses.

14. Equalities implications

- 14.1. The Council must have due regard to its Public Sector Equality Duty as set out in the Equality Act 2010. This requires all public bodies, including local authorities, to have due regard to the need to:
 - Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
 - Advance equality of opportunity between people who share a protected characteristic and those who do not
 - Foster good relations between people who share a protected characteristic and those who do not
- 14.2. 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.
- 14.3. An Equality Impact Assessment is drafted for the Road realignment and can be found [here](#). An Equality Impact Assessment will be completed for Station Links in due course.

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15. Climate change and environmental implications

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

16. Crime and disorder implications

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

17. Health and wellbeing implications

- 17.1. 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.
- 17.2. 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.
- 17.3. 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.
- 17.4. 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.

18. Background papers

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

19. 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.
GLA	Greater London Authority

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Term	Definition
DfT	<p>Department for Transport works with agencies and partners to support the transport network that helps the UK's businesses and gets people and goods travelling around the country.</p> <p>Department for Transport plan and invest in transport infrastructure to keep the UK on the move.</p>

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