



Town and Country Planning Act 1990
Catford Town Centre Highway Realignment
Design and Access Statement

December 2023

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AtkinsRéalis



Design and Access Statement

Transport for London

December 2023

CATFORD TOWN CENTRE HIGHWAY REALIGNMENT

Notice

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Contents

INTRODUCTION.....	5	3.3	Interim Scheme for the Former Catford Road Alignment	35	
1. Introduction.....	6	3.4	St. Dunstan's Land	35	
1.1	Background to the Project.....	6	3.5	Design Evolution	36
1.2	Purpose & Scope of this Document	6	3.6	Public Consultation & Design Review Panel.....	39
1.3	Project Description	6	3.6.1	Public Consultation	39
1.4	Policy & Development Context	8	3.6.1	Design Review Panel	40
1.4.1	Relevant Strategy & Policy	8	DESIGN PROPOSALS	41	
1.4.2	Relevant Standards & Guidance.....	11	4. Design Proposals	42	
1.5	Project Objectives & Key Principles.....	13	4.1	Overview of the Project.....	42
1.6	Design Process Overview	13	4.1.1	Servicing of Laurence House	44
			4.1.2	Catford Road Bridge Widening	45
SITE ANALYSIS	14		4.2	Connectivity Strategy	46
2. Site Analysis	15		4.2.1	Road Relocation.....	46
2.1	Site Location	15	4.2.2	Bus Connectivity	47
2.2	Existing Land Use	17	4.2.3	Traffic Management	48
2.3	Townscape & Landscape Setting (including Trees)	18	4.3	Active Travel Strategy	48
2.4	Open Space & Public Realm	19	4.3.1	Cycling Infrastructure	48
2.4.1	Rushey Green – London Squares	19	4.3.2	Segregated Cycle Infrastructure	49
2.4.2	Sangley Road / Plassy Island	24	4.3.1	Connecting Routes.....	51
2.4.3	Beyond the Application Site	24	4.3.2	Pedestrian Accessibility	51
2.5	Vehicular Movement	24	4.3.3	Integration with New Development	54
2.5.1	The Catford Gyrotory	24	4.4	Placemaking and Public Realm Strategy.....	55
2.5.2	Public Transport.....	25	4.4.1	Overview	55
2.6	Cycling Infrastructure	26	4.4.2	Catford Road (Catford Bridge)	57
2.7	Pedestrian Accessibility	27	4.4.3	New Catford Road.....	58
2.8	Project Opportunities & Constraints Summary	28	4.4.4	Sangley Road.....	59
2.8.1	Key Opportunities.....	28	4.4.5	Rushey Green (Squares 1-6).....	60
2.8.2	Key Challenges	28	4.4.6	Rushey Green (Squares 7-8).....	61
			4.4.7	Heritage Considerations.....	62
DESIGN APPROACH.....	29		4.4.8	Interim Scheme for Catford Public Spaces	62
3. Design Approach.....	30		4.4.9	Public Realm Phasing	63
3.1	Design Process	30	4.5	Landscape Character Strategy	63
3.1.1	Assessment.....	30	4.5.1	Typologies	63
3.1.2	Engagement with LB Lewisham.....	30	4.5.2	Distinctiveness	63
3.1.3	Evaluation	30	4.5.3	Green Spaces	63
3.1.4	Design	34	4.5.4	Tree Planting	64
3.2	Key Mayoral Priorities	34	TECHNICAL DESIGN MATTERS	66	
			5. Technical Design Matters	67	



5.1	Safety & Security / Management & Maintenance	67
5.2	Lighting.....	68
5.3	Sustainable Urban Drainage Scheme (SuDS).....	68
5.3.1	SuDS Strategy	68
CONCLUSIONS		70
6.	Summary of the Project	71



INTRODUCTION

1. Introduction

“London must become a city where walking, cycling and green public transport become the most appealing and practical choices for many more journeys.”

Mayor’s Transport Strategy (2018)

This Design and Access Statement has been prepared by AtkinsRéalis on behalf of Transport for London (TfL), in support of a planning application to the London Borough of Lewisham (LB Lewisham) for conversion of the A205 South Circular one-way gyratory system to two-way working within the Catford Town Centre and associated works.

The proposal involves realignment of the A205 approach to the town centre from the west to a new more southerly alignment, comprehensive highway and public realm improvements and replacement access to the St Dunstan’s Jubilee Ground sports fields.

The project will support LB Lewisham’s vision for a green, accessible, vibrant town centre by enabling new public spaces to be created along the existing alignment of Catford Road east of Thomas Lane.

In order to provide a full understanding of the Project and its implications, it is intended that this Design and Access Statement is considered as part of the comprehensive package of information submitted in support of the planning application. In particular, this Statement should be read in conjunction with the relevant application drawings.

1.1 Background to the Project

TfL has been working in partnership with LB Lewisham to support its ambitions, as set out in the Catford Town Centre Framework (2021), to transform and regenerate Catford Town Centre. The Framework relies on the provision of a comprehensive set of interventions to the highway to improve transport and create better places for people. These highway improvements are the subject of this planning application.

Catford is a major town centre in LB Lewisham. It is located on the junction of two major roads: the A205 (part of the national Major Road Network), and the A21 (a key radial route). TfL is the highway authority for both roads.

The realignment of the A205 South Circular Road to the south of LB Lewisham’s offices at Laurence House will release the space between Laurence House and the Civic Suite currently dissected by the South Circular and provides an opportunity to refocus the whole town centre around a series of interlinked new public spaces, as shown in Figures 1 and 2.

1.2 Purpose & Scope of this Document

This Design and Access Statement presents TfL’s design and accessibility proposals for the Catford Town Centre Highway Realignment works, setting out how the design has evolved and the key issues / evaluation that have informed the design development.

This Statement sets out the design objectives for the highway realignment works, which include improving the safety of vulnerable road users and increasing active travel in Catford, and explains how this will be achieved. In addition, it describes how aspects of access to and within the town centre have been considered and will be dealt with, particularly in relation to the key objectives outlined in Section 1.5.

Specifically, in line with the validation requirements of LB Lewisham, this Design and Access Statement seeks to:

- Demonstrate the steps taken to appraise the context of the development and how the design proposals take that context into account;
- Communicate the design principles and concepts that have been applied to the development through the design approach;
- Explain the provisions for access, and how policies relating to access have been addressed;
- Provide details of the stakeholder engagement and public consultation undertaken relating to the design of/access to the development and how this has influenced the design process; and
- Clarify how any specific issues which might affect access to the development have been addressed.

This Statement meets the requirements for design and access statements set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015. Account is also taken of the ‘Design and Access Statements: How to Write, Read and Use Them’ guidance note published in 2006 by the Commission for Architecture and the Built Environment (CABE).

1.3 Project Description

The description of the Proposed Development for the planning application is as follows:

“Realignment of the A205 highway across the St Dunstan’s College Jubilee Ground to Canadian Avenue and through the current parking to the south of Laurence House to Bromley Road at a point opposite Sangley Road, removal of the one-way system around Plassy Island converting the road system to two-way operation, new and improved pedestrian crossings, footway widening, relocation of bus stops, new

segregated cycle lanes. Creation of new vehicle entrances to Jubilee Ground and other works incidental to the application proposal.”

Figures 1 and 2. Existing and Proposed Alignments of the A205 South Circular Road (Source: TfL, 2023)

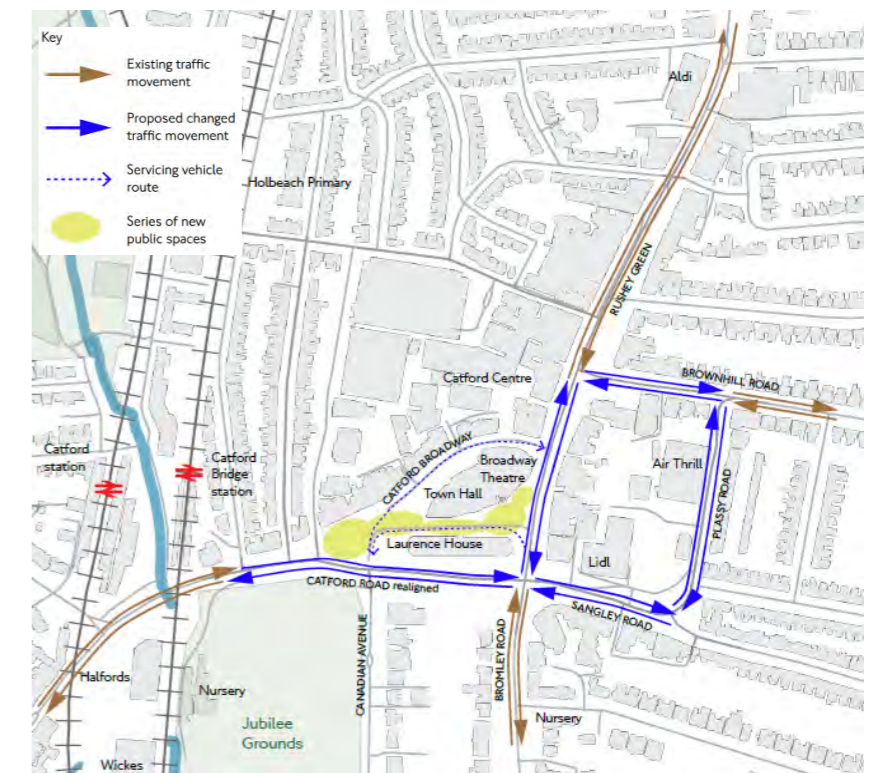
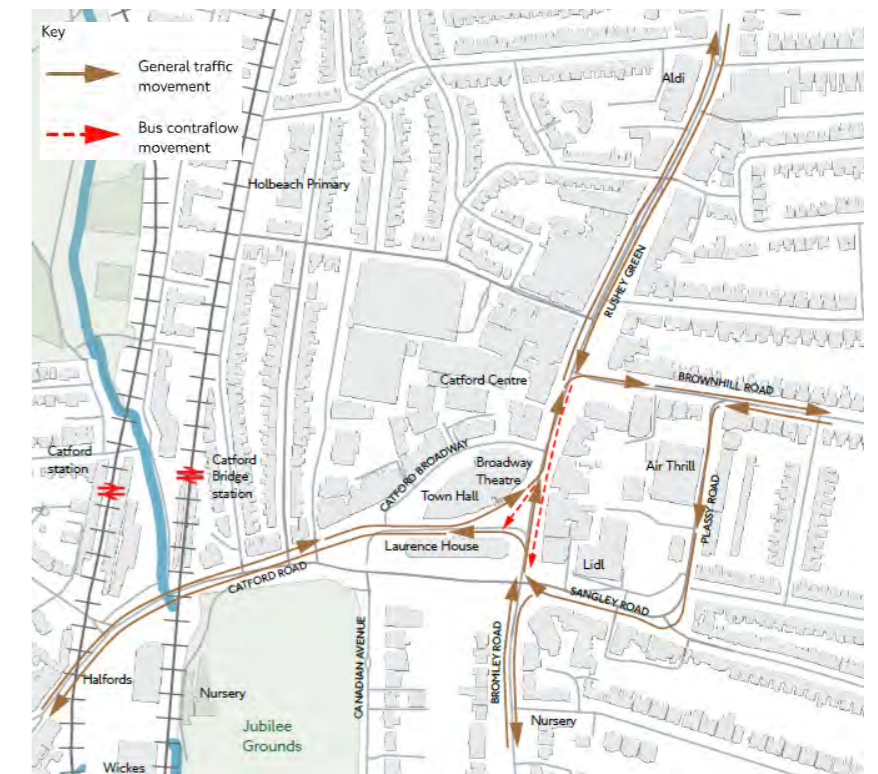




Figure 3. The Catford Town Centre Highway Realignment (Source: TfL, 2023)

The proposal provides the following improvements:

- Enables the transformation, into a welcoming public realm, of the currently hostile space that segregates Laurence House from Catford Broadway and Catford's commercial core.
- The widening of more than 450m of footways, including along the A205 at key locations such as the western approach to the town centre.
- Improvements to legibility and the creation of 20 improved controlled crossings on desire lines, including the provision of a new wider crossing directly in front of Catford Bridge Station.
- Delivery of 750m of segregated cycle tracks and improved crossing arrangements.
- Introduction of bus priority measures, with 700m of dedicated bus lanes in the proposed scheme, and the relocation of bus stops in response to the highway realignment.
- Streamlining traffic flows to minimise queuing within the town centre and improve the general ambience for pedestrians and cyclists.
- Comprehensive landscaping works to create a greener town centre, incorporating sustainable urban drainage measures. This includes extensive tree/shrub planting, new rain gardens, planters and tree pits and the use of permeable surfacing on cycle lanes and footways.
- Provision of more integrated and welcoming green spaces on Rushey Green, including the introduction of natural landscape features.

The majority of the works within the town centre are highway improvement works that do not require planning permission, given TfL's permitted development rights. However, since planning permission is required for the works outside TfL's highway boundary (primarily at Jubilee Ground and on the parking to the south of Laurence House), the planning application is being made for the entire Catford Town Centre Highway Realignment project to enable it to be understood as a whole.

The works are currently anticipated to take approximately 24 months and to commence in March 2025 with completion by March 2027, subject to timely approvals and land acquisition.

Full details of the design proposals for the Project are provided in Section 4 of this Statement.

1.4 Policy & Development Context

This section sets out the policy and development context in which the Catford Town Highway Realignment works would be developed. This includes the relevant existing planning policy context, as well as key standards and guidance which have informed the design process.

The proposals align with national, regional and local policies to support London's sustainable growth and promote active travel. In particular, the Catford Town Centre Framework (2021) confirms LB Lewisham's aspiration to re-align the A205 to support significant redevelopment within the town centre.

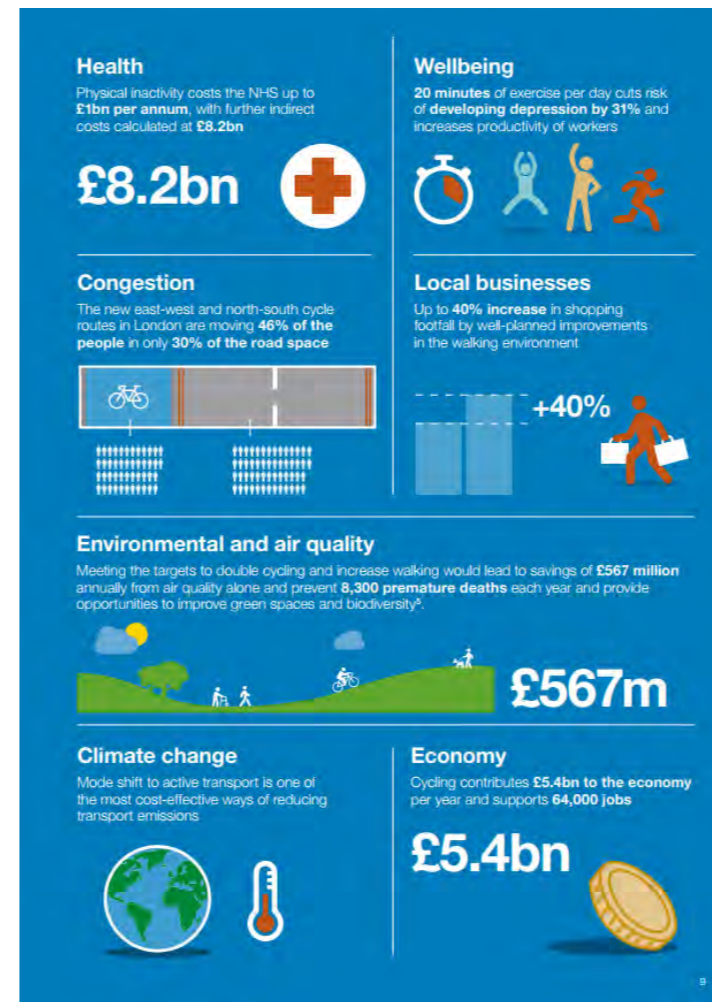
An overview of the key documents, with a specific focus on relevant design and access policies, is set out in this section. For a more detailed assessment of the Project's planning policy context, including its relation to national policy such as the National Planning Policy Framework, please refer to the Planning Statement submitted as part of this planning application.

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

Catford Town Centre Framework (2021)

1.4.1 Relevant Strategy & Policy

Gear Change: A Bold Vision for Cycling and Walking (Department for Transport, 2020)



This document advocates for a “step-change” in the national approach to cycling and walking, including the identification of a wide variety of national issues which can be addressed by increasing the use of these active travel modes. In particular, this relates to issues associated with public health and wellbeing, the economy, traffic congestion, air quality and the environment, climate change and local businesses (as per graphic).

The Department for Transport document calls for a “transformation in our transport system” with the objective to make cycling and walking the natural first choice for many journeys. This includes the specific target for half of all journeys in towns and cities to be undertaken by bike or foot by 2030.

The document concludes by stating that the Department for Transport “will not fund or part-fund any scheme that does not meet the new

standards and principles” set out, and “will not allow any other agency or body to fund such schemes using any of our money”.

The London Plan (Greater London Authority, 2021)



The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out an economic, environmental, transport and social framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.

The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital.

Under the legislation set up by the Greater London Authority (GLA), The London Plan 2021 covers the following areas of strategic importance:

- Economic development and wealth creation in Greater London
- Social development in Greater London
- Improvement of the environment in Greater London

The London Plan covers 47 opportunity areas, contains 102 policies and outlines the key goals for the city – concerned with affordable housing, combatting climate issues, accessibility, equality, and industrial development.

Notably, the Plan identifies that all development proposals within Greater London should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.

In addition, the London Plan states that development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators, in line with TfL guidance (as outlined in Section 3.2). This includes reducing the dominance of vehicles on London's streets, as well as improving permeability by foot/cycling and connecting to local walking and cycling networks.

Under Policy T5, development proposals should also help to remove barriers to cycling and create a healthy environment in which people choose to cycle.

The Mayor's Transport Strategy (Mayor of London, 2018)



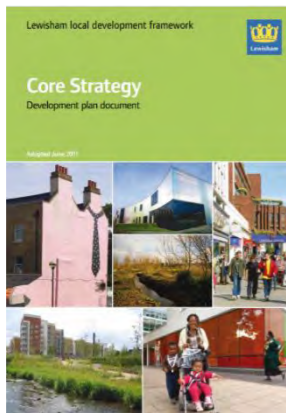
The Mayor's Transport Strategy is the statutory plan for London's transport. It sets out the Mayor's policies for promoting and encouraging safe, integrated, efficient and economic transport facilities and services to, from and within Greater London.

The Transport Strategy sets out the guiding principles to achieve a shift away from car use, centred around three core themes that drive towards the core target

of 80% of all trips in London being carried out by foot, cycle or public transport by 2041, compared to the baseline figure of 63% in 2015. The core themes of the Strategy (along with their sub-themes) are:

- Healthy streets and healthy people – active, inclusive and safe travel; making more efficient use of the street network; improving air quality and the environment. The Healthy Streets Approach is discussed in further detail in Section 3.2.
- A good public transport experience – improving safety, affordability and customer service; improving public transport accessibility and inclusivity; shaping and growing the bus network; improving rail services and tackling crowding.
- New homes and jobs – transport and good growth; shaping the type of growth; shaping the city. According to the Strategy, London needs 65,000 new homes every year to meet demand, plus approximately 1.3 million new jobs by 2041.

Lewisham Local Development Framework: Core Strategy (LB Lewisham, 2011)



The Lewisham Core Strategy provides details of the vision, objectives, strategy and policies that will guide public and private sector investment to manage development and regeneration across LB Lewisham.

The Strategy recognises that the general health of Lewisham's residents is significantly poorer than not only London, but also the rest of England. This includes poor performance on indicators relating to

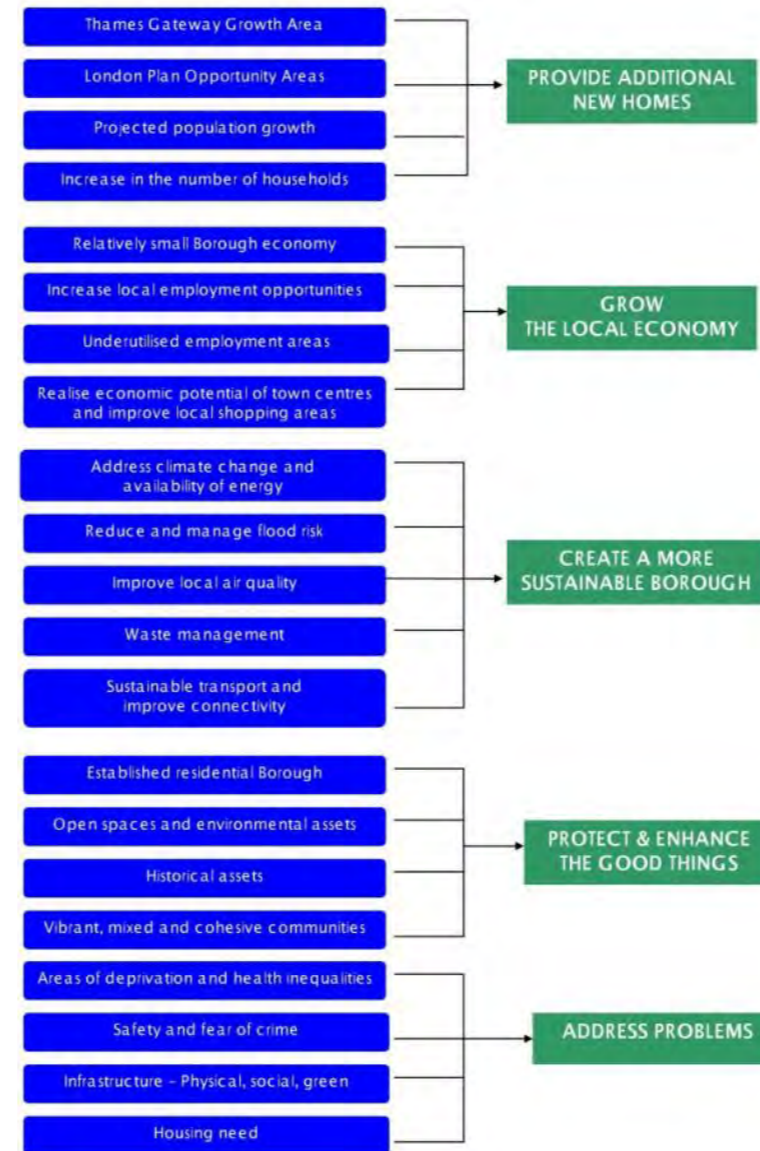
low income, including coronary heart disease, cancer and respiratory diseases. As a result, reducing premature mortality from such diseases is identified as a priority for Lewisham.

In addition, improving local air quality is recognised as a key priority, with road traffic identified as the main source of air pollution in LB

Lewisham, and excessive road traffic also considered to be one of the main modern 'environmental stress' factors.

According to the Strategy, Catford is LB Lewisham's second largest town centre and plays an important role as the civic heart of the Borough. LB Lewisham sets out its aspiration for significant improvements to the physical environment of Catford, including working with commercial investors and developers to drive the comprehensive redevelopment of the town centre.

The key drivers for change influencing the Lewisham Core Strategy are presented below.



We Are Lewisham: A Cultural Strategy for Lewisham 2023-2028 (LB Lewisham, 2023)



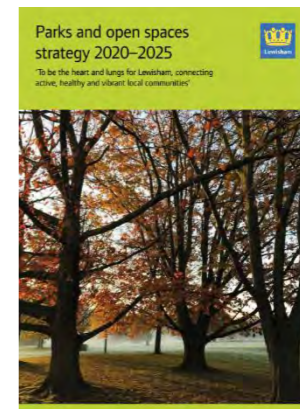
The Cultural Strategy for Lewisham seeks to cultivate a legacy that promotes Lewisham's "rich history, culture, and community spirit, bringing in more investment and opportunities, and inviting both private sector partners and visitors to see what Lewisham has to offer".

The Strategy highlights the following key outcomes, which are expected to be delivered by 2028:

- Outcome 1 – Everyone has access to the positive benefits of engaging with cultural and creative activities;
- Outcome 2 – Cultural and creative places meet the changing needs of Lewisham's communities and creatives;
- Outcome 3 – The conditions are right for the cultural and creative industries to thrive and be more accessible to a broader range of communities in Lewisham; and
- Outcome 4 – Creative ways of connecting public sector organisations and communities tested during Lewisham's year as London Borough of Culture will become a key part of LB Lewisham's way of working.

Of key relevance to this TfL project, the Strategy identifies the creation of a large, new public space in the heart of Catford as having significant potential to offer the town a new space in which everyone can engage with cultural events and art as part of their daily lives. This is considered further in Section 3.3.

Lewisham Parks & Open Spaces Strategy 2020-2025 (LB Lewisham, 2020)



LB Lewisham's Park and Open Spaces Strategy states that the Lewisham's network of parks and open spaces will be prioritised to become the "heart and lungs of Lewisham, connecting active, healthy, vibrant local communities".

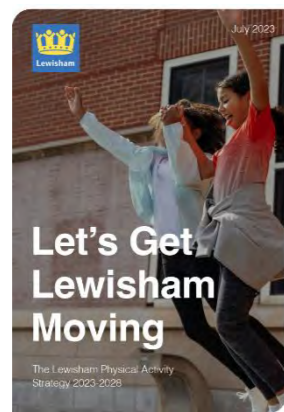
Five strategic social aims are identified within the Strategy, of which three have specific relevance to the Proposed Development:

- To deliver 'wellbeing' by putting parks and open spaces at the heart of outdoor activities and healthy lifestyles for all;
- To promote and support active citizens and the ethos, 'My space, My responsibility'; and
- To get nature to people and people to nature.

In particular, a number of aims stand out within the Strategy with regards to TfL's aspirations for Catford Town Centre. This includes the aspiration to "green the grey" by developing partnerships to deliver active green travel links through highway infrastructure projects, and to support existing and new greening of active travel links so both people and wildlife benefit.

The improvements and enhanced greening of the public realm planned through the Proposed Development, as well as the creation of new public spaces in the heart of Catford, have the combined potential to offer local residents a greener town centre that can promote biodiversity and enable more people to connect with nature.

Let's Get Lewisham Moving: The Lewisham Physical Activity Strategy 2023-2028 (LB Lewisham, 2023)



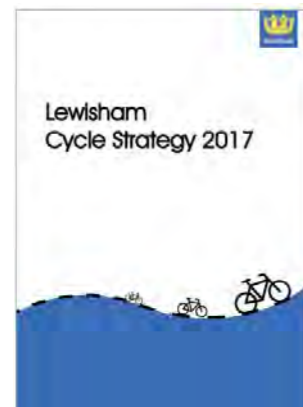
This Strategy states that Lewisham's mission for physical activity includes the need to "empower our residents to access opportunities to lead a more physically active lifestyle", based on the Chief Medical Officer's recommendation that most adults should be undertaking 2.5 hours of physical activity per week.

The Strategy aligns with the Active Design approach, developed by Sport England and Active Travel England, to create streets and

public spaces that can support people in leading more physically active and healthy lives through the creation of 'active environments'. Further details on this approach are provided in the diagram below.

The Strategy identifies a range of types of physical activities which LB Lewisham wishes to promote to its residents. In particular, supporting active travel (including walking, cycling and scooting to school/work) is deemed to be of significant relevance to the Proposed Development and its objectives.

Lewisham Cycle Strategy (LB Lewisham, 2017)



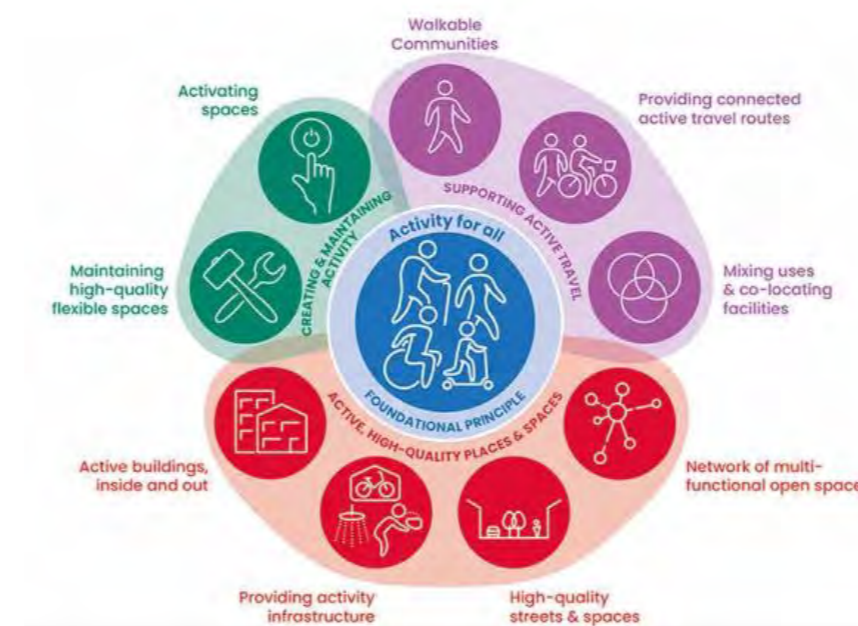
The Cycle Strategy outlines LB Lewisham's aspiration to be one of the safest and easiest places to cycle in London, and one where cycling is a natural and easy choice of transport for everyone.

The Strategy identifies four key targets to track Lewisham's progress towards this goal: doubling the number of cycling journeys; increasing the proportion of employed residents cycling to work to

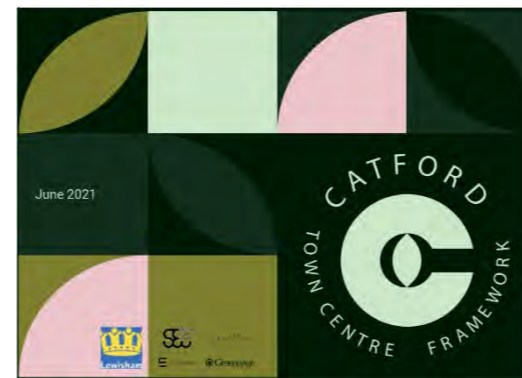
10%; halving the casualty rate of cyclists, and increasing the number of children cycling to school by 50%.

In order to achieve these targets, the following measures to be progressed are of relevance to the Proposed Development:

- Cycle Network – a better network of signed routes;
- Cycle Parking – more convenient and secure residential cycle parking, such as cycle hangers in residential areas;
- One-Way Streets – removing the one-way arrangement of many low trafficked streets to provide more convenient access;
- Junction Improvements – improving the most important junctions that do not fit on a proposed cycle route alignment;
- Liveable Neighbourhoods – making spaces available for people to enjoy parts of the street without motor vehicles.



Catford Town Centre Framework (LB Lewisham, 2021)



The Catford Town Centre Framework is a "blueprint for change" that will guide the development of the town centre for decades to come, reflecting the needs of the local community and the outcomes of local consultation.

The Framework declares that "This is Catford's revival". It states that the future development of the town centre is reliant upon "the re-

routing of the South Circular" to "free up more space to reimagine the town centre" – the overarching objective of the Proposed Development. It indicates that the re-routing would enable Catford Shopping Centre to be redeveloped, providing new retail spaces and new homes to be built across the town centre and enabling pedestrian friendly areas, open spaces and new community facilities to be created.

The Framework contains three clear priorities that can provide the building blocks for changes to Catford:

- Transforming Catford into a green town centre – The ambition is for Catford to be the "greenest town centre" in London. Nature will be prioritised to create a cleaner, healthier and more sustainable town centre for the benefit of people, urban wildlife and ecology.
- Making Catford a vibrant town centre to live, work and visit – Catford will remain the civic heart of LB Lewisham and there is an opportunity to introduce more educational institutions, leisure uses, new public spaces, entertainment and performance venues.
- Making Catford an accessible and connected town centre for all – Walking and cycling routes will weave and stitch into surrounding neighbourhoods, including making them safer and more attractive. More safe crossing points on the South Circular Road will help Catford become more pedestrian-orientated, and a new network of lanes will improve connectivity across the Town Centre.

With regards to the Proposed Development, the re-routing of the South Circular to the south of Laurence House is recognised as priority project for LB Lewisham, and LB Lewisham has safeguarded land to enable its delivery. The Framework emphasises that the relocation of the road will fundamentally change the character and experience of the town centre, and it is identified as a key component of the Framework and development strategy for Catford.

The Framework identifies a series of 'Placemaking Principles' presented in Figure 4. These serve as the foundation for the proposed framework and a Development Strategy for the town centre and for key regeneration sites. The strategy comprises a number of physical interventions, including public realm improvements, new homes and business space and the South Circular Road realignment, which are complemented by measures aimed at supporting the local community and delivering the wider vision.

A visual graphic depicting the Development Strategy for the Civic Centre, as per the Town Centre Framework, is included prior to the Placemaking Principles. As can be seen in the visual, the Strategy includes the re-routed South Circular and the provision of improved pedestrian crossings along Catford Road and to strengthen the connection between the town centre and Plassy Island – as incorporated in the Design Proposals contained in this Design and Access Statement.

1.4.2 Relevant Standards & Guidance

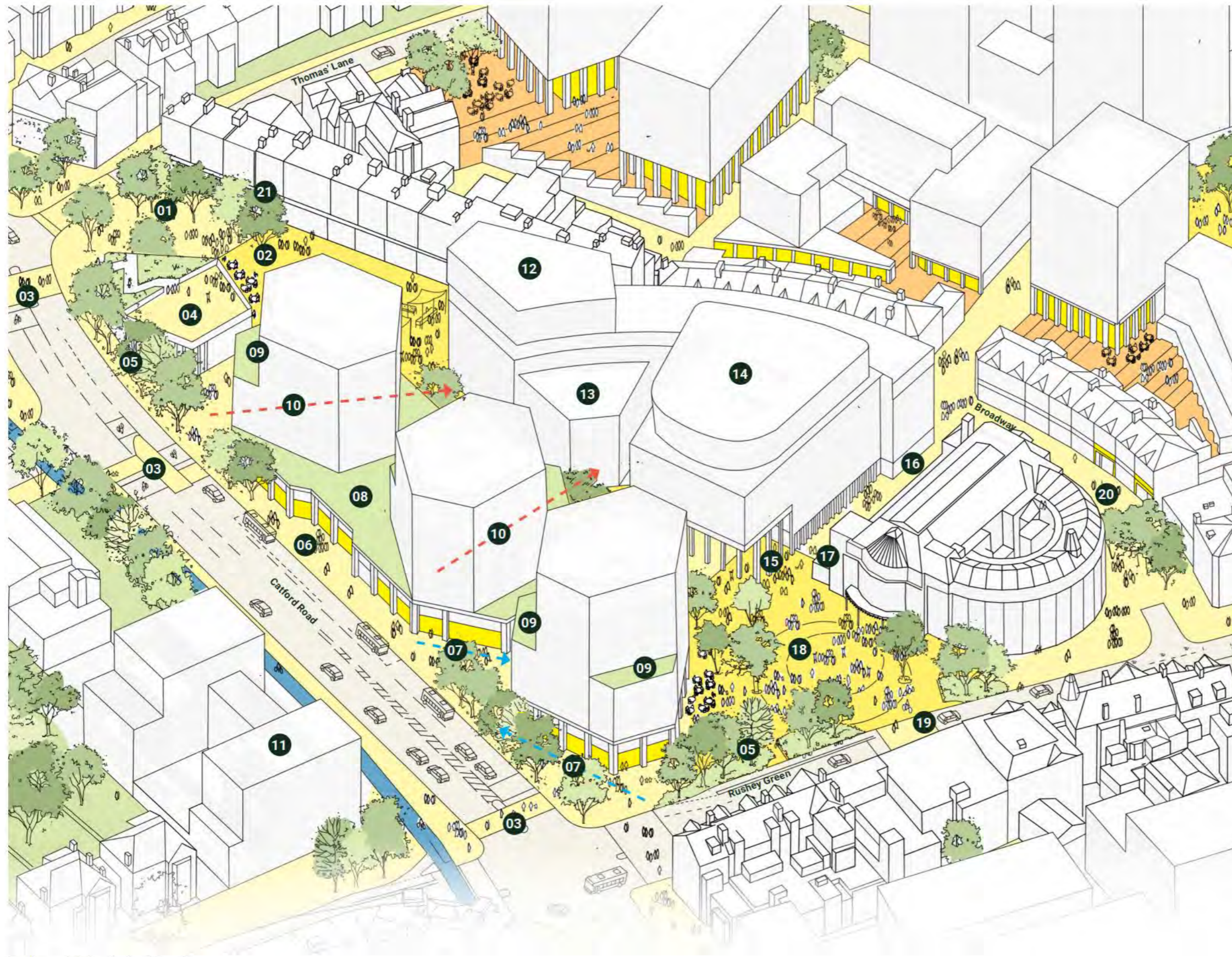
In addition to the discussed policies, the following standards and guidelines have been used throughout the design process to inform the design of the Proposed Development:

- Manual for Streets (Department for Transport and Communities & Local Government, 2007)
- Design Manual for Roads and Bridges (Department for Transport, 2020)
- Standards for the Design & Construction of Roads in LB Lewisham (LB Lewisham, 2017)
- Transport for London Streets Toolkit (TfL, 2018)
- Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (Department for Transport, 2021)
- LTN1/20 Cycle Infrastructure Design (Department for Transport, 2020)
- The SuDS Manual (CIRIA, 2015).

Figure 4. Catford Town Centre Placemaking Principles (Source: Catford Town Centre Framework, 2021)



Figure 5. LB Lewisham Development Strategy for the Civic Centre (Source: Catford Town Centre Framework, 2021)




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

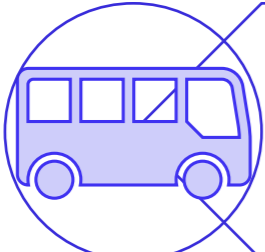
1.5 Project Objectives & Key Principles




Improve safety for vulnerable road users
Additional, improved crossings, wider pavements where possible and new segregated cycle routes.




Increase active travel
Segregated cycle facilities, improved legibility and improved walking/cycling links, e.g. to Catford Bridge station.



Support travel by sustainable modes
Protecting bus journey times and reliability through the town centre.



Contribute to the creation of a greener and more resilient town centre
Planting trees and shrubs; and taking a Sustainable Urban Drainage approach to water management.




Support economic growth and viability of emerging town centre development proposals
Removing severance between Laurence House and town centre, and making passive provision for creation of a new public space.

In addition to the highway realignment works, the Project includes a comprehensive placemaking strategy, which aims to support the ambition of the Catford Town Centre Framework (2021) to regenerate Catford into the “*greenest town centre in London*”.

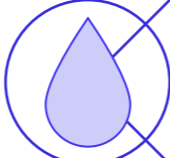
In line with the Catford Town Centre Framework (2021), the TfL Project seeks to give precedence to public spaces, in order to boost the town centre's vitality and liveability by providing residents and visitors to Catford with opportunities to meet others, pause, unwind and play.

In addition, the Project aims to prioritise nature wherever possible, with the aspiration to support the shift towards a cleaner, healthier and more sustainable town centre for the benefit of Catford's residents, urban wildlife and ecology.


The graphic below outlines the key placemaking and landscaping principles for all streets within the project area.




Maximise opportunities for tree planting




Sustainable Drainage Systems and permeable paving as a default



Spaces that enable greater biodiversity



Factor future maintenance from a design and funding perspective



Multi-functional street space, maximising placemaking opportunities

1.6 Design Process Overview

This Design and Access Statement is provided to demonstrate the steps taken to appraise and respond to the context of the Proposed Development. From the outset of the Catford Town Centre Highway Realignment project, it was considered important that the TfL project team clearly understood the context in which the proposal will sit – including the likely challenges, constraints and opportunities – and used this understanding to inform the design of the Project.

In order to gain a good understanding of the context of the application site and to use it appropriately, the TfL project team followed a collaborative, design-led approach which included the following stages:

- **Assessment** of the application site's immediate and wider context with regards to physical, social and economic characteristics and relevant planning policies, taking account of both desk-based surveys and on site observations. The outcomes of the assessment stage are presented in Section 2 of this Statement.
- **Engagement** of community members, key stakeholders and relevant industry experts. This includes both formal public consultation and engagement with design practitioners such as Urban Design Learning (UDL). Further details on the stakeholder engagement and public consultation process, including how the outcomes of this process have altered the design of the Proposed Development, are detailed in Section 3 of this Statement.
- **Evaluation** of the information gathered regarding the application site's immediate and wider context, identifying opportunities and constraints and developing design and access principles for the Project – including balancing any potentially conflicting issues identified. The key opportunities and challenges of the application site are discussed in Section 2.8 of this Statement, which in turn have directly influenced and informed the Design Proposals presented in Section 4.
- **Design** of the Project using the assessment, engagement and evaluation information collected. This design process enables TfL to implement contextually sensitive design, which respects the character of the application site and its wider context – not only with regards to the physical attributes of the landscape and townscape, but also the activity, vitality and distinctiveness of the local community in Catford. Sections 4 and 5 of this Statement provide details of the Design Proposals and Technical Design Matters which have been developed through this design process.

SITE ANALYSIS

“This is Catford’s revival. The re-routing of the South Circular will free up more space to reimagine the town centre.”

Catford Town Centre Framework (2021)

2. Site Analysis

This section undertakes a contextual analysis of the wider application site and surrounding area, including its opportunities and constraints, based on desk-based assessments undertaken by AtkinsRéalis and site visits carried out by TfL.

It was considered vital to understand the application site’s inherent opportunities and constraints prior to the design stage for the Project, – helping to capture the full value of the site and create a site layout that is accessible, safe and deliverable. In addition, design cues have been identified from the surrounding context to ensure that the design of the Project is in keeping with the application site’s existing setting and appearance.

2.1 Site Location

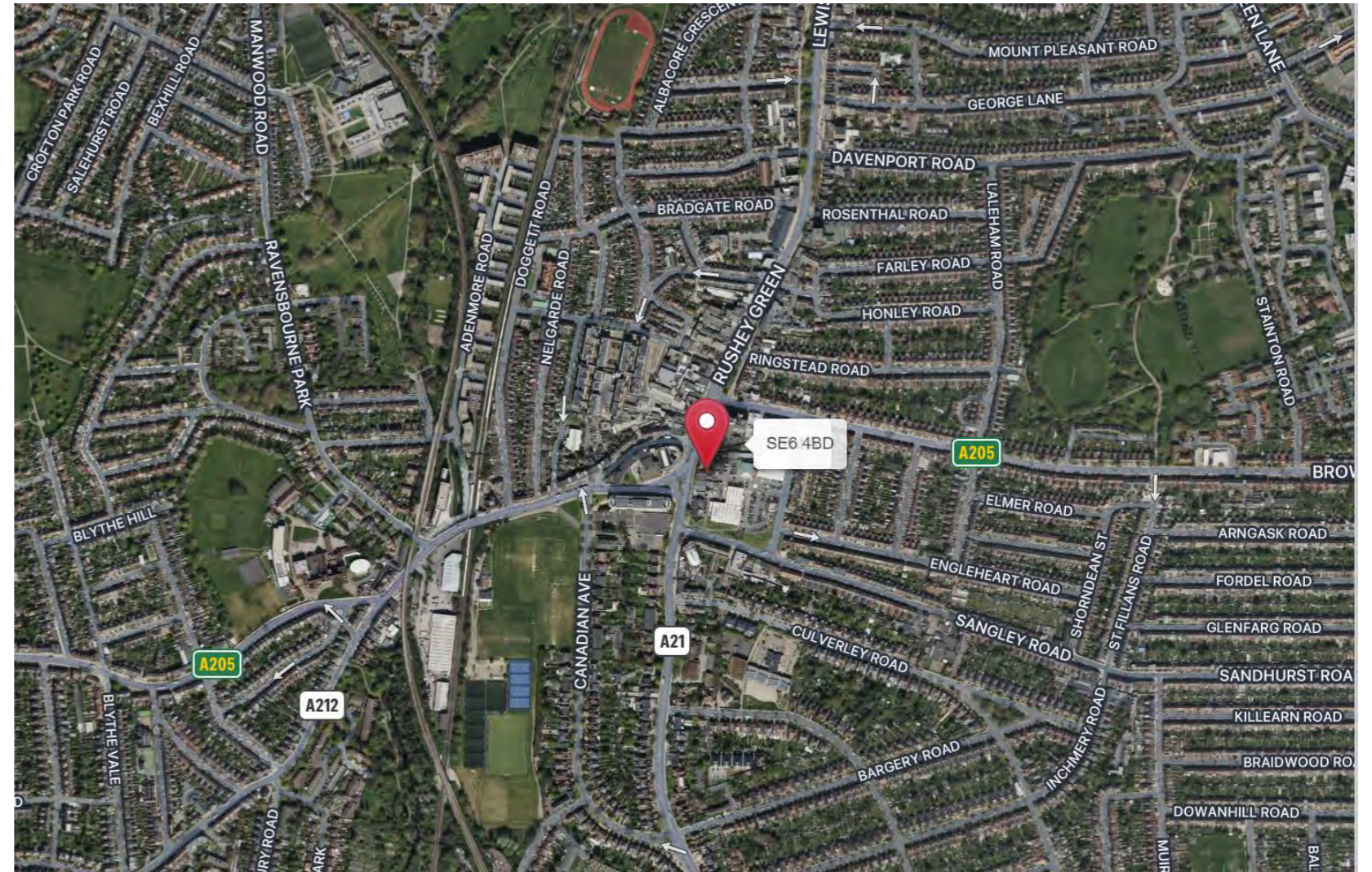
The application site is located in an urban setting in Catford Town Centre, which in turn is situated in LB Lewisham in the south-east of Greater London.

Catford is a large town centre and, being the administrative centre of LB Lewisham, plays an important civic role in the Borough. It is located on the junction of two major roads: the A205 (part of the national Major Road Network), and the A21 (a key radial route). TfL is the highway authority for both roads.

The application site is centred on the existing A205 / A21 junction to the north of Laurence House, with an Ordnance Survey National Grid Reference of TQ 37688 73632 (X (Eastings): 537688, Y (Northing): 173632) and an approximate postcode of SE6 4BD. An overview of the application site location within Catford is presented in Figure 6.

The red line boundary for the purposes of this planning application is shown in Figure 8, including areas beyond the existing highway corridor which are required to deliver associated highway infrastructure. As illustrated, the application site is formed of three individual sections, which are not contiguous.

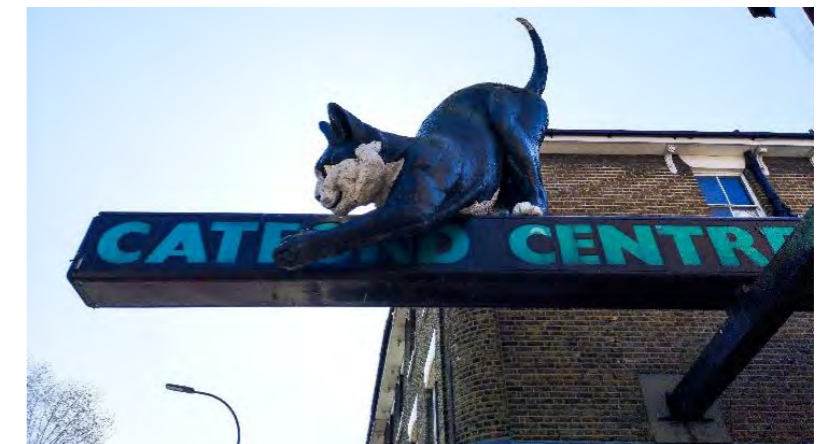
Figure 6. Site Location (Source: OpenStreetMap, 2023)



The application site covers an area of approximately 6.81 hectares (ha) and primarily comprises the existing A205 South Circular western approach to the Catford Town Centre gyratory and abutting sections of the A21 to the north and south, along with sections of some side roads.

In addition to the existing roads, the application site also incorporates a section of St. Dunstan’s Jubilee Ground sports fields and existing parking to the south of Laurence House. Further detail on the existing land uses within the application site is provided in Section 2.2.

Figure 7. Site Visit Image (Source: TfL, 2023)



2.2 Existing Land Use

The application site comprises predominantly previously developed land. The land use of the application site mainly comprises existing highway and immediately adjacent land, car parking in Catford town centre, hardstanding to the south of the Catford Bridge Station, and a small area of the private recreational sports field in St Dunstan's Jubilee Ground.

As presented in the red line drawing in Figure 8, the application site is formed of three individual sections. The first section of the application site extends from 40 metres (m) west of Catford Bridge along the A205 Catford Road, including 45m of existing footway adjacent to the railway; the northern edge of St. Dunstan's Jubilee Ground and its access; the northern end of Canadian Avenue; and parking to the south of Laurence House. It extends east to encompass the road network that comprises the A205 gyratory system around 'Plassy Island' (comprising Sangley Road, Plassy Road and Brownhill Road). Along the A21, the site extends along Bromley Road Green to the junction with Culverley Road and north along Rushey Green to 5m south of the junction with

Bradgate Road. This part of the application site covers approximately 5.48ha.

The eastern side of Rushey Green features a sequence of protected London Squares (as defined by the London Squares Preservation Act, 1931), currently in the form of seven separate fenced areas of grass and hardstanding. These are considered further in Section 2.4.1.

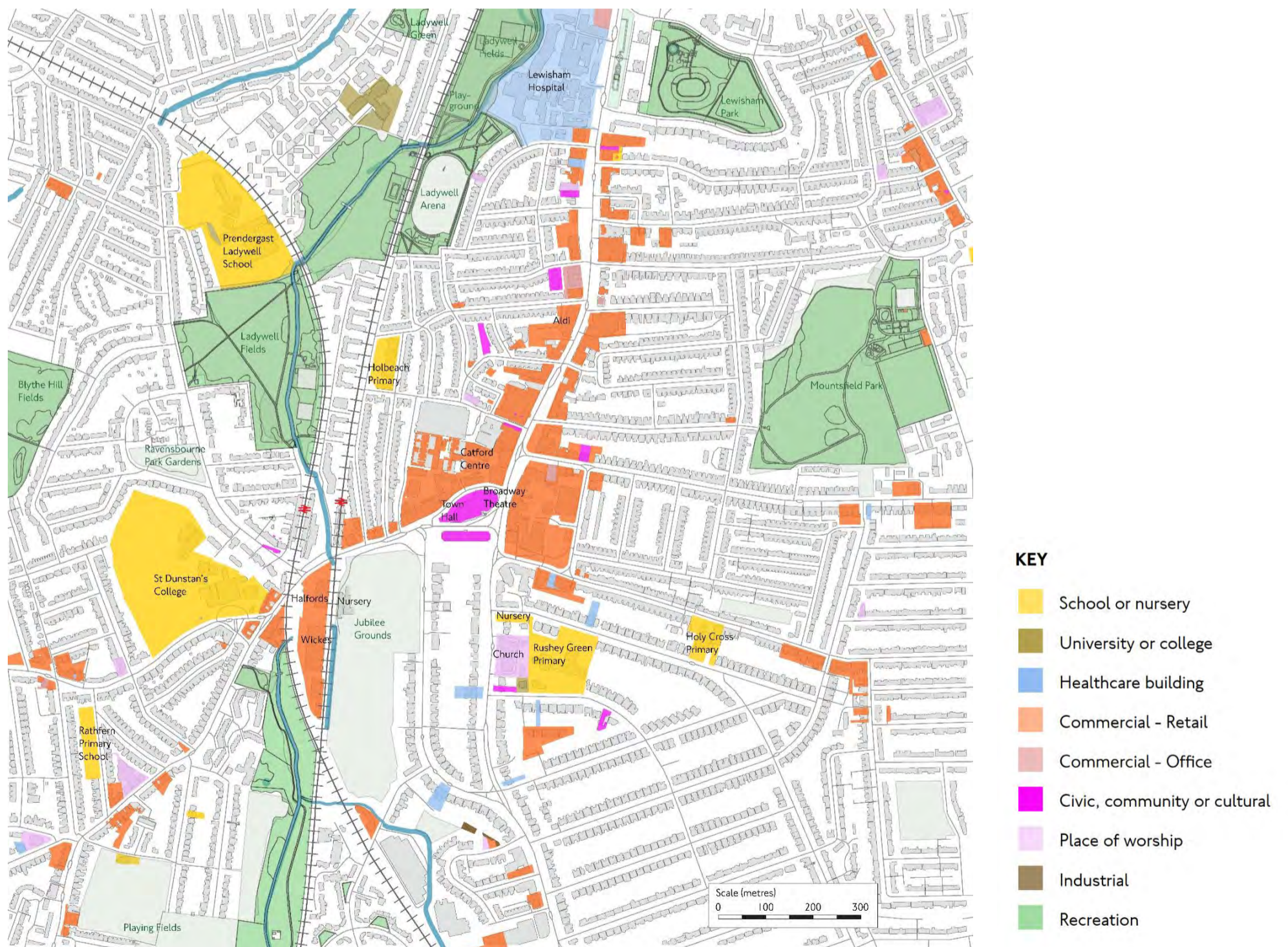
The second section of the application site comprises land to the south-west of the main part of the application site to provide replacement access routes to the St. Dunstan's Jubilee Ground. This part of the application site commences at Fordmill Road, 55m south of the junction with Canadian Avenue at the southern end of the sports fields, and extends north along the rear of the residential properties on the western side of Canadian Avenue and turns east to re-join Canadian Avenue. The St. Dunstan's Jubilee Ground access route element of the application site covers an area of approximately 1.33ha.

The third section of the application site covers an area of approximately 0.27ha and is located to the west of the St. Dunstan's Jubilee Ground, between it and the National Rail line.

The map in Figure 9 presents the existing land uses across the application site and wider Catford area. Although the core part of the town centre contains key civic and cultural buildings, most of the street frontage on Rushey Green, Catford Broadway and the western end of Brownhill Road consists of retail uses. The town centre retail offer is spread across three further sites away from the main thoroughfares, all of which are identified in the Local Plan and Town Centre Framework as development sites: the Catford Centre, Plassy Island and the Halford / Wickes retail park.

Within a short walk of the town centre there are other important local facilities, including Lewisham Hospital, several schools, sports facilities and local parks.

Figure 9. Existing Land Use (Source: TfL, 2023)



2.3 Townscape & Landscape Setting (including Trees)

Green infrastructure is a key feature of Catford Town Centre's wider setting. The town lies adjacent to the River Ravensbourne, which flows through the Borough of Lewisham from south to north, through Ladywell Fields park, forming part of the Waterlink Way. The town also benefits from two other significant green spaces, a short walk away: Mountsfield Park and sports fields to the east and the St Dunstan's Jubilee Ground to the south (not open to the general public). Within the centre, the quality of the green infrastructure is varied. The main shopping and civic areas have a selection of mature trees in key locations which contribute to its character.

Catford is well connected by public transport and performs an important function as a town centre, providing a diverse range of shops and local businesses. As LB Lewisham's civic hub, Catford provides access to key services, as well as local employment. Given its infrastructure, accessibility and facilities, Catford Town Centre has been identified as a location for major growth through the Catford Town Centre Framework (2021), including a significant number of new homes.

However, Catford today is a congested and severed town centre, including generally poor quality public realm, and a number of long-standing issues relating to the town centre character have been identified previously within the Town Centre Framework. Separately and in combination, these impact negatively on the daily experience of residents, as well as people visiting Catford to shop or for work.

Desk-based assessments and on-site observations by TfL have identified the following townscape/landscape challenges of particular concern for the existing application site:

- The dominance of South Circular/Catford Road and surrounding road network, which has a major impact on environmental quality and the cohesiveness/accessibility of the town centre;
- Large sites within the town centre hinder permeability and reduce neighbourhood connectivity. This includes the Plassy Island site, bounded by the South Circular, mostly consists of large-format retail and surface car parking. It creates east/west severance and lacks active frontage;
- Laurence House and the Civic Suite together create a street canyon along the South Circular, which also stands in the way of north/south connectivity;
- A poor sense of arrival to the town centre, particularly for those arriving by train;
- Pedestrian and cycle links that are convoluted and feel unsafe. Pedestrian legibility is poor and crossings are not on desire lines;

- Poor quality of public realm – typically characterised by narrow pavements, hardstanding, few trees (in some places), street clutter and poorly managed / maintained left over spaces;
- Limited publicly accessible open space within the town centre;
- Issues with air quality and pollution relating to the congested and polluted South Circular/Catford Road;
- Low-rise buildings alongside wide roads, engendering a bleak environment; and
- Anti-social behaviour issues, exacerbated by limited evening activity.

There are no designated built heritage assets within the application site, the two closest known heritage assets are the Broadway Theatre, a Grade II Listed Building which abuts the application site on Catford Broadway, and the Church of St Laurence and Community Centre, a Grade II Listed Building which is located approximately 125m to the south of the application site on the A21 (Bromley Road). The southern extent of the application site is located within the Culverley Green Conservation Area.

The application site is reasonably flat at an elevation of between 18m and 20m above ordnance datum (AOD). Street trees are scattered throughout the application site, present within concrete and modified grassland and comprising both native and non-native tree species.

A number of site visit photos taken within the application site and wider area are shown in Figure 10 to demonstrate the existing townscape and landscape setting.



Plassy Road, looking south

Figure 10. Site Visit Photos (Source: TfL, 2023)



Sangley Road, looking west towards Laurence House



St Dunstan's Jubilee Ground, viewed from Catford Road



Brownhill Road, at its junction with Plassy Road, looking east



London Squares, Rushey Green

2.4 Open Space & Public Realm

As discussed in Section 2.3, Catford today is a congested and severed town centre, with a generally poor quality of public realm.

Ladywell Fields are situated close by, but within the town centre itself, there is very limited publicly accessible open space— including within the application site. The St. Dunstan’s Jubilee Ground, located immediately to the south of the town centre, is not open to the general public. Therefore, while the sports fields provide a welcome green space in an area dominated by the congested South Circular, they provide little meaningful relief from the generally poor urban character of the area.

The lack of publicly accessible open space detracts from the day-to-day experience of Catford Town Centre as a place to live and visit.

2.4.1 Rushey Green – London Squares

A string of green spaces on the east side of Rushey Green and within the application site are recorded in LB Lewisham’s Development Management Local Plan as London Squares, as defined by the London Squares Preservation Act 1931. Protection under the Act prohibits change of use and the erection of *structure* “*except such as may be necessary or convenient for or in connection with the use and maintenance of such square*”.

The following pages contains details of the site analysis undertaken by TfL with regards to this protected green space within Rushey Green. A detailed analysis of these sites was undertaken owing to their importance to the local area of Catford, and the potential they hold to provide vital public spaces for residents and visitors alike.

To the east, the squares are overlooked by a range of businesses (presented in the image below), dominated by hospitality and take-away food premises, which provide passive surveillance. Based on the existing businesses, the on-site observations by TfL identified

strong potential to integrate seating into the squares, for instance to provide for lunchtime customers, and to integrate the green space into the streetscape.

Figure 11. Rushey Green Site Analysis (Source: TfL, 2023)



Rushey Green

Site analysis squares 1 and 2

Squares 1 and 2 have a collection of category B developing trees which significantly contribute to their character.



Cabinets between the two spaces



Two trees, Bird Cherry and Lime, significant shade, no seating. Enclosed by railing with access gate.



Railings used for bike parking



Single tree, Bird Cherry provides shade. No seating. Enclosed by railing with access gate.



Clutter: redundant posts and columns line footway on west side



Cafes on west side

Rushey Green

Site analysis squares 3 and 4

Square 3 includes seating and square 4 has the most additional features of all the squares - timber planters and a sculpture.



This square has 2 trees: Lime and Cherry Plum. Furniture includes 2 facing 'park' benches and raised timber planters with shrub planting. The southern-most tree is marked for removal.



At the south west corner are three 'tree' sculptures and a cabinet. A phone box and 2 cycle stands sit outside the square.



There are 4 trees, one of which, the Hornbeam is category B. The remaining three are Limes. The space includes 2 facing 'park' benches and is enclosed by railing. A single gate opens on to hard-standing and the seating area.



Railings used for cycle parking.



Footway on the western side is less cluttered than further north

Rushey Green

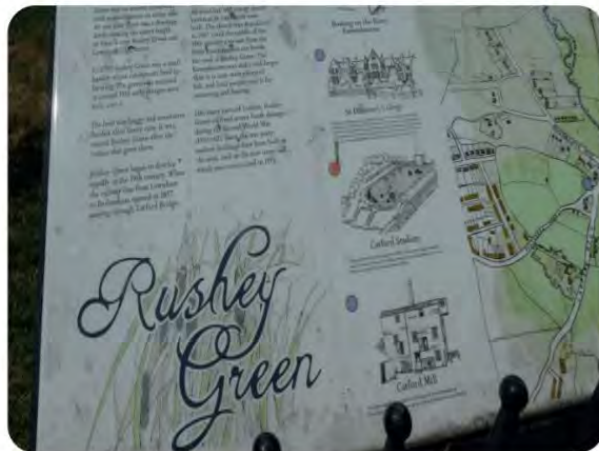
Site analysis squares 5 and 6

Squares 5 and 6 have a collection of young to semi-mature trees that are in poor condition and have been subject to significant levels of vandalism. The trees could be replaced.



The square includes five trees, Norway Maple, Hornbeam, Oak and 2 Limes. The tree just outside the boundary to the south is marked for removal. Within the square, the tree in the north-east corner is also marked for removal.

A redundant column and A-board block the western footway.



The Rushey Green interpretation board sits within the square.



In addition to the seating and railing, this square includes a central sculpture. There are four trees, three Limes and one hornbeam. Of these, 2 - in the north-west and the south-east corners - are marked for removal.



The CCTV column sits within the square. There are two phone boxes, one inset into the square and another positioned outside the railing.

Rushey Green

Site analysis squares 7 and 8

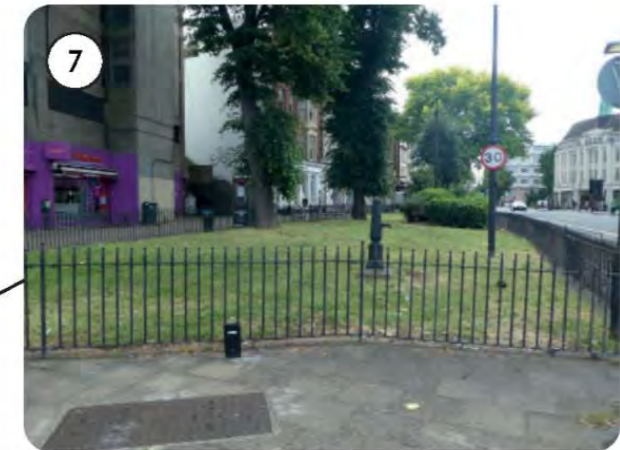
Squares 7 and 8 include a group of mature trees of high amenity value which also have an impact on the landscape character.



This square includes 2 trees, a Lime and a hybrid Poplar. A further telephone box is located on the footway.



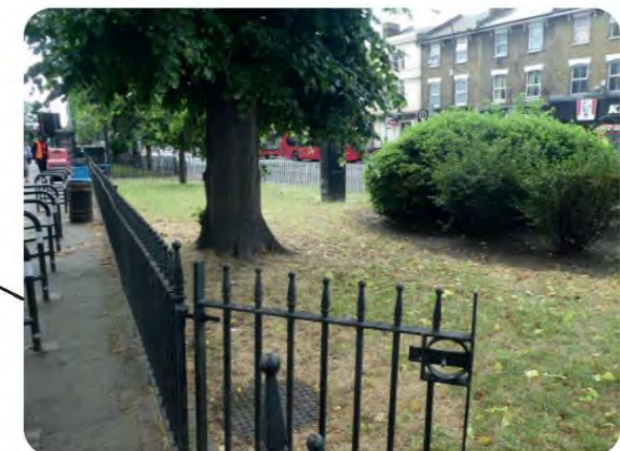
There is a bus stop on the west side and a phone box to the south. Cycle parking, a cabinet and bins sit on the eastern footway.



The surveyed trees include two Limes and a Cherry Plum. A 'heritage pump' is a feature.



A telephone box sits just outside the square.



Cycle parking bounds the east side.

2.4.2 Sangley Road / Plassy Island

The Plassy Island site is home to large format retail including Lidl, JD Sports, Dreams, Air Thrill, MacDonald's, and associated car parking. To the south this retail area is bounded by a green space consisting mostly of mown amenity grass, crossed with paths connecting to the retail and 'back-of-house' facilities for the shops. A cluster of trees sits near a sub-station at the edge of the space and to the west are large advertising boards. The site is edged with bollards and has no clear role beyond providing a buffer and welcome open space.

While it is understood that the owners of the retail park are in discussion with LB Lewisham about submission of a planning application to develop the Plassy Island site, these proposals are not in the public domain and therefore have not been shown in this document. The Proposed Development seeks to embrace this new development and be designed flexibly so that it integrates easily with future proposals for Plassy Island.

Figure 12. Site Visit Images of Sangley Road/Plassy Island (Source: TfL, 2023)



2.4.3 Beyond the Application Site

The main public spaces for Catford Town Centre lie outside application site at Catford Broadway, a pedestrian area which also hosts market stalls. Here a contemporary scheme includes limited greening, with a few trees and some seating.

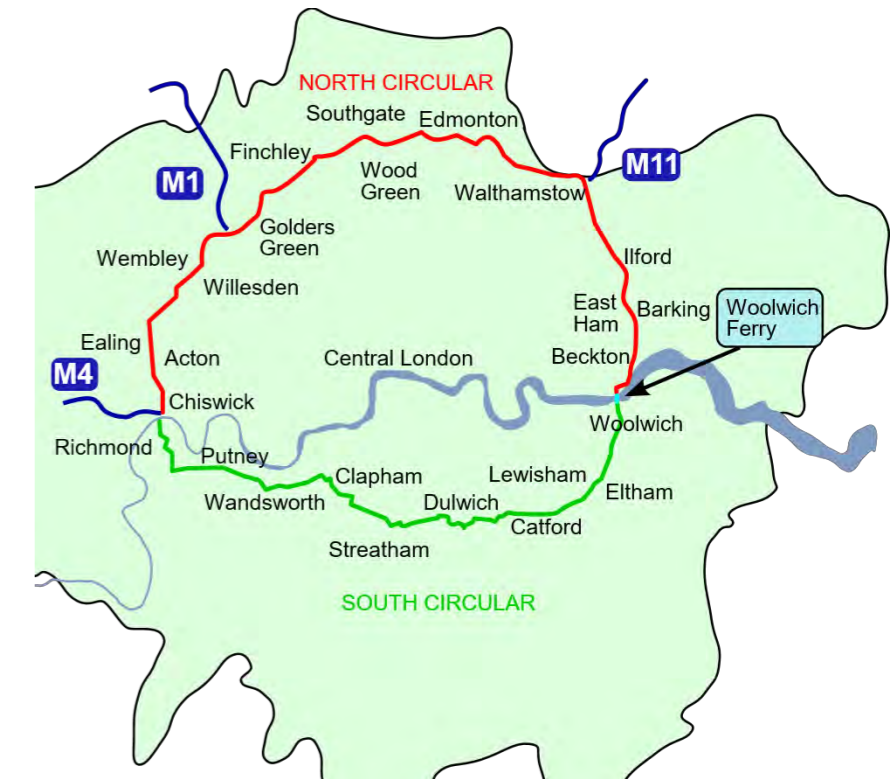
2.5 Vehicular Movement

TfL's Transport Classification of Londoners (TCoL, 2017) multi-modal demographic segmentation tool classifies Lewisham as an "Urban Mobility" borough. These boroughs are characterised by typically young working adults, and majority of the population use TfL services when commuting to work; car ownership is below average, while bus, rail and cycling options are prioritised.

2.5.1 The Catford Gyratory

The application site includes sections of the A205 and A21 which are both designated Greater London Authority Roads, forming part of a network of major roads. This network is managed by TfL and commonly referred to as the Transport for London Road Network (TLRN).

Figure 13. North and South Circular Overview (Source: TfL, 2023)



As part of the TLRN, the whole South Circular is considered a red route. In addition, the A205 is part of the UK Major Road Network (MRN). MRN incorporates the country's busiest and most economically important 'A' roads. As such, the A205 is one of the few London roads eligible for road enhancements MRN funding from the Department for Transport (DfT).

Meanwhile, the A21 is a key radial route and bus corridor. The Catford gyratory is formed in part by the junction of the two aforementioned roads. Both roads served just over 70,000 vehicles Annual Average Daily Flow (AADF) at the last pre-pandemic classified count, from 2018, and continue to be busy, congested roads today.

The current road layout has limited pedestrian crossing facilities and a lack of high-quality cycling facilities. As a result, the existing highway gyratory arrangement, which dominates Catford, causes severance and hostile active travel conditions, reflected in high walking and cycling collision numbers. Between July 2015 and July 2021, there were 201 recorded collisions within the gyratory.

- 30% involved pedestrians.
- 14% cyclists.
- 56% all other motorised modes.

This included one fatal collision involving an HGV and a pedestrian in May 2017.

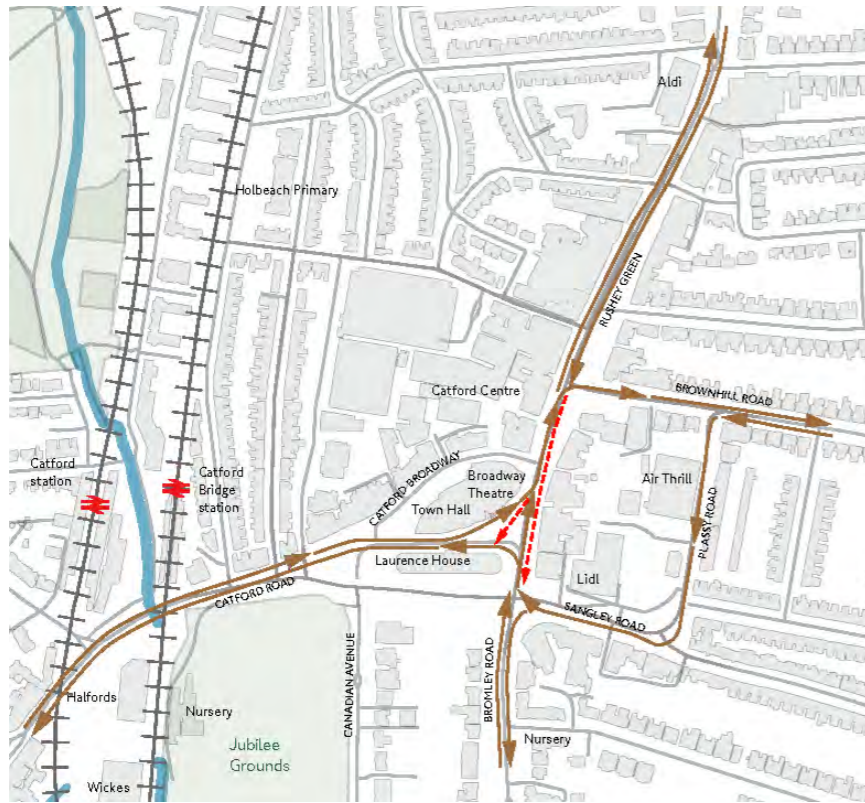


Figure 14. Catford Town Centre Existing Traffic Movement (Source: TfL, 2023)

2.5.2 Public Transport

Key local transport links run through the application site.

There is no bus station provision, at present, and the stops for the various routes are located throughout the town centre. The Project's intervention area includes 17 bus stops, with two additional nearby stops found at the Catford Bridge forecourt and along Thomas Lane.

There are 15 no. daytime bus services and 3 no. night-time routes that travel through the application site. They include Routes 47, 54, 75, 124, 136, 160, 171, 181, 185, 199, 202, 208, 284, 336, 660, N136, N171 and N199.

Together these routes amount to around 180 buses per hour moving along the A21 and A205. Large numbers of people use these services for travel to and through Catford Town Centre. For instance, the Laurence House bus stops are used by over 1,700 passengers in the AM peak and by over 1,870 passengers in the PM peak (year to November 2019).

However, bus performance is poor. As a result, sustainable transport choices are not appealing for many current journeys, despite a higher potential than the London average. This led to the identification by TfL's Bus Action Plan of the roads around Catford, including the

A205, as 'very high priority' for improving bus performance – as pictured in Figure 16.

Figure 15. Catford Town Centre Bus Stops (Source: TfL, 2023)

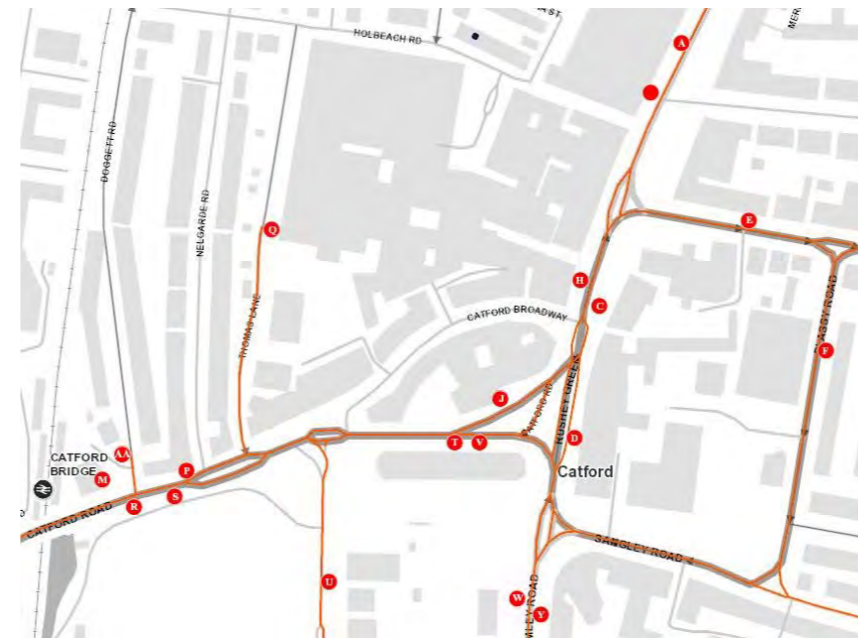


Figure 16. Priority Locations for Bus Interventions (Source: TfL Bus Action Plan, 2022)

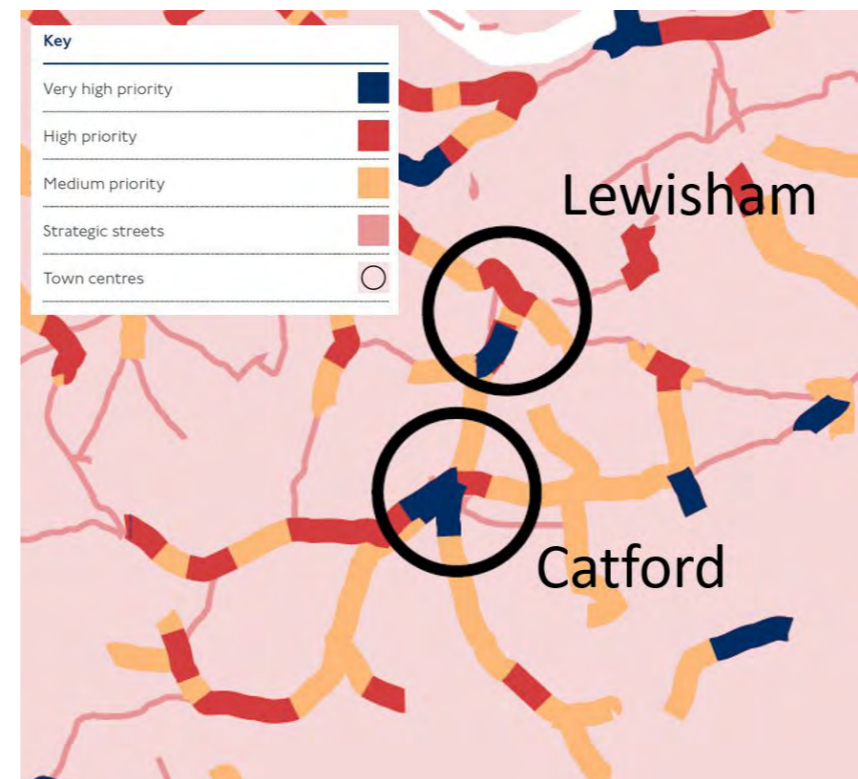


Figure 17. Site Visit Photo Showing Congestion in Catford Town Centre (Source: TfL, 2023)



The closest passenger train stations are Catford Bridge Station and Catford Station, which are 50 metres north and west of the most westward point of the application site respectively. Access between them and Catford Broadway / Rushey Green is via narrow footways. Catford Road is a barrier to pedestrian movement to and from the stations and bus stops. The nearest pedestrian crossing to the stations from the southern footway is over the western arm of the junction of Catford Road and Thomas Lane. There is no controlled crossing to the west of the station until the junction of the A205 and A212 (Catford Hill). Subways provide pedestrian links under Catford Road from the southern footway but offer a poor environment and do not feel safe to use at all times of the day.

Both stations are located within Travelcard Zone 3. Catford Bridge Station is served by Southeastern trains. The typical off-peak service is 4 trains per hour (tph) to London Charing Cross and 4tph to Hayes. Catford railway station is served by Thameslink trains. The typical off-peak service is 2tph to London Blackfriars and 2tph to Sevenoaks via Swanley.

The last pre-pandemic station usage figures for 2018-19 were estimated by National Rail at 2.8 million annual entry and exit for Catford Bridge station and 1.1 million for Catford station.

Catford Bridge station is included in an option to extend the Bakerloo Line beyond Lewisham to Hayes and Beckenham Junction. This would involve converting the National Rail line via Catford to Hayes to a London Underground operation. A public consultation in Autumn 2019 identified that 82% of respondents supported such an extension. While plans for any extension are currently on hold, the route from Elephant & Castle to Lewisham was safeguarded by the DfT in March 2021.

2.6 Cycling Infrastructure

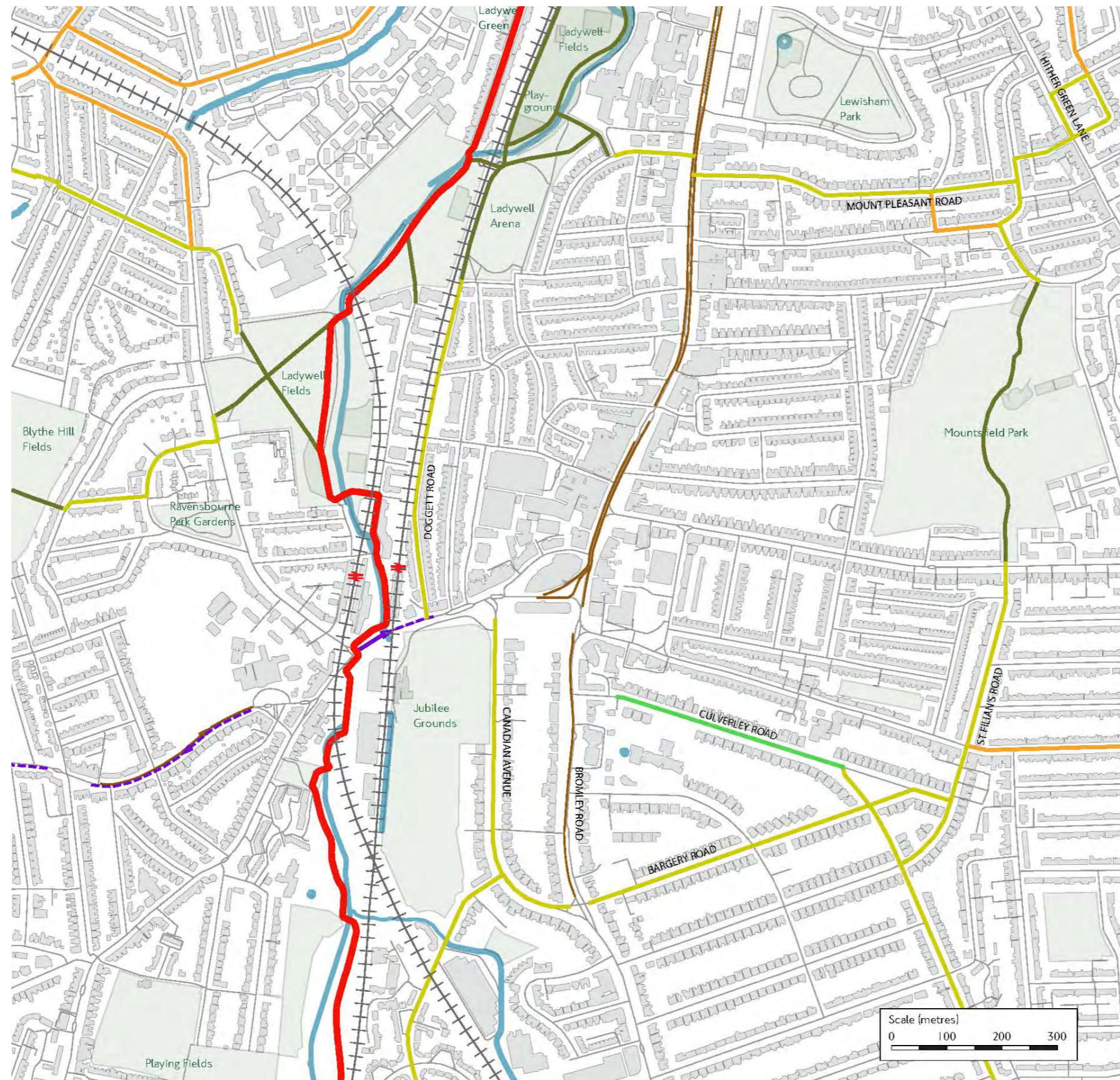


Figure 18. Existing Cycling Infrastructure (Source: TfL, 2023)

Figure 18 demonstrates the existing cycling infrastructure within the application site and the wider Catford Town Centre. It clearly shows the absence of protected cycling facilities and infrastructure in the town centre, particularly within the application site, despite the recognised demand for such infrastructure. TfL's Strategic Cycling Analysis shows some future demand in a north-south direction, towards Lewisham, but the strongest future desire line is east-west along the A205 corridor, particularly between Catford and Forest Hill, to the west.

At present, there is little to help people cycling to overcome the severance represented by the railway lines and major roads, making Catford a difficult place to cycle to and through. It is very likely that there is significant unmet demand for cycling due to the poor conditions. This is a barrier to modal shift (people switching from car use to active travel, particularly for short, local trips).

Bus lanes provide a basic level of service for cycling through the town centre, but they are intermittent, used by a high volume of buses and do not help cycles at junctions.

The wider area has a legacy of London Cycle Network (LCN) routes, many of which are still signed on-street. Streets like Doggett Road and Canadian Avenue within the project area are traffic calmed, with 20mph limits, and therefore offer a reasonable level of service for cycling. Culverley Road is a school street, which allows for motor traffic-free cycling during its hours of operation. These backstreet routes would benefit from being upgraded and joined up – when they intersect with main roads, they rarely feature any protected facilities such as cycle crossings.

As discussed previously, the gyratory is unsuitable for safe cycling. The current road layout offers a poor level of service for cycling and town centre generally represents a gap in the cycle network. There is clear need for protected cycle links and cycle-friendly junctions and crossings which reduce the risk of collision or injury for these vulnerable road users.

KEY







- Cycleway or Cycleway standard
- Mandatory cycle lane
- - - Advisory cycle lane
- Shared bus lane
- Off-carriageway and cyclable
- Restricted to through-traffic
- Signed cycle route on 20mph, traffic calmed street

2.7 Pedestrian Accessibility



Figure 19. Existing Pedestrian Movements in Catford (Source: TfL, 2023)

Key

-  Signal-controlled pedestrian crossing
-  Uncontrolled pedestrian crossing
-  Existing pedestrian movement
-  Pedestrian subway
-  Bus stop
-  Unmet pedestrian desire line

Catford Town Centre is a busy pedestrian environment, with people using local facilities and passing through to access public transport hubs. Pedestrian counts from February 2019 show substantial flows in the town centre. Future development will add significantly to these numbers.

- Crossing at the Broadway Theatre used by 1,330 pedestrians between 07:00 and 10:00 and 2,900 between 15:00 and 19:30 in Feb 2019.
- Footways immediately to the north of the application site used by 2,500 pedestrians between 07:00 and 10:00 and by 5,400 between 15:00 and 19:30 (Feb 2019).

As discussed previously, the street environment in Catford for pedestrians is currently generally poor. There are some wide, generous footways, particularly on the eastern side of Rushey Green, but elsewhere there are a limited number of crossings, footways are cluttered and there is limited space for pedestrians and bus passengers at shelters on the constrained footways. All of this impacts comfort levels for non-car users.

Although most existing pedestrian crossings are signal-controlled, the current crossing at the northern end of Canadian Avenue does not provide a dedicated crossing phase for pedestrians. The biggest problem for pedestrian accessibility is the lack of any surface crossing on a pedestrian desire line in key locations, including:

- over Catford Road, linking to Catford Bridge station – this desire line, which serves the interchange between the westbound bus stops and the station, is served only by pedestrian subways, which are inconvenient, indirect and do not feel safe and comfortable for all users
- over Catford Road east of Thomas Lane junction
- over Catford Road, between Laurence House and the Civic Suite
- over Rushey Green, by Laurence House
- over Brownhill Road, connecting the Rushey Green footways
- at the junction of Plassy Road and Sangley Road

The town centre therefore falls short of being an inclusive environment, being particularly difficult to navigate for some pedestrians due to the narrow footways, lack of crossing points and clutter.

The number of vehicles in Catford Town Centre generally impedes pedestrian connections and movement, leading to poor air quality and a poor environment for pedestrians. There is limited separation from heavy traffic along the major roads. From a Healthy Streets

perspective, therefore, excessive noise from traffic and poor air quality are issues for the main town centre streets. Existing trees provide good shade and shelter but there are more exposed parts of the public realm that would benefit from more tree canopy cover. Seating is provided in some areas but there could be more attractive places to rest and relax.

Removal of the gyratory opens up the possibility of a more legible, connected, inclusive pedestrian environment. It will be important to

consider access to and between sites where future development is likely to take place, such as Plassy Island and the Lorry Park site, which are contained by major roads along their thresholds.

In particular, the Town Centre Framework (2021) identifies that *“the experience for pedestrians and cyclists moving from the [train] stations to the town centre is unattractive and feels unsafe, dominated by the traffic on Catford Road and exacerbated by narrow pavements”*.

2.8 Project Opportunities & Constraints Summary

2.8.1 Key Opportunities

- Protecting, consolidating and expanding the qualities that people like about Catford.
- Providing better quality, multi-functional green space in the town centre at Rushey Green.
- Improving pedestrian access to stations and bus stops.
- Providing better legibility and accessibility by removing the gyratory system.
- Creating new public spaces, particularly on the existing Catford Road alignment.
- Improving the setting for valued local buildings.
- Supporting local businesses by providing a more attractive setting for shops and other local services.
- Supporting the local community by making the town centre a place with something for everyone, including leisure, play and relaxation, as well as retail and civic functions.
- Enhancing streets with new tree planting and greening to encourage active travel.
- Introducing exemplary SuDS where possible – including a tree lined ‘New’ Catford Road.

2.8.2 Key Challenges

- Maintaining the function of the South Circular Road and minimising congestion, while improving safety and accessibility.
- Land ownership and acquisition.
- Maintaining access to the school sports fields.
- Maintaining an appropriate level of kerbside access for servicing.
- Mature trees – the new road alignment means tree loss cannot be avoided entirely, but it should be minimised.
- Protected status of the London Squares.
- Space requirements of maintaining or expanding bus stop capacity.
- Railway bridge space constraints
- Underground services in the highway limiting tree planting locations
- Integration with temporary scheme for central area and other development proposals.

DESIGN APPROACH

3. Design Approach

“These proposals will have a transformative impact on Catford and make it much easier for people to walk, cycle and use public transport.”

Cllr Louise Krupski, LB Lewisham (2023)

This section of the Design and Access Statement provides detail of how the design of the development has been approached and managed by TfL throughout the design process.

This includes how TfL has approached aspects of design and access that are deemed to be beyond its direct control – including the interim scheme for the former Catford Road alignment (Section 3.3) and the necessary acquisition of land at St. Dunstan’s (Section 3.4) – as well as the public consultation and stakeholder engagement undertaken, and how this altered the design of the Project (Section 3.6). Following presentation of these aspects of the design process, Section 3.6 demonstrates how the design of the Proposed Development has evolved and changed since its inception design in August 2018.

3.1 Design Process

This Design and Access Statement is provided to demonstrate the steps taken to appraise and respond to the context of the Proposed Development. From the outset of the Catford Town Centre Highway Realignment project, it was considered important that the TfL project team clearly understood the context in which the proposal will sit – including the likely challenges, constraints and opportunities – and used this understanding to inform the design of the Project.

In order to gain a good understanding of the context of the application site and to use it appropriately, the TfL project team followed a collaborative, design-led approach which included the following components:

3.1.1 Assessment

Assessment of the application site’s immediate and wider context with regards to physical, social and economic characteristics and relevant planning policies, taking account of both desk-based surveys and on-site observations.

The assessment stage included analysis of the existing pedestrian and cycling network across Catford, traffic modelling, air quality and noise modelling and a Preliminary Ecological Appraisal. In addition, desk-based studies were undertaken to identify the key challenges facing Catford Town Centre – including a literature review and examination of key socio-economic data.

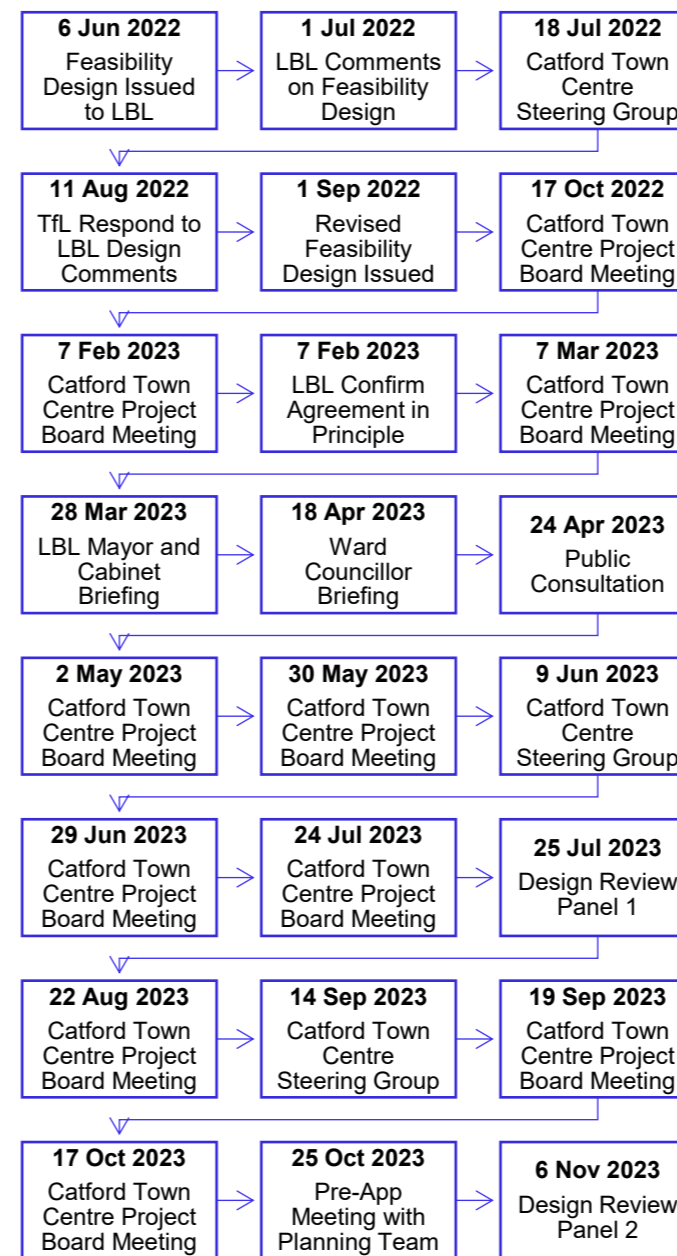
The high-level outcomes of the assessment stage are presented in Section 2 of this Statement.

3.1.2 Engagement with LB Lewisham

A comprehensive **engagement** process has been carried out with LB Lewisham since June 2022, when an initial Feasibility Design was issued to LB Lewisham for comment. This process has included the formation of a Project Board and a Steering Group, which both meet regularly to discuss the project and any developments with regards to the design of the Proposed Development.

A timeline of engagement with LB Lewisham is presented below.

Figure 20. Timeline of Engagement with LB Lewisham



Further details on the stakeholder engagement and subsequent public consultation process, including how the outcomes of this process

have altered the design of the Proposed Development, are detailed in Section 3.6.

3.1.3 Evaluation

Evaluation of the information gathered regarding the application site’s immediate and wider context, identifying opportunities and constraints and developing design and access principles for the Project – including balancing any potentially conflicting issues identified.

During the evaluation stage, an Options Assessment was undertaken, which allowed three design approaches to be explored and evaluated against a set of agreed criteria, leading to the selection of the preferred option. This process principally tested the implications both of removing the gyratory and realigning the A205 Catford Road, so that a high-level strategic approach could be agreed between TfL and LB Lewisham. The result of this was a shared view on the desirability of pursuing both gyratory removal and A205 alignment.

The three design approaches were:

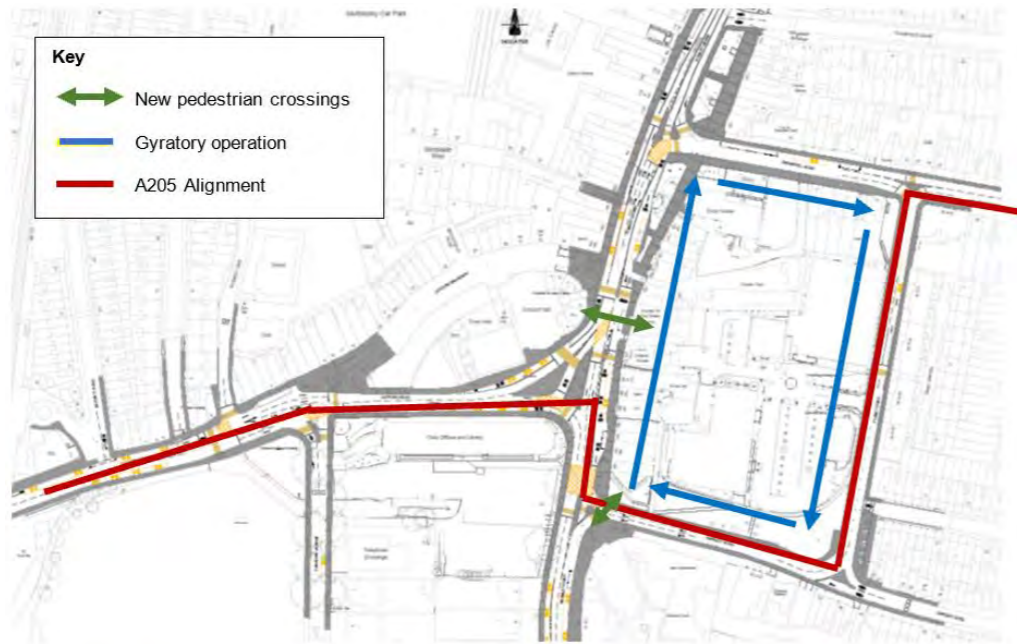
1. Do Minimum – local pedestrian and public realm improvements only (2 design options tested)
2. Do something / gyratory removal – gyratory converted to two-way operation, with substantial elements of work beyond the highway boundary, plus potential improvements for active travel (1 design option tested)
3. Do something / gyratory removal and realignment of A205 – realignment of A205 through Catford town centre, gyratory converted to two-way operation with substantial elements of work beyond the highway boundary, plus potential improvements for active travel (5 options tested)

To evaluate the three design approaches, three main themes for investigation were used:

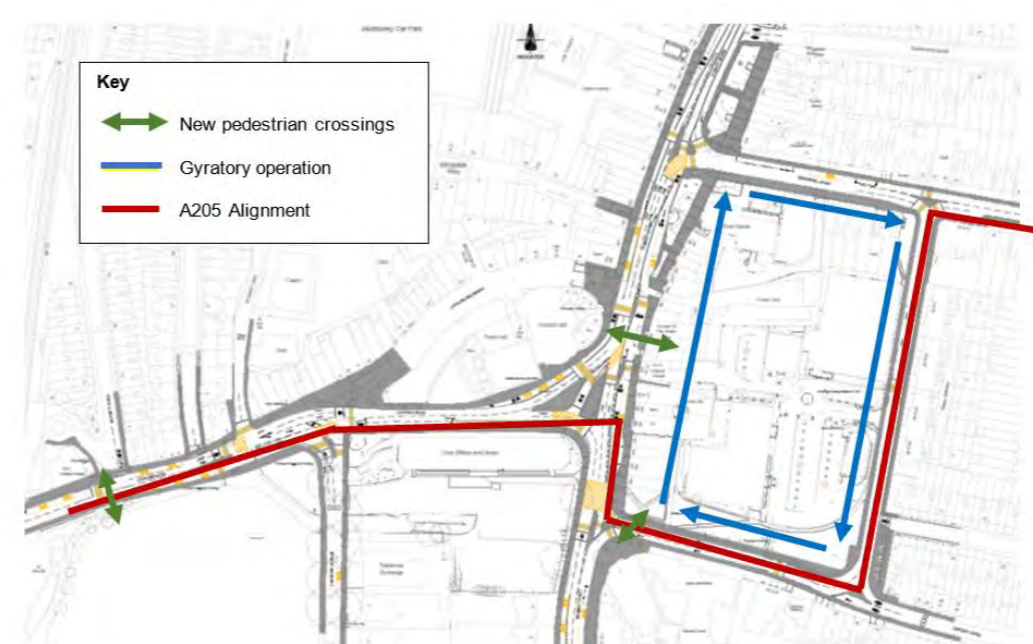
- **Desirability** – the degree to which each option meets the strategic objectives and priorities of stakeholders;
- **Viability** – the degree to which the concept option is financially viable and sustainable; and
- **Feasibility** – the degree to which the concept option can be implemented.

The design approaches and specific design options are set out in further detail in Figure 21, Figure 22 and Figure 23.

Figure 21. Design Approach 1: Do-minimum (Local pedestrian and urban realm improvements along the A205)

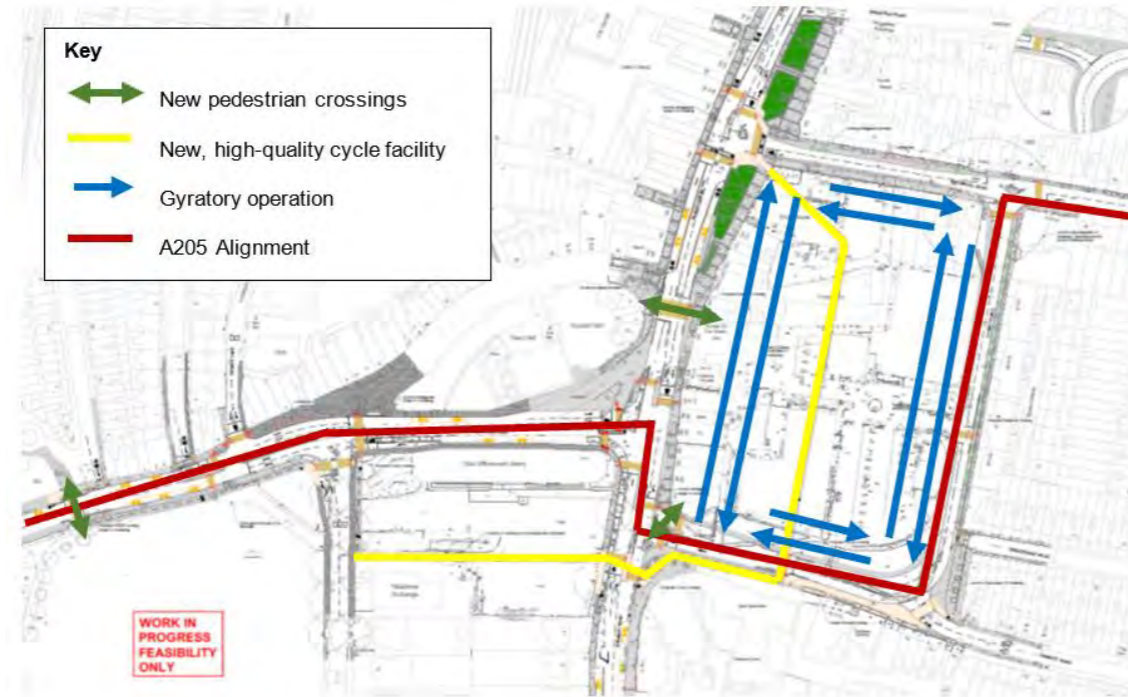


Do-minimum Option A: Gyratory & highway alignment retained, with revised pedestrian crossings, new public space & enhanced streetscape along A205.



Do-minimum Option B: Gyratory & highway alignment retained with revised pedestrian crossings, including a new crossing at Catford Bridge station, new public space & enhanced streetscape along A205.

Figure 22. Design Approach 2: Gyratory removal (Gyratory converted to two-way operation with substantial elements of work beyond highway boundary, active travel improvements)



Hybrid Option A: Gyratory removal, with provision of new pedestrian crossings (highlighted in green) and high-quality cycle facilities (highlighted in yellow). Gyratory operation shown in blue.

Figure 23. Design approach 3: Gyratory removal and A205 realignment (Realignment of A205, gyratory converted to two-way operation with substantial elements of work beyond highway boundary, active travel improvements)



Hybrid Option B: A205 realigned south of Laurence House and gyratory removal, with new pedestrian crossings and high-quality cycle facilities.

Hybrid Option C: A205 realigned through Plassy Island and gyratory removal, with new pedestrian crossings and high-quality cycle facilities including part-pedestrianisation of Sangley Road.



Hybrid Options D, E and F: These are all design variations on Hybrid Option C, with differing configurations of high-quality cycling facilities. Pedestrian crossings (not shown) and other features are as in Hybrid Option C, above.

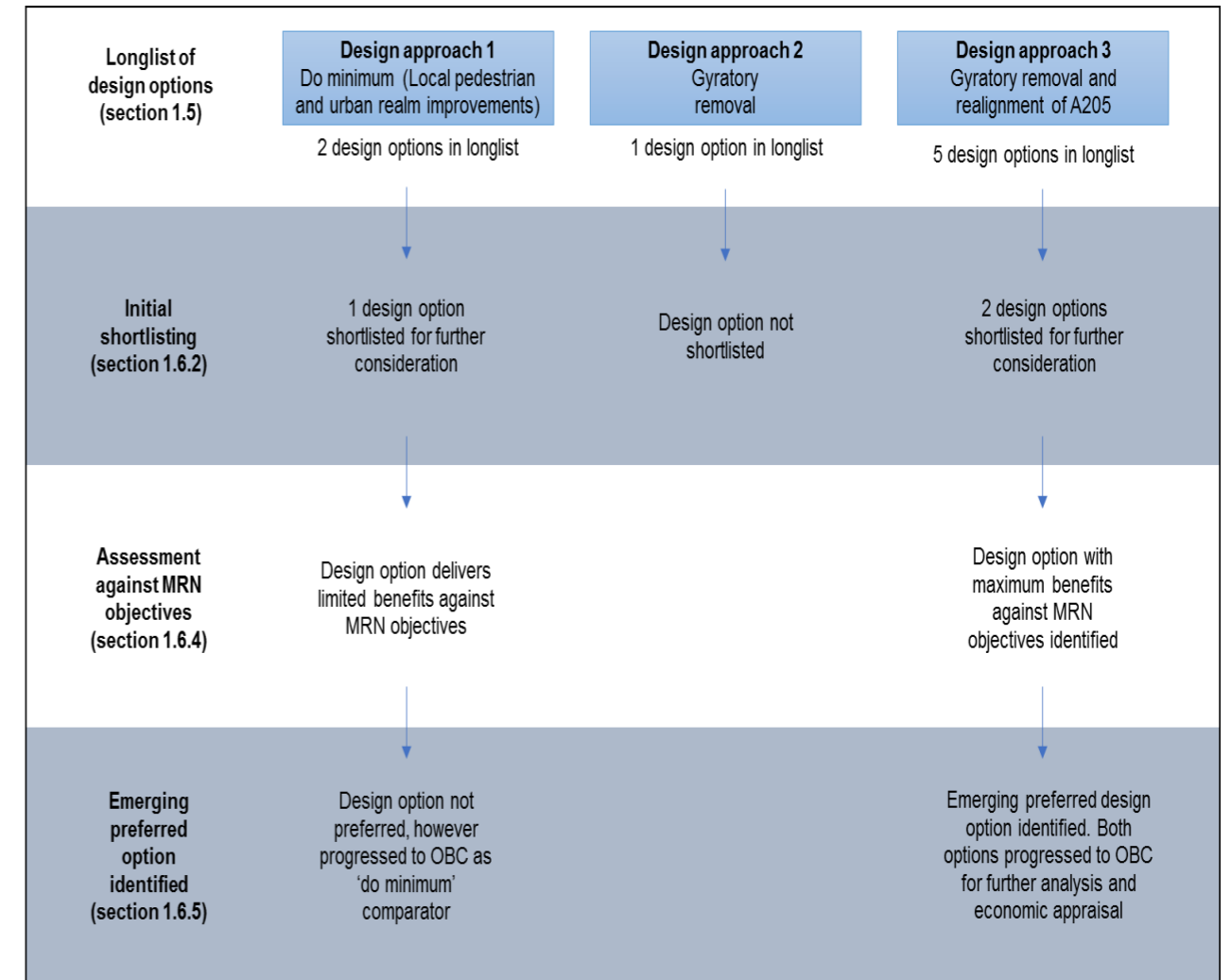
The key design differences between these options are summarised below:

Table 1. Summary of Key Design Differences in the 3 Main Design Approaches

Design approach 1 (Do-minimum Options A & B)			
	Retained?	Revised?	New?
Gyratory	Yes		
Highway alignment (A205)	Yes		
Pedestrian Crossings			Yes
Cycle facilities	Yes		
Public space		Yes	
Design approach 2 (Hybrid Option A)			
	Retained?	Revised?	New?
Gyratory		Two-way operation introduced	
Highway alignment (A205)	Yes		
Pedestrian Crossings			Yes
Cycle facilities			Yes
Public space		Yes	
Design approach 3 (Hybrid Options B, C, D, E, and F)			
	Retained?	Revised?	New?
Gyratory		Two-way operation introduced	
Highway alignment (A205)			Yes
Pedestrian Crossings			Yes
Cycle facilities			Yes
Public space			Yes

These design approaches and design options were subject to a range of assessments, alongside the Do-nothing case. Through this process, a preferred option was identified:

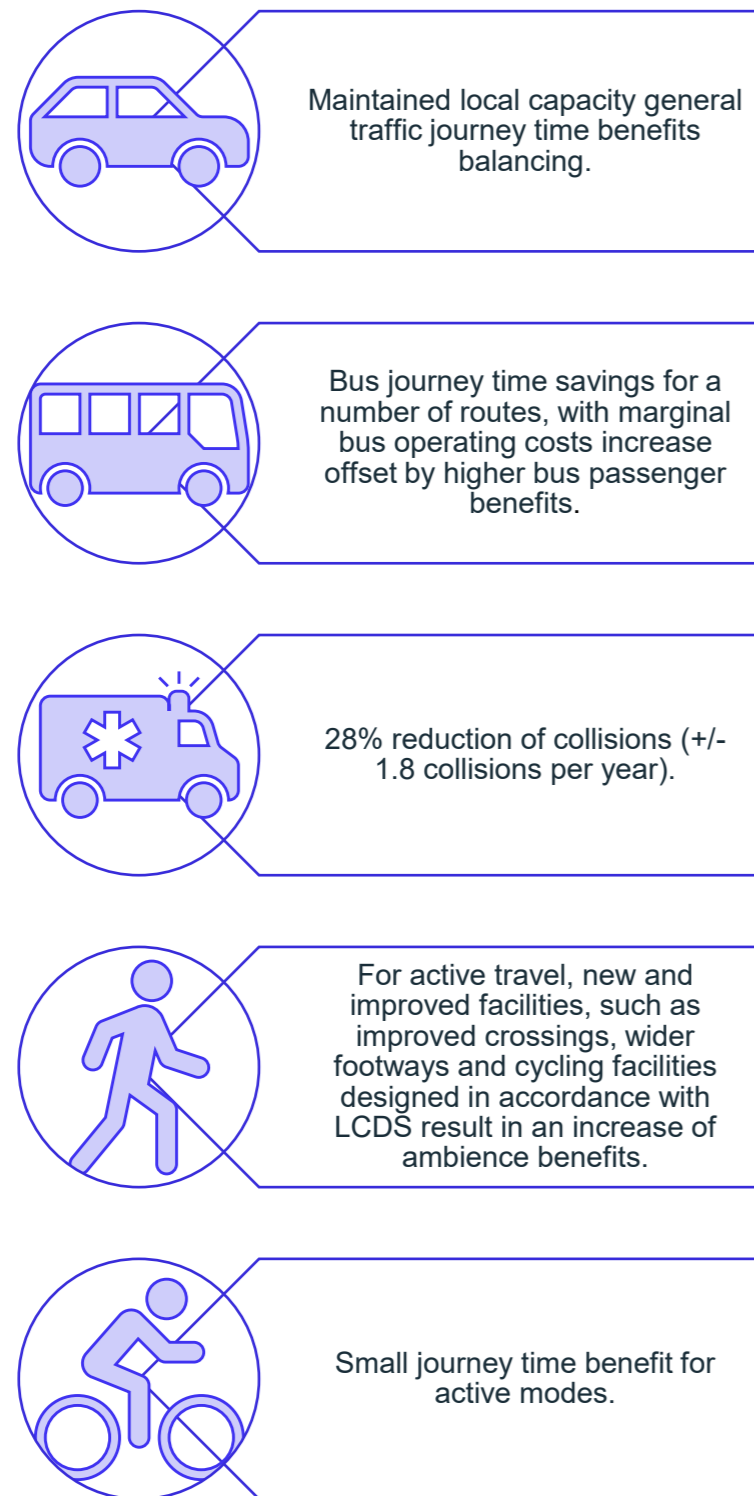
Table 2. Overview of Assessment Process



The Options Assessment resulted in retaining Design Approach 3 (Gyratory Removal and Realignment of A205). This Option was assessed as having the potential to deliver significant positive benefits against MRN objectives, as well as local, regional and wider national objectives. Crucially, the Option was assessed as delivering benefits that were significantly higher than retaining the current highway boundaries.

The Options Assessment resulted in the following expected quantified benefits for Option 3:

Figure 24. Outcomes of the Option Assessment (Source: TfL, 2023)



The Options Assessment undertaken has directly influenced and informed the Design Proposals presented in Section 4.

3.1.4 Design

Design of the Project using the assessment, engagement and evaluation information collected. This collaborative, design-led approach enables TfL to implement contextually sensitive design, which respects the character of the application site and its wider context – not only with regards to the physical attributes of the landscape and townscape, but also the activity, vitality and distinctiveness of the local community in Catford.

Primarily, the design process has been utilised to develop a design which best addresses the following key strategic project objectives, as defined through the assessment, engagement and evaluation stages of the design process:

- **Improve safety for vulnerable road users** by providing additional, improved crossings, wider pavements where possible and new segregated cycle routes.
- **Increase active travel** by providing segregated cycle facilities, improved legibility and improved walking and cycling links, e.g. to Catford Bridge station.
- **Support travel by sustainable modes** by protecting bus journey times and reliability through the town centre.
- **Contribute to the creation of a greener and more climate resilient town centre** by planting trees and shrubs; and taking a Sustainable Urban Drainage approach to water management.
- **Support economic growth and the viability of the emerging town centre development proposals** by removing severance between Laurence House and the town centre and making passive provision for the creation of new public spaces by LB Lewisham.

The design was produced to align with national, regional and local policies to support London’s sustainable growth and promote active travel. In particular, the Catford Town Centre Framework (2021) confirms LB Lewisham’s aspiration to re-align the A205 to support significant redevelopment within the town centre. The design work drew from the Framework, which itself was heavily informed by inputs from stakeholders and the local community across Catford. As set out above, the period between June 2022 and May 2023 involved intensive engagement with LB Lewisham officers to agree principles and refine the emerging design.

An overview of the key planning policies, with a specific focus on relevant design and access policies, is set out in Section 1.4. For a more detailed assessment of the Project’s planning policy context, please refer to the Planning Statement submitted as part of this planning application.

The Project has been designed to facilitate LB Lewisham’s ongoing long-term plans to regenerate Catford Town Centre, including the objectives set out in the Catford Town Centre Framework (2021). Furthermore, in order to position the Project to contribute to addressing the strategic transport challenges facing London, the TfL design approach was also significantly influenced by the Mayor of London’s key priorities for transport, as outlined in the Mayor’s Transport Strategy (2018) – including the Healthy Streets Approach. Further detail is provided on this in Section 3.2.

Once an initial design had been produced, a formal public consultation was undertaken on the design, which ran from May to June 2023. Through this consultation, TfL sought the views of residents and businesses in Catford Town Centre, particularly those likely to be most impacted by the Project. TfL also consulted with stakeholders in LB Lewisham, including elected representatives.

As described in Section 3.6 below, iterative revisions were made to the design following receipt of comments from public consultation.

The project was subsequently presented at two Urban Design London Design Review Panel sessions – 25 July and 6 November 2023. These provided independent design advice on recommendations that could improve the quality of the Proposed Development and are described in more detail in Section 3.6.

The final design of the Proposed Development has been produced by TfL to respond to the outcomes of this engagement process, and also to be compliant with the relevant standards and guidance outlined in Section 1.4.2. In particular, close consideration was given to the TfL Streets Toolkit – a series of design guidance documents produced by TfL to help planners, engineers, designers and other practitioners to create high quality streets and public spaces.

Sections 4 and 5 of this Statement provide details of the Design Proposals and Technical Design Matters which have been developed through this design process.

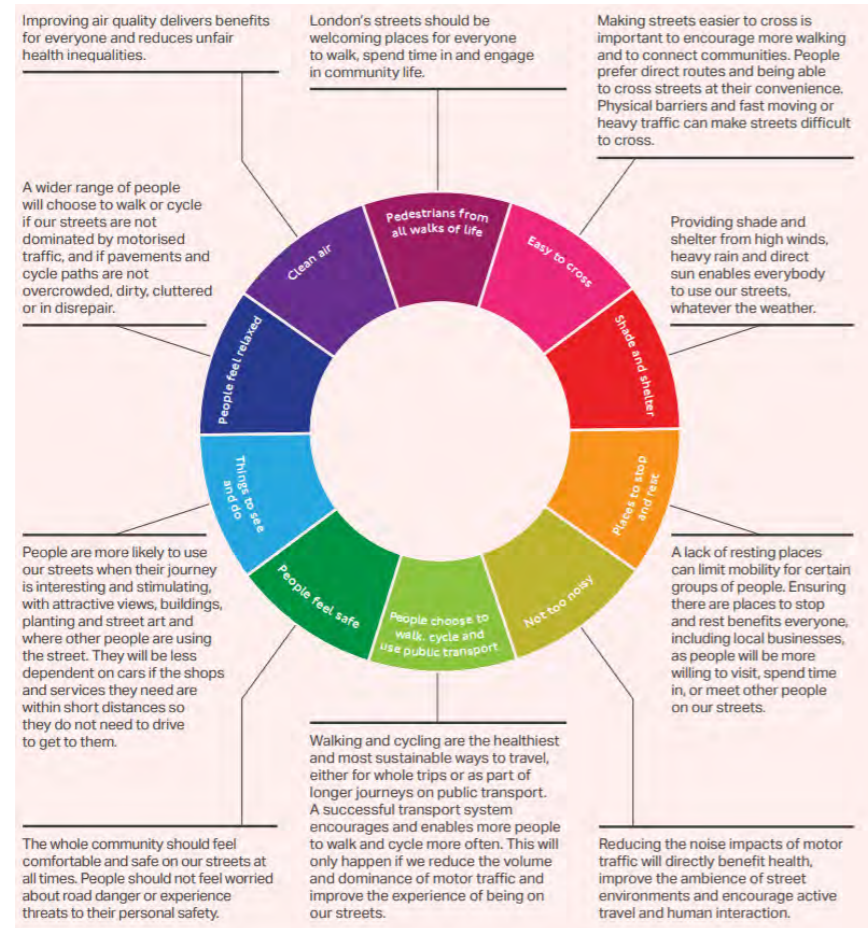
3.2 Key Mayoral Priorities

Part of the Greater London Authority family of organisations led by Mayor of London Sadiq Khan, TfL is the integrated transport authority responsible for delivery of Mayoral strategy and commitments on transport. As a result, the design approach employed for the Catford Town Highway Realignment project has been inherently influenced by the Mayor of London’s key priorities for transport, as outlined in the Mayor’s Transport Strategy (2018).

TfL has adopted the Healthy Streets Approach to improve air quality, reduce congestion and help make London’s diverse communities greener, healthier, and more attractive places to live, work, play and

do business. As a result, the design process has focused on putting people and their health at the centre of the design, helping everyone to use cars less and to walk, cycle and use public transport more.

Figure 25. TfL Healthy Streets Indicators (Source: TfL, 2021)



The Healthy Streets Approach provides the framework for putting human health and experience at the heart of the design process. It uses ten evidence-based indicators, presented above, to assess the experience of using London's streets. Good performance against each indicator means that individual streets are appealing places to walk, cycle and spend time.

The design approach for this TfL Project has sought to, as far as possible, produce improvements against all the Healthy Streets indicators, with the aspiration to radically transform the day-to-day experience of living in Catford, helping to fulfil the Mayor's Transport Strategy's overall aim of creating a better city for more people to live and work in.

3.3 Interim Scheme for the Former Catford Road Alignment

The Project has been designed to facilitate LB Lewisham's ongoing long-term plans to regenerate Catford Town Centre. In particular, a major advantage of the TfL Catford Town Centre Highway Realignment is the significant space produced when the new realigned road is constructed and the existing Catford Road between Laurence House and the Civic Suite becomes redundant as TLRN.

Figure 26. Indicative Floor Plan for the Former Catford Road Alignment (Source: Catford Town Centre Framework, 2021)



Following detailed discussions between TfL and LB Lewisham with regards to this space, it was agreed that the existing Catford Road (bounded by LB Lewisham's civic buildings along the north and south, the Broadway Theatre and A21 along the east, and the interface area with the new South Circular on the west) will become a new landmark public open space for Catford Town Centre. This area in total measures approximately 7000m².

At present, it is understood that an initial interim scheme is to be delivered by LB Lewisham once the new realigned road has been constructed and the existing South Circular has been decommissioned. A more substantial permanent scheme, in line with

the Catford Town Centre Framework (2021), is to be delivered at a later phase, as part of the Laurence House and Civic suite development in the early 2030s.

Throughout the design process, TfL has given consideration to this significant opportunity to create a much improved, consolidated and people-focused public realm at the heart of Catford Town Centre. Realignment the Catford Road to the south of Laurence House opens up a significant area for a large and flexible open space, which would enhance the setting of existing and new buildings, and allow for a range of activities to take place.

While the delivery of these public spaces exists beyond the scope of this planning application and will be delivered by LB Lewisham, TfL remains in close communication with LB Lewisham with regards to emerging design concepts for the space.

Further information on the interim scheme for Catford public spaces is provided in Section 4.4.8.

3.4 St. Dunstan's Land

The new road layout would incorporate a small section of the St Dunstan's Jubilee Ground at the existing vehicle access to the sports ground on Canadian Avenue.

Discussions between TfL and St. Dunstan's have been ongoing since mid-2022 for the acquisition of the land and rights required for the Project and associated works, including the construction works. TfL has engaged with St Dunstan's on the proposed accommodation works to ensure the impact of the Project on the school is either minimised or beneficial in certain aspects. This has included provision of a vehicle access to St Dunstan's Jubilee Ground, following close engagement between TfL, LB Lewisham and St Dunstan's.

TfL has endeavoured to engage with the College to agree the acquisition of the land and rights by private treaty and will continue to do so in the immediate future. However, if TfL cannot agree the acquisition by agreement, then the project will resort to relying on its statutory powers to acquire the land by compulsory purchase. In order to ensure that TfL can rely on its statutory powers in time for the construction of the Project to commence in 2025, the CPO is expected to be made and submitted for confirmation in January 2024.

3.5 Design Evolution

Based on the above design process, the following drawings are presented to demonstrate the evolution of the design between August 2018 and February 2020 of the most sensitive part of the scheme from a traffic modelling perspective: the junction of the A21 and A205. This reflects key findings and changes to design which have resulted from the various stages of the design process discussed above.

August 2018 Design

Key Characteristics

This design features two traffic lanes on the eastbound approach to the main junction and a single lane eastbound on Sangley Road.

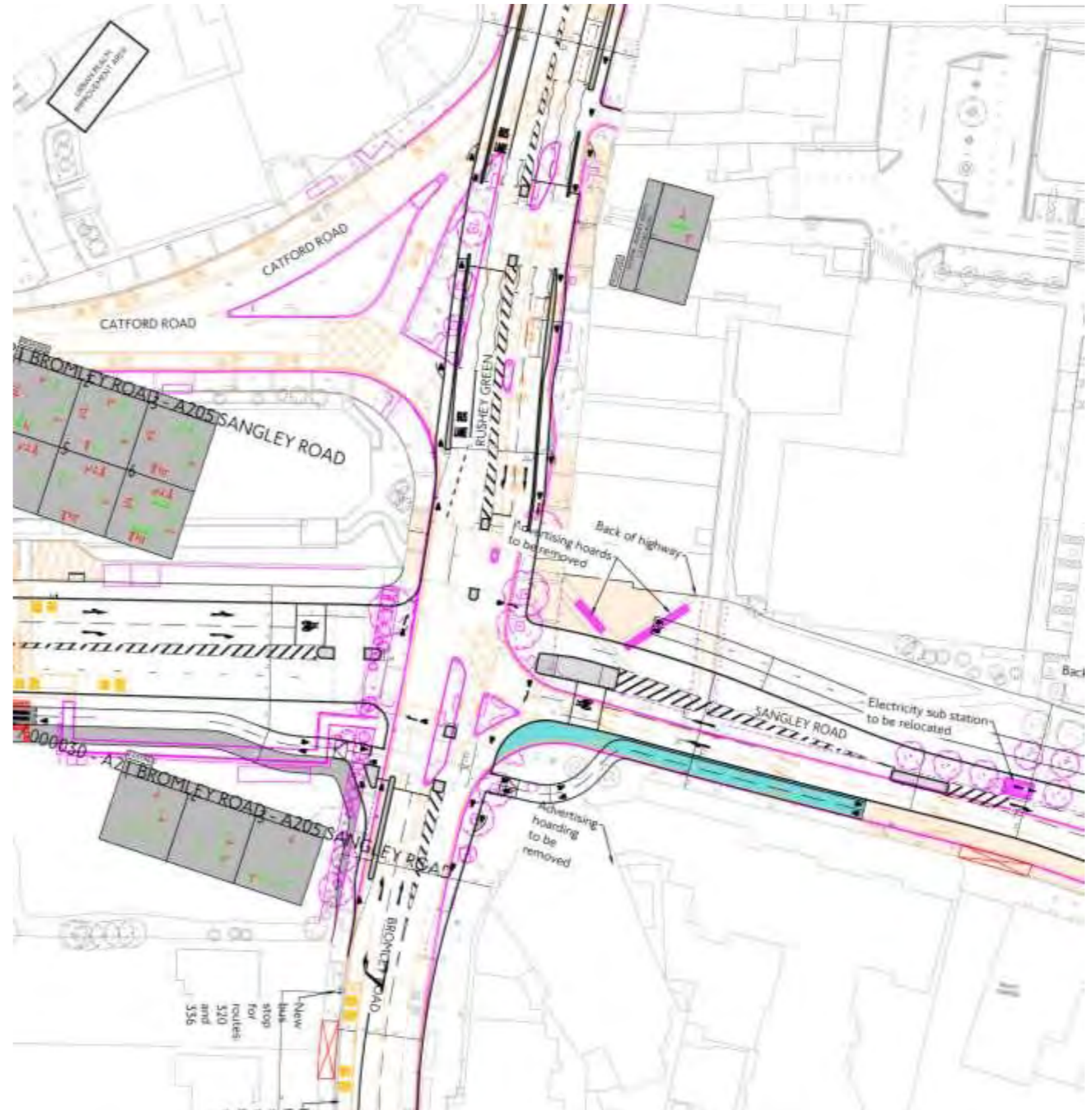
Cycle infrastructure consists of segregated, with-flow cycle lanes on the A21, a two-way cycle track on the south side of Catford Road and two-way tracks on each side of Sangley Road to maximise connectivity by cycle. The northbound cycle movement from Bromley Road features 'Hold the Left' cycle protection.

Pedestrian infrastructure includes straight-across crossings on all arms except for Sangley Road, which has a staggered crossing.

Bus stops are included on both sides of the new section of Catford Road.

Key Findings

Modelling would be needed to test the viability of the design. While meeting the key objectives, concerns were raised about excessive pedestrian waiting times – staggered crossings on more or all arms of the junction could reduce this. Doubling up on cycle infrastructure on Sangley Road would significantly reduce the amount of green space remaining in this area. The footway on the north-eastern corner of the junction would need to be shared use.



March 2019 Design

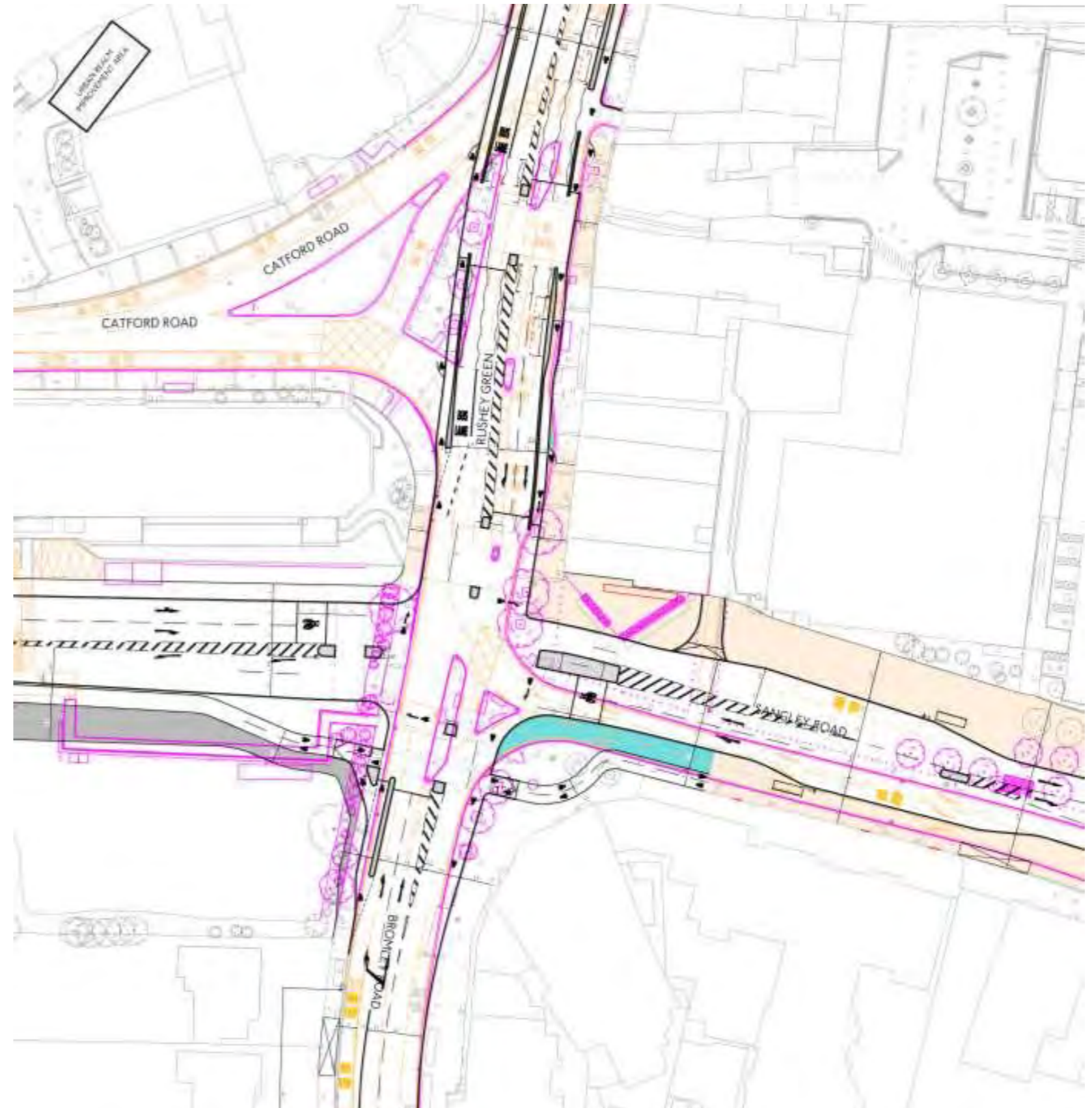
Key Characteristics

In this iteration of the design, the straight-across crossings on three arms of the junction are retained. The bus stops are moved east from Catford Road to Sangley Road. Apart from a short section of two-way cycle track close to the junction, shared use replaces cycle tracks on both sides of Sangley Road in this version of the scheme.

Key Findings

The design protects all modes, but results in a high cycle time, and unacceptable delays for pedestrians and buses.

Modelling shows extensive queuing. This would have a significant negative impact on bus services due to lack of carriageway space available to prioritise buses. Concerns remain about the extent of shared-use footway.



February 2020 Design

Key Characteristics

This design introduces a third eastbound general traffic lane on the new section of Catford Road for left-turning vehicles (with an exemption for buses moving ahead).

It also introduces a dedicated eastbound bus lane on Sangley Road to deal with bus journey time delays, thereby widening the Sangley Road carriageway.

Cycle infrastructure is rationalised so that there is a straighter path through the junction for a two-way track that remains on the south side of the east-west axis. Shared use on the northern side of Sangley Road, and on the north-eastern corner of the junction has been removed, allowing this area to be dedicated to pedestrians and, potentially, green space. The 'hold the left' cycle facility northbound from Bromley Road has been removed and superseded by a more comprehensive approach to giving the option for all cycle movements to be protected.

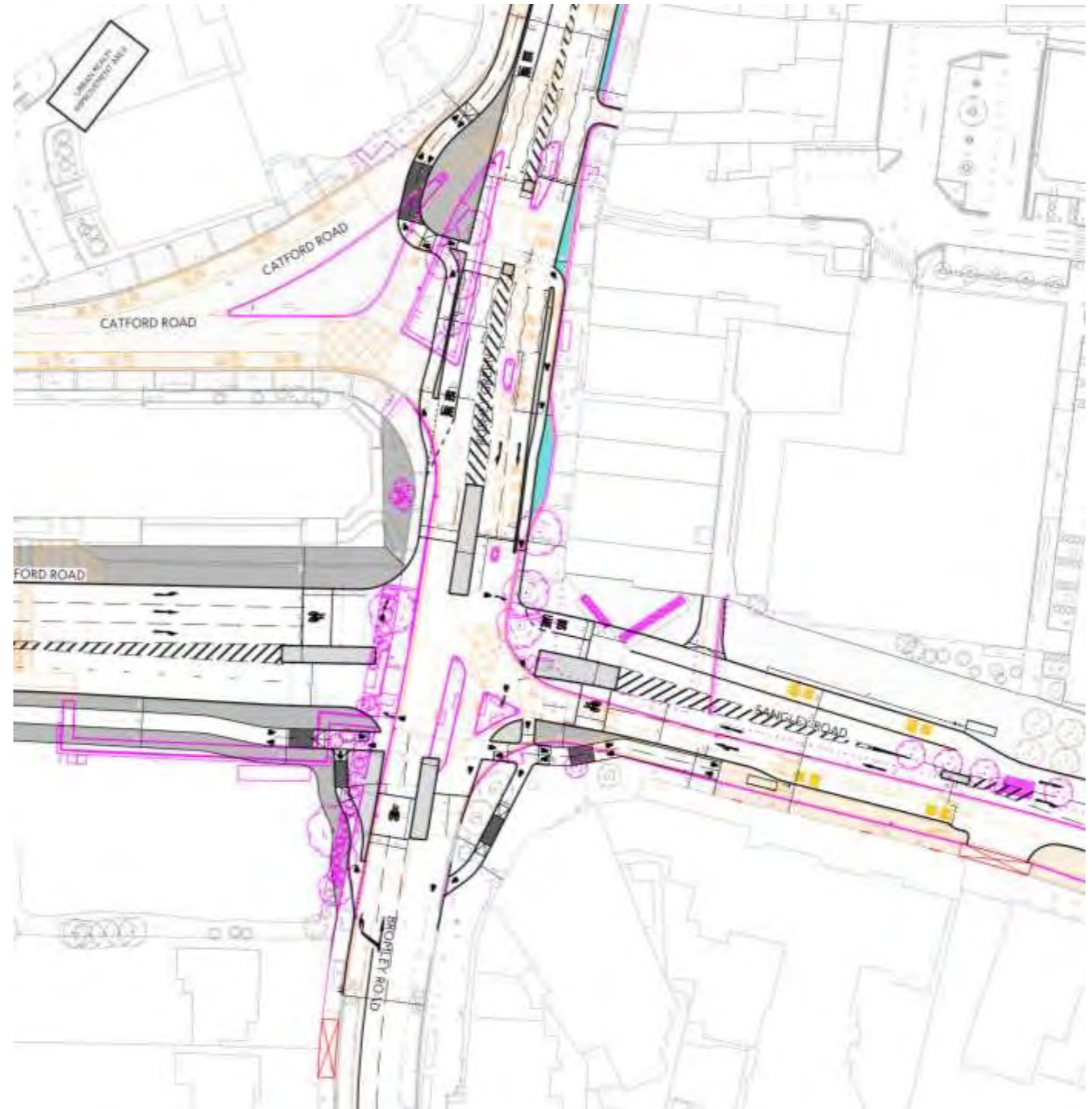
Pedestrian crossings on all arms are staggered.

Key Findings

The updated design was deemed acceptable by modelling in terms of its impact on traffic movement and, in particular, bus journey times.

The design responds to LB Lewisham's concerns about excessive loss of green space and over-reliance on shared use, although some shared use footway remains east of the bus stop on the southern footway of Sangley Road – incorporating a cycle track with the multiple vehicular crossovers in this area was not possible without significant further loss of green space and footway on the northern side.

At this junction, most elements of the February 2020 design remained in place for the public consultation in May 2023 (although there were changes to the cycle infrastructure further north on Rushey Green).



3.6 Public Consultation & Design Review Panel

3.6.1 Public Consultation

From 24 April 2023 to 5 June 2023, TfL held a public consultation on the proposals to make changes to the layout of the TLRN in Catford Town Centre.

TfL sought the views of residents' and businesses in Catford Town Centre, particularly those likely to be most impacted by the Project. TfL also consulted with stakeholders in LB Lewisham, including elected representatives.

Figure 27. CGI of the Proposed Development - Produced for Consultation (Source: TfL, 2023)



TfL received 1,503 responses to the consultation, including 19 responses from stakeholder organisations (such as Catford Active Travel, Lewisham Cyclists and United Cabbies Group). Key findings included:

- 56% respondents believe that pedestrians were the group most likely to benefit from the proposals;
- 36% respondents stated that a 'more attractive town centre and public spaces' should be the priority for the Project; and

- 25% respondents felt that 'ease of access to public transport' should be the priority.

From responses to the closed survey questions, the consultation results indicated that, across each of the following themes, a majority of all respondents felt the Proposed Development would make the town centre slightly better or much better:

- Facilities for cyclists (84%) and pedestrians (82%);
- Road safety (75%);
- Access to public transport (63%);
- Attractiveness of the town centre / public spaces (60%).

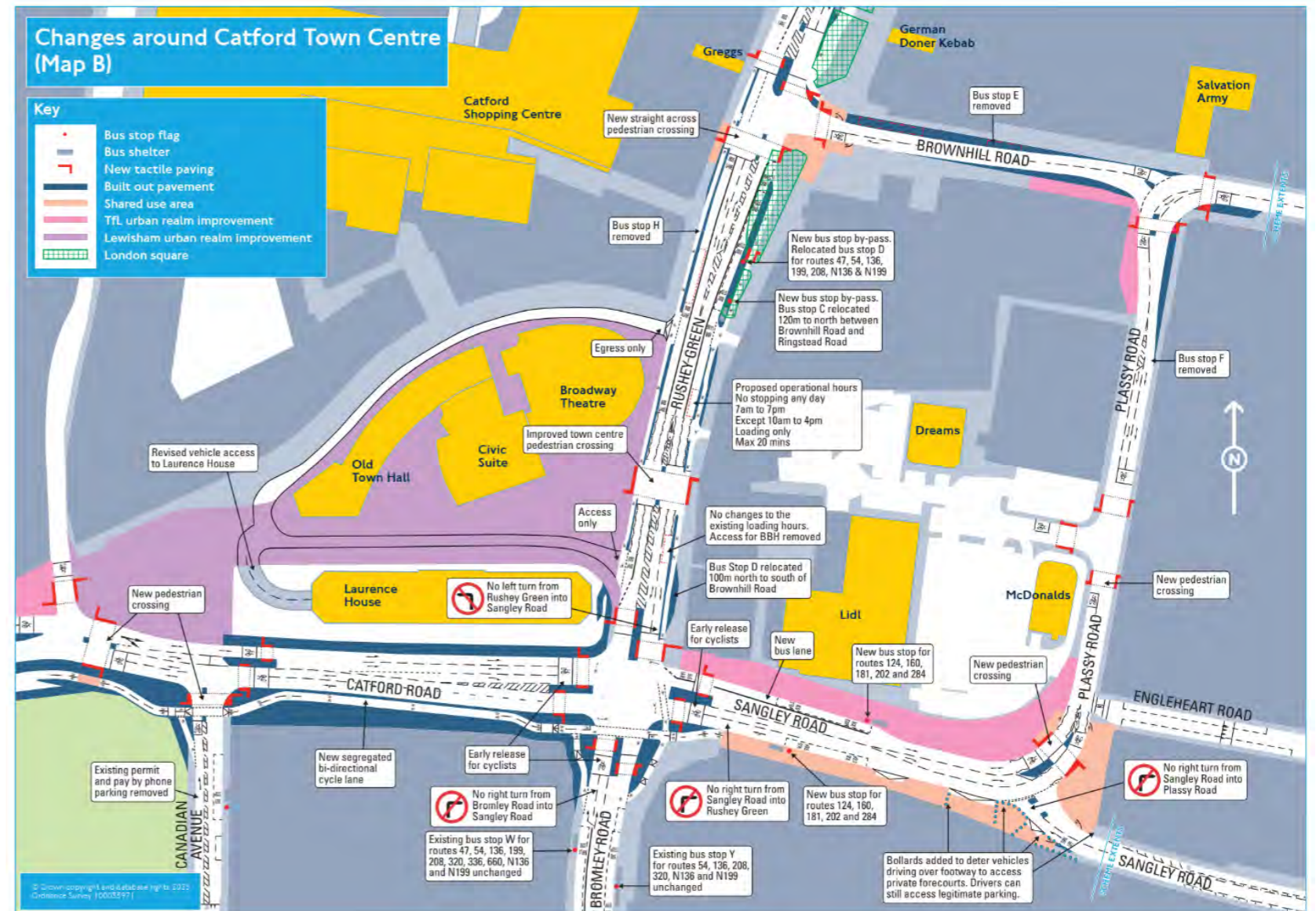
For a detailed analysis of the consultation responses, please refer to the Consultation Report submitted in support of this planning application.

Following careful consideration of the consultation responses, TfL decided to modify some of the design proposals in response to issues

raised and proceed with a revised Project. Specific considerations for the post-consultation design included:

- Revision of the cycling and pedestrian facilities in Sangley Road to include further segregation between pedestrians and cyclists;
- Reviewing proposals to minimise loss of trees; and
- Reviewing bus stopping patterns in Rushey Green, attempting to minimise the impacts on those using bus routes 75 and 185.

TfL's responses to the issues raised by all respondents to the consultation, including stakeholder feedback, is provided in the Consultation Report, which is part of the Statement of Community Engagement submitted in support of this planning application. This includes issues pertaining to those with protected characteristics.



3.6.2 Design Review Panel

The Urban Design London (UDL) Environmental Review Panel provides independent design advice and guidance on a variety of highway, public realm and development schemes to improve the quality of the built environment and support developers to achieve more sustainable places.

UDL's diverse range of panellists include ecologists, landscape architects, drainage and highway engineers, inclusive access experts and architects. UDL is a signatory of the Mayor's London Quality Review Charter, which sets standards for design review practices across the capital.

Over the last 10 years, UDL has reviewed the majority of TfL's funded public realm improvement schemes, the urban integration plans for most of the Elizabeth Line's stations and has standing panels advising on the Silvertown Tunnel and TfL's funded Liveable Neighbourhood projects.

For the Proposed Development, TfL and LB Lewisham programmed two separate sessions with the UDL panel to review the Project as it developed. These events were hosted on 25th July 2023 and 6th November 2023. The sessions provided an opportunity for UDL to review the design of the Proposed Development and provide the panellists' viewpoint and constructive comments on how to improve the design.

The first Design Review panel meeting highlighted the following areas to be further developed.

- Transport strategy and modelling
- Bus provision
- Cycle network
- Pedestrian network
- Critical Green Infrastructure and sustainable drainage
- Interface with Laurence House site

In response the design team engaged drainage colleagues to look in greater detail at the SuDS potential as part of the green and blue infrastructure strategy. Further work was also carried out to ascertain the potential for improving the continuity of the existing tree canopy cover and identified areas with the potential for joined and engineered tree pits.

A review of the highway design identified an opportunity to retain a mature tree in a key location which contributes significantly to the landscape character of the town centre. The second Design review Panel convened in November, revisited the scheme following further design development.

The panel responded positively to the work that had been completed on a more detailed green and blue infrastructure and climate resilience strategy.



Key amendments

- 1 Expanded landscape and SUDS provision.
- 2 Relocation of northbound bus stop (bus stop B) further south, nearer the Town Centre.
- 3 Retention of an additional mature trees along Rushey Green through the removal of a cycle track segment.
- 4 Extension of cycle track and reduction of shared area alongside proposed bus stop on Sangley Rd.
- 5 Access to coach park development site.
- 6 Revision of service access to Laurence House.
- 7 Removal of subway and associated ramps underneath A205 adjacent Catford Bridge train station.
- 8 Definition of a new vehicle access to St Dunstan's College Jubilee Ground.

Figure 28. Post-Consultation Design Key Amendments (Source: TfL, 2023)