



Town and Country Planning Act 1990
Catford Town Centre Highway Realignment
Heritage Statement

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Catford Town Centre Highway Realignment: Heritage Statement

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1. Introduction and methodology

1.1. Introduction

- 1.1.1. This heritage statement has been prepared by PCA Heritage 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.
- 1.1.2. 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 College Jubilee Ground sports fields.
- 1.1.3. The project will enable the LB Lewisham's vision for a green, accessible, vibrant town centre by making provision for the creation of new public spaces along the existing alignment of Catford Road east of Thomas Lane.

1.2. Background to the project

- 1.2.1. TfL has been working in partnership with LB Lewisham to support its ambitions 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.
- 1.2.2. 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.
- 1.2.3. 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 Plate 1.

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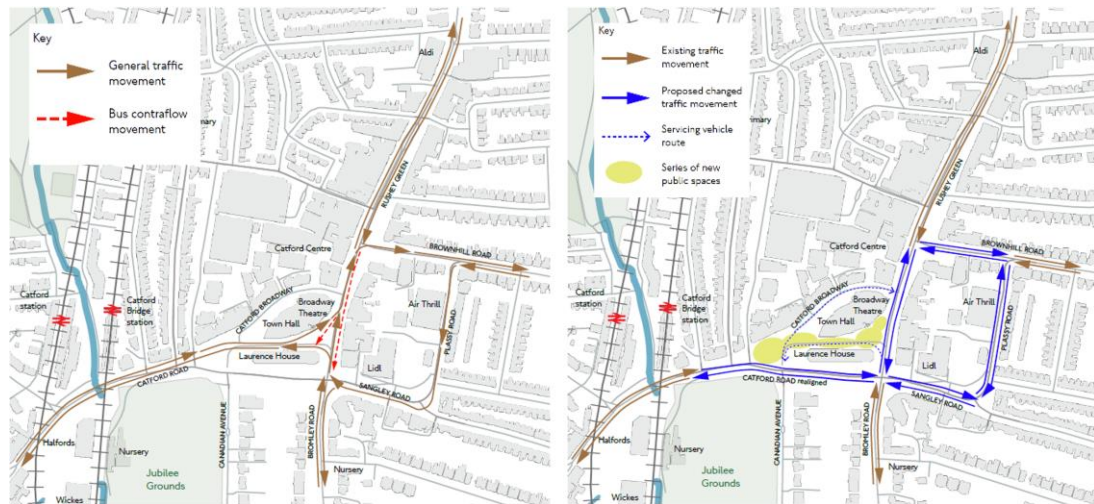


Plate 1: Existing and proposed alignments of the A205 South Circular Road

1.2.4. The key objectives of the Catford Town Centre Highway Realignment project are to:

- 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 way-finding 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 the LB Lewisham

1.2.5. 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 the Council's aspiration to re-align the A205 to support significant redevelopment within the town centre.

1.3. The proposed development

1.3.1. The proposal involves the following:

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- Conversion of the existing A205 South Circular one-way gyratory system around Plassy Island to two-way working.
- Re-alignment of the A205 approach from the west (taking a strip of land on the northern edge of St Dunstan's sports fields) and re-routing it through the existing car park to the south of Laurence House.
- Making provision for the creation of a series of interlinked public spaces by the London Borough of Lewisham on the existing alignment of Catford Road east of Thomas Lane.
- Highway improvements to enhance accessibility, safety and comfort for pedestrians and cyclists; protect bus journey times and reliability; and maintain the strategic function of the South Circular.
- Comprehensive landscaping and public realm improvements, including the introduction of sustainable urban drainage.
- Provision of a replacement access route to the St Dunstan's College Jubilee Ground sports fields from Canadian Avenue and Fordmill Road.



Plate 2: The Catford Town Centre highway realignment (Note: New access arrangements for Jubilee Fields not shown)

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1.3.2. 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 wayfinding 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 including the re-provision of 700m dedicated bus lanes 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.

1.3.3. The formal description of the proposed development for the planning application is:

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.

1.4. Report objectives

1.4.1. The preparation of this heritage assessment is in accordance with policies set out in Section 16 of the National Planning Policy Framework (NPPF, September 2023) and the standards and guidance provided by Historic England (Historic England 2019), the Institute of Environmental Management

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& Assessment (IEMA 2021), the Chartered Institute for Archaeologists (CIfA 2020) and the Institute of Historic Building Conservation (IHBC 2017). The heritage assessment may be used by the LPA to help it formulate an appropriate response to the proposal.

- 1.4.2. The objective of the heritage assessment is to identify the built heritage resource within the site and an appropriate study area surrounding it, assess the resource's heritage significance, identify any impacts from the development proposals on that significance, and recommend suitable measures to mitigate any such impacts.

1.5. Methodology

- 1.5.1. Research undertaken in connection with the assessment has included an examination of the National Heritage List for England (hereafter 'NHLE', search undertaken on 2 November 2023), historic maps, relevant reports and publications. A study area comprising the site and an area extending to 100m from its boundaries has been chosen as appropriate to the scale and nature of the proposed development. It was intended to also visit Lewisham Local History and Archives Centre in connection with this research but this was temporarily closed in connection with an archive relocation.
- 1.5.2. This heritage assessment considers buildings, conservation areas and parks and gardens. Any archaeological matters lie beyond the scope of the report (see PCA Heritage report 10292/R01).
- 1.5.3. NPPF defines heritage significance as the value of a heritage asset to this and future generations because of its heritage interest (NPPF Annex 2: Glossary). Significance derives not only from a heritage asset's physical presence, but also from its setting. Heritage significance can be thought of as a term which captures what is valued about the asset (IEMA 2021, 7). It has equivalence with terms such as 'heritage value' (High Speed Two (HS2) Limited 2022, 185) and 'cultural heritage significance' (IEMA 2021, 8-9).
- 1.5.4. Heritage interest may be archaeological, architectural, artistic or historic (Historic England 2017, 7). In NPPF terms, there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point (NPPF Annex 2: Glossary). Architectural and artistic interests relate to the design and general aesthetics of a place (PPG 2019, Paragraph 006 Reference ID: 18a-006-20190723). More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture. Heritage assets with historic interest provide a material record of a nation's history, and also provide meaning for communities derived from their collective experience of a place. They can symbolise wider values such as faith and cultural identity (PPG 2019,

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paragraph 006 Reference ID: 18a-006-20190723), and can illustrate or be associated with past lives and events.

- 1.5.5. Setting is defined in the NPPF (Annex 2: Glossary) as the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. All heritage assets have a setting, irrespective of the form in which they survive and whether they are designated or not (Historic England 2017a, 2).
- 1.5.6. The importance of setting lies in what it contributes to the significance of the heritage asset or to the ability to appreciate that significance (Historic England 2017a, 4). It is important to recognise that analysis of setting is different from landscape assessment, and similarly, setting is different from general amenity. Views from heritage assets that neither contribute to significance nor allow appreciation of significance are a matter of amenity rather than of setting (Historic England 2017a, 7).
- 1.5.7. The degree of heritage significance that a heritage asset possesses, in *Principles of Cultural Heritage Impact Assessment* (hereafter 'PCHIA'; IEMA 2021, 8) terms broadly its 'cultural importance', is dependent upon a variety of factors and characteristics and is not directly related to designation status. This assessment determines degree of heritage significance by the use of environmental assessment guidance provided in Highways England's Design Manual for Roads and Bridges (Highways England, 2020, 13; Table 1).

Degree of heritage significance	Description
Very high	Very high importance and rarity, international scale and very limited potential for substitution.
High	High importance and rarity, national scale, and limited potential for substitution.
Medium	Medium or high importance and rarity, regional scale, limited potential for substitution.
Low	Low or medium importance and rarity, local scale.
Negligible	Very low importance and rarity, local scale.

Table 1: The characteristics that define degrees of heritage significance

1.6. The consequences of change

- 1.6.1. The predicted level of change (in other words, the magnitude of impact, Table 2) arising from developments can be either beneficial to, or have an adverse

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effect on heritage assets.

Magnitude of impact		
Major	Adverse	Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements.
	Beneficial	Large scale or major improvement of resource quality; extensive restoration; major improvement of attribute quality.
Moderate	Adverse	Loss of resource, but not adversely affecting the integrity; partial loss of/damage to key characteristics, features or elements.
	Beneficial	Benefit to, or addition of, key characteristics, features or elements; improvement of attribute quality.
Minor	Adverse	Some measurable change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements.
	Beneficial	Minor benefit to, or addition of, one (maybe more) key characteristics, features or elements; some beneficial impact on attribute or a reduced risk of negative impact occurring.
Negligible	Adverse	Very minor loss or detrimental alteration to one or more characteristics, features or elements.
	Beneficial	Very minor benefit to or positive addition of one or more characteristics, features or elements.
No change		No loss or alteration of characteristics, features or elements; no observable impact in either direction.

Table 2: Magnitude of impact

1.7. Limitations

- 1.7.1. This report has been prepared solely for the titled project and should not be relied upon by, or transferred to, any third party without prior written authorisation of PCA Heritage. PCA Heritage accepts no liability for the consequences of this document being used for a purpose other than that for which it was commissioned. Persons or parties using or relying on the document for such other purposes agree, and will by such use be taken to confirm their agreement, to indemnify PCA Heritage for all loss or damage resulting therefrom.

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- 1.7.2. This report has been prepared on the basis of the proposed end land use defined by the client. If this proposed end land use is changed, it will be necessary to review the findings of the report. It should be noted that some of the aspects considered in this study are subject to change with time. Therefore, if the development is delayed or postponed for a significant period then it should be reviewed to confirm that no changes have taken place, either at the site or within relevant legislation.

2. Planning background

2.1. National legislation

Ancient Monuments and Archaeological Areas Act 1979

- 2.1.1. Current legislation, in the form of the Ancient Monuments and Archaeological Areas Act 1979, provides for the legal protection of important and well-preserved archaeological sites and monuments through their addition to a list, or 'schedule', of archaeological monuments by the Secretary of State for Digital, Culture, Media and Sport (DCMS). This necessitates the granting of formal scheduled monument consent for any work undertaken within the designated area of a scheduled ancient monument (now known simply as scheduled monuments).

Planning (Listed Buildings and Conservation Areas) Act 1990

- 2.1.2. The Planning (Listed Buildings and Conservation Areas) Act 1990 affords legal protection to buildings and structures in the form of their inclusion on 'lists' of buildings of special architectural or historical interest. The listing of buildings is carried out by DCMS. This legislation also allows for the creation and protection of conservation areas by local planning authorities to protect areas and groupings of historical significance.

London Squares Preservation Act 1931

- 2.1.3. The London Squares Preservation Act 1931 seeks to protect certain named open spaces in London and restrict their users.
- 2.1.4. Section 3 (1) of the Act states that protected squares can only be used for 'authorized purposes' including, 'ornamental garden, pleasure grounds or ground for play, rest or recreation.' In addition, no structures can be erected or placed on or over any protected square unless it is necessary or convenient, or in connection with the use and maintenance of the square for authorized purposes.
- 2.1.5. Section 3 (2) states that subsoil and any use or structure below the surface of the ground is not protected or controlled so long as it does not interfere with the enjoyment or maintenance of the space. Consent is required for any above

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works relating to any below ground structure, and works that are reasonably necessary for the servicing and work of the below ground structure can be approved subject to condition. Any application for consent must be determined within two months.

- 2.1.6. Section 3 (7)(b) states that the use of any part of a square for the construction of roads or road widening is not prohibited. If, as a result, the space is reduced to having little or no public advantage, the protection of the Act can, by order, be removed.
- 2.1.7. Section 3 (10) provides that an offence is committed if the provisions of the Act are breached, and enforcement action can be taken to remedy any such breach. There is a statutory duty under (11) to enforce the Act.
- 2.1.8. Section 4 (1) allows for the alterations, rearrangement or pre-provision of a protected square if a 'sufficient substitute' space is re-provided. (2) Upon the completion of the re-provided space, the protection of the Act can be transferred, by order, to the new space.
- 2.1.9. Section 25 (3) sets out provisions in relation to the service of relevant orders. Section 31 (1) orders made under the Act must be published in the London Gazette. Section 31 (2) states that proper records shall be kept of all orders and payments.
- 2.1.10. Section 32 states that the provisions of the act are cumulative with any other statutory provisions.
- 2.1.11. Section 33 of the Act provides exemption from the provisions of the act for named spaces (see Part III) so long as they remain in particular ownership.
- 2.1.12. Two (Parts I and II) of the three schedules of the Act contain protected squares in Lewisham. Squares listed in Part II (and III) are covered by compensation provisions set out in Sections 5, 7 and 9. Squares listed under Part III are exempt subject to their ownership by virtue of Section 33 of the Act.
- 2.1.13. There are no selection criteria in the Act which might help explain why some spaces were designated and others were not. There is no provision in the Act for the designation of additional protected spaces other than those provided as substitute spaces under Section 4 (1) and (2).

2.2. National planning policy

National Planning Policy Framework 2023

- 2.2.1. The Government's planning policies for the historic environment are set out in the NPPF, the use of which is described in PPG. Both the NPPF and PPG are material considerations in planning applications and underpin how the historic environment on the site is considered in this assessment.

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- 2.2.2. Section 16 of the NPPF (paragraphs 189 to 208) relates to 'conserving and enhancing the historic environment'. This requires local planning authorities to identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset), taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.
- 2.2.3. In determining applications, the NPPF requires local planning authorities to take account of:
- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - c) the desirability of new development making a positive contribution to local character and distinctiveness.

2.3. Regional planning policy

- 2.3.1. The London Plan 2021 is the Mayor of London's Spatial Development Strategy for Greater London. The plan is part of the statutory development plan for London, meaning that the policies it contains should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out. The following sets out policies towards the historic environment relevant to the proposed development:

Policy HC1 Heritage conservation and growth

A. Boroughs should, in consultation with Historic England, local communities and other statutory and relevant organisations, develop evidence that demonstrates a clear understanding of London's historic environment. This evidence should be used for identifying, understanding, conserving, and enhancing the historic environment and heritage assets, and improving access to, and interpretation of, the heritage assets, landscapes and archaeology within their area.

B. Development Plans and strategies should demonstrate a clear understanding of the historic environment and the heritage values of sites or areas and their relationship with their surroundings. This knowledge should be used to inform the effective integration of London's heritage in regenerative change by:

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- 1) *setting out a clear vision that recognises and embeds the role of heritage in place-making*
- 2) *utilising the heritage significance of a site or area in the planning and design process*
- 3) *integrating the conservation and enhancement of heritage assets and their settings with innovative and creative contextual architectural responses that contribute to their significance and sense of place*
- 4) *delivering positive benefits that conserve and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing.*

C. Development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The cumulative impacts of incremental change from development on heritage assets and their settings should also be actively managed. Development proposals should avoid harm and identify enhancement opportunities by integrating heritage considerations early on in the design process.

D. Development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

E. Where heritage assets have been identified as being At Risk, boroughs should identify specific opportunities for them to contribute to regeneration and place-making, and they should set out strategies for their repair and reuse.

2.4. Local planning policy

- 2.4.1. Local planning policy is formed by the London Borough of Lewisham Local Plan. Its key element is the Core Strategy (adopted June 2011). The Lewisham Development Management Local Plan (adopted November 2014) supports the implementation of the Lewisham Core Strategy and the London Plan. The following sets out the local authority's policy towards the historic environment:

Core Strategy 2011

Spatial Policy 1 Lewisham Spatial Strategy

(...)

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5. All new development will need to ensure the principles of good design are addressed, heritage assets protected, and high standards of sustainable design and construction, including maximising energy efficiency and the provision of on-site renewables and low carbon decentralised energy, are incorporated.

Core Strategy Policy 15 High quality design for Lewisham

1. For all development, the Council will:

(...)

f. ensure any development conserves and enhances the borough's heritage assets, and the significance of their settings, such as conservation areas, listed buildings, registered parks and gardens, scheduled monuments and the Maritime Greenwich World Heritage Site.

(...)

Regeneration and Growth Areas

3. Development should achieve the following design aims:

(...)

c. New developments in Lewisham and Catford town centres should result in a radical upgrading of the social and physical environment and, in order to be successful, will need to allow for tall buildings of the highest design quality where they improve and add coherence to the skyline, and do not cause harm to the surrounding environment, including the significance of heritage assets.

(...)

Areas of Stability and Managed Change

6. Development should achieve the following design aims:

(...)

b. Small scale development, including infill development, will need to be designed and laid out to, complement the character of surrounding development, provide suitable residential accommodation with a high level of amenity and provide for garden and amenity space. Any adverse impact on neighbouring amenity, conservation areas and designated and non designated heritage assets, biodiversity or open space will need to be addressed.

Core Strategy Policy 16 Conservation areas, heritage assets and the historic environment

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The Council will ensure that the value and significance of the borough's heritage assets and their settings, which include the Maritime Greenwich World Heritage Site, conservation areas, listed buildings, archaeological remains, registered historic parks and gardens and other non designated assets such as locally listed buildings, will continue to be monitored, reviewed, enhanced and conserved according to the requirements of government planning policy guidance, the London Plan policies, local policy and English Heritage best practice.

The Council will work with its partners, including local communities, to ensure that the borough's heritage assets and those yet to be identified will be valued positively and considered as central to the regeneration of the borough as detailed in the Core Strategy spatial policies.

The World Heritage Site buffer zone for the Maritime Greenwich World Heritage Site is identified on the Proposals Map (see also Core Strategy Policy 18). The Council will ensure that its Outstanding Universal Value, integrity and authenticity will be protected and enhanced and will ensure the implementation of the World Heritage Site Master Plan.

The Council will continue to review its conservation areas, designating new ones and preparing associated management plans and policies to conserve their character.

Development Management Local Plan (2014)

DM Policy 36 New development, changes of use and alterations affecting designated heritage assets and their setting: conservation areas, listed buildings, schedule of ancient monuments and registered parks and gardens

A. General principles

- 1. For development proposals affecting heritage assets the Council will require a statement that describes the significance of the asset and its setting, and an assessment of the impact on that significance.*
- 2. Where the significance of an asset may be harmed or lost through physical alteration or destruction, or development within its setting, the Council will require clear and convincing justification. The Council will consider the wider public benefits which may flow from the development where these are fully justified in the impact assessment.*
- 3. The Council encourages the adaptation of historic buildings to improve energy efficiency in line with the detailed guidance provided by English Heritage. Careful consideration should be given to the most appropriate options for insulation, power use and power generation. Intrusive interventions, such as externally mounted micro-generation equipment or external wall insulation, should be avoided where these would unacceptably*

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alter the character and appearance of the heritage asset. The Council encourages the retention and thermal upgrading of historic windows.

B. Conservation areas

4. The Council, having paid special attention to the special interest of its Conservation Areas, and the desirability of preserving or enhancing their character or appearance, will not grant planning permission where:

a. new development or alterations and extensions to existing buildings is incompatible with the special characteristics of the area, its buildings, spaces, settings and plot coverage, scale, form and materials b. development, which in isolation would lead to less than substantial harm to the building or area, but cumulatively would adversely affect the character and appearance of the conservation area

c. development adjacent to a Conservation Area would have a negative impact on the significance of that area.

5. The Council will encourage the reinstatement or require the retention of architectural and landscaping features, such as front gardens and boundary walls, important to an area's character or appearance, if necessary by the use of Article 4 Directions.

6. The Council will require bin stores and bike sheds to be located at the side or rear of properties where a front access to the side and rear exists.

C. Listed buildings

7. In order to ensure the conservation of Listed Buildings the Council will:

a. only grant consent for alterations and extensions to Listed Buildings which relate sensitively to the building's significance and sustain and enhance its significance and integrity

b. have special regard to the desirability of preserving the setting of Listed Buildings in considering any application in their vicinity, and consider opportunities for new development within the setting to enhance or better reveal the significance of the asset

c. use its powers under Sections 47, 48 and 54 of the Planning (Listed Buildings and Conservation Areas) Act 1990, to ensure that Listed Buildings are maintained to a reasonable standard.

8. When considering applications for change of use of Listed Buildings, the Council will consider the contribution of the existing use and the impact of any proposed new use to the significance and long-term viability of the historic building. The Council will seek to ensure that the building is put into an optimum viable use i.e. the one that causes least harm to the significance of the building, not just through initial changes but also as a result of

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subsequent wear and tear or any likely future changes. The implications of complying with Building Regulations, such as fire escapes, will be taken into account prior to determining applications for change of use.

D. Scheduled Monuments and Registered Parks and Gardens

9. Scheduled Monuments will be protected and preserved in accordance with Government regulation. Where the site or setting is adversely affected planning permission will be refused.

10. When considering the impact of a development proposal on Registered Parks and Gardens, or on their settings, the Council will consider that any loss or substantial harm to these assets will be in wholly exceptional circumstances. The Council will apply the provision in point 2 of the above policy to the assets.

DM Policy 37 Non designated heritage assets including locally listed buildings, areas of special local character and areas of archaeological interest

A. General principles

1. The Council will protect the local distinctiveness of the borough by sustaining and enhancing the significance of non-designated heritage assets.

2. Development proposals affecting non-designated heritage assets should be accompanied by a heritage statement proportionate to the significance of the asset and which justifies the changes to the asset.

3. Non-designated heritage assets may be identified during the development management process.

B. Locally listed buildings

4. The Council will seek to retain and enhance locally listed buildings and structures and may use its powers to protect their character, significance and contribution made by their setting, where appropriate.

5. The Council will resist the demolition of locally listed buildings and expect applicants to give due consideration to retaining and incorporating them in any new development.

C. Areas of special character

6. Development in areas of special local character should sustain and enhance the characteristics that contribute to the special local spatial, architectural, townscape, landscape or archaeological distinctiveness of these areas.

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7. The Council will resist demolition of unlisted buildings in areas of special local character where these contribute to architectural and townscape merit and local distinctiveness of the area.

D. Non designated heritage assets of archaeological interest

8. The Council will ensure that non designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments will be considered subject to the policies for designated heritage assets.

9. The conservation, protection and enhancement of the archaeological heritage of the borough will be promoted through:

a. requirements to assess and plan for the archaeological implications of development proposals that may affect the archaeological heritage of a site which may require preliminary archaeological site evaluations. Proposals on sites within areas of archaeological priority as shown on the Policies Map should be accompanied by an evaluation. Evaluations should be commissioned from professionally qualified archaeological organisations or consultants.

b. the location and design of developments should avoid archaeological remains in order to ensure these remain preserved in situ, with public access and display.

c. where permanent preservation is not justified, the remains are investigated, recorded and subsequently published by a recognised archaeological organisation prior to the start of development.

d. Where remains unexpectedly come to light, seeking ensure their preservation or their recording in consultation with the developer.

3. Historical background

3.1.1. The earliest parts of the study area's built environment are its roads. Catford formed at the junction of two of these, the more important of which was Bromley Road, now the A21 and the main coaching road from Lewisham to Hastings on the south Kent coast. This was met at present-day Broadway by the road from Sydenham, which crossed the River Ravensbourne at 'Catsford' (see the anonymous 1799 map of Bromley, Fig 3).

3.1.2. The oldest surviving building in the study area by some margin is 'Elmwood' on Thomas Lane, which dates to 1736 (LB Lewisham 2014, 8; Plate 3; HA07 below). This is a former farmhouse which is a locally-listed building, now boarded up and in poor condition. Thomas Lane was formerly a short stretch of road with a sinuous shape (see Plate 5), suggesting it had formed alongside a field boundary.

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Plate 3: 'Elmwood' on Thomas Lane is a former 18th-century farmhouse © Lewisham Youth Theatre

- 3.1.3. In 1837, eight almshouses were built for residents of the parish of Lewisham on land situated in Catford, near the centre of the site, between The Avenues (the forerunner of The Broadway) and Catford Road. These are pictured on Stanford's 1862 map (Fig 4).
- 3.1.4. Notwithstanding buildings such as these, Catford remained a small rural hamlet more frequently known as Rush Green¹ until the arrival in 1857 of the Mid Kent Railway prompted the start of larger-scale development of the area. Later catalysts for change included the opening of London, Chatham and Dover Railway's Catford Station in 1892, the introduction of horse-drawn trams in 1890 (which were electrified in 1906) and the electrification of Southern Railway's services during the 1920s.
- 3.1.5. In 1875 the Lewisham Board of Works erected offices in Catford to a Gothic Revival design by George Elkington. These later became the town hall, which was extended by the addition between 1958 and 1963 of a curved west wing by the Borough Architect M H Forward which today forms the southern edge of The Broadway (Plate 4).

¹ 'Rush Green' (also known as 'Rushey Green') refers to the marshy land adjacent to the Ravensbourne.

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Plate 4: Lewisham Town Hall prior to its demolition in 1968. Flanked to the left by M H Forward's early 1960's council offices and to the right by Lewisham Theatre © Lewisham Borough Photos

- 3.1.6. In 1887 a church fit in size and style to match the town hall was built on the other side of the junction between Catford Road and Bromley Road. St Laurence Church remained in place until 1968, when it was demolished and its services relocated to a new church a little further south along Bromley Road. This replacement was designated as a Grade II listed building in 2010, in recognition of its interesting plan 'comprising an octagonal main church and hexagonal Lady Chapel, reflecting the impact of the Liturgical Movement on church architecture in the 1960s' (Historic England's listing description; NHLE 1393742).
- 3.1.7. By the early 20th century almost all of Lewisham was one continuous suburb (Fig 5), 'equipped with its inevitable quota of churches, railway stations, institutions, and educational buildings' (Cherry and Pevsner 1983, 400). Lewisham Hippodrome Theatre on Brownhill Road was opened in 1911 and the adjacent Gaumont Cinema on Rushey Green opened two years later. The same year (1913) the Central Hall Picture House was opened at 1 Bromley Road/Sangley Road. This survived until 2011 as The Plaza/ABC cinema. Both the Hippodrome and the Gaumont were demolished in 1960 to make way for Eros House, a tower block designed by Rodney Gordon and Owen Luder and built between 1960-63. Cherry and Pevsner (1983, 427) describe it as 'one of

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the earliest and best of the Brutalist towers which mushroomed around the fringes of London in the 1960s'. Unfortunately, the tower's facades were heavily modified in the 1990s when it was converted from offices to flats, with much of the original glass being replaced with cladding.

- 3.1.8. Several new public buildings were erected in Catford during the 1920s, including a hall for the Salvation Army on Brownhill Road. In 1926 the almshouses were relocated to Bromley Road and their site redeveloped. The following year, Catford Broadway ('a mean creation', Cherry and Pevsner 1983, 427) was formed. A concert hall and offices were built in 1931-32 by Bradshaw, Gass and Hope as a concert hall extension to the old town hall. Intended to complement the design of the existing Town Hall, the new wing housed a number of council offices as well as an auditorium intended for civic, social and dramatic purposes. The building became what is now known as the Broadway Theatre (NHLE 1253065).



Plate 5: Catford from the air in 1969. The Civic Centre is under construction, and land has been cleared to make way for Catford Centre. The sinuous shape of Thomas Lane is evident

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3.1.9. In 1968 the original town hall was demolished to make way for the Civic Suite (Plate 5), as it is known today, which opened in 1971 to house council facilities. A shopping precinct by Owen Luder Partnership was added to Catford between 1969 and 1974, 'a plain but pleasant combination of covered spaces' (Cherry and Pevsner 1983, 427).

4. Built heritage assets within the study area

4.1.1. There are 12 built heritage assets within the study area (Table 3, Fig 7). These comprise two Grade II listed buildings (Lewisham Theatre and Department of Environmental Service, NHLE 1253065; and Church of St Laurence and Community Centre, NHLE 1393742) and a conservation area (Culverley Green). In addition, there are six locally-listed buildings and three other non-designated heritage assets (a railway ticket office, a public pump and a protected green space). The green space (Rushey Green Enclosures) is protected under the London Squares Preservation Act 1931.

4.1.2. There are no world heritage sites, scheduled monuments, registered parks and gardens or registered battlefields within the study area.

Key: CA = conservation area; HA = heritage asset; LB = listed building; LLB = locally listed building; NDHA = non-designated heritage asset

HA no.	Type	Ref	Easting	Northing	Name	Grade	Date designated
01	LB	1253065	537665	173667	Lewisham Theatre and Department of Environmental Service	II	21/12/1993
02	LB	1393742	537714	173341	Church of St Laurence and Community Centre	II	06/04/2010
03	CA	n/a	n/a	n/a	Culverley Green Conservation Area	n/a	1990
04	LLB	n/a	537695	173461	Former cinema, 1 Bromley Road	n/a	n/a
05	LLB	n/a	537789	173510	22-26 Sangley Road	n/a	n/a

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HA no.	Type	Ref	Easting	Northing	Name	Grade	Date designated
06	LLB	n/a	537384	173583	Catford Bridge Tavern, Station Approach	n/a	n/a
07	LLB	n/a	537504	173651	Elmwood (Catford Conservative Club), Catford Broadway	n/a	n/a
08	LLB	n/a	537730	173663	Black Horse and Harrow PH, Rushey Green	n/a	n/a
09	LLB	n/a	537904	173722	16-20 Brownhill Road	n/a	n/a
10	NDHA	n/a	n/a	n/a	Rushey Green Enclosures	n/a	n/a
11	NDHA	n/a	537741	173748	Catford pump	n/a	n/a
12	NDHA	n/a	537369	173608	Catford Bridge ticket office	n/a	n/a

Table 3: List of built heritage assets identified within the study area

5. Assessment of significance and impact assessment

5.1.1. This section considers the built heritage assets within the study area. It describes briefly the nature and chief characteristics that gives each asset its heritage significance, before providing a brief assessment of impact. Fig 7 shows the heritage assets referred to in this section.

5.2. Lewisham Theatre and Department of Environmental Service (HA01)

5.2.1. Lewisham Theatre and Department of Environmental Service was built in 1931-32 for Lewisham Metropolitan Council. Its list entry name (which is the name under which it appears on the Secretary of State's list) is now archaic, the theatre having been re-named The Broadway Theatre in 2001, and the council's Department of Environmental Service long having been re-organised and re-branded.

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Plate 6: Lewisham Theatre and Department of Environmental Service, looking north

5.2.2. Historic England describe the listed building as a:

Theatre and offices, built as concert hall and offices. Built in 1931-32 by Arthur John Hope of the firm of Bradshaw, Gass and Hope as a concert hall extension to the old Town Hall of 1874-5 by G Elkington, demolished in the 1950s. The building included offices and was originally intended for dancing and wrestling as well as concerts and minor theatricals. Curved stone building with hipped tiled roof with 2 stage domed octagonal cupola surmounted by weathervane. Four storeys. Third floor set back with triple arched windows divided by pilasters. Other floors have top opening casements with small panes (arched to second floor) divided by pilasters with reliefs of sea creatures. Central open pediment flanked by heraldic deers and bears (Lewisham crest) and stone flat canopy to ground floor. Theatre to left comprises central full-height curved bay with 3 tall arched windows with 9 smaller windows to 3rd floor divided by shields with heraldic beasts and 2 further bays on either side. Centre has flat canopy and double doors. Sides have two curved doorcases with central roundel. Rear entrance has blank wall with blank panel with griffins flanking shield and gargoyles below parapet. Interior of theatre has complete Art Deco interior. Staircases have metal handrails, panels with metal scrollwork and octagonal metal light fittings, Function Room has lattice panels and panelling, vaulted corridor with gilded ceiling apertures, Concert Hall has gothic style oak panelling and 4-

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centred surrounds to radiators. Auditorium has curved roof with coffered panels, giant round-headed arches, 10 original metal and glass lanterns, carved wooden gallery and curved proscenium arch flanked by panels surmounted by shields, flanked by heraldic beasts and metal scrollwork grilles. Original Compton organ with consoles. The building's primary architectural features are its steeple, an imitation of Christopher Wren's steeple on St Mary-le-Bow in Cheapside, and a large four-columned, pedimented Tuscan portico. Many original 18th-century fixtures and fittings remain, including the font, the pulpit, the communion table, clock, organ case, bread cupboards and commandment boards.

Assessment of significance

- 5.2.3. Lewisham Theatre and Department of Environmental Service (Plate 6) has considerable architectural and historical interest. Its prominent position at the junction of Catford Road and Rushey Green, coupled with its extensive use of architectural detailing and distinctive curved shape, make it a landmark building in Catford. Its setting in the local streetscape, especially its location at the major junction in the town, contributes to an understanding of its municipal function. It also derives heritage significance from its Art Deco interior and historical associations with famous entertainers. It is a building of regional importance (medium heritage significance)².

Impact assessment

- 5.2.4. The proposals will see the stretch of the A205 to the south of Lewisham Theatre and Department of Environmental Service closed to traffic, which will instead be diverted to the south of Laurence House. This will allow greater public realm opportunities outside the main entrance to the theatre, providing for possibilities to better appreciate the architectural qualities of the theatre's main façade. Subject to the quality of the public realm improvement selected, there is the potential for a minor beneficial impact to the heritage significance of the asset.

5.3. Church of St Laurence and Community Centre (HA02)

- 5.3.1. Church of St Laurence and Community Centre (Plate 7) is a parish church on Bromley Road by Covell Matthews Partnership dating to 1967-8, with minor later alterations. It has a community centre attached. The following sections are drawn from Historic England's listing description.
- 5.3.2. St Laurence Church replaced a church of 1887 by H R Gough which was located nearby and displaced by Lewisham Council for part of the new civic centre, called Lawrence House. The builders were FC Steele and Partners. The church cost over £200,000, covered by compensation from Lewisham

² See Table 1 for definition of 'medium' in this context.

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Council for the loss of the old church and site. Upon opening in 1968, St Laurence, according to Historic England's listing description, was known as the 'space-age' church and the spire was likened to a satellite.

- 5.3.3. The church was intended as a community centre as well as a place of worship and a large social centre was constructed at the same time as the church, vicarage and two houses. *The Church Times* called it 'a parish centre (of a type unheard of this side of the Atlantic)'.



Plate 7: Church of St Laurence and Community Centre © John Salmon

- 5.3.4. The church comprises three main parts, all interconnected: an octagonal church with a corona; a pentagonal Lady Chapel with tall open-work spire; and a community centre with hall, kitchens, coffee room and other spaces for social activities. The church has a reinforced concrete skeleton with red brick infilling. Concrete flying buttresses project from the octagonal body of the church, forming the ribs of the shallow domed roof beneath which segmental slips of clerestory are exposed to each of the eight sides. The corona is in aluminium, stainless steel and gold, as is its visual counterpart, the 56m spire to the Lady Chapel which houses a bell from the Victorian church. The quality of materials is good, and the use of brick, concrete and metals on the outside enhances the compositional strengths of the building: the use of concrete emphasises the flying buttresses, for example, and the different types of metal bring the spire and corona to life. The church is entered via a projecting porch with brick-clad walls, floor-ceiling glazing, and a raised concrete parapet decorated with patterns in a rough-cast concrete. The double doors, which form a large cross when closed together, are the originals.

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- 5.3.5. The octagonal auditorium is a dramatic space. The textures are rich: the polygonal roof is coffered with triangular panels of fibreglass; the clerestory contains coloured glass in an abstract pattern of blocks of bold, dense colour by T Carter Shapland; the altar cross, by the same artist, is made of fragments of coloured glass; the walls and floors are in light-grey brick. The stained glass window mullions extend across the concrete structural beam below, characteristic of the holistic approach to design here. The sense of geometry is strong, conveyed through the triangular patterns of the ceiling, the circular altar dais and the curved pews, made especially for this church, which radiate in a fan shape from three sides of the altar. Thus, the liturgical advantages of the post-war fashion for worship in the round are exploited without the problem of the celebrant turning his or her back on some members of the congregation. The altar, altar rails, choir stalls, clergy chairs and hymn boards are all original. The organ, by JW Walker and Sons, incorporated pipes from the old church organ. Also salvaged from the old church is a single stained glass window commemorating the service of the local regiment in the First World War. The Lady Chapel contains its original fittings too (including pews and altar) as well as newer work, such as the jacaranda (a hardwood) carving of the martyrdom of St Laurence by the Kenyan Samuel Wanjau which dates to 1975. This is a church that has been comprehensively thought out. Its fittings reflect the high-quality design of the period and survive remarkably unaltered.
- 5.3.6. The community centre is in the same materials as the church, but is a straightforward box with flat roof and an attic storey accommodating the taller main hall. Architecturally much plainer than the church itself, it has secondary interest. It does contribute to the special character of the whole, however, as an integral part of the church which was as crucial to its mission as the consecrated space in the 1960s. The hall in particular is an attractive double height space with large windows in two rows along one side, separated by concrete piers.

Assessment of significance

- 5.3.7. Historic England's listing description (NHLE 1393742) provides the following reasons for St Laurence's Church being listed:
- interesting plan comprising octagonal main church and hexagonal Lady Chapel, reflecting the impact of the Liturgical Movement on church architecture in the 1960s;
 - originally called 'the mod church', the design also has formal qualities such as the way the tall slender spire acts as a foil to the low, broad span of the main church with its polygonal roof;
 - the interior, which contains stained glass by T Carter Shapland, is richly-textured and the original fittings survive very well.

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- 5.3.8. The asset derives its heritage significance from its strong architectural interest and its place in the history of the post-war development of churches (its historical interest). It is of regional importance (medium heritage significance).
- 5.3.9. Its setting is derived from the surrounding areas of Catford and beyond, from where it draws its congregation and provides the historical context with which to understand the building's function.

Impact assessment

- 5.3.10. There will no impact to the heritage significance of Church of St Laurence and Community Centre arising from the proposed development, which at its closest will lie c.50m to the north.

5.4. Culverley Green Conservation Area (HA03)

- 5.4.1. Culverley Green Conservation Area was designated in 1990. LB Lewisham's conservation area character appraisal (LB Lewisham 2006)³ summarises the conservation area as one comprising a residential suburb of Catford built at the turn of the 19th century. Wide, tree-lined streets enhance its grid layout. Shops, and a former cinema dating to 1913 (HA04, see below), line Bromley Road. This major thoroughfare, once the main coaching route between London and Kent, cuts through the conservation area. The conservation also contains Church of St Laurence and Community Centre (HA02).
- 5.4.2. Housing is mainly early 20th-century, with some late Victorian villas remaining in Canadian Avenue. Building details, which gives the area its special interest, includes carved and moulded capitals and window surrounds, terracotta window dressings, sash windows, solid timber doors and stained glass.
- 5.4.3. The estate originated in the development by a family of local landowners (the Forsters) of Sangley Farm, which lay to the east of Bromley Road and south of Sangley Road. It was this development, according to LB Lewisham's character appraisal, which 'sealed the suburban character of the Culverley Green area. The planned nature of the growth of the suburb is manifested today in the regularity of the grid-like road network and in the similarity of form, layout and style of the villas'. The character appraisal (LB Lewisham 2006, 7) goes on to note that:

The estate, which stretched for some distance to the south of Sangley Road, was built up piecemeal between 1902 and the 1920s, and became a typical middle-class Edwardian suburb. Its character still closely reflects the domestic aspirations of those it was designed to attract. Rows of semi-detached villas are set back from wide, tree-lined streets behind modest

³ <https://lewisham.gov.uk/myserVICES/planning/conservation/conservation-areas/culverley-green-conservation-area>

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front gardens; deep rear gardens backing on to each other fill the backlands between adjoining rows. Despite the density of the housing development, the individual villas are comfortably sized, and the substantial gardens mean that the area has a peaceful, spacious, almost semi-rural feel to it.

Further green space was provided within the area by the sports ground (which predates the suburb at Culverley Green), and by the Catford Cricket and Lawn Tennis Club, the pavilion and part of the grounds which survive.

(...)

Canadian Avenue is mostly straight, and like the roads in the heart of the conservation area, is lined with trees. However, the wide, open space of the sports ground that borders the road contributes to what is again a weaker sense of enclosure.

Assessment of significance

- 5.4.4. The conservation area as a whole derives its heritage significance from its architectural qualities and the historical interest provided by its sense of cohesiveness as a typical middle-class Edwardian suburb. In support of this, LB Lewisham's character appraisal (LB Lewisham 2006, 14) argues, that:

The impression of a comfortable Edwardian suburb, a peaceful domestic haven, relies quite heavily on the contribution made both by trees and by green spaces, particularly gardens, within the area. The mature trees lining the residential streets are very important to their character. Front gardens separate the houses from the roadside footway and very long (some 40m) rear gardens, backing onto each other, create substantial strips of open space between adjacent rows of houses.

The importance of trees within the streetscape and of private gardens is heightened by a lack of public open space within the heart of the conservation area. Access to the school playing field at Penerley Road is restricted, and the small green at the junction of Culverley, Bargery and Thornsbeach Roads is fenced off. However, to the extreme west of the area the sports ground is accessible to the public.

- 5.4.5. The conservation area is of regional importance (medium heritage significance) as one of the many residential suburbs which sprung up around London in the first decades of the 20th century.

Impact assessment

- 5.4.6. The southern part of the proposed development lies within the western part of the conservation area, specifically around 85m of Bromley Road from Sangley Road to Culverley Road, around 70m of Canadian Avenue at its northern end, another 70m of Canadian Avenue opposite Maple Court, and three areas within St Dunstan's College Jubilee Ground (see Plate 8 for the easternmost

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of these). This area corresponds with the conservation area's appraisal Character Area 1, for which the appraisal notes 'The large, open expanse of the sports ground is included in the conservation area for the contribution it makes to the overall character and in order to ensure that any future proposals for the land are in keeping with that character. The sports ground is also one of the oldest recognisable features of Culverley Green, appearing on the 1894 OS map' (LB Lewisham 2006, 16).



Plate 8: The proposed development will meet Canadian Avenue at this point

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Plate 9: St Dunstan's College Jubilee Ground, looking south

5.4.7. The proposed development will impact on St Dunstan's College Jubilee Ground (Plates 9 and 10) in the following ways:

- the A205 Catford Road will be moved southwards, over the existing access road to St Dunstan's Jubilee Pavilion;
- new trees will be planted on either side of the diverted A205 at its junction with Canadian Avenue;
- two adjoining pedestrian/cycle lanes will be constructed to the south of the re-aligned A205 within St Dunstan's College Jubilee Ground;
- an existing unmade track behind houses fronting the western side of Canadian Avenue will be replaced with a surfaced road comprising a wide single lane with passing places;
- a new two-way spur road will be built around the northern edge of 4 Canadian Avenue to connect an existing sports field car-park to Canadian Avenue at a junction between two existing mature trees (opposite Maple Court).

5.4.8. The first two of the changes listed above will not directly affect the conservation area, but the others will. The result will be a small reduction in green space, and the loss of at least one plane tree opposite Rushey Green

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telephone exchange. There are no plans to remove trees at the new junction to the north of 4 Canadian Avenue.

5.4.9. Another consideration is the interface between the proposed development and the conservation area along its northern boundary. When it was drawn up the northern boundary of the conservation area was deliberately situated to avoid the safeguarded route of the A205 re-alignment at Catford Road. Nevertheless, whilst most of this safeguarded area comprises the car-park to the south of Laurence House, which contributes nothing to the setting of the conservation area, on either side of the car-park there are patches of green space (the northern edge of St Dunstan's College Jubilee Ground and the wide strip of grass to the north of Sangley Road) which do. This setting softens the interface between the conservation area and the hard urban spaces of Catford and will be lost with the construction of the reconfigured A205 layout.

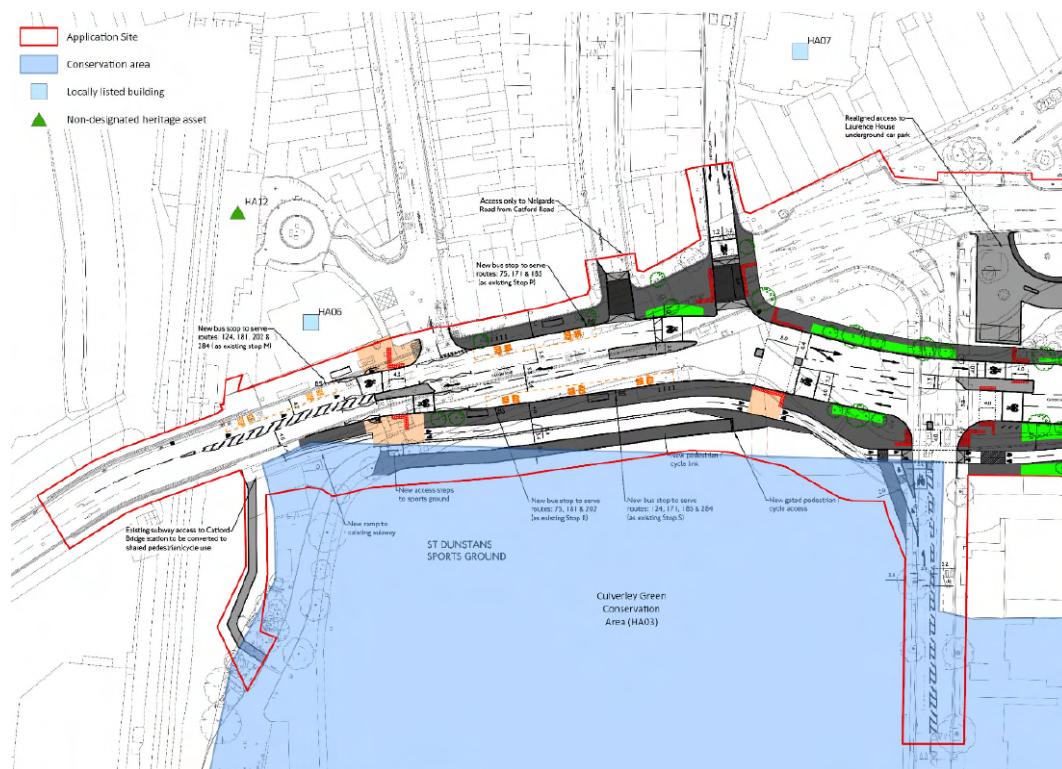


Plate 10: The proposed development overlaid on the north-western part of Culverley Green Conservation Area

5.4.10. However, in relation to its size the proposed changes to the conservation area are negligible, equating to 'very minor loss or detrimental alteration to one or more characteristics, features or elements' (see Table 2). In the context of heritage impact, the proposals will have a negligible adverse impact on the conservation area's heritage significance.

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5.5. Former cinema, 1 Bromley Road (HA04)

- 5.5.1. Formerly the Central Hall Picture House (Plates 11 and 12), Former cinema, 1 Bromley Road was built in 1913 by James Watt, the architect being E A Stone. It is a three-storey building with a mansard roof which originally had two flanking cupolas, now gone. The facia is in banded stucco, with four Ionic columns flanking three sets of windows, the uppermost of which are replacements for originally circular windows. The former cinema occupies a prominent corner site 'in classical monumental style' (LB Lewisham 2014, 7). It is now in use as a church. The building is sited in one of two small promontories along the northern edge of Culverley Green Conservation Area (see above), fittingly grouping it with other contemporary buildings by the same builder.



Plate 11: The Central Hall Picture House on the corner of Bromley Road and Sangley Road, image undated but c.1920. © Lewisham Borough Photos

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Plate 12: By the early 1960s Central Hall Picture House was a branch of ABC Cinemas © Lewisham Youth Theatre

Statement of significance

- 5.5.2. The building derives its heritage significance from its historical interest, as one of a pair of cinemas which opened in the same year at either end of the Plassy Island section of Rushey Green (the other being The Gaumont). These ventures were part of the boom in cinema construction in the UK during the period
- 5.5.3. The building also has some architectural interest, being designed to be a landmark at the junction of Sangley Road, Rushey Green and Bromley Road (which is its primary setting in so far as setting contributes to heritage significance). Its stucco façade and twin cupolas gave it immediate presence, important in its intended role as a magnet for paying customers. It also successfully acts as a marker between the suburban areas to the south and the urban centre of Catford.
- 5.5.4. The heritage asset is of local importance (low heritage significance)⁴.

Impact assessment

- 5.5.5. The junction on which Former cinema, 1 Bromley Road is located will be

⁴ See Table 1 for definition of 'low' in this context.

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remodelled. The A205 carriageway will be moved northward, into the wide strip of grass along the northern edge of Sangley Road. This will free up space to construct an island separator and a two-way cycleway to the south. The number of trees outside Former cinema, 1 Bromley Road will be reduced from five to one (trees in this location are a recent phenomenon). Leaving aside the removal of recent trees, these changes will mark a further departure from the situation the designers of the cinema intended, which was to have a landmark building on a corner with a sufficiently open, uncluttered space in front of the cinema to allow crowds to gather (see Fig 5). The effect will be to reduce slightly the legibility of the relationship between the former cinema and the public space outside. This will be a minor adverse impact to its heritage significance.

5.6. 22-26 Sangley Road (HA05)

- 5.6.1. Described in LB Lewisham's local list (LB Lewisham 2014, 54) as 'Excellent historic shopfront for a builders' merchants within a rendered block. The building was originally built as a warehouse in 1904 by James Watt, the aforementioned builder from Scotland, and subsequently expanded and remodelled. The shopfront is thought to date from 1933 when a large front extension was built, doubling the front elevation. It is a metal shopfront with low level stallriser, painted dark green. Stained glass transom lights state the products sold.



Plate 13: 22-26 Sangley Road, looking south

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- 5.6.2. Fittingly, 22-26 Sangley Road is still in use as a builder's merchants, now occupied by Travis Perkins (Plate 13). Steel shutters along the length of the shopfront now partially obscure the decorative transom windows when open, and completely hide them when closed.

Assessment of significance

- 5.6.3. The building's decorative shopfront, with some of the products sold within being spelt out in leadwork in the transoms and a simple Modernist symmetry to the facade, give the building architectural interest. The continuation of the building's use as a builder's merchants adds to its historical interest.
- 5.6.4. Its setting is formed by its relationship with Sangley Road and the nearby town centre. This setting contributes to the premises' legibility, and thereby its historical interest.
- 5.6.5. The building is of local importance (low heritage significance)⁵.

Impact assessment

- 5.6.6. The A205 carriageway will be moved northward, into the wide strip of grass along the northern edge of Sangley Road. This will free up space to the south - outside 22-26 Sangley Road - to widen the footpath in front of the building and its neighbours. These changes will have no effect on the characteristics which give the building its heritage significance.

5.7. Catford Bridge Tavern, Station Approach (HA06)

- 5.7.1. The *Catford Bridge Tavern* (Plate 14), formerly known variously as *The Copperfield* and the *Railway Tavern*, is situated adjacent to Catford Bridge railway station on the corner of Station Approach and Catford Road (LB Lewisham 2014, 57). It was built in 1930 by Courage who at the time were undertaking a large-scale rebuild of smaller, less attractive public houses with the intention of creating larger up-to-date venues which would be able to cope with the new 'rush hours' brought about by the limiting of trading hours in the Licensing Act of 1921. Under the management of Commander A V Courage and the company's surveyor, F M Kirkby, Courage used their in-house team of architects, surveyors, builders and decorators to begin the project. The plans show a large kitchen with a Refreshment Room and Club Room alongside the Saloon and Public Bars. The pub was built with an off license, as was common and this still remains to the rear of the building with its original decorative timber shopfront (LB Lewisham 2014, 57).

⁵ See Table 1 for definition of 'low' in this context

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Plate 14: Catford Bridge Tavern, looking east along the pavement of Catford Road

- 5.7.2. The public house was designed to Courage's then house style of 'Tudorbethan', the predominant Neo-Tudor palette for public houses of this period often referred to as 'Brewer's Tudor' (Cole 2015, 43-47). It has three dominant gables that address the key views; down Catford Hill; along Catford Road and from the station.
- 5.7.3. The ground floor has a smooth faience blockwork and the upper levels are mainly clad in timber bracing and decorative motifs, although there are small areas of red brick, some with dichromatic detail. There are substantial red brick chimneys which rise from the first floor in some cases and are topped with decorative diamond profiled stacks. The windows are leaded casements to the upper floors and clear glazed timber casements to the ground floor. The entirety of the pitched roof and dormer pitches are plain clay tiles. Much of the detailing is typical of the Arts and Craft style with extended eaves, dormer windows and bold chimney stacks. There is good use of quality materials with

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copper clad cheeks to dormers and flashings, both of which now show the distinctive green patina of aged copper (LB Lewisham 2014, 57).

- 5.7.4. Internally, the main bar area is largely still intact. The walls retain the panelling and the original beams and flooring is still *in situ*. The *Catford Bridge Tavern* is a local landmark building and identifies the location of the station from the main road. It is a good quality example of an early 20th-century public house and makes a handsome and positive contribution to the streetscape in this area.
- 5.7.5. Post-dating its addition to the local list, in 2015 the pub suffered a catastrophic fire which destroyed its roof. At one point it was destined to become a shop, having been bought by Tesco, but it eventually re-opened as a public house in c.2017.

Assessment of significance

- 5.7.6. By virtue of its location, age and appearance *The Catford Bridge Tavern* is a landmark building on the approach into Catford town centre on the eastbound A205. This contributes to the building's architectural and historical interest. Other characteristics which contribute to the building's heritage significance are its relationship with Catford Bridge Station, its history as one of Courage's 'Tudorbethan' public houses of the 1930s, and its continuing use for the purpose for which it was designed. The building is of local interest (low heritage significance)⁶.
- 5.7.7. Its setting is formed its relationship with Catford Bridge Station, from which it drew custom, the busy A205 Catford Road and St Dunstan's Jubilee Sports Ground, formerly known as Private Banks Cricket Ground. This setting contributes to its legibility, and thereby to its historic interest.

Impact assessment

- 5.7.8. Catford Road will be remodelled outside *The Catford Bridge Tavern*, with new cycle paths being constructed to the south of the present highway and the pavement widened slightly at its junction with Doggett Road. These changes will have no effect on the characteristics which give the public house its heritage significance.

⁶ See Table 1 for definition of 'low' in this context.

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5.8. Elmwood (Catford Conservative Club), Catford Broadway (HA07)

5.8.1. LB Lewisham's local list (2014, 8) describes this structure as a:

1736 farmhouse of two storeys and attic, with three windows. Double span rounded mansard roof with old tile below but tops covered in corrugated iron. Three square dormers, early 19th-century casements. Front row pebble dashed, with parapet.

5.8.2. The location of Elmwood, once known as Rushey Green House, at right-angles to the sinuous Thomas Lane provides a clue to its origins as a farmhouse.

Assessment of significance

5.8.3. As almost certainly the oldest building in Catford, Elmwood has substantial historical interest. It provides a conceptual link between today's busy town centre and Catford's origins as a rural hamlet between the banks of the River Ravensbourne and the main road from London to Hastings. It also has substantial architectural interest and, by virtue of its age, archaeological potential. A narrow cart entrance to the building from Catford Broadway lends mystique and a sense of occasion, both of which contribute to its historical interest. Its heritage significance is derived from its architectural, historical and archaeological qualities. Its origins in pre-Industrial Revolution times, rare in a London context, make it of possibly regional interest (medium heritage significance).

5.8.4. Its setting is formed by its relationships with Thomas Lane, the River Ravensbourne and Rushey Green. These relationships allows a sense of its origins to be understood.

Impact assessment

5.8.5. There are no proposals to change any aspect of Thomas Lane in the vicinity of Elmwood, and therefore nothing in the proposals which would affect the building's heritage significance.

5.9. Black Horse and Harrow PH, Rushey Green (HA08)

5.9.1. Described by LB Lewisham (2014, 54) as a 'highly decorative three-storey pub building with turret and decorative gable'. There is an entablature in the gable containing the date 1897. Now called *The Ninth Life* it has been marred by being painted black and having highly-colourful graphics applied (Plate 15).

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Plate 15: The former *Black Horse and Harrow* on Rushey Green © The Local Data Company

- 5.9.2. This building has its origins in *The Harrow* public house, known from parish registers from 1700 to have stood on the eastern side of what later became Rushey Green road. It was renamed as the *Black Horse Inn* in 1823 and rebuilt in red brick in c. 1897. In its former guise (Plate 16) it may have provided an important staging post on the road from London to Hastings.

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Plate 16: The former Black Horse Inn in c.1880 © Pubs in Old Photos



Plate 17: *The Black Horse & Harrow* © Chris Whippet

- 5.9.3. Cherry and Pevsner (1983, 427) describe it as 'jolly pub of 1897 with recessed arcaded balcony and corner turret'.

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Assessment of significance

- 5.9.4. Before being painted black, the building's highly decorative, if perhaps overly ornate, late Victorian façade and detailing made a positive contribution to Rushey Green, Catford's main shopping street, and gave the building architectural interest (Plate 17). Its coach entrance provides a legible link with the building's origins, as does its name *The Black Horse and Harrow*, even if this is not currently in use. It is of local importance (low heritage significance)⁷.
- 5.9.5. The building's setting is formed by Rushey Green and the surrounding streets of Catford, from which it historically drew its clientele.

Impact assessment

- 5.9.6. The proposed development would have no impact on the legibility of *The Black Horse and Harrow's* architectural interest, nor its historical interest. Its heritage significance would, therefore, be unaffected by the proposed changes.

5.10. 16-20 Brownhill Road (HA09)

- 5.10.1. LB Lewisham's local list (2014, 7) describes this corner building as an attractive former Bromley and Crays Co-operative Society building that sits on the corner of Brownhill Road and Plassy Road in Catford. It was built in 1911 and designed by F G Crickett. According to the list, 'It is a two storey building with a shop frontage primarily to the Brownhill Road elevation. It is pebble dashed to the first floor with fine brick and stone detailing to the windows and decorative parapet. There is also a distinctive turret with weathervane. The name of the co-operative changed in 1922 to the South Suburban Co-operative Society Ltd and part of a glass etched fascia signage can still be seen behind later plywood addition'.
- 5.10.2. This locally listed building fell into disuse in the 2000s but recently has been restored to what appears to be a high standard.

Assessment of significance

- 5.10.3. The building occupies the type of prominent corner site favoured by shopkeepers, publicans and anybody else with a need to advertise their goods through the use of shop windows. This setting contributes to its historic interest, as does its connection with several former local co-operative societies. The decorative pediments above the windows, as well as the corner turret and the solid decorated columns which frame the shop windows, give the building architectural interest. The building's connections with local co-operative societies are of regional interest, giving the building medium heritage significance.

⁷ See Table 1 for definition of 'low' in this context.

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Impact assessment

5.10.4. The proposals for the junction on which it sits are relatively modest, amounting to the conversion from one-way to two-way traffic and the movement west of the northbound carriageway, allowing a pedestrian island to be constructed. Some of the pavements outside the building will be enlarged slightly. These changes would have no impact on the characteristics which give the heritage asset its heritage significance.

5.11. Rushey Green Enclosures (HA10)

5.11.1. Rushey Green Enclosures are a series of green islands located on the eastern side of Rushey Green on either side of its junction with Brownhill Road. They are the modern-day equivalents of a discontinuous strip of un-fenced land first mapped in 1851 (Plate 18). There is the suggestion on this early Ordnance Survey map that the strip contained or had in the past contained an open ditch.

5.11.2. The enclosures are protected in the London Squares Preservation Act 1931 which describes them as 'grass enclosures planted with shrubs bounded on all sides by the roadway of Rushey Green'. They are dynamic spaces, having been reshaped and reconfigured on many occasions, as Plates 18 to 25 demonstrate. In particular, the 1895 Ordnance Survey town plan depicts the parcels of land shown on the 1851 map as wider than they once were, reflecting the narrowing of the footpath along the eastern street frontage which had taken place between 1862 and 1895.

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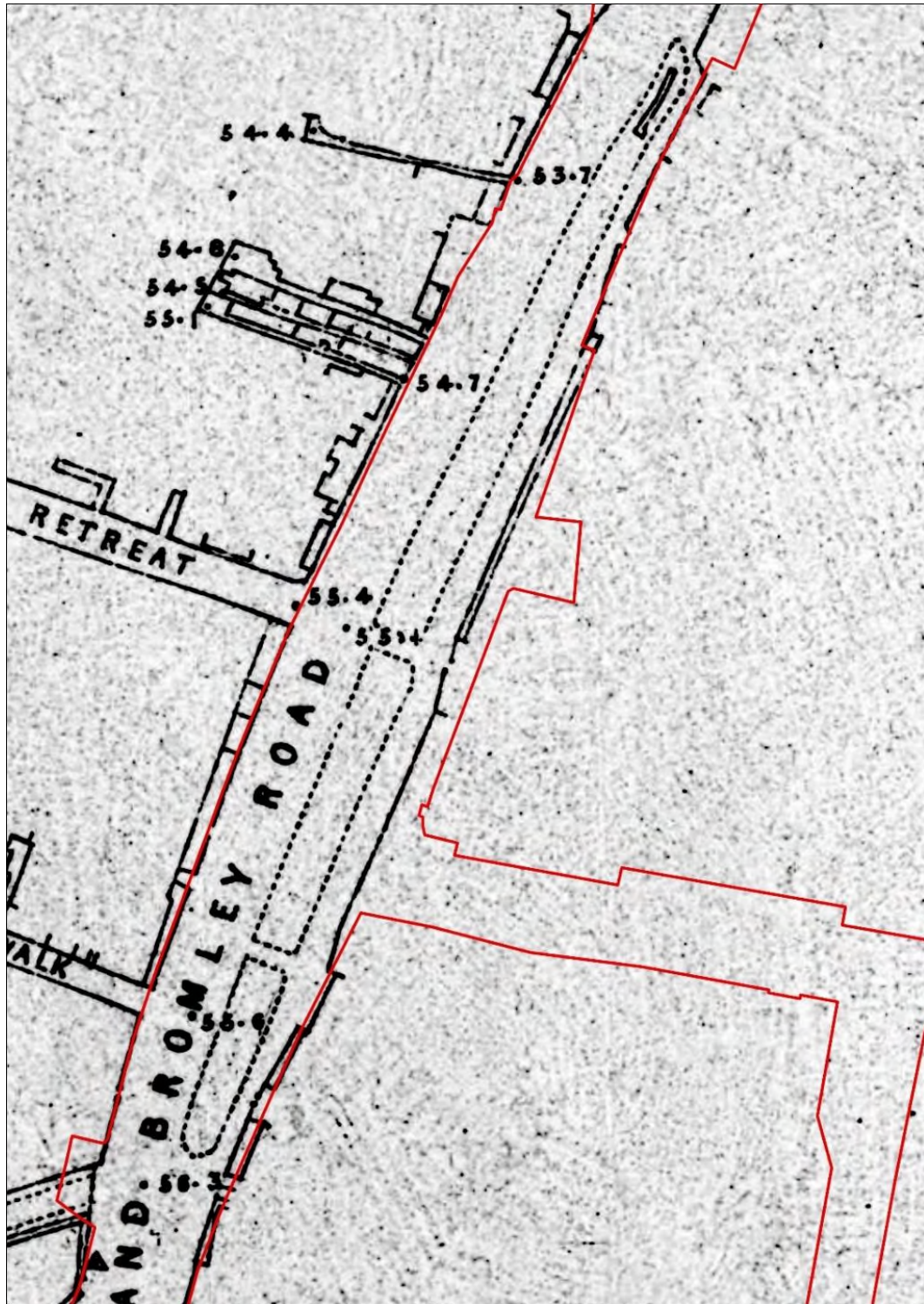


Plate 18: Detail from Ordnance Survey 1851 1:5,280 scale map (surveyed/revised 1848/50)

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Plate 19: Detail from Stanford's map of 1862

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Plate 20: Detail from 1895 Ordnance Survey Town Plan, scale 1:1,056 (surveyed/revised 1893). The parcels of land depicted on the 1851 map have by now been split into numerous small parcels of land. The parcels are wider than they once were, reflecting the narrowing of the footpath along the eastern street frontage which had taken place since Stanford's map was surveyed in 1862. Catford Pump is marked in its current location

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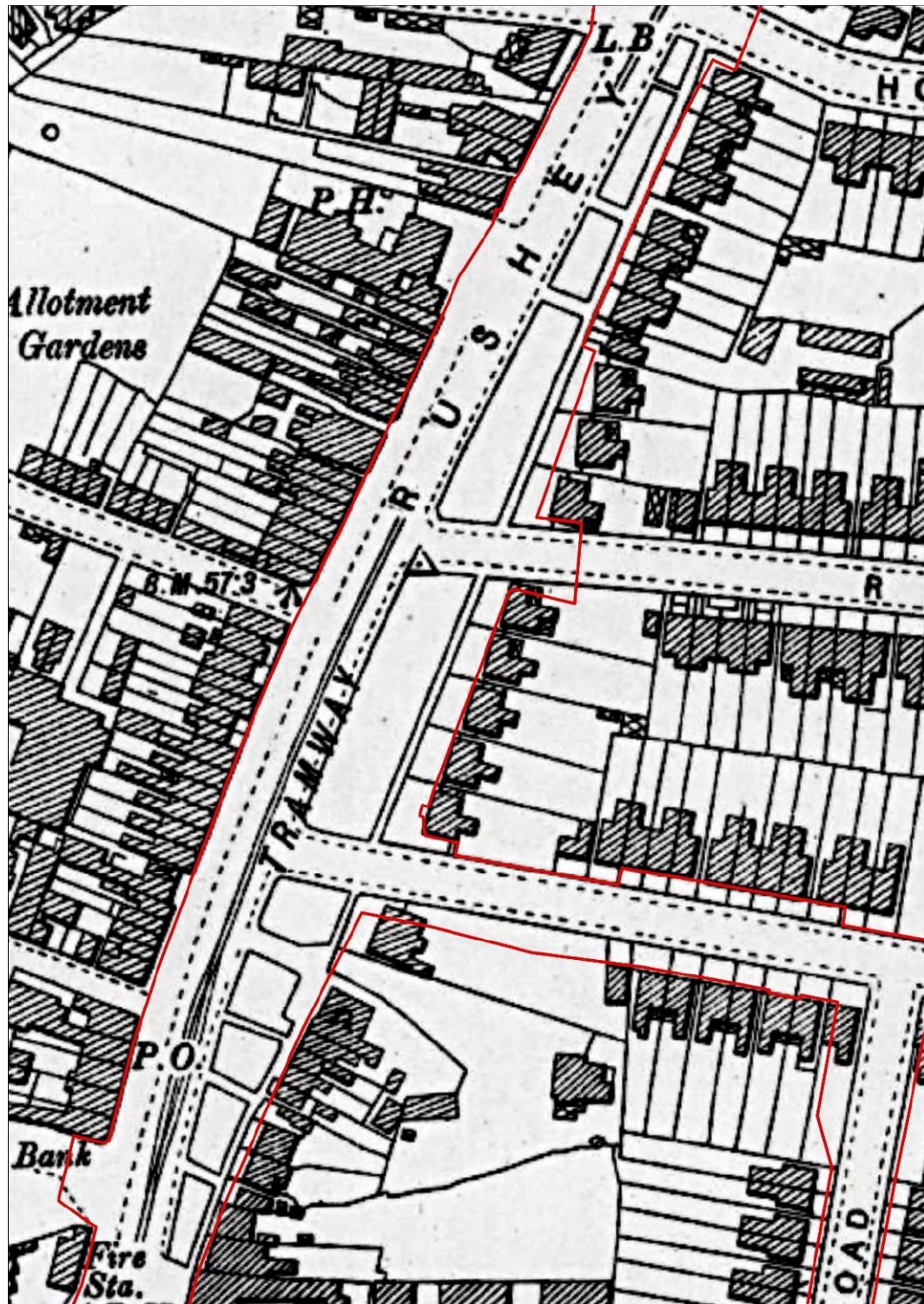


Plate 21: Detail from Ordnance Survey 1897 1:2,500 scale map (surveyed/revised 1894)

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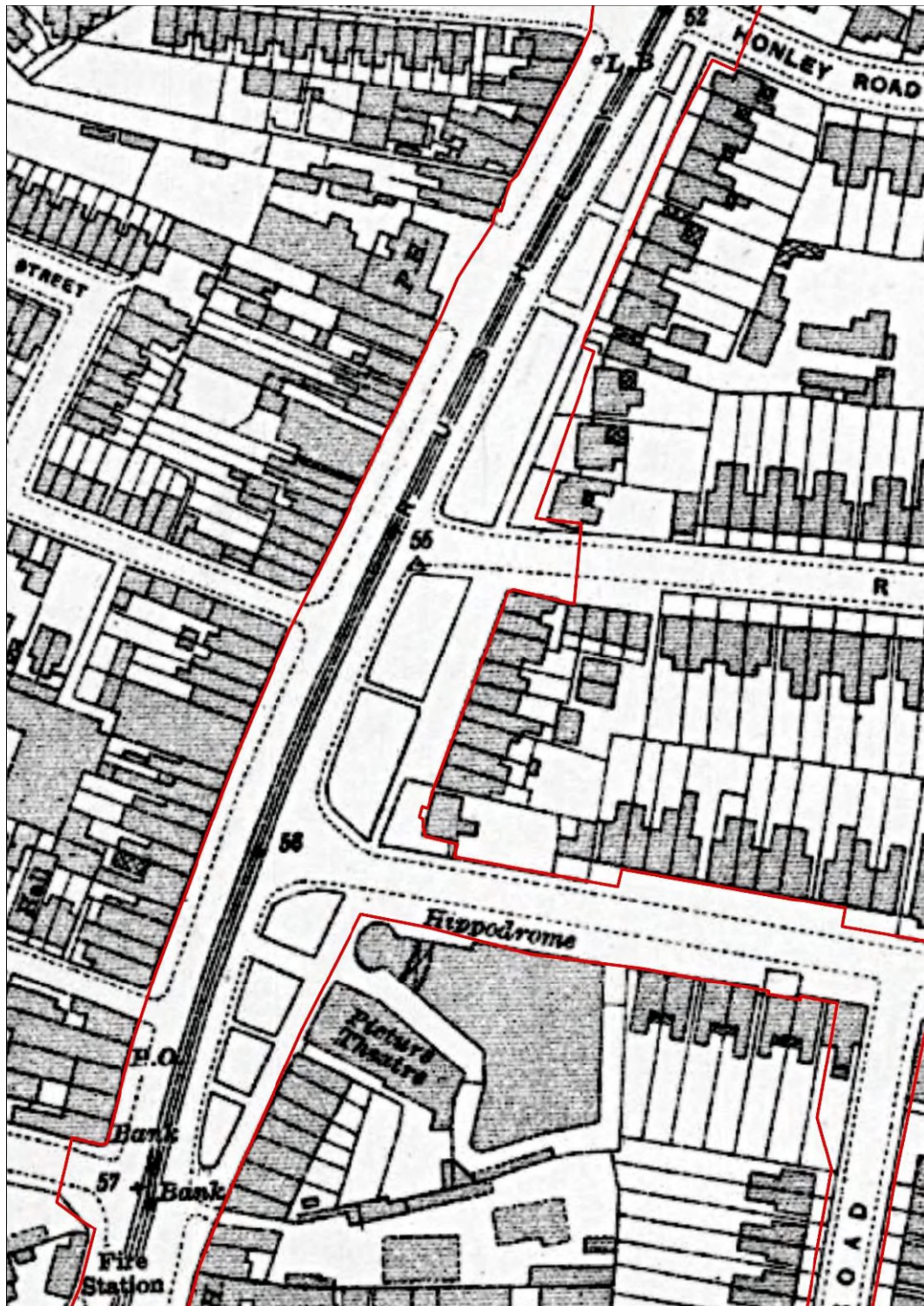


Plate 22: Detail from Ordnance Survey 1915 1:2,500 scale map (surveyed/revised 1914)

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Plate 23: Detail from Ordnance Survey 1946 1:10,560 scale map (surveyed/revised 1938)

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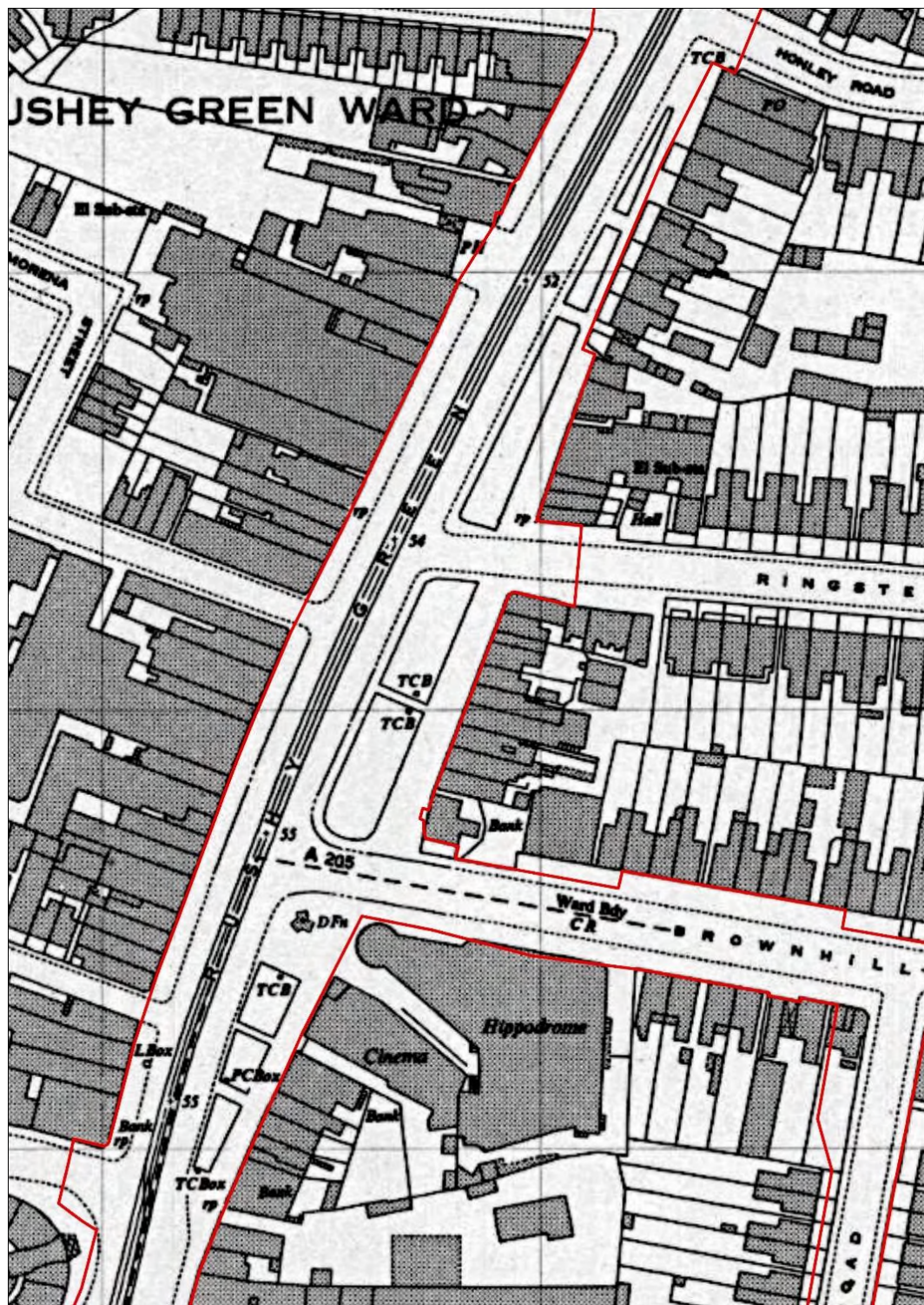


Plate 24: Detail from Ordnance Survey 1952 1:2,500 scale map (surveyed/revised 1949/50)

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Plate 25: Detail from Ordnance Survey 1974 1:1.250 scale map. The poor quality of this map is as delivered by the supplier

- 5.11.3. Within the study area there are now eight parcels of land collectively forming part of Rushey Green Enclosures. These are grassed areas, surrounded by iron railings of recent date, often planted with one or more relatively young trees. Four have small areas of benching. There are occasional pieces of

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public artwork (see Plate 26), and gatherings of lamp-posts, telecommunication boxes, CCTV masts *etc* (Plate 27). Collectively, they total an area of 1528m².



Plate 26: One of the Rushey Green Enclosures, looking north



Plate 27: Rushey Green Enclosures, looking south from the junction of Ringstead Road and Rushey Green

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Assessment of significance

- 5.11.4. Rushey Green Enclosures make a contribution towards a pleasant environment in Catford, and provide a link between today's urban streetscape and a time when Catford was a hamlet situated on the main road between London and the Kent coast. In their depiction on older mapping such as Stanford's 1862 map in particular there is a hint, in the wide grassy verge, of a former drove road. In this, they have some historical interest. Overall, they are of local heritage importance, translating to 'low' heritage significance (See Table 1 for definition of 'low' in this context).

Impact assessment

- 5.11.5. The proposed development delivers a small increase (16m²) in the area of protected London Squares in Catford. Some of the enclosures to the north of Brownhill Road will be used to create enhancements to the road for pedestrians and cyclists. Here, the spaces will be either remodelled or re-shaped, with new public realm features. A positive result of the work will be a joining of four currently fragmented islands to the north of Ringstead Road into one continuous green strip. In terms of heritage significance, the highways works in combination with the public realm changes proposed, will have a minor adverse impact on the legibility of the enclosures as historic spaces, but a minor beneficial impact on the same spaces by virtue of their linking together and marginal increase in area. Overall, therefore, the effect on heritage significance will be negligible adverse (very minor loss or detrimental alteration to one or more characteristics, features or elements).

5.12. Catford pump (HA11)

- 5.12.1. Catford pump (Plates 28.29 and 30) is an item of street furniture located in an enclosed area of grass on the south-eastern corner of the junction between Rushey Green and Brownhill Road. It comprises a cast iron water pump, disused, set on a chamfered square plinth. There is a circular cast flange set against the western edge of the plinth. The flange presumably has an association with the pump, possibly at one time acting as part of a drain.
- 5.12.2. The pump remains in the position shown on a map from 1895 (Plate 20). The 1952 OS 1:2,500 scale map (Fig 6 and Plate 24) does not show the pump, although a photograph from the same year (Plate 30) does. It seems evident from the freshness of the wall surrounding the little patch of green on the photograph within which the pump is set that the public realm work seen in the photograph was recent.

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Plate 28: Catford pump, looking south-east with the HSBC bank on Rushey Green in the background

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Plate 29: Catford pump, wider context

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Plate 30: The former Hippodrome, Eros Cinema and Gaumont Cinema on the corner of Rushey Green and Brownhill Road. Catford pump is seen in the bottom right corner of the image, set on a circular area of hardstanding (© www.ideal-homes.org.uk)



Plate 31: A painting by Arthur Butcher dating to c.1959 shows the same scene as the 1952 photograph, but looking south (© www.ideal-homes.org.uk)

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Assessment of significance

- 5.12.3. Public water pumps, fountains and troughs were once common features in the public realm. They were often situated at road junctions or in public squares, and provided a valuable source of (free) water when horses were common on Britain's roads. They also provided refreshment for livestock on the move, and gave nearby residents access to a reliable source of water.
- 5.12.4. The pump appears to be in the position depicted in 1895 (Plate 20), although whether this is its original location is not known. It is missing its handle (this appears from Google Earth imagery to have been removed between 2012 and 2014) and what must have been other ancillary items such as a drain and/or trough. It may already have been regarded as a decorative rather than functional item by 1952, as it is pictured set in a newly landscaped area (Plate 30).
- 5.12.5. As a reminder of a time when water pumps were commonplace items in the public realm Catford pump has historical interest. It is of local importance, translating to 'low' heritage significance⁸.

Impact assessment

- 5.12.6. TfL's urban realm drawing ref. PJ569C-RSM-PLN-07-DR-UD-0003 indicates that the pump will be removed from its present location. This will result in loss of the resource, a major adverse impact. However, it is currently anticipated that it will be relocated to a position within the town centre to be determined by LB Lewisham as part of their public art strategy for the town centre. This will ameliorate the effect of the change, in terms of heritage significance, without entirely removing the impact. The overall impact on heritage significance will be moderate adverse.

5.13. Catford Bridge Station (HA12)

- 5.13.1. Catford Bridge Station opened in 1857, making its buildings some of the oldest in Catford. The ticket office on the down line (eastern side, Plate 32) appears to be the older of the two ticket offices, with the station building on the up line probably dating to the later Victorian period. The older structure presents a simple but pleasing symmetry typical of station buildings of this period. The larger, main station building on the opposite side of the station (on Adenmore Road) is no longer in public use and is boarded-up.

⁸ See Table 1 for definition of 'low' in this context.

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Plate 32: Catford Bridge ticket office © Chris Whippet



Plate 33: Catford Bridge Station, looking north from Catford Road. Undated. © Lewisham Borough Council

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Assessment of significance

- 5.13.2. Both station buildings were designed in the Classical architectural style common for railway buildings of the period. Doorways are round-headed, in the case of the more recent building sometimes with subsidiary flanking windows on either side. Protruding eaves on the up line's building are supported by decorative brackets, sometimes in pairs. This building was provided with a canopy (Plate 32) and three large chimneys. Modern additions such as the station's replacement canopies detract from the station's architectural interest, although the columns which support them appear to be the original items. The station is of local importance, with its setting being formed by its relationship with Catford Road, other local roads and the nearby town centre. It is a building with a 'low' heritage significance (see Table 1 for definition of 'low' in this context) derived from its architectural and historical interest.

Impact assessment

- 5.13.3. Catford Road will be remodelled to the immediate south of Catford Bridge Station, with new cycle paths being constructed to the south of the present highway and the pavement widened slightly by the junction with Doggett Road. This change will have no effect on the characteristics which give Catford Bridge Station its heritage significance.

6. Conclusions and recommendations

- 6.1.1. This heritage assessment has been prepared for a proposed development termed Catford Town Centre Highway Realignment. The proposed development comprises a realignment of the A205 highway across the St Dunstan's College Jubilee Ground to Canadian Avenue and through the current Canadian Avenue car park 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, pavement widening, relocation of bus stops, new segregated cycle lanes, and creation of a new public space, creation of a new vehicle entrances to Jubilee Ground and other works incidental to the proposal.
- 6.1.2. The heritage assessment identifies and assesses the significance of built heritage within the site and a 100m area around it; the archaeological potential of the site and study lie beyond the scope of this document (for archaeology see PCA Heritage report 10292/R01). To identify the built heritage of the study area an examination has been made of the NHLE and a site visit undertaken. It was intended to visit Lewisham Local History and Archives Centre to supplement this research, but it was temporarily closed in connection with an archive relocation.

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- 6.1.3. There are 12 built heritage assets within the study area. These comprise two Grade II listed buildings (Lewisham Theatre and Department of Environmental Service and Church of St Laurence and Community Centre) and a conservation area (Culverley Green). In addition, there are six locally-listed buildings, three other non-designated heritage assets (a railway ticket office, a public pump and a protected square). The green space (Rushey Green Enclosures) is protected under the London Squares Preservation Act 1931.
- 6.1.4. There are no world heritage sites, scheduled monuments, registered parks and gardens or registered battlefields within the study area.

Key: CA = conservation area; HA = heritage asset; LB = listed building; LLB = locally listed building; NDHA = non-designated heritage asset

HA no.	Type	Name	Heritage significance	Magnitude of impact
01	LB	Lewisham Theatre and Department of Environmental Service	Medium	Minor beneficial
02	LB	Church of St Laurence and Community Centre	Medium	No change
03	CA	Culverley Green conservation area	Medium	Negligible adverse
04	LLB	Former cinema, 1 Bromley Road	Low	Minor adverse
05	LLB	22-26 Sangley Road	Low	No change
06	LLB	Catford Bridge Tavern, Station Approach	Low	No change
07	LLB	Elmwood (Catford Conservative Club), Catford Broadway	Medium	No change
08	LLB	Black Horse and Harrow PH, Rushey Green	Low	No change
09	LLB	16-20 Brownhill Road	Medium	No change
10	NDHA	Rushey Green Enclosures	Low	Negligible adverse
11	NDHA	Catford pump	Low	Moderate adverse
12	NDHA	Catford Bridge Station	Low	No change

Table 4: List of heritage assets within 100m of the proposed development, with their heritage significance and magnitude of impact from the proposed development listed

- 6.1.5. The heritage value of the assets which have been considered varies between low and medium heritage significance. Common themes are the historic interest each asset possesses (through which the history of Catford may be

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understood) and their individual architectural qualities. The proposed development will give rise to a degree of change in the heritage significance of five of the heritage assets, with a negligible adverse change to the heritage significance of Culverley Green conservation area and Rushey Green Enclosures, a minor adverse change to the heritage significance of Former cinema, 1 Bromley Road and a moderate adverse change to Catford pump. In one case, that of Lewisham Theatre and Department of Environmental Service, there is the potential (subject to a sympathetic public realm design) for a minor beneficial change to its heritage significance.

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