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WE MADE THAT  
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LOWER SYDENHAM & BELL GREEN VISION STUDY  
BASELINE APPRAISAL - 18-12-2020

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1.0 EXISTING  
INFORMATION  
REVIEW

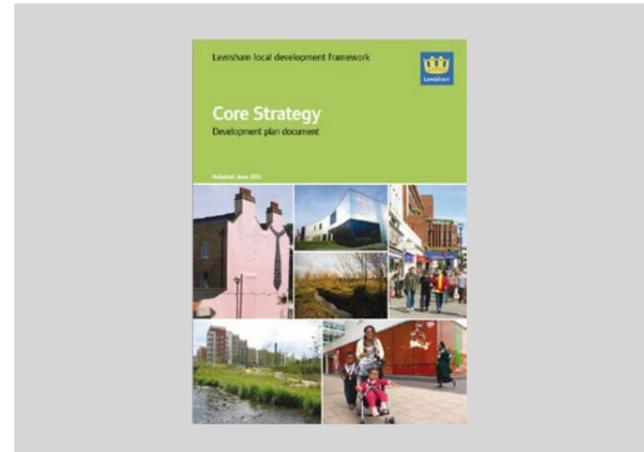


View southward from  
Sainsbury's car park  
entrance on Southend Lane

# 1.0 EXISTING INFORMATION REVIEW

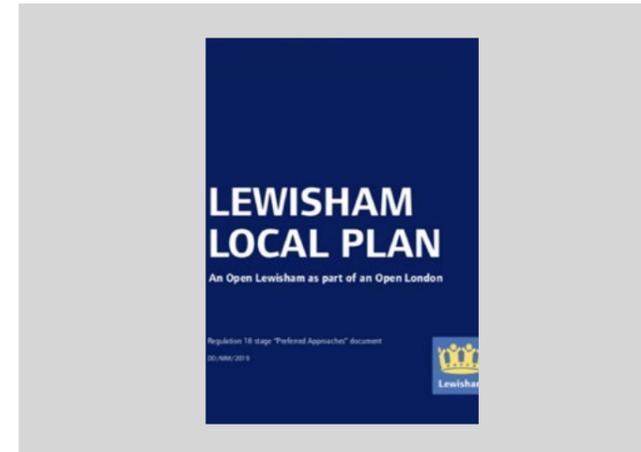
## Documents and policies

Documents and studies were reviewed as part of the appraisal process and have been summarised. Relevant maps and information is translated throughout this presentation and within the Vision Study document.



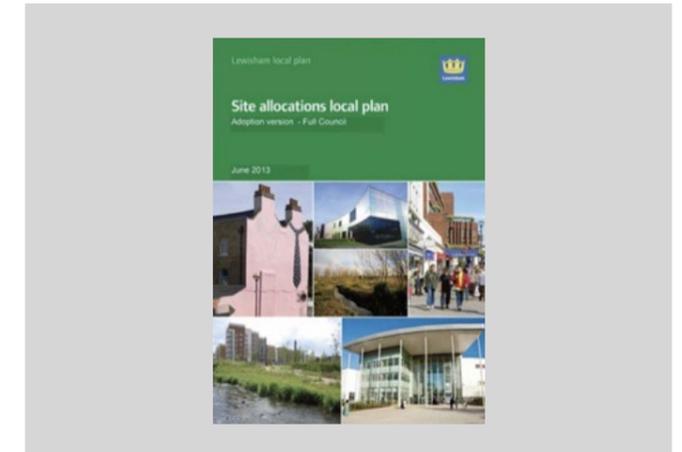
↑ **Lewisham local framework, Core Strategy Oct 2010**

The Lewisham Core Strategy sets out the vision, objectives, strategy and policies that will guide public and private sector investment to manage development and regeneration in the borough over the next 15 years.



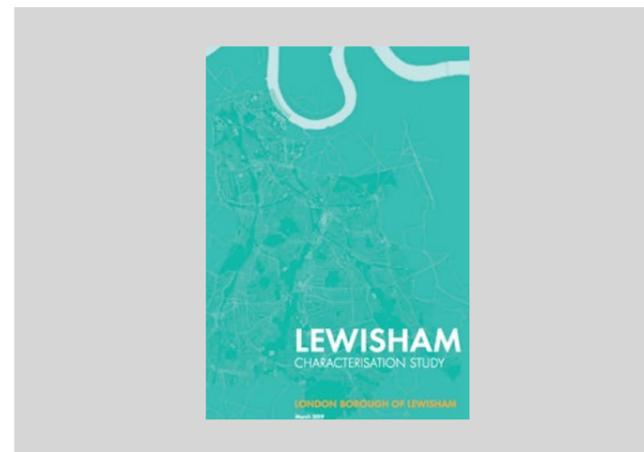
↑ **Lewisham Local Plan Draft**

Lewisham's Local Plan sets out a shared vision for the future of the Borough along with the planning and investment framework to deliver this vision through to 2040.



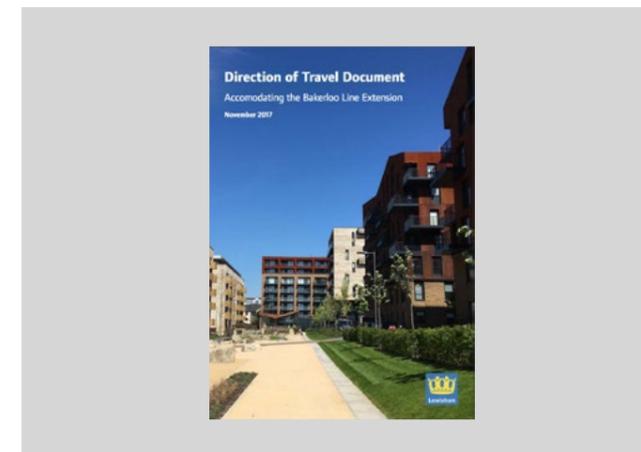
↑ **Lewisham Site Allocations, Local Plan**

The Lewisham Site Allocations Local Plan identifies sites, usually 0.25 hectare and above, which are likely to be developed during the lifetime of the Lewisham Local Development Framework



↑ **Lewisham Characterisation Study**

Lewisham Characterisation Study sets out a description of the physical form of the borough, its history, places, streets and buildings.



↑ **Direction of Travel Document**

This document is Lewisham's platform for supporting the BLE and growth in a BLE context.

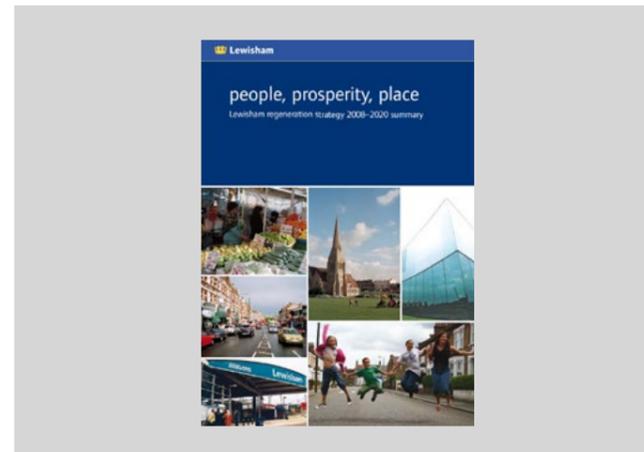


↑ **Lewisham Business Growth Strategy 2013-2023**

This document defines three aims which have been developed to underpin the vision of Lewisham, examining Lewisham's economy and potential economic growth.

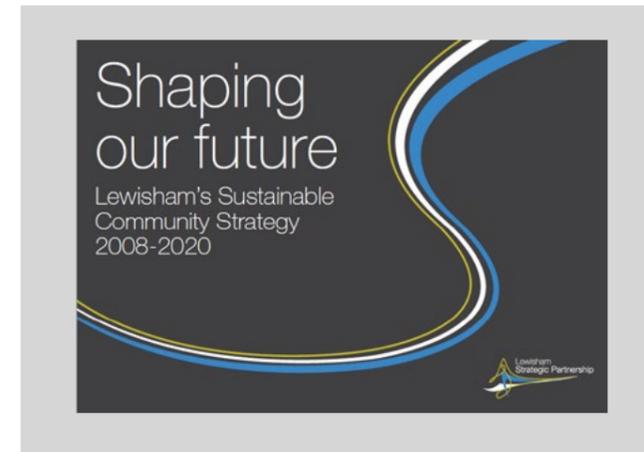
# 1.0 EXISTING INFORMATION REVIEW

Documents and policies



**↑ People, Prosperity, Place  
Lewisham Regeneration Strategy  
2008-2020**

The Lewisham Regeneration Strategy 2008-2020 sets out a vision for the future of the borough. It describes the projects and plans which will deliver the vision.

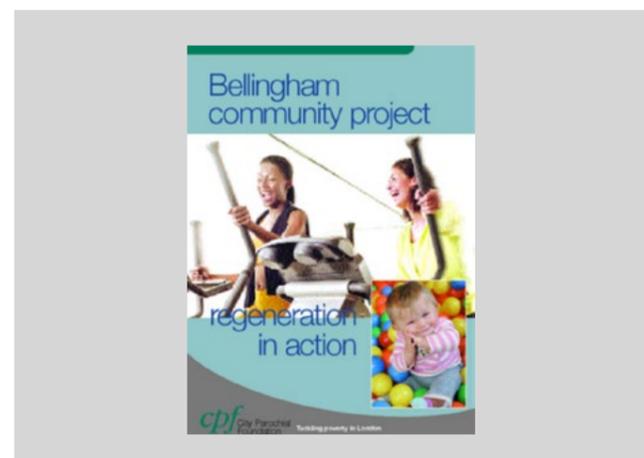


**↑ Shaping our future,  
Lewisham's Sustainable Community Strategy  
2008-2020**

This explores how Lewisham will change and develop and identifies the key challenges and opportunities the borough's citizens face, ensuring that everyone can benefit from Lewisham's future changes.



**↑ Sydenham Society, Neighbourhood Plan**  
This document presents the vision of Bell Green by the Sydenham Society, a local community organisation.



**↑ Bellingham Ward Community Project**  
This document presents the Bellingham Community Project, with findings on local agencies working together in Bellingham, the development of large projects and differences made to the local character.



**↑ Bell Green Retail Capacity Assessment**  
This document assesses a number of proposals for Bell Green's retail centre for both quantitative and qualitative need and forecasts the impact of proposals on nearby areas.

2.0 BASELINE  
ANALYSIS



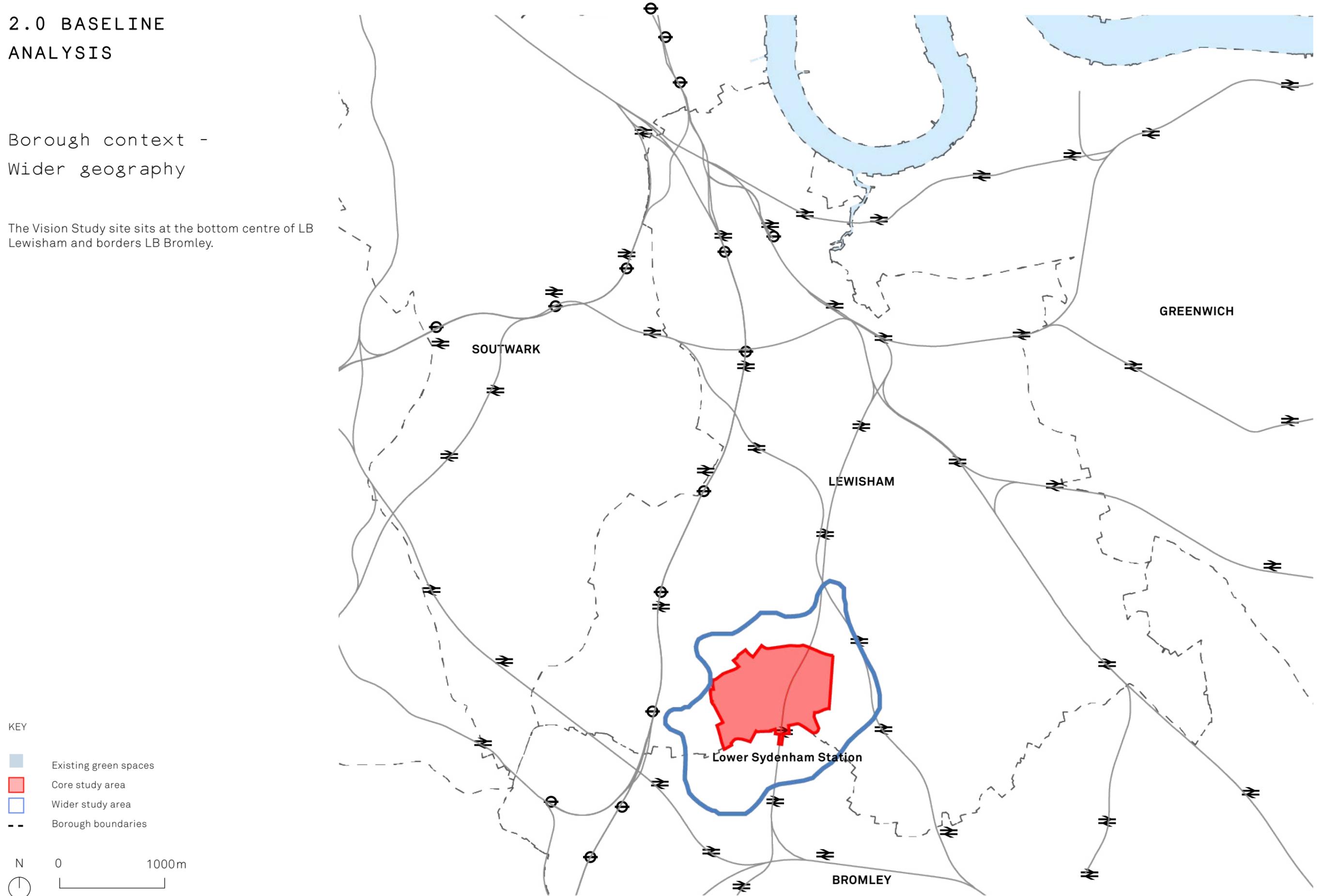
View of the Bell Green gyratory towards The Bell public house (right) and Sainsbury's in the background

## 2.0 BASELINE ANALYSIS

### Borough context - Wider geography

Borough context -  
Wider geography

The Vision Study site sits at the bottom centre of LB Lewisham and borders LB Bromley.

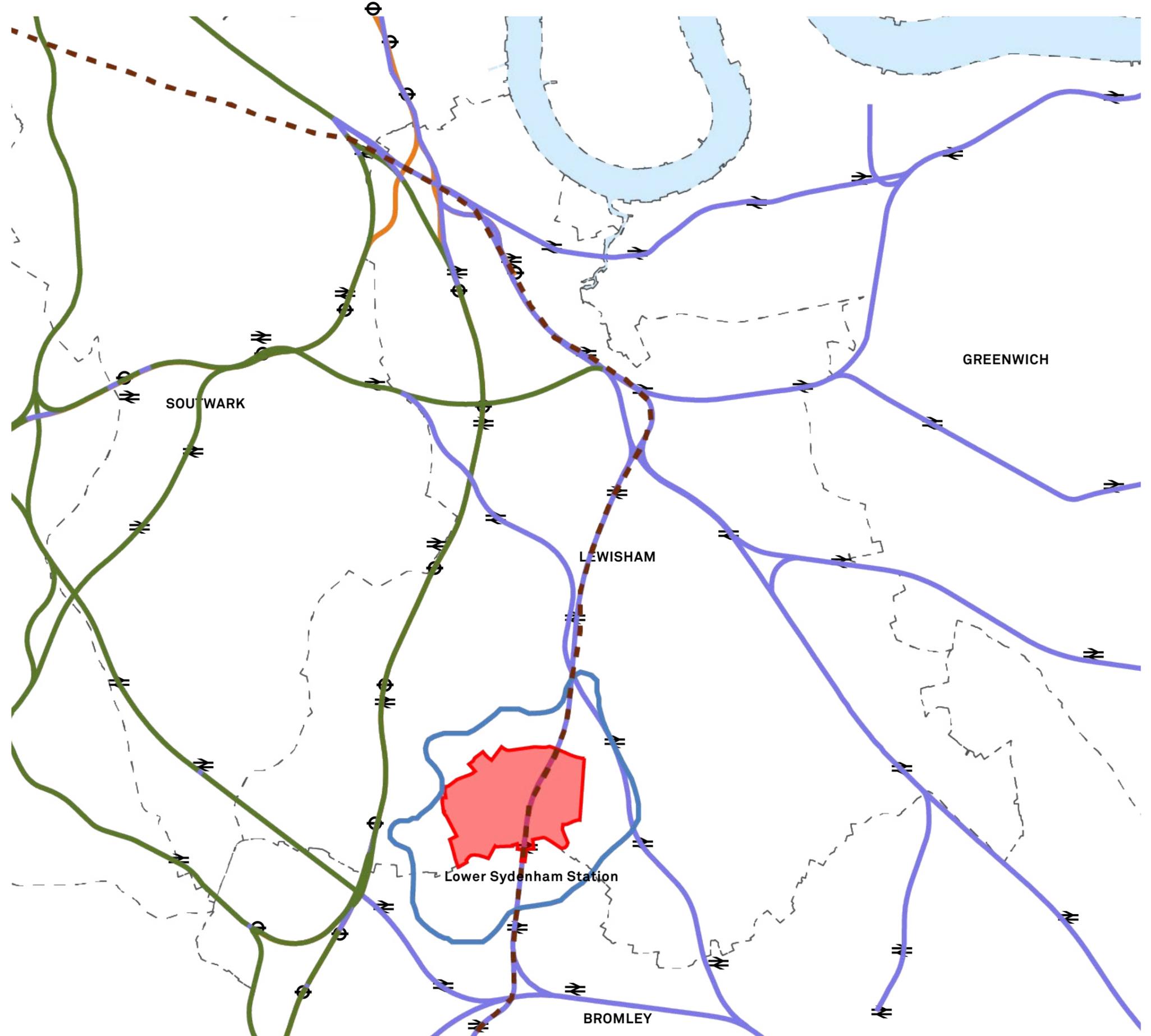


# 2.0 BASELINE ANALYSIS

## Train/LUL network

The key driver for change at the site is the potential Bakerloo Line Extension, with a proposed station location at Lower Sydenham, though with the final position yet to be finalised

- KEY
- National Rail - Southern
  - National Rail- Southeastern
  - London Overground
  - Proposed Bakerloo Line extension
  - Core study area
  - Wider study area
  - Borough boundaries



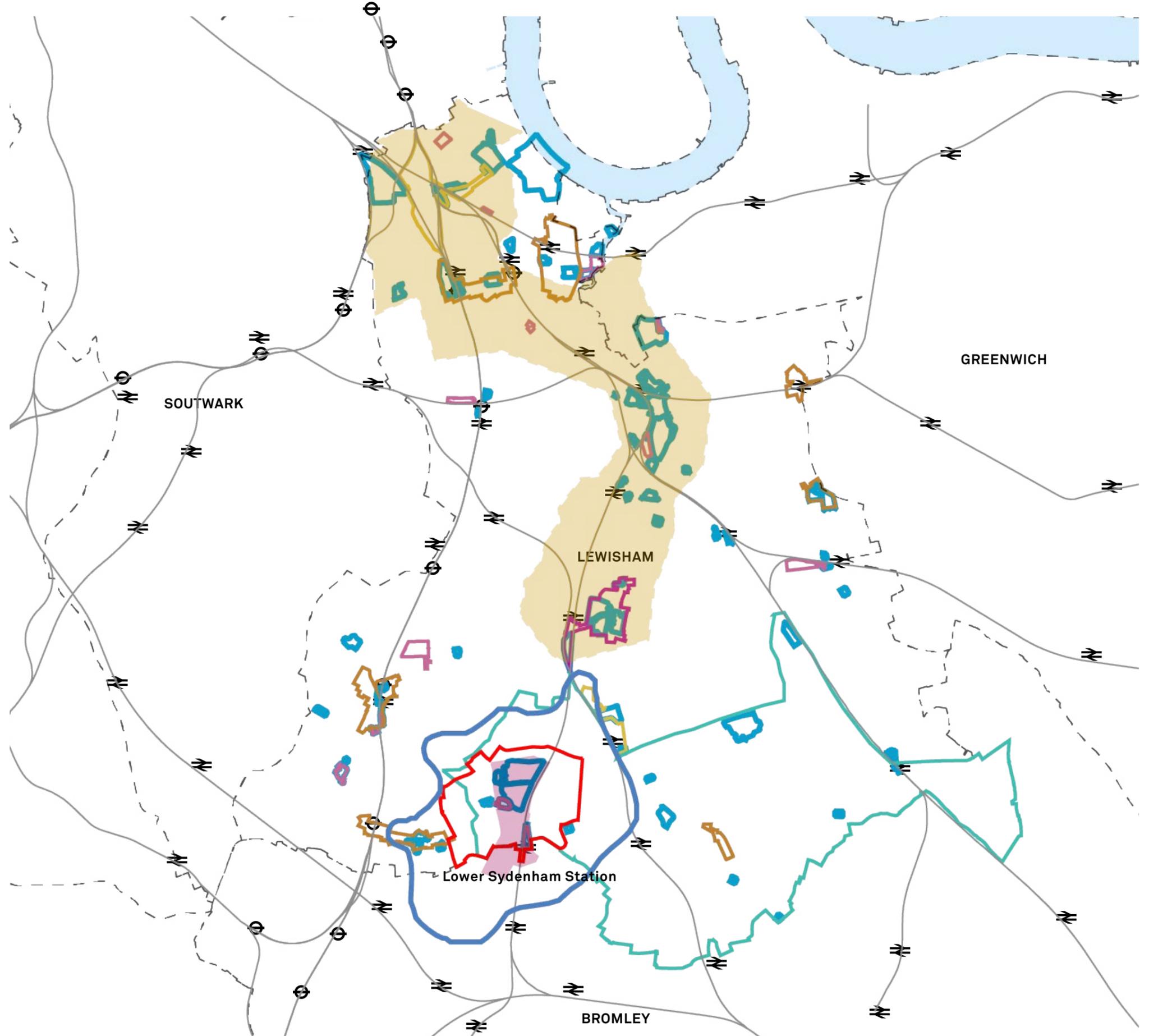
## 2.0 BASELINE ANALYSIS

### ANALYSIS

#### Borough context - Planning designations

The site sits to the east of Sydenham District Centre, with a new designated centre proposed for the site. Two small areas of LSIS are also present and the majority of the site is designated a Strategic Area for Regeneration

- KEY
- Strategic Area of Regeneration
  - Lewisham Opportunity Area
  - Proposed Lewisham Opportunity Area extension (Local Plan)
  - Site allocations
  - SIL
  - District Centre
  - LSIS
  - Catford Major Centre
  - Core study area
  - Wider study area
  - Borough boundaries



## 2.0 BASELINE ANALYSIS

### Borough context - Green and blue networks

Borough context - Green and blue networks

The Pool River corridor is designated Metropolitan Open Land and winds through the site from the north, stopping at Southend Lane (Waterlink Way).

Public Green Spaces Southend Park, Home Park and at The Bridge Leisure Centre are also designated locally.

- KEY
-  Public green space
  -  South London Green Chain
  -  MOL
  -  Green Corridor
  -  Site of Importance for Nature
  -  Rivers
  -  Core study area
  -  Borough boundaries



## 2.0 BASELINE ANALYSIS

### ANALYSIS

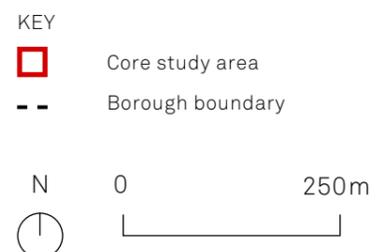
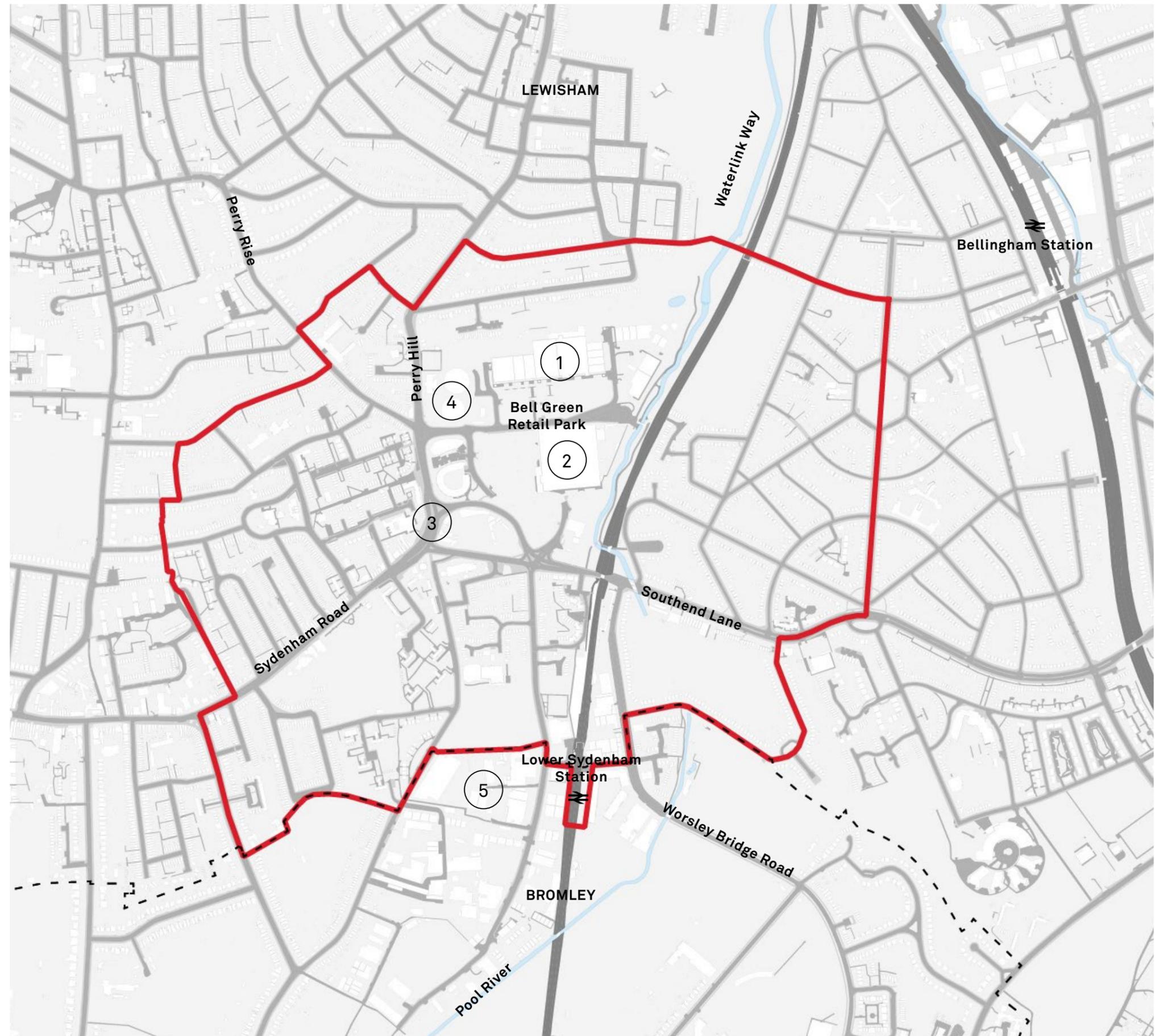
#### Site geography

The area of study is located approximately 4km southwest of Lewisham town centre and 2km from Catford town centre. It is dominated by a big box retail park, extensive surface parking and a congested gyratory system. As a result, it has a lack of character and poor sense of place.

The Bell Green Retail Park and Sainsbury's are prominent at the centre of the site.

The remaining Core Study Area is predominately residential, with low density housing and large amounts of green space. A large industrial area sits to the south within LB Bromley.

1. Bell Green Retail Park
2. Sainsbury's retail store
3. Bell Green Gyratory
4. Livesey Memorial Hall and former gasholder site
5. Local Employment Land, LB Bromley



## 2.0 BASELINE ANALYSIS

### Aerial map

Aerial image highlighting building volumes within the study areas

The Bell Green Retail Park and Sainsbury's are prominent at the centre of the site. The remaining Core Study Area is predominately residential, with low density housing and large amounts of green space. A large industrial area sits to the south within LB Bromley



KEY  
□ Core study area  
- - Borough boundary

N 0 250m  
⊕

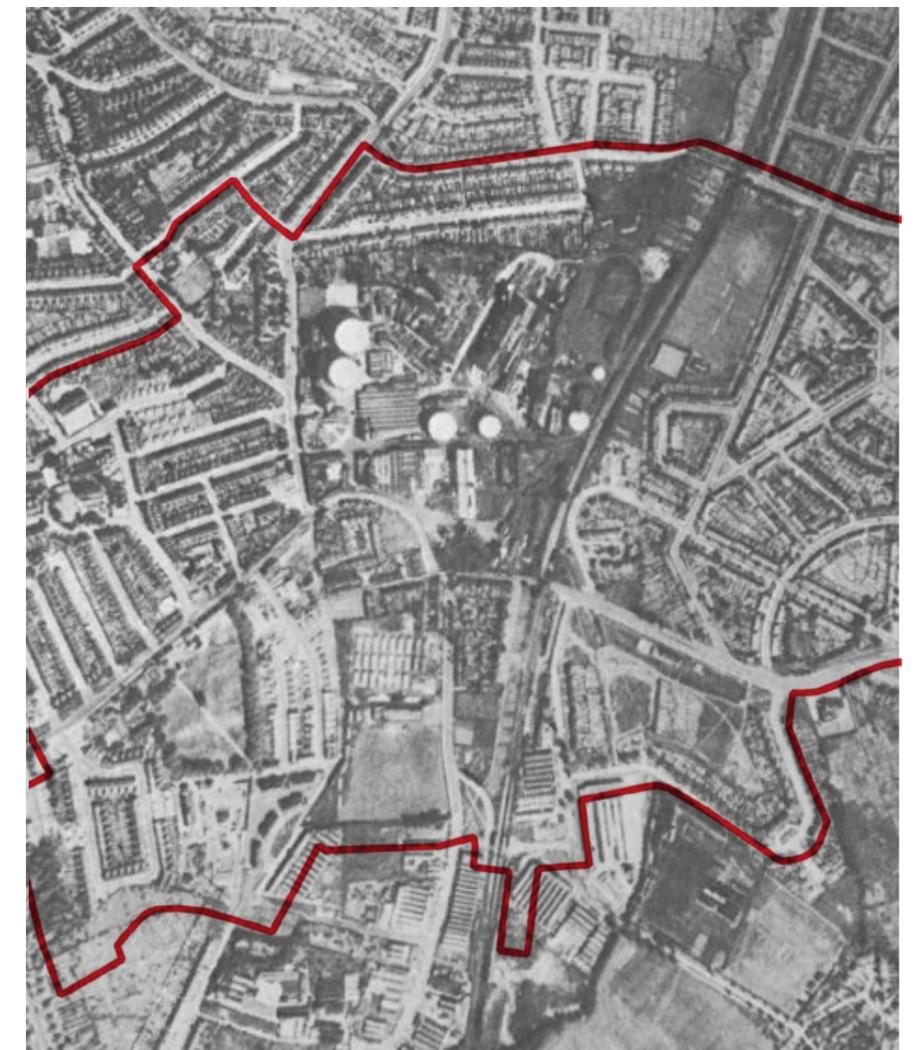
## 2.0 BASELINE ANALYSIS

### Historic Maps

1870: Bell Green is a predominately rural area, with a small existing settlement around the Bell Green junction and the primary road network and rail line are in place, as well as the beginnings of the Crystal Palace District Gas Works.

1919: The late 1800's saw the development the Crystal Palace District Gasworks, with an further 2 gasholders and satellite buildings, including the listed, Livesey Hall. Housing is expanding to the west out from Sydenham.

1945: By now, the gas works has reached its peak area, and the current day layout of the surrounding area is recognisable and developed. The Bellingham Estate a LCC Cottage Estate (1919-23) had been developed before WW2.



## 2.0 BASELINE ANALYSIS

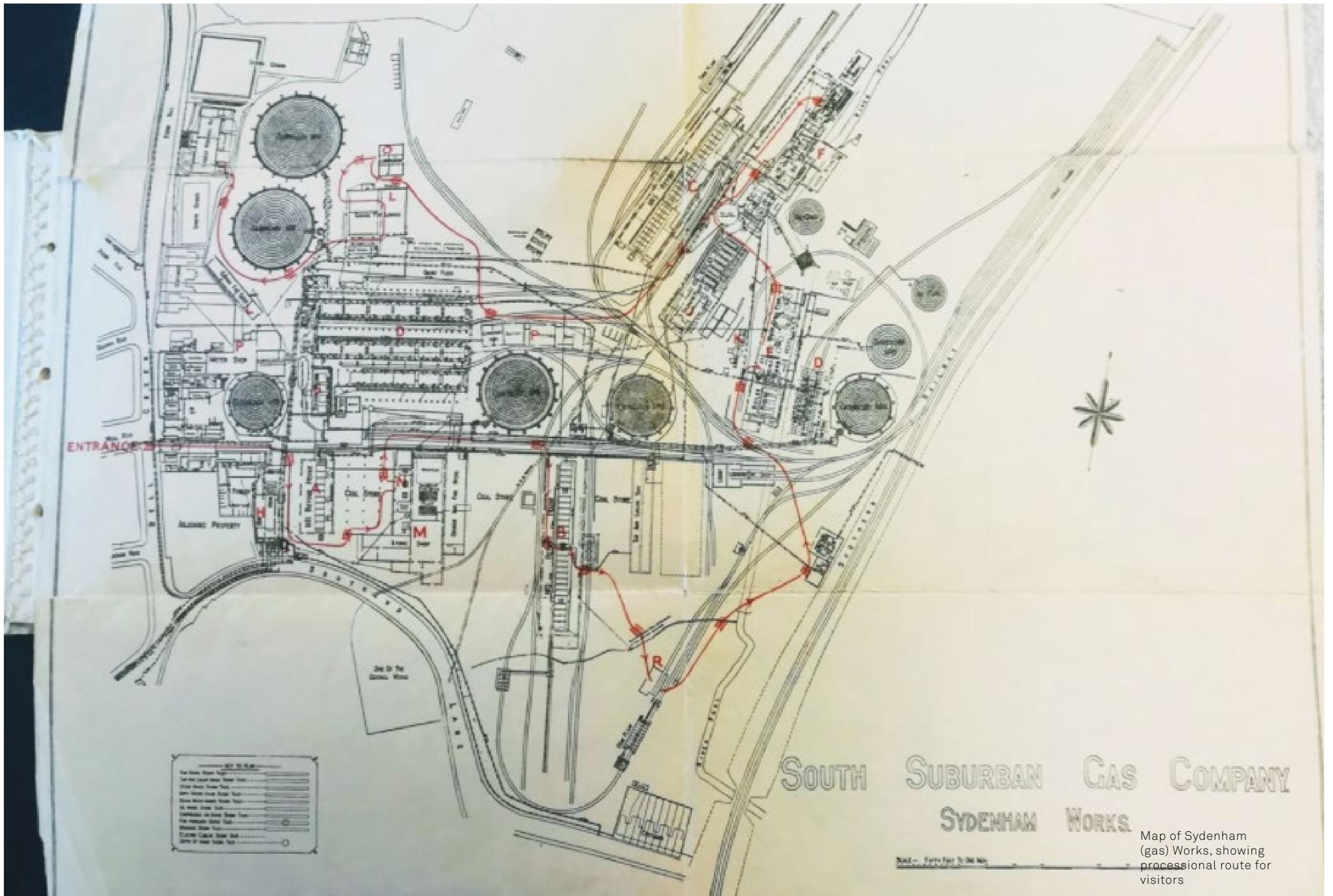
### Historic aerial images

2005: Since the closure of the gasworks in the 1968, Bell Green has seen a number of new developments in the area including the prominent Sainsbury's (built as SavaCentre) in 1995.

2010: The land of the Bell Green Retail Park can is being prepared for construction at this time.

2020: Gasholders No.7 and No.8 were formally decommissioned in 2012 and have received Prior Approval for demolition.





## 2.0 BASELINE ANALYSIS

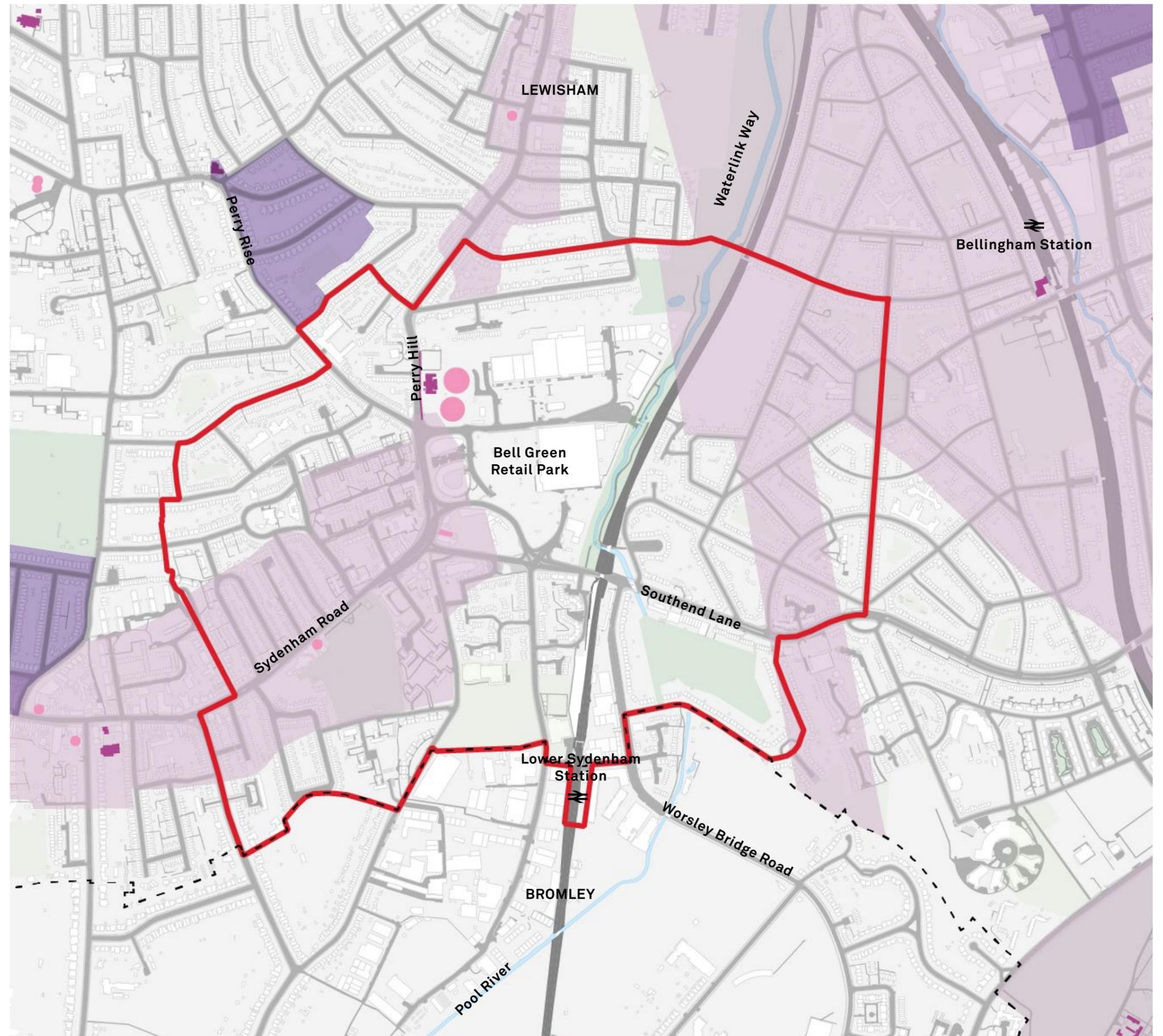
### Heritage and conservation

### Heritage and conservation

Within the Core Study Area there are no Conservation Area's and only one Listed building, the Tudor Livesey Memorial Hall.

However, Perry Fields Conservation Area adjoins the site to the n/w and 2 Locally Listed structures exist

- KEY
- Existing conservation areas
  - Archaeological priority areas
  - Listed buildings (Historic England, Grade II)
  - 1. The Fellowship Inn and Public House
  - 2a. Livesey Memorial Hall
  - 2b. Livesey Memorial Hall Boundary Wall
  - 2c. Livesey War Memorial
  - 3. Perry Vale Fire Station
  - 4. 122-124 Sydenham Hill
  - Locally listed buildings
  - 5. Gasholders 7 + 8
  - 6. The Old Bath House
  - Core study area
  - Borough boundary



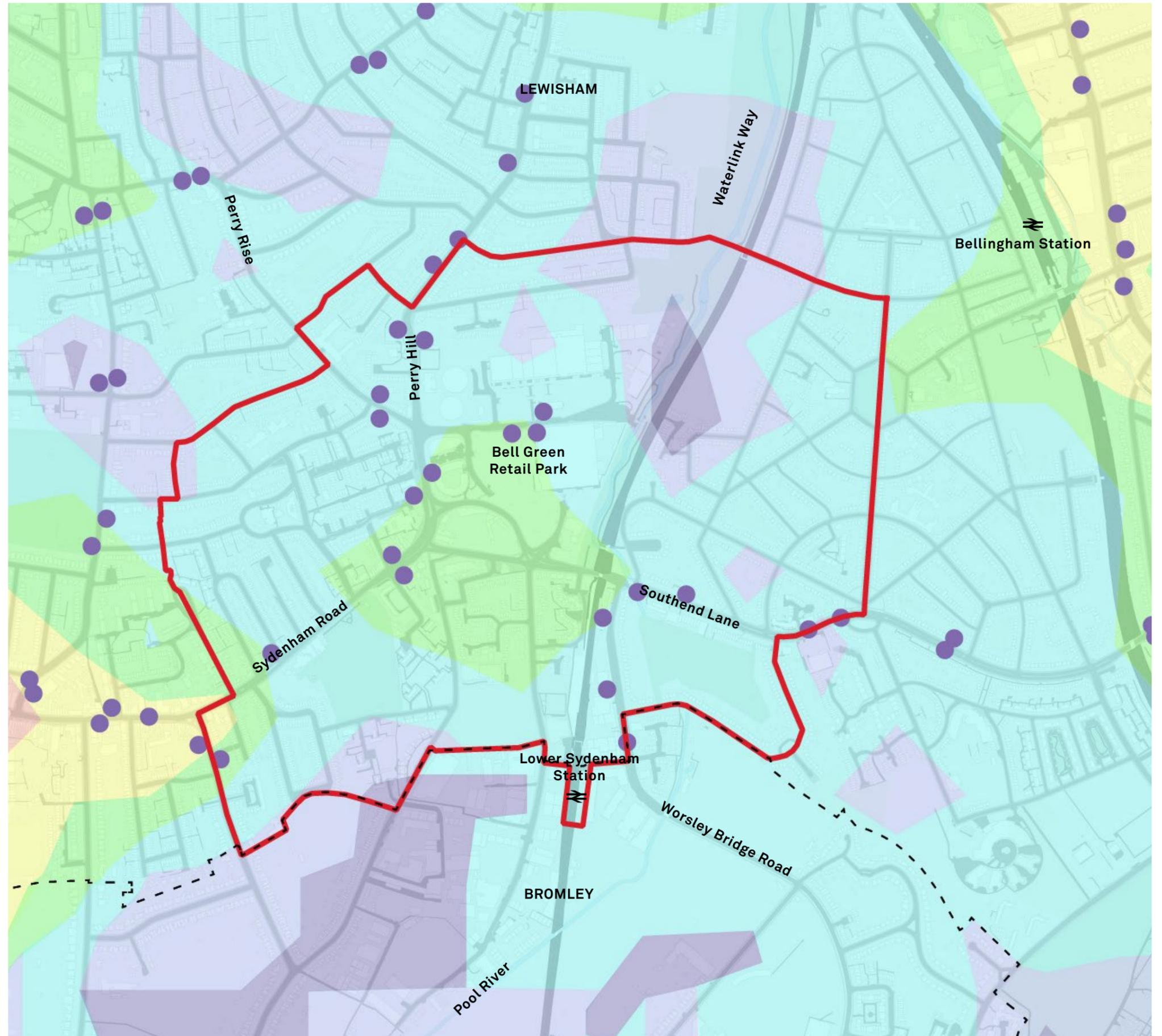
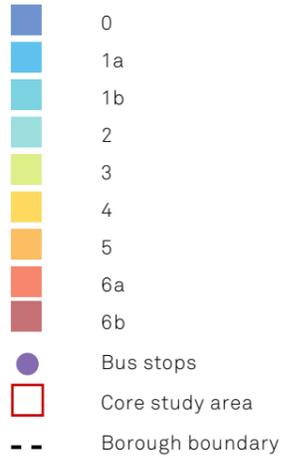
## 2.0 BASELINE ANALYSIS

### PTAL map

Public Transport Accessibility Level (PTAL) indicators are relatively low compared to nearby local centres, with a higher rating around Bell Green junction, due to the grouping of bus stops

#### KEY

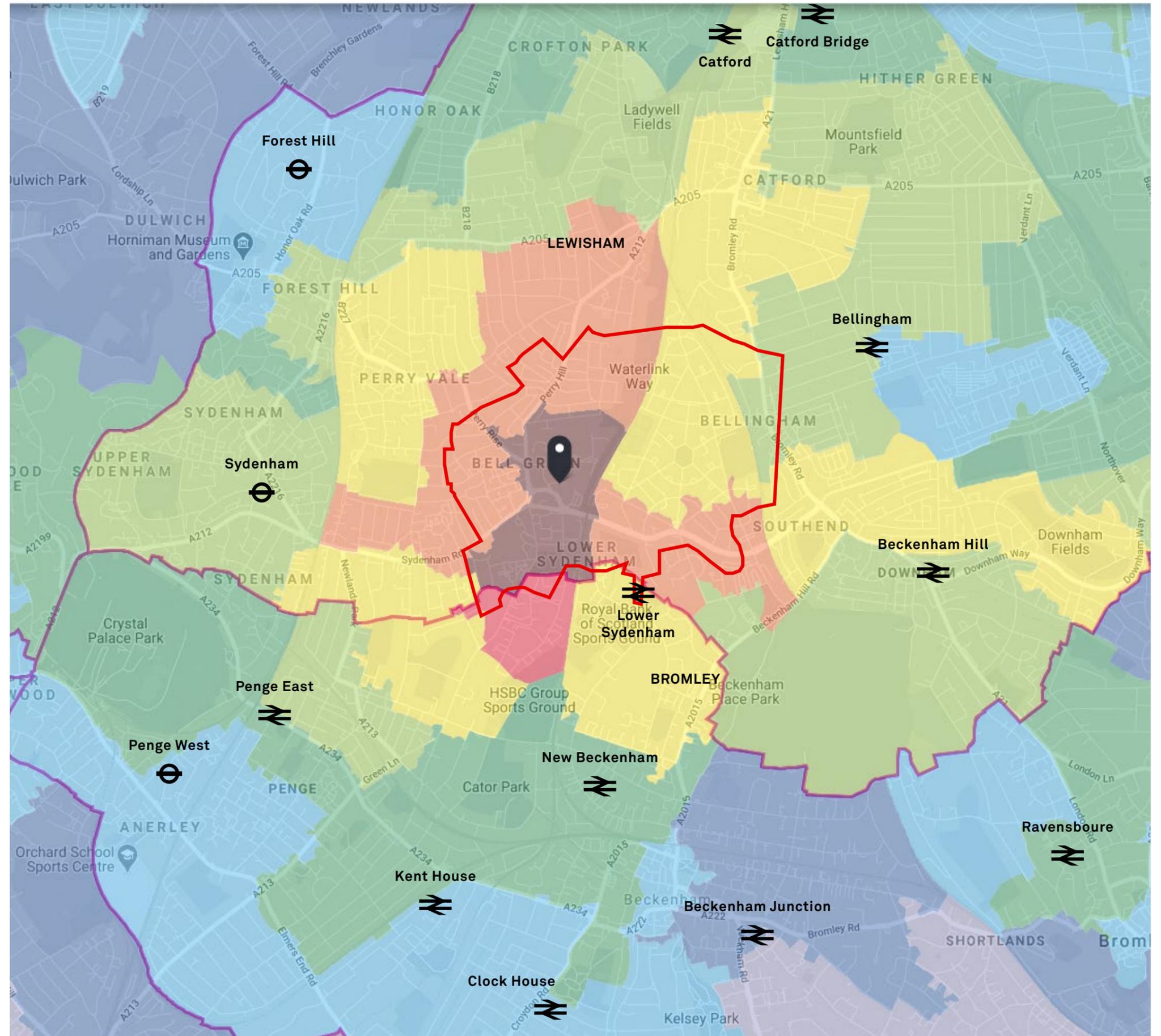
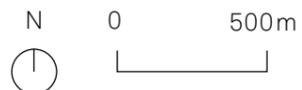
PTAL score:



## 2.0 BASELINE ANALYSIS

### TIM map

Time Mapping Analysis (TIM) reflects local severance caused by the rail line with closest nearby centres Sydenham and Bellingham taking at least 20 minutes to access via public transport

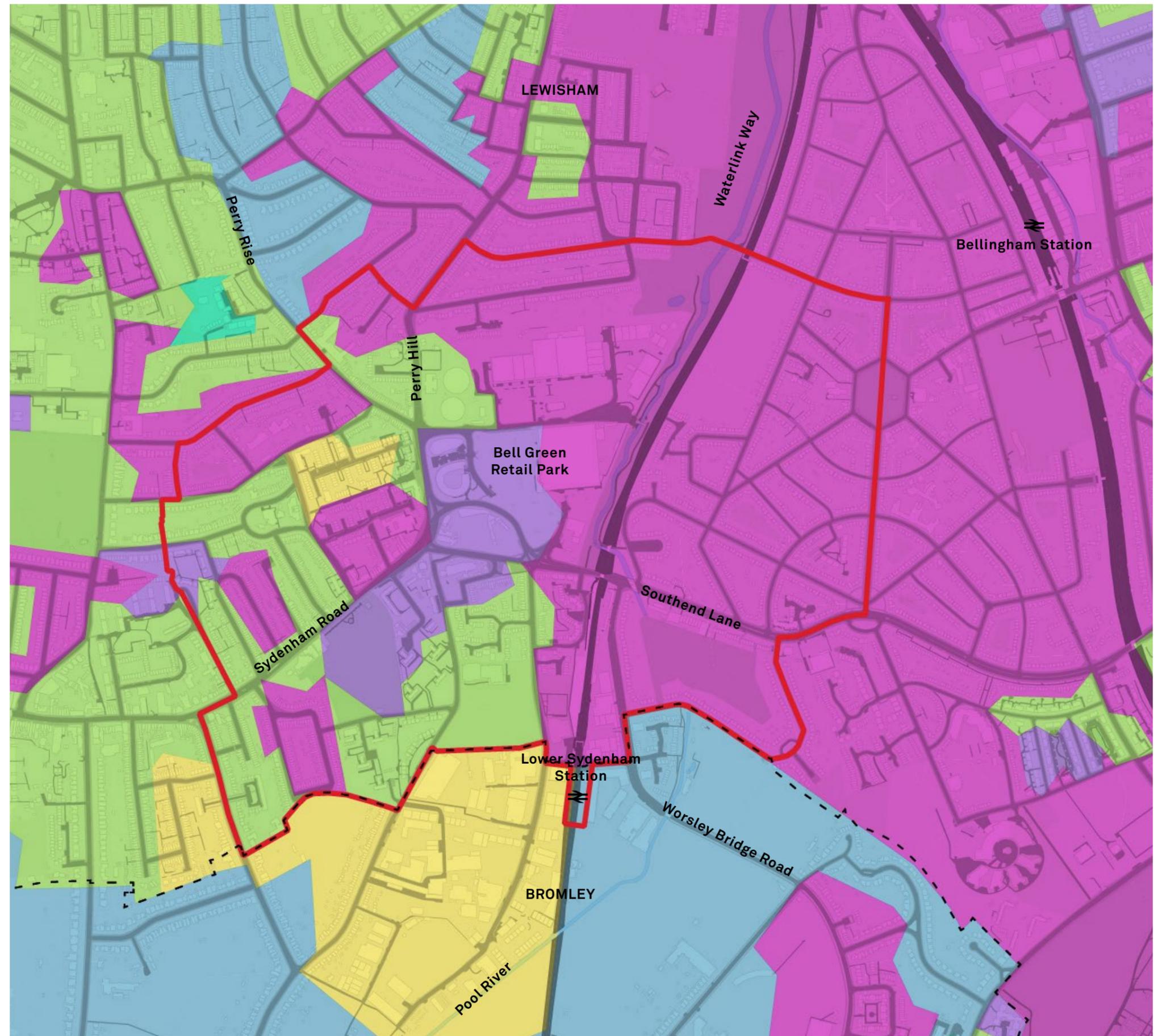
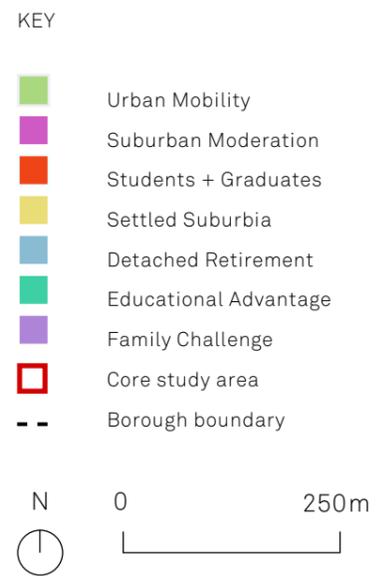


## 2.0 BASELINE ANALYSIS

### ANALYSIS

#### TCoL segment mapping

Segments based on multi-criteria analysis. Source: Transport Classification of Londoners (TCoL), TfL



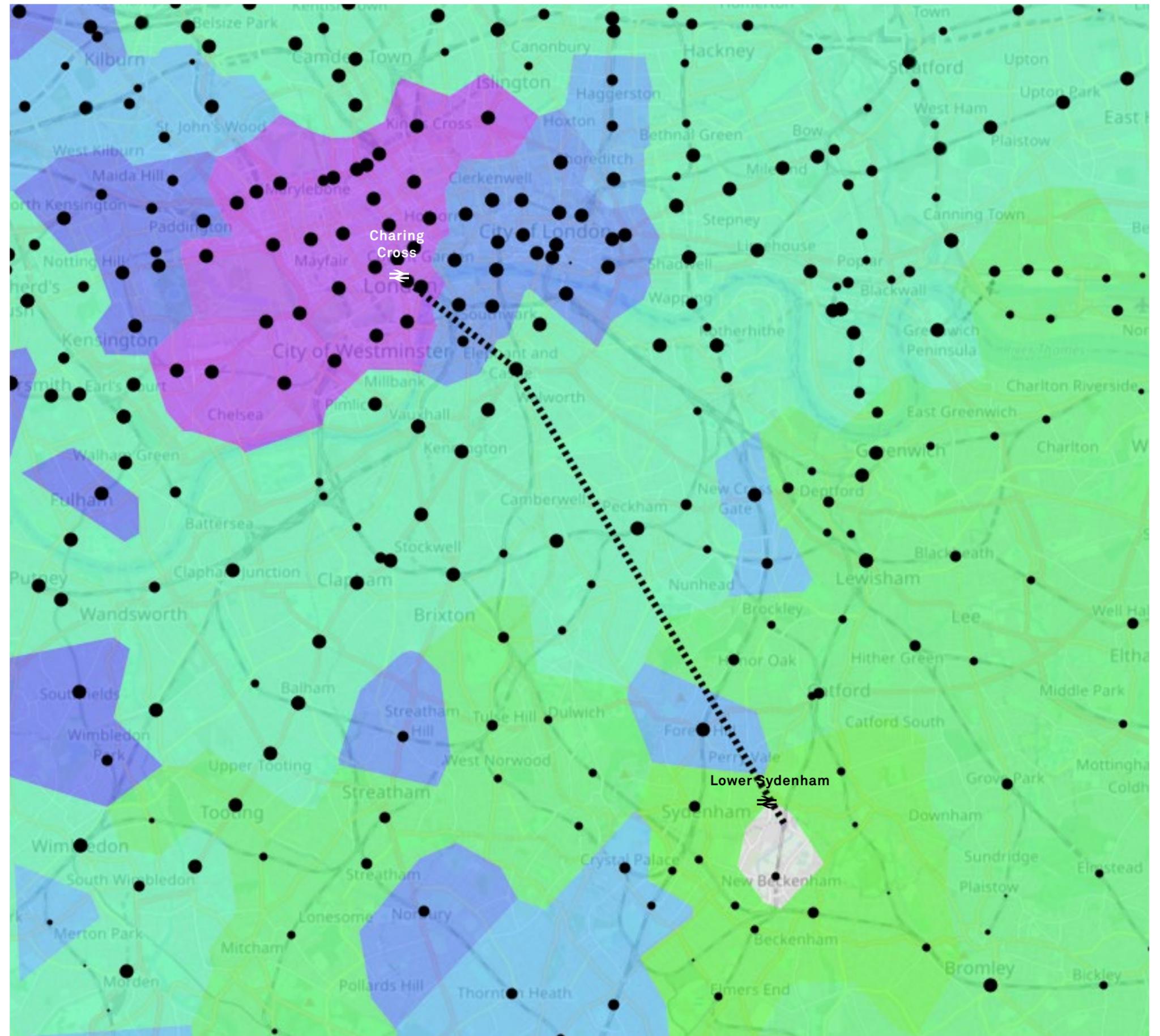
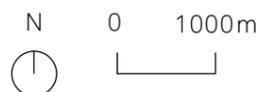
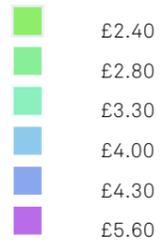
## 2.0 BASELINE ANALYSIS

### Faremap

### Faremap

Fare boundaries by public transport route at peak from Lower Sydenham station. Source: faremap.ml

#### KEY



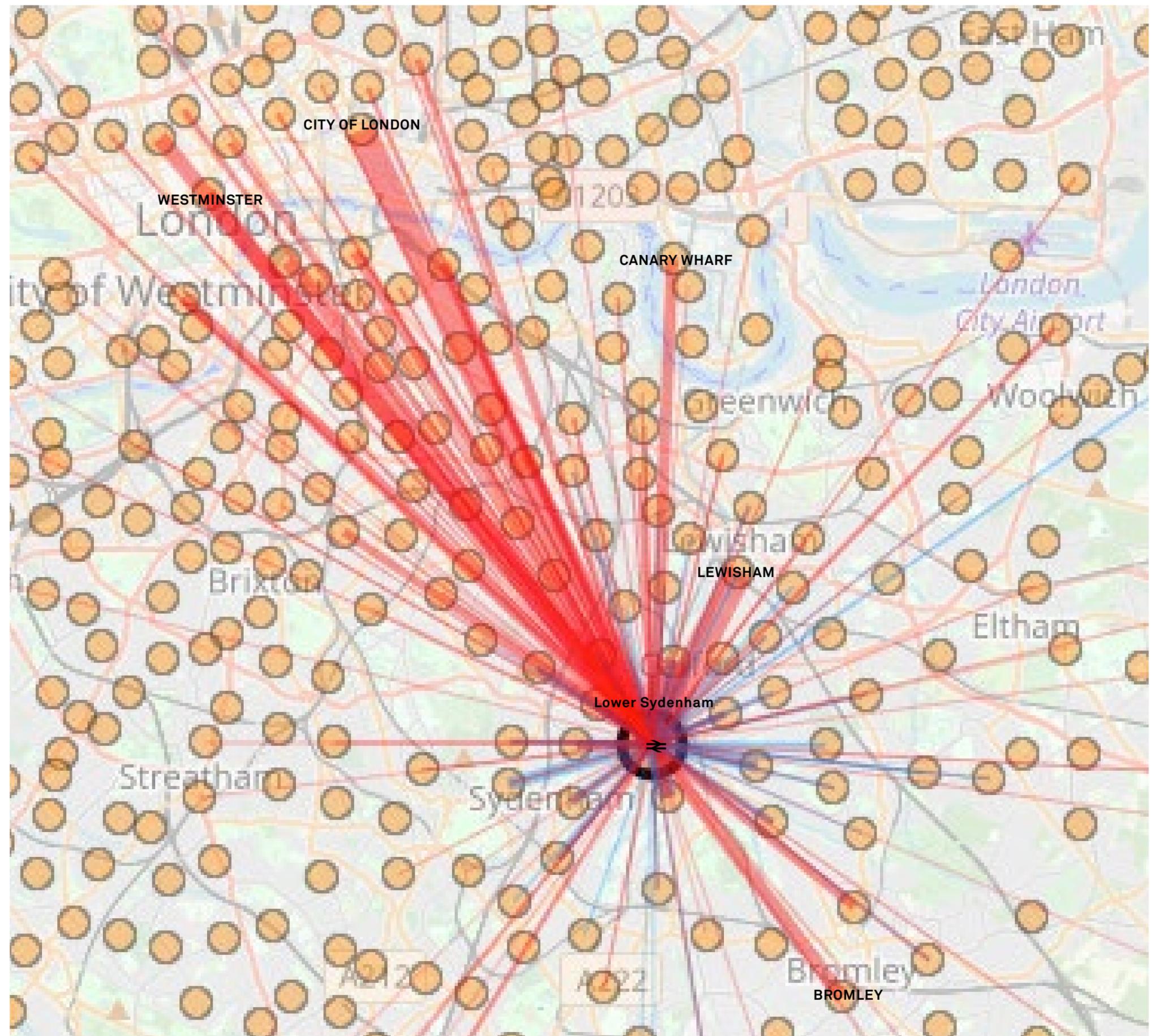
## 2.0 BASELINE ANALYSIS

### Journeys to work

Red lines indicate volumes of people leaving from location to work

Blue lines indicate arriving to work at location

Source: DataShine.org.uk (2011 Census mapping)

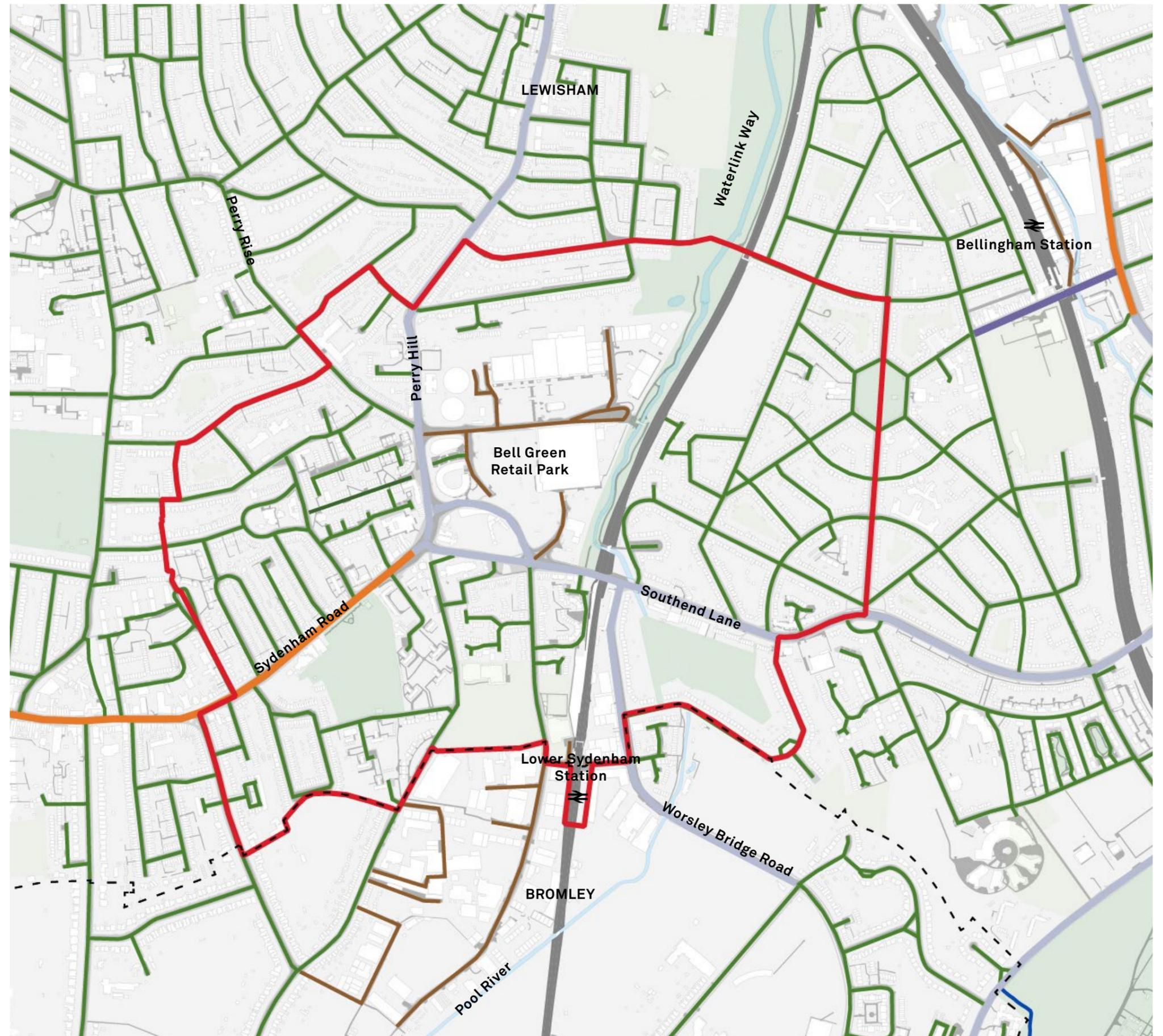


## 2.0 BASELINE ANALYSIS

### ANALYSIS

#### TfL Street Types

The character of the local road network is predominantly residential with more major roads characterised as 'Connectors', with little place value. Exceptions are Sydenham Road, which becomes more place oriented towards Sydenham centre and Randlesdown Road, Bellingham



- KEY
- Core Road
  - Connector
  - High Road
  - High Street
  - Local Street
  - Industrial/service Road
  - City Place
  - Core study area
  - Borough boundary



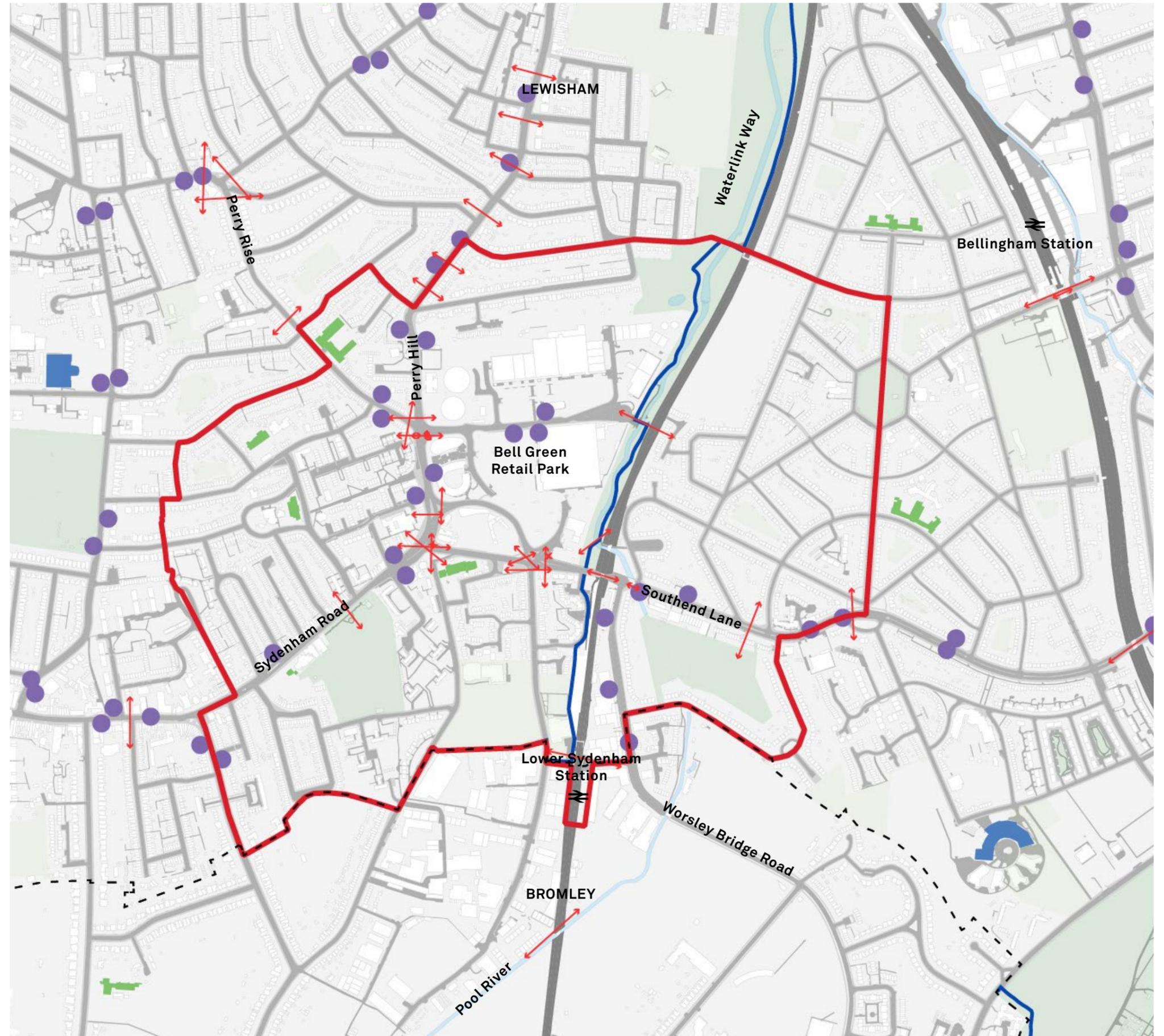
## 2.0 BASELINE ANALYSIS

### Walking routes and crossings

### Walking routes and crossings

The major designated walking route, Waterlink Way runs from Deptford in the north through the site and past Lower Sydenham Station to New Beckenham in the south where further paths carry on southward

The Bell Green junction gives rise to a number of overly complicated pedestrian crossings



- KEY
- Bus stops
  - Primary schools
  - Secondary schools
  - ↔ Crossings
  - Existing walking route - Waterlink Way
  - Core study area
  - - Borough boundary



## 2.0 BASELINE ANALYSIS

### Cycle routes

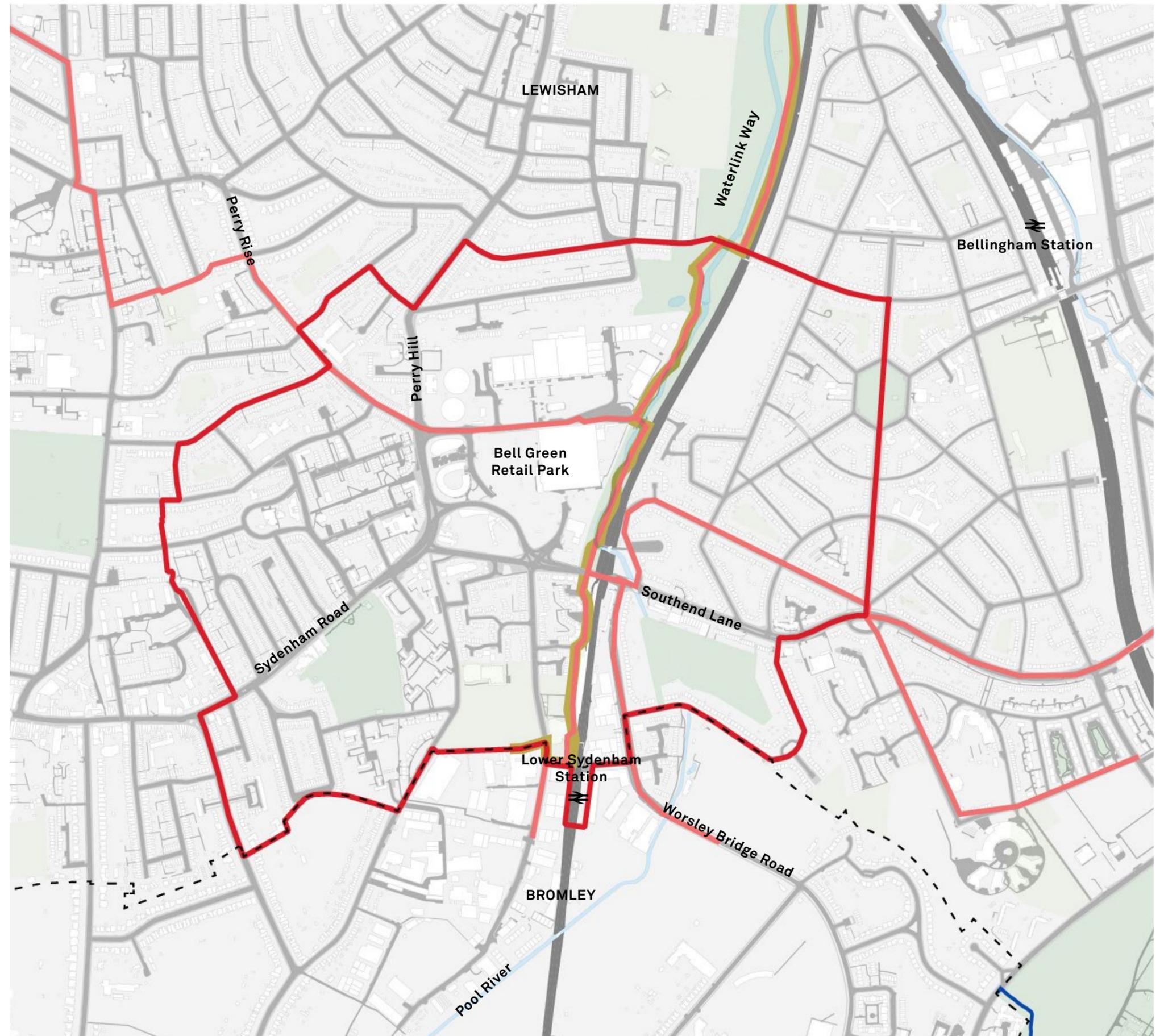
### Cycle routes

Waterlink Way is also a long distance cycling route (N21).

There is a significant additional cycle network proposed as part of the Quietway programme

#### KEY

-  Waterlink Way
-  Existing cycle network
-  Proposed Quietway
-  Core study area
-  Borough boundary



## 2.0 BASELINE ANALYSIS

### Cycle routes

### Cycle routes

Designated and advisory cycle routes, both existing and proposed in the wider Lewisham area and beyond.

#### KEY

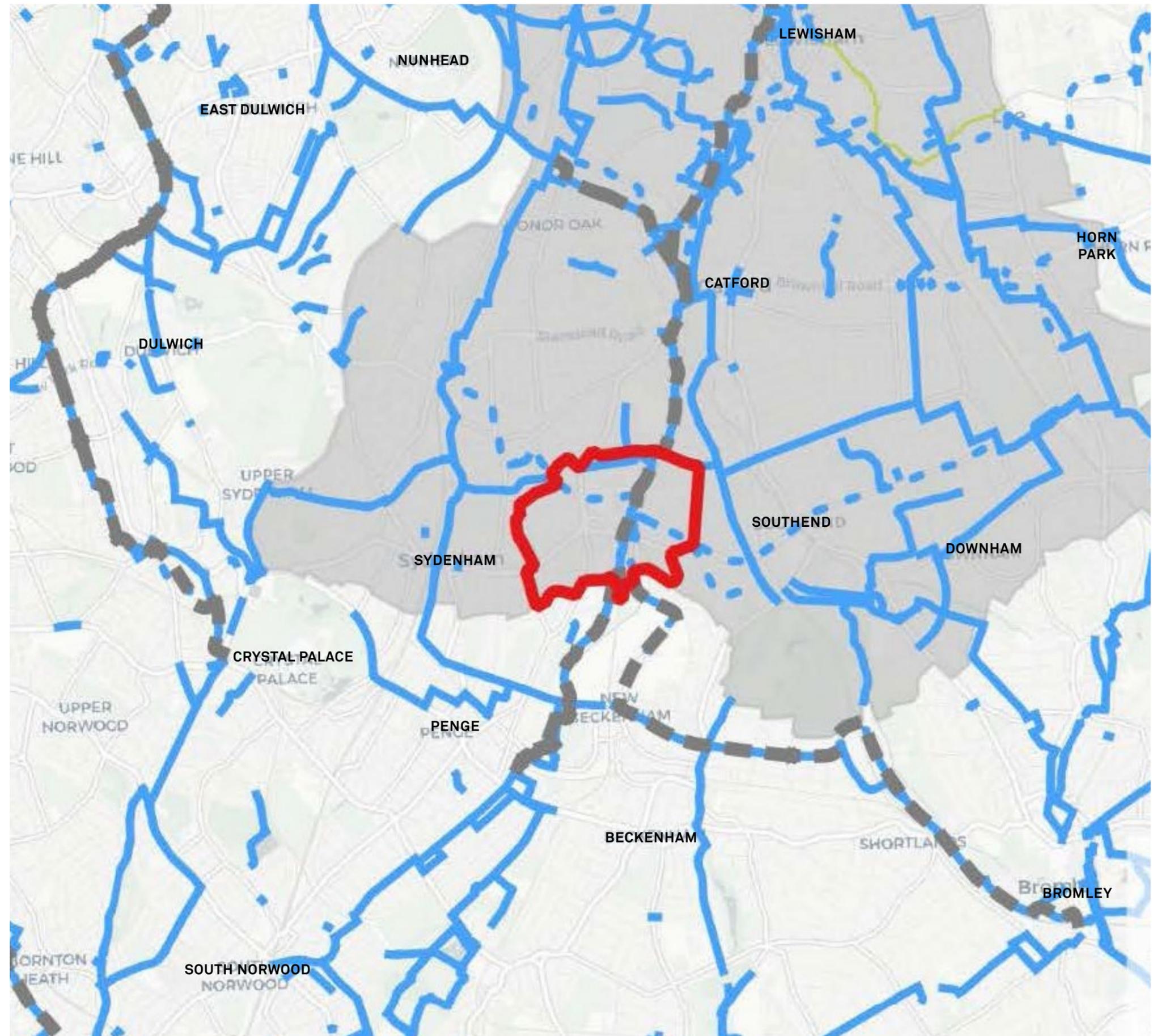
#### Cycleways (TfL)

-  Existing
-  Proposed

#### Other Cycle Routes

-  Existing
-  Proposed

-  Core study area



## 2.0 BASELINE ANALYSIS

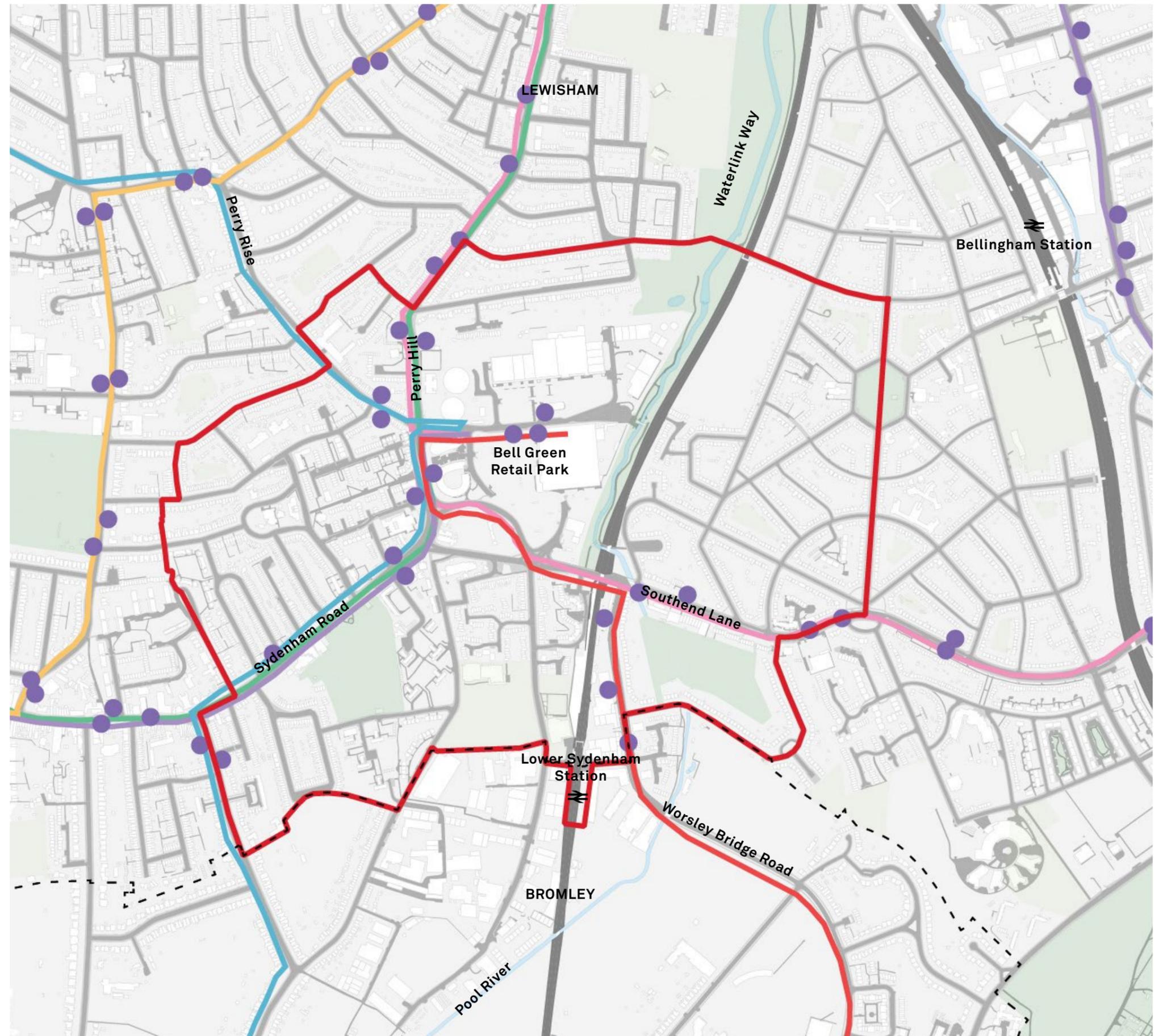
### Bus routes/stops

The site is well served by local bus services, with an existing bus waiting and turning area provided within the central area.

#### KEY

##### Bus Routes:

- 181
- 450
- 356
- 54
- 75
- 352
- 202
- Bus stops
- Core study area
- Borough boundary



## 2.0 BASELINE ANALYSIS

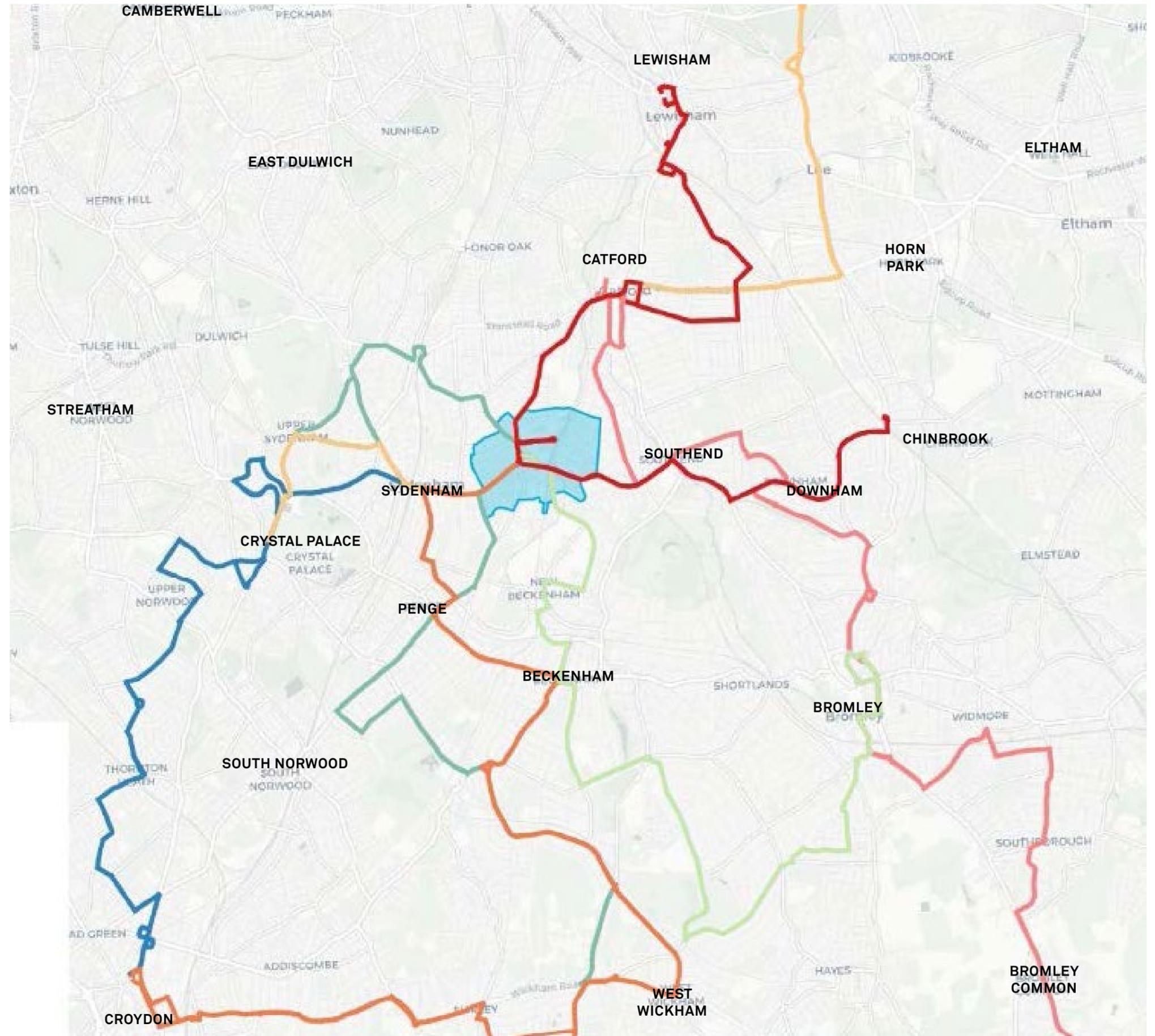
### Bus routes

Bus routes that pass through the study area with three routes terminating/ originating at the bus layover within the Bell Green Retail Park site. Note that routes heading east/ west along Southend Lane are limited to single decker services by the low railway bridge. Also, that only one bus route (route 352) currently serves the existing Lower Sydenham station.

#### KEY

##### Bus routes

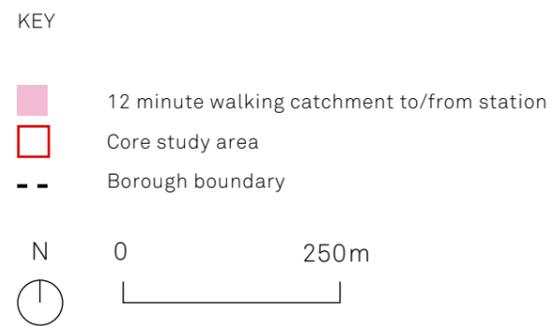
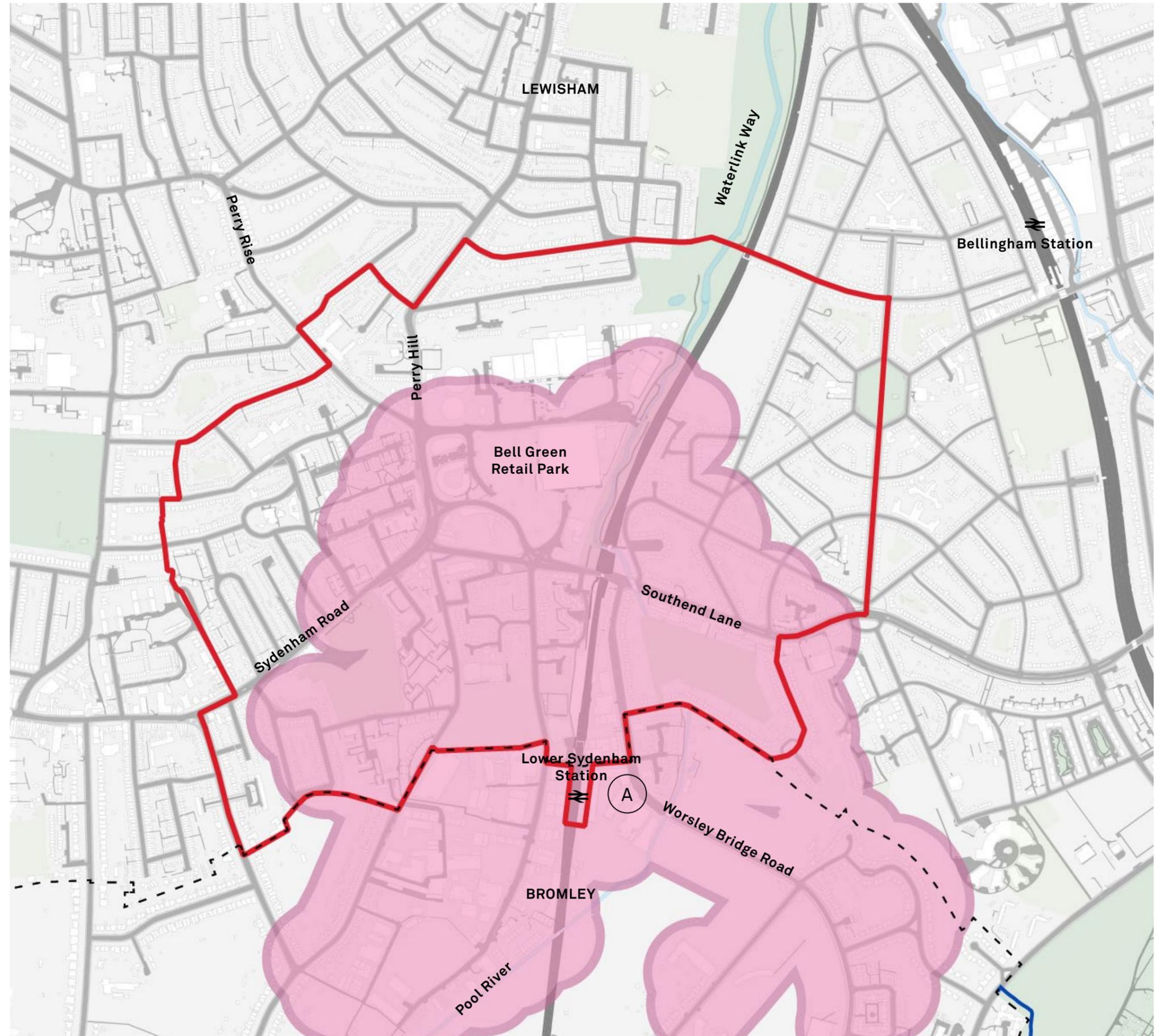
- 131
- 194
- 202
- 316
- 352
- 356
- 450
- Core study area



## 2.0 BASELINE ANALYSIS

Walking catchment to/from ex. station option

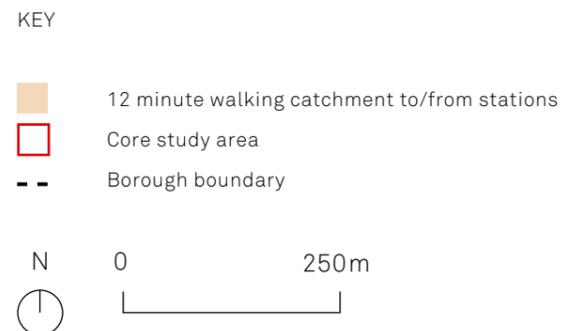
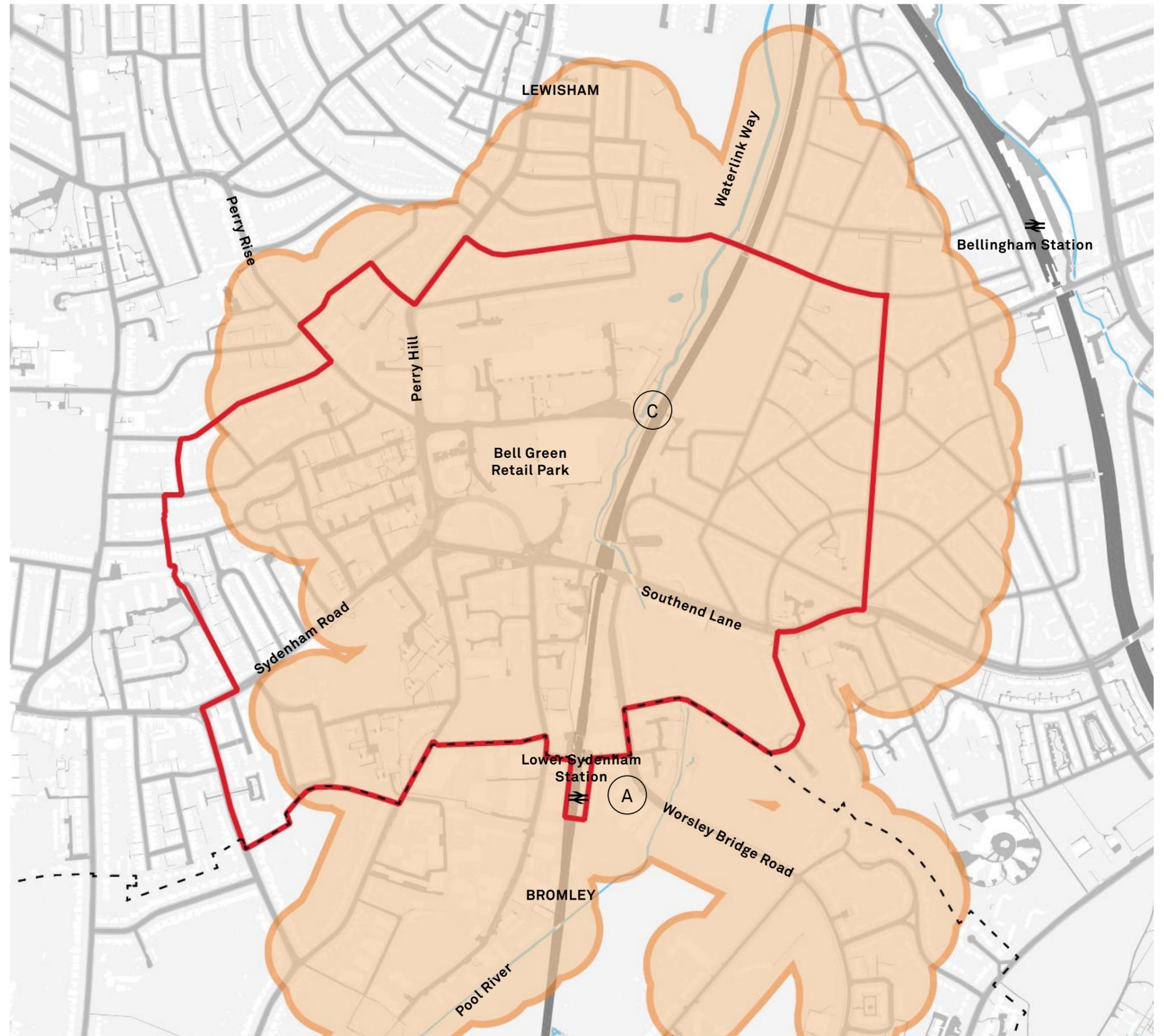
Using 12 minutes (960m) catchment as per PTAL assumption about walking distance to/from existing station (A).



## 2.0 BASELINE ANALYSIS

### Walking catchment to/from 2 station option

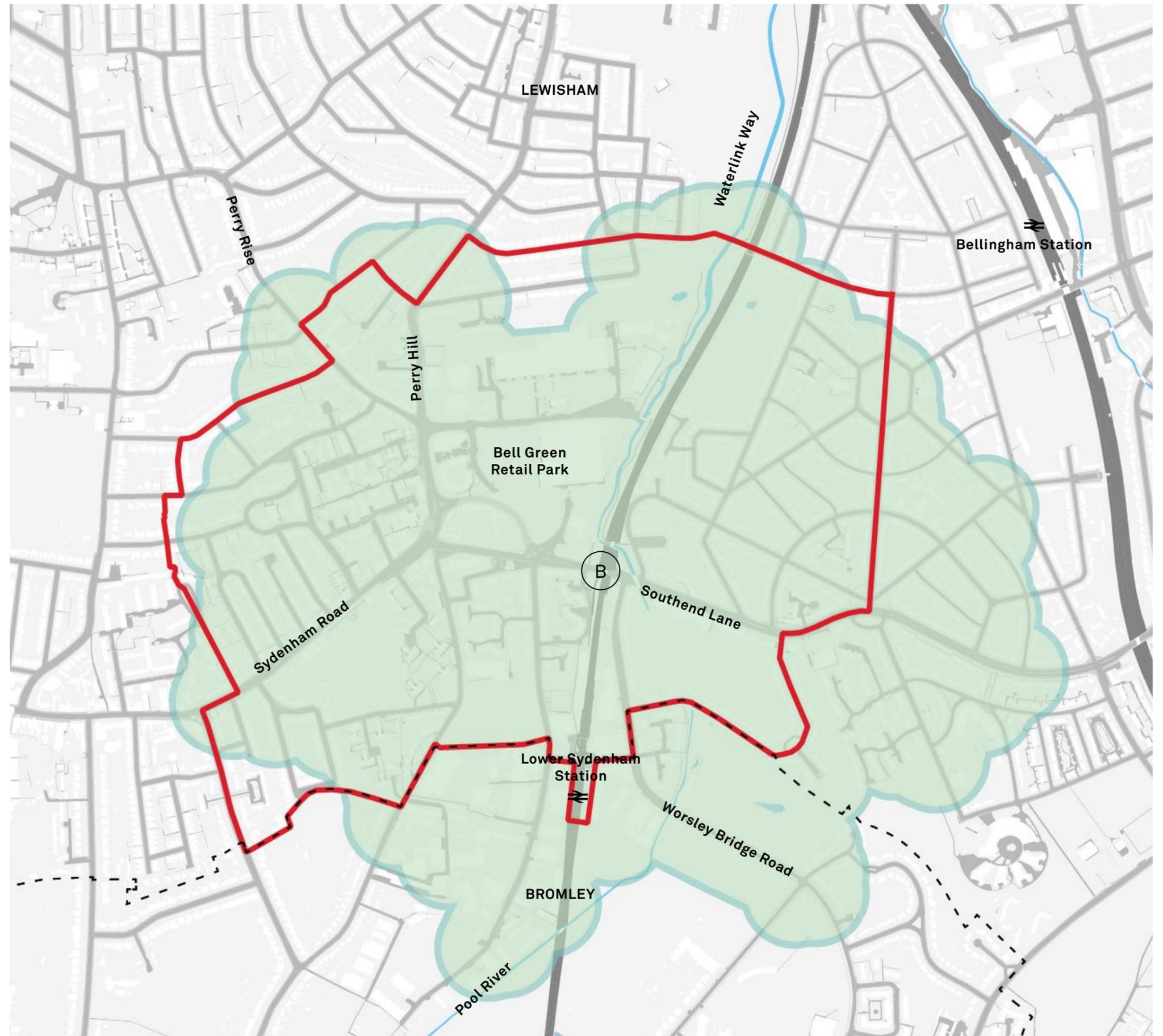
Using 12 minutes (960m) catchment as per PTAL assumption about walking distance to/from existing station (A) and new station at Bell Green (C)



## 2.0 BASELINE ANALYSIS

Walking catchment to/from pro. station option

Using 12 minutes (960m) catchment as per PTAL assumption about walking distance to/from the proposed station location at Southend Lane (B)



### KEY

-  12 minute walking catchment to/from station
-  Core study area
-  Borough boundary



## 2.0 BASELINE ANALYSIS

### Collisions by mode - all modes

Collisions by mode - all modes

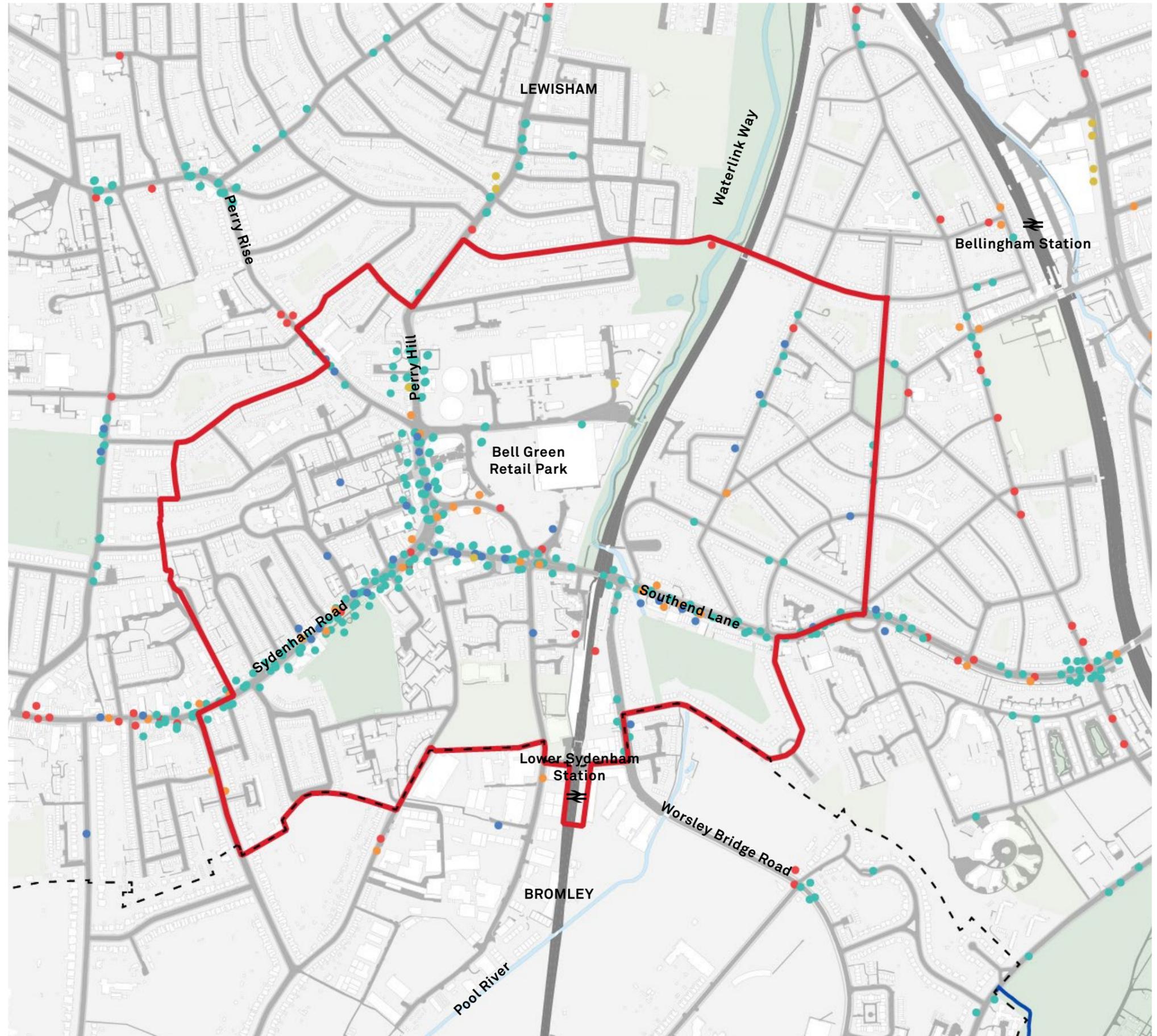
There are a high number of collisions focused around the Bell Green gyratory and major road network, though not especially at the north arm of the gyratory at its centre (Southend Lane)

KEY

- Cycle
- Motorbike / scooter
- Car
- Bus or coach
- Goods vehicle
- Core study area
- Borough boundary

\*Collisions between 2015 and 2019, of all severities.

N 0 250m

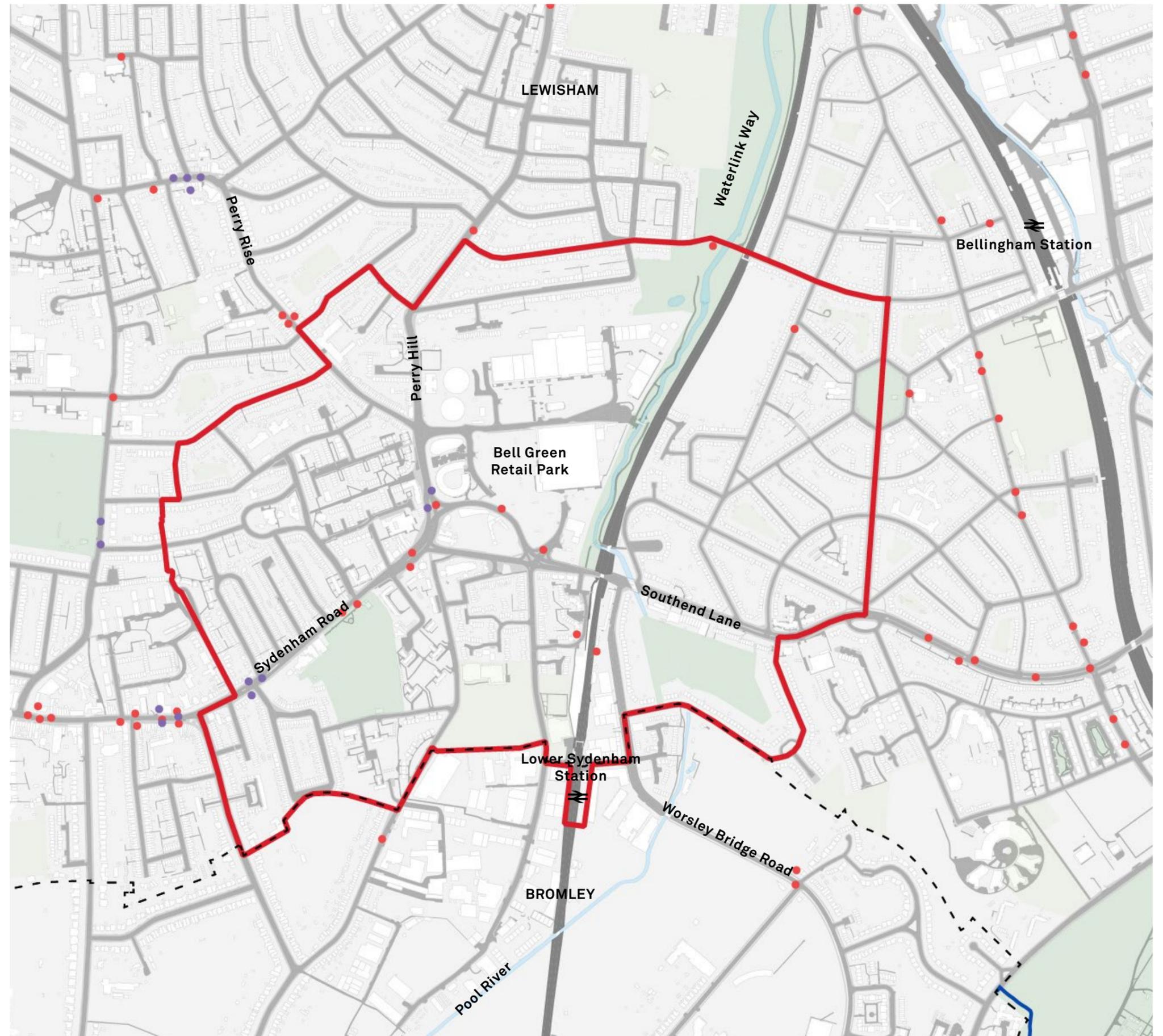


## 2.0 BASELINE ANALYSIS

### Collisions by mode - cyclists and pedestrians

Collisions by mode - cyclists and pedestrians

There are a high number of collisions focused around the Bell Green gyratory and major road network, though not especially at the north arm of the gyratory at its centre (Southend Lane)



#### KEY

- Cycle
- Pedestrians
- Core study area
- Borough boundary

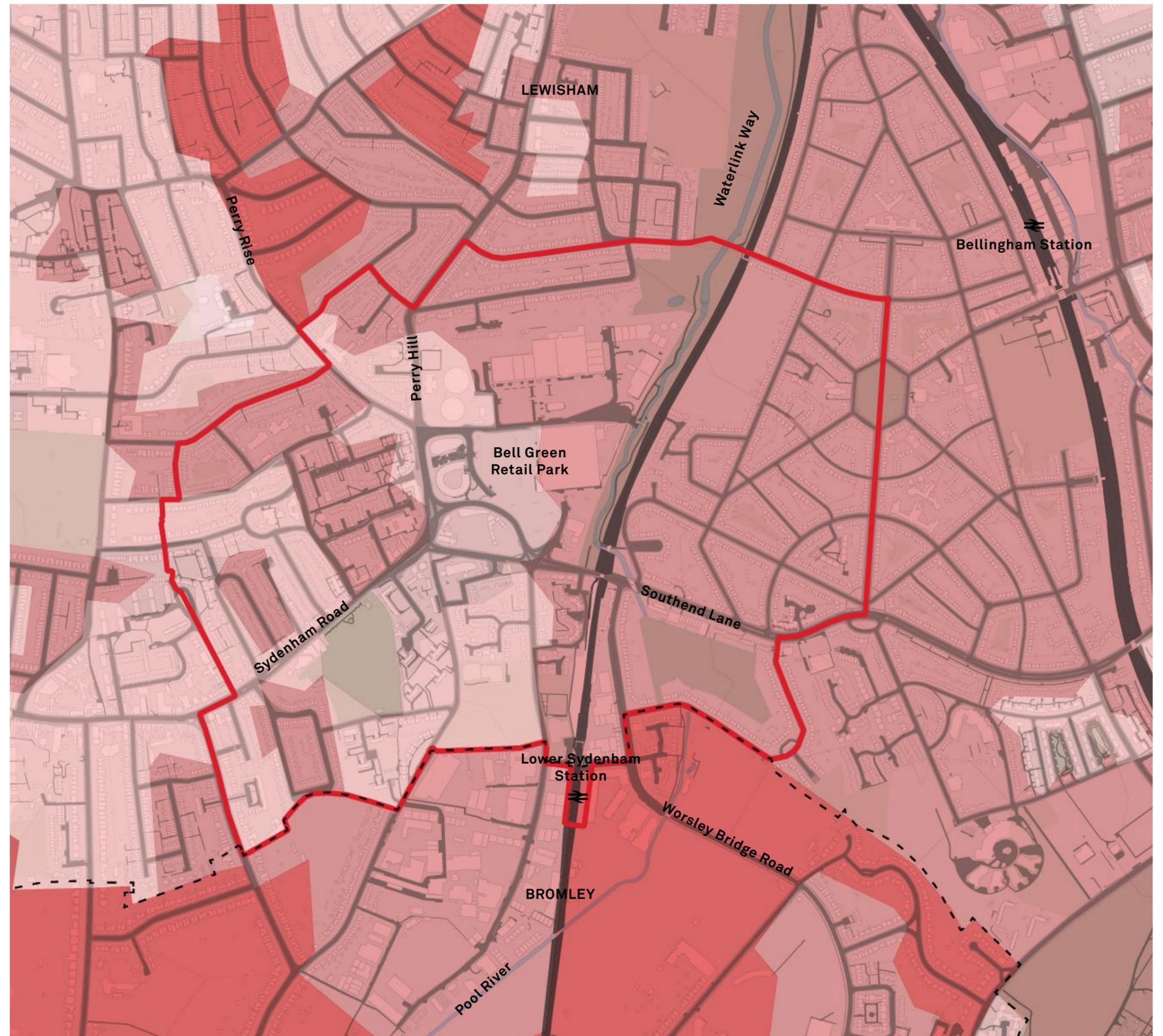
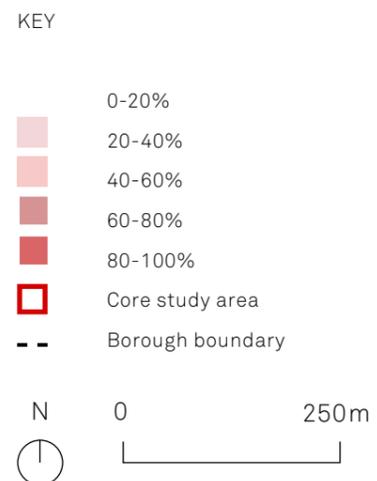
\*Collisions between 2015 and 2019, of all severities.



## 2.0 BASELINE ANALYSIS

% households with car access

Source: Transport Classification of Londoners (TCoL), TfL



## 2.0 BASELINE ANALYSIS

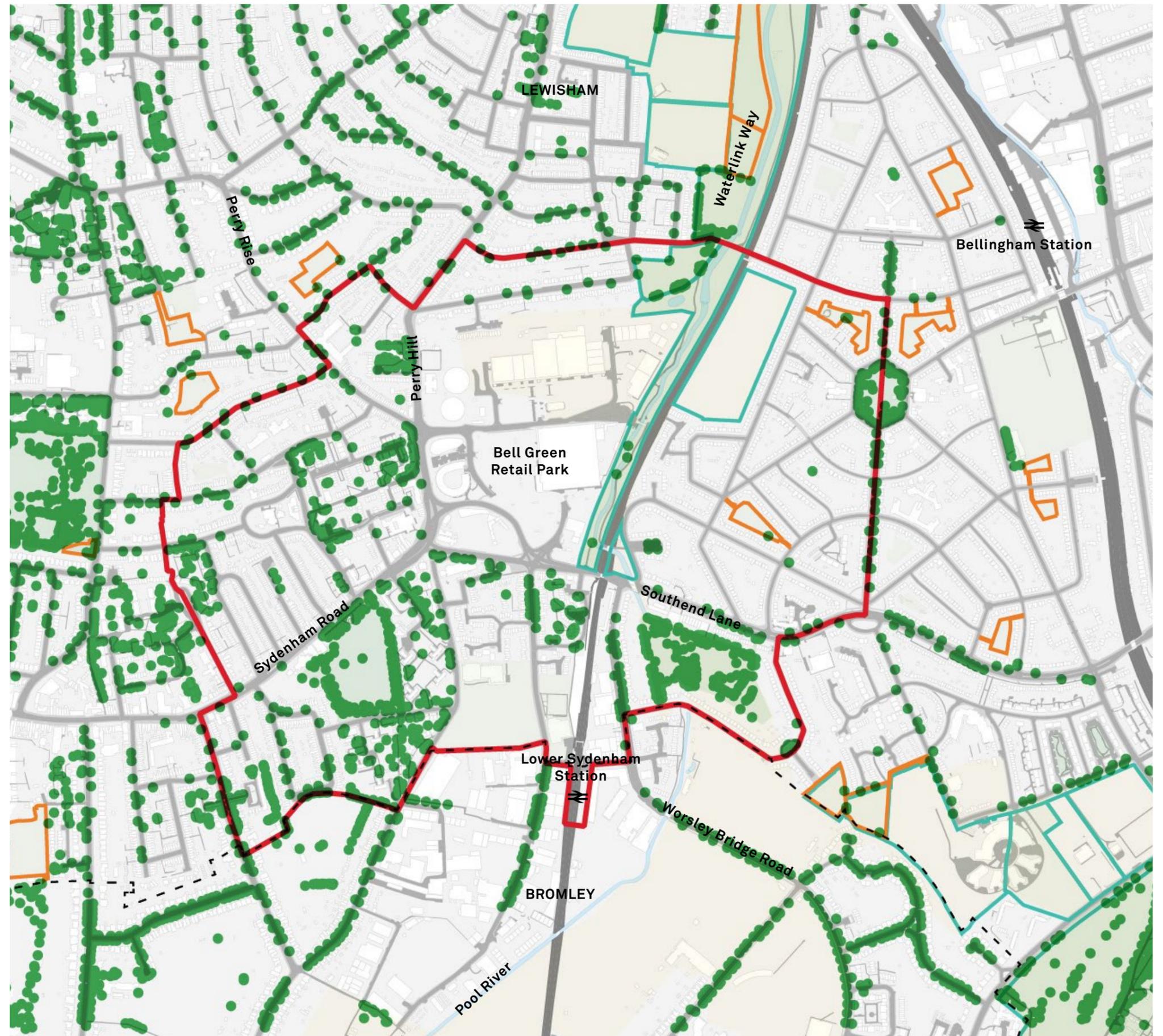
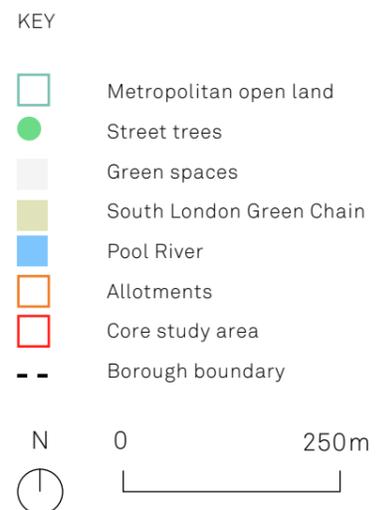
### GREEN SPACES AND STREET TREES

Green spaces and street trees

Good access to green open space exists along the Pool River, however, it becomes disconnected at Southend Lane heading further south

Green along Pool River within site designated MOL

Surprising lack of street trees to the east within Bellingham Estate



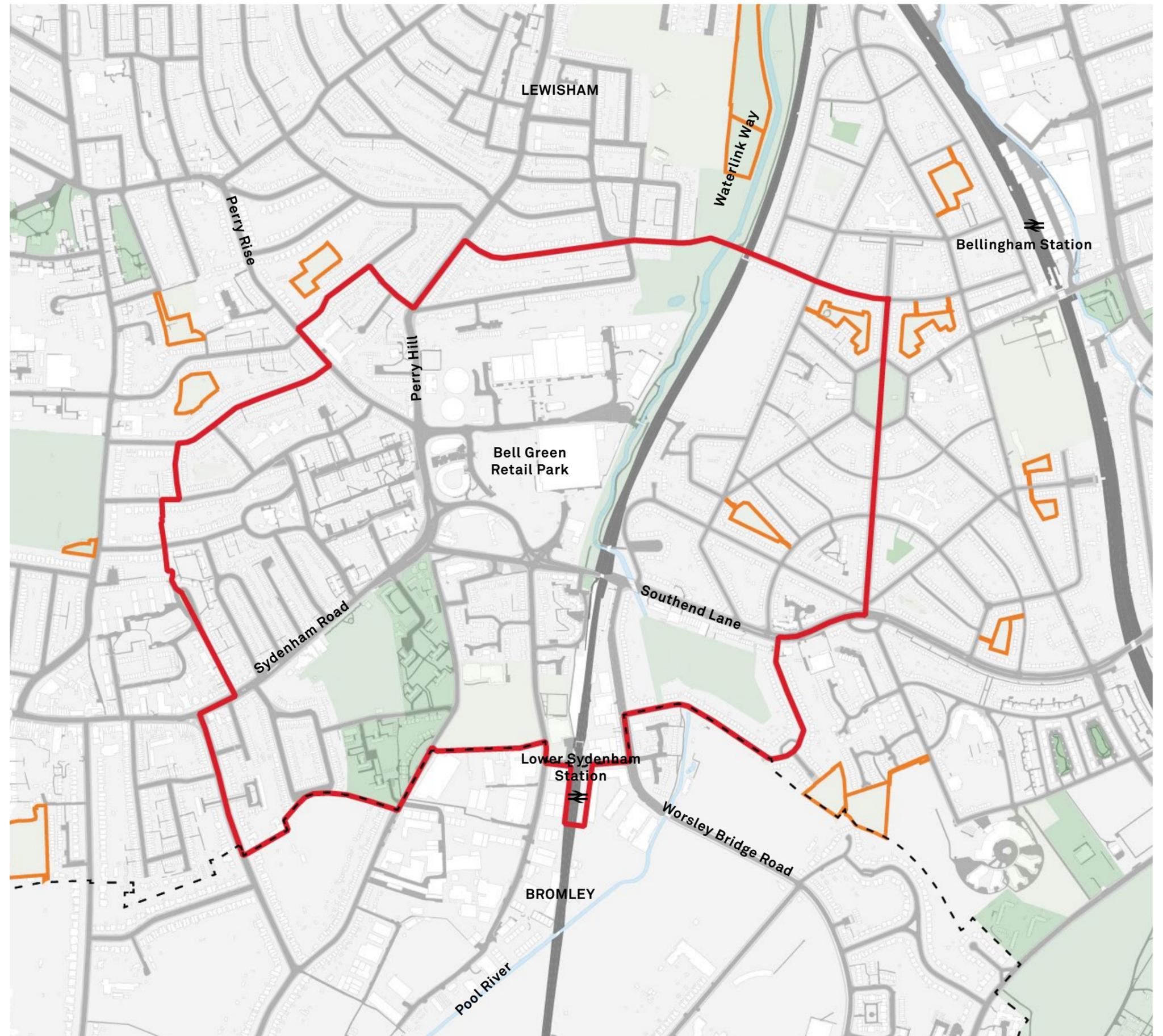
## 2.0 BASELINE ANALYSIS

### Public realm and amenity

### Public realm and amenity

Allotments and big verge areas are prominent within the Bellingham Estate, with allotments and green tracks to rear gardens a feature of areas around Perry Rise.

The Home Park estate south of Bell Green sits within a huge swath of amenity grassland and car parking



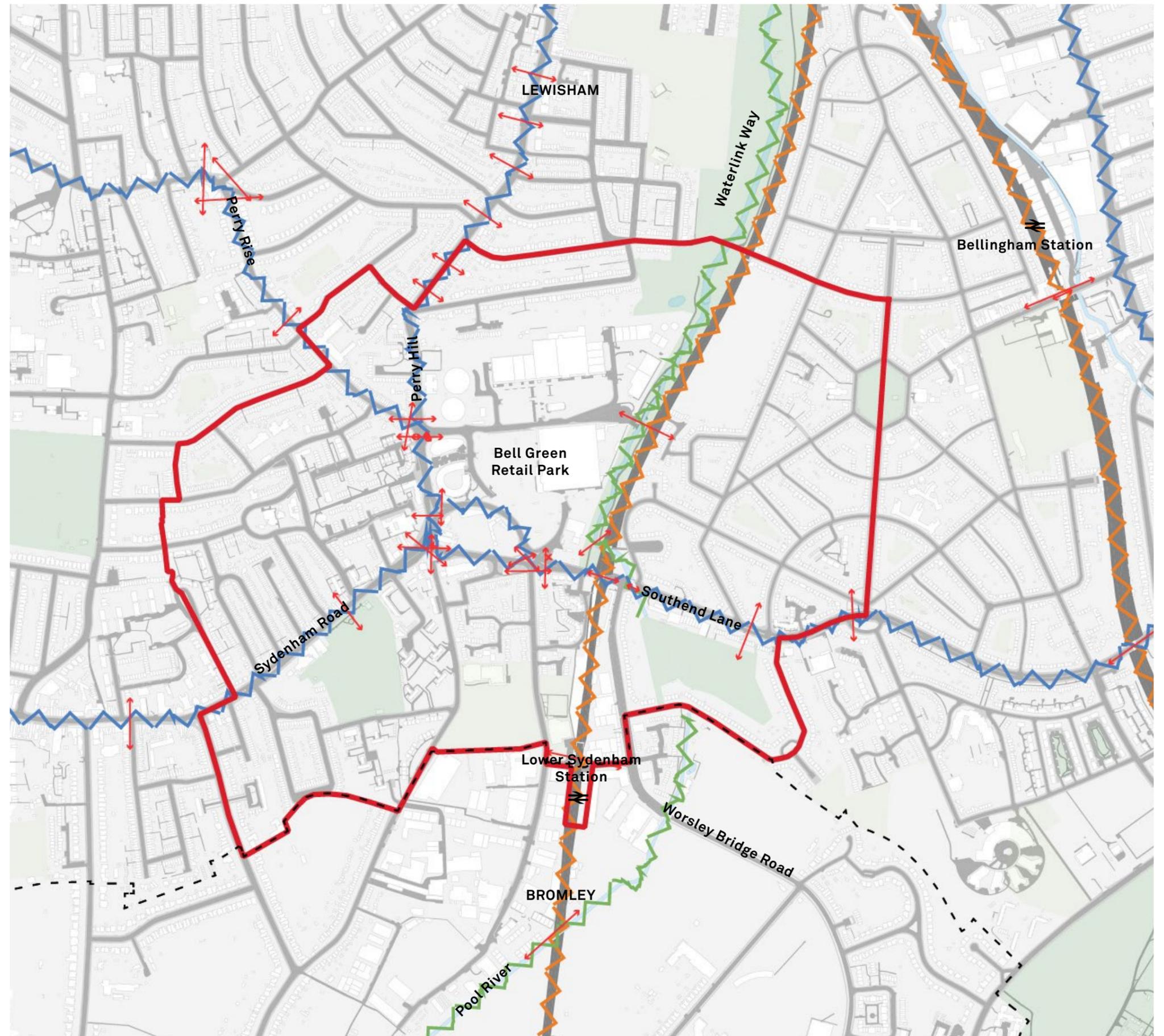
## 2.0 BASELINE ANALYSIS

### Severance and connections

### Severance and connections

Again, the primary road network is the predominant cause of severance in the area, with rail and river also factors.

Given the above, the river walking/cycling route does offer good n/s connections above Southend Lane, however, this is significantly restricted south of here and for those travelling e/w



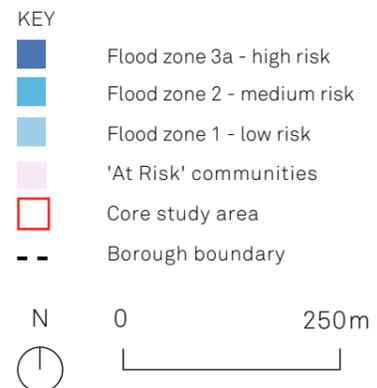
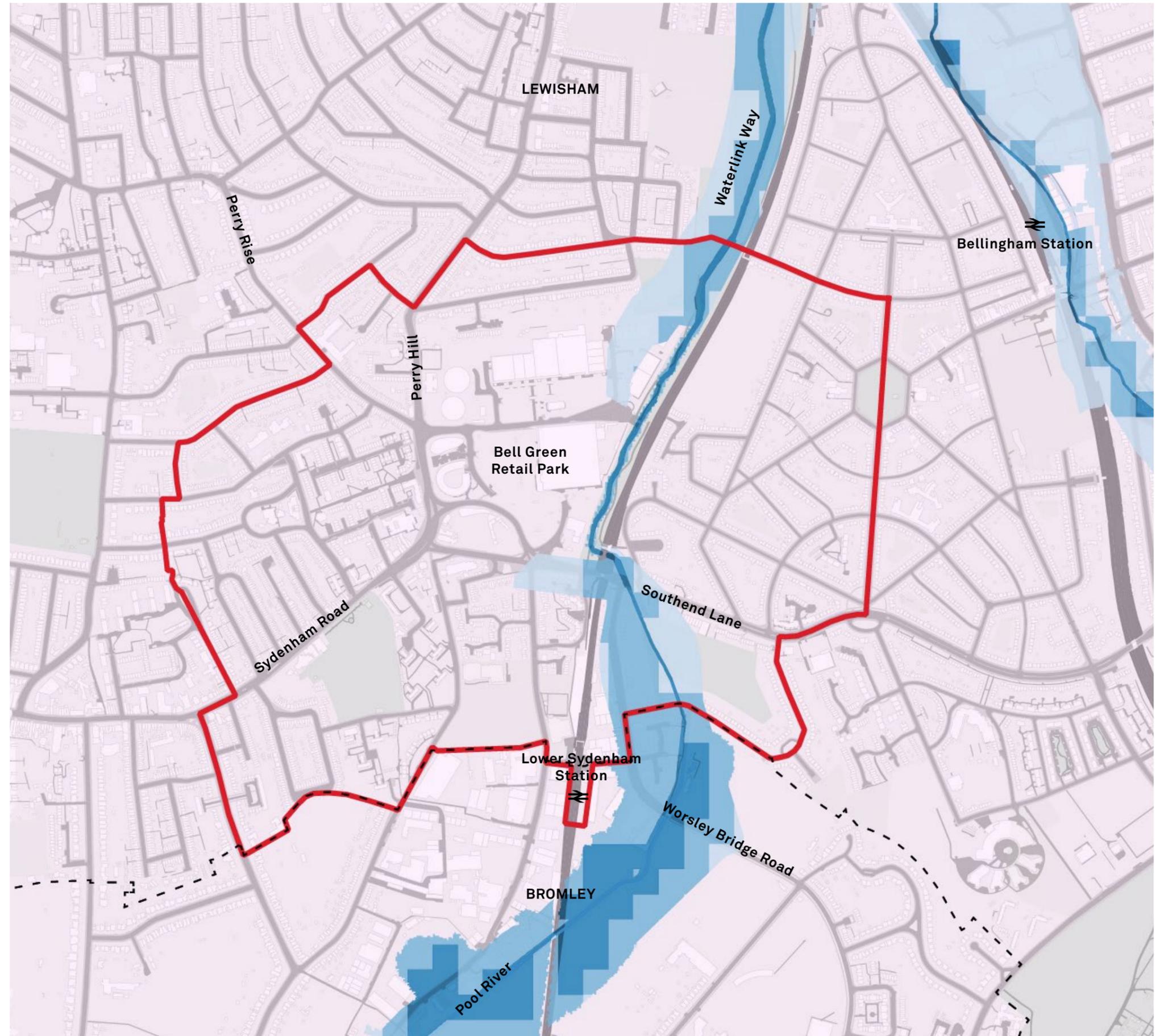
## 2.0 BASELINE ANALYSIS

### Flood Zones

### Flood Zones

Unsurprisingly flood risk follows the Pool River and Revensbourne River.

Where the Pool River is channelised at Bell Green isn't considered an area at risk.

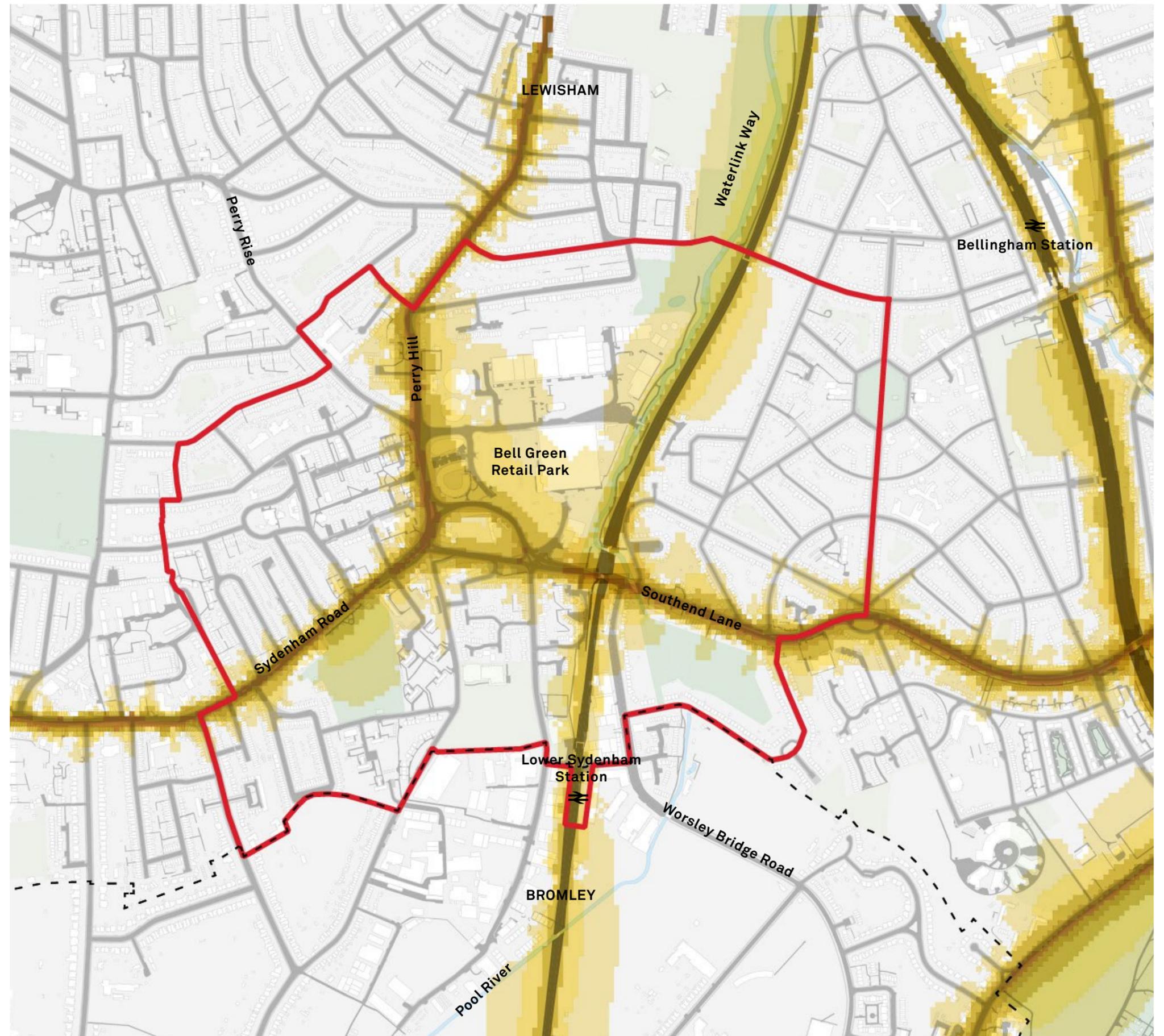
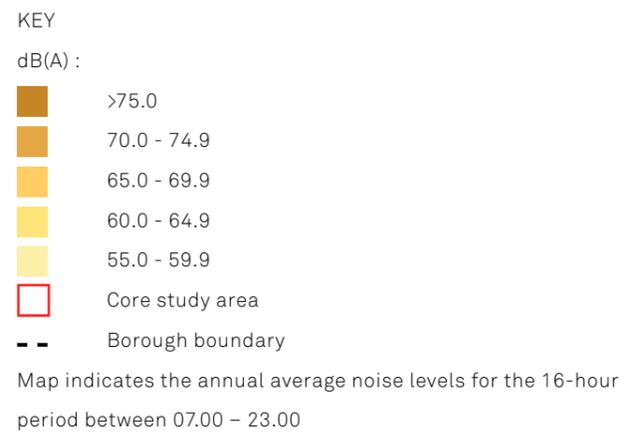


## 2.0 BASELINE ANALYSIS

### Road traffic sound pollution

### Road traffic sound pollution

The road and rail network cause the main noise pollution, to a greater and lesser extent respectively

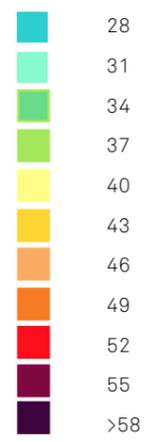


## 2.0 BASELINE ANALYSIS

### Air pollution

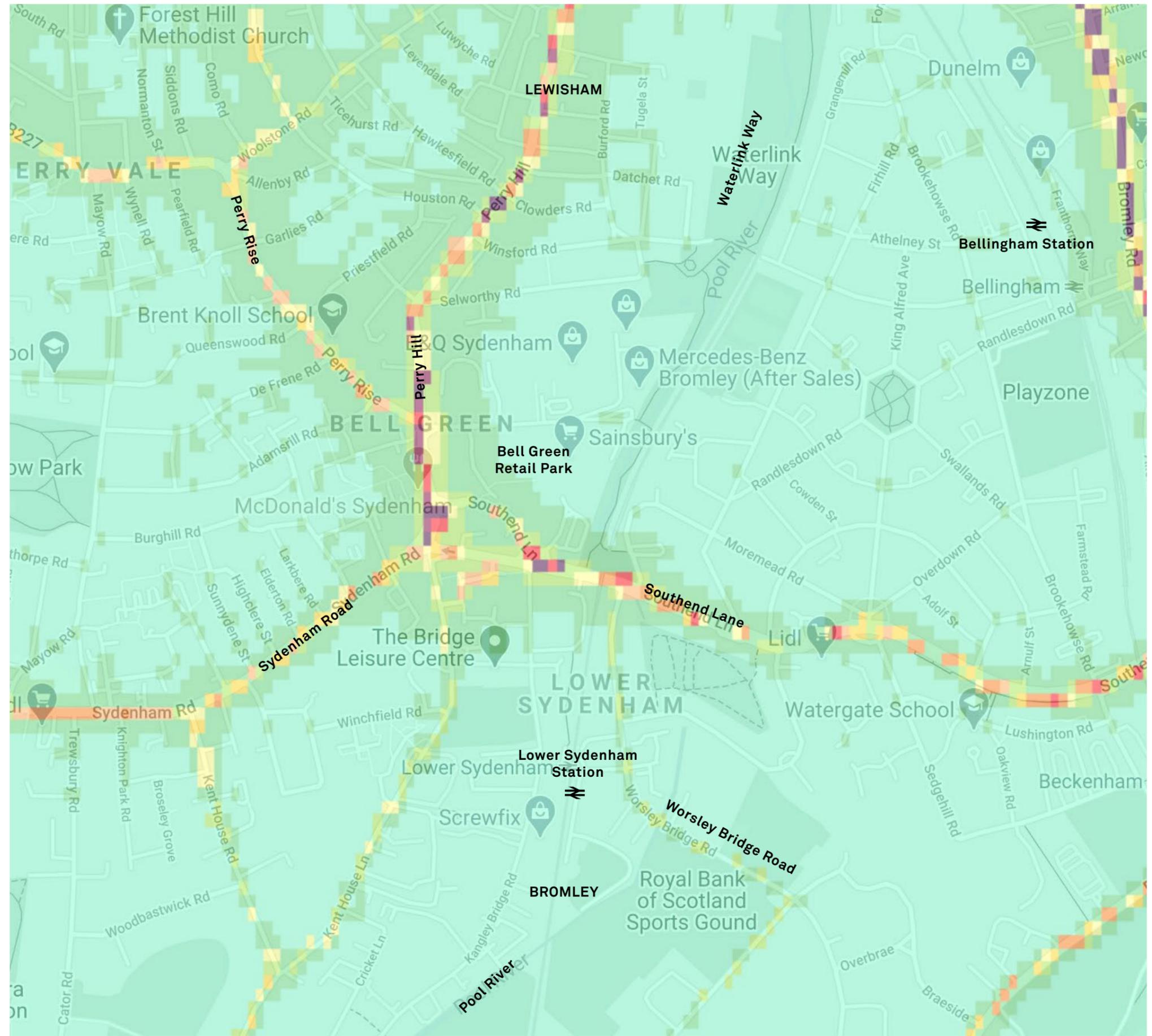
The road network is the main cause of air pollution in the area, concentrated around the Bell green gyratory.

KEY  
NO2 (ug/m3) :



Core study area  
Borough boundary

\* Annual mean NO2 air pollution from 2016-2019 in microgrammes per metre cubed (ug/m3)



## 2.0 BASELINE ANALYSIS

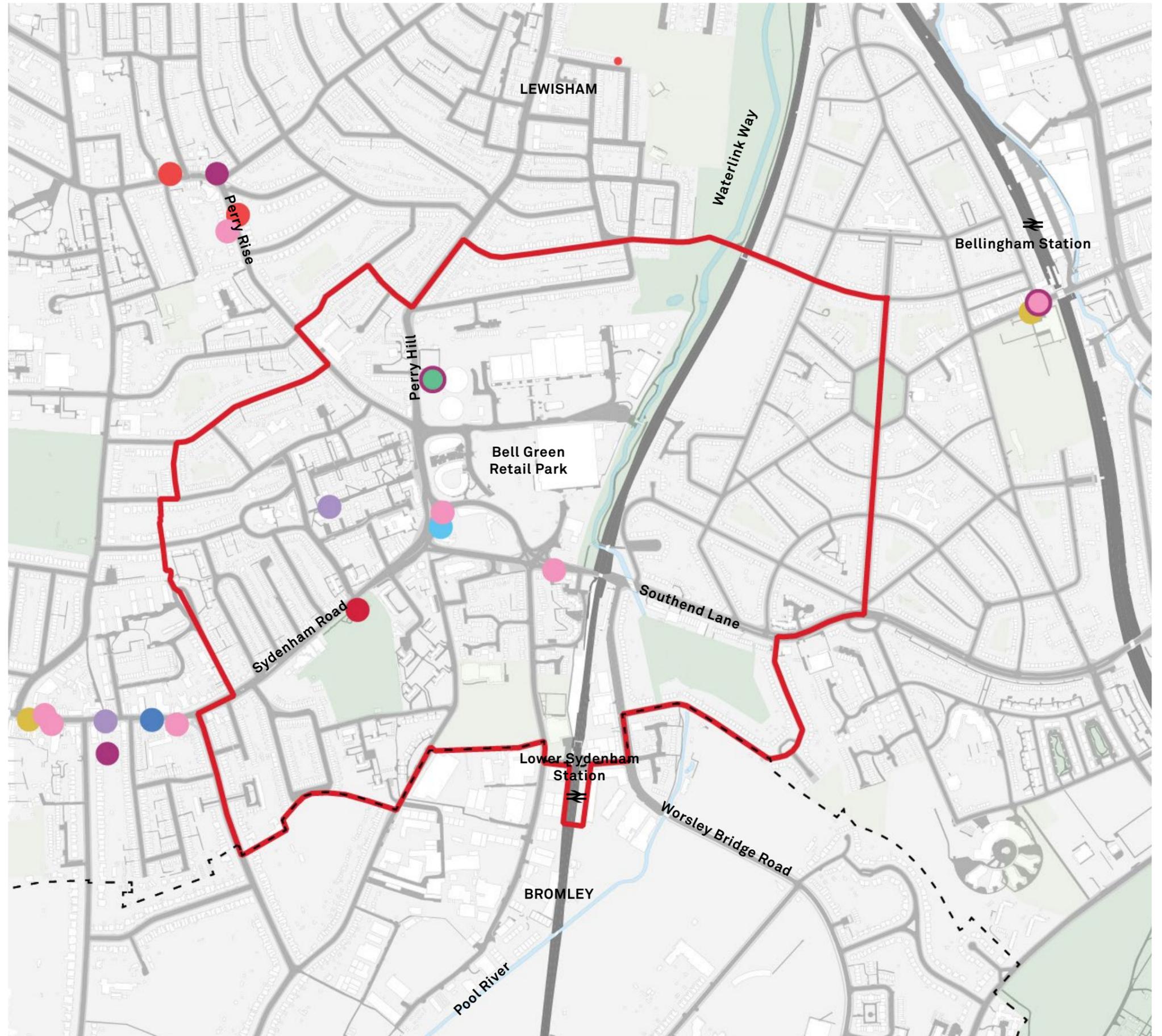
### Destinations: Local cultural infrastructure

### Destinations: Local cultural infrastructure

The cultural offer within the site is limited and dispersed, with small concentrations at Perry Rise and Bellingham and a more significant offer at Sydenham.

The primary existing cultural offer within the site is the community centre, the Livesey Memorial Hall, Champion Hall Community Association, Sydenham Library and the two pubs on the gyratory system, The Bell and the Railway Tavern.

- KEY
- Pubs
    1. The Bell
    2. The Tavern
  - Museums, galleries and art centres
  - Cinemas, theatres and dance venues
  - Music related venues
    3. Tudor Livesey Hall
  - Legal street walls
  - Libraries
    4. Sydenham Library
  - Creative workspaces/studios
  - Community Centres
  - Listed Buildings
  - Core study area
  - Borough boundary



## 2.0 BASELINE ANALYSIS

Crime stats map:  
December - February

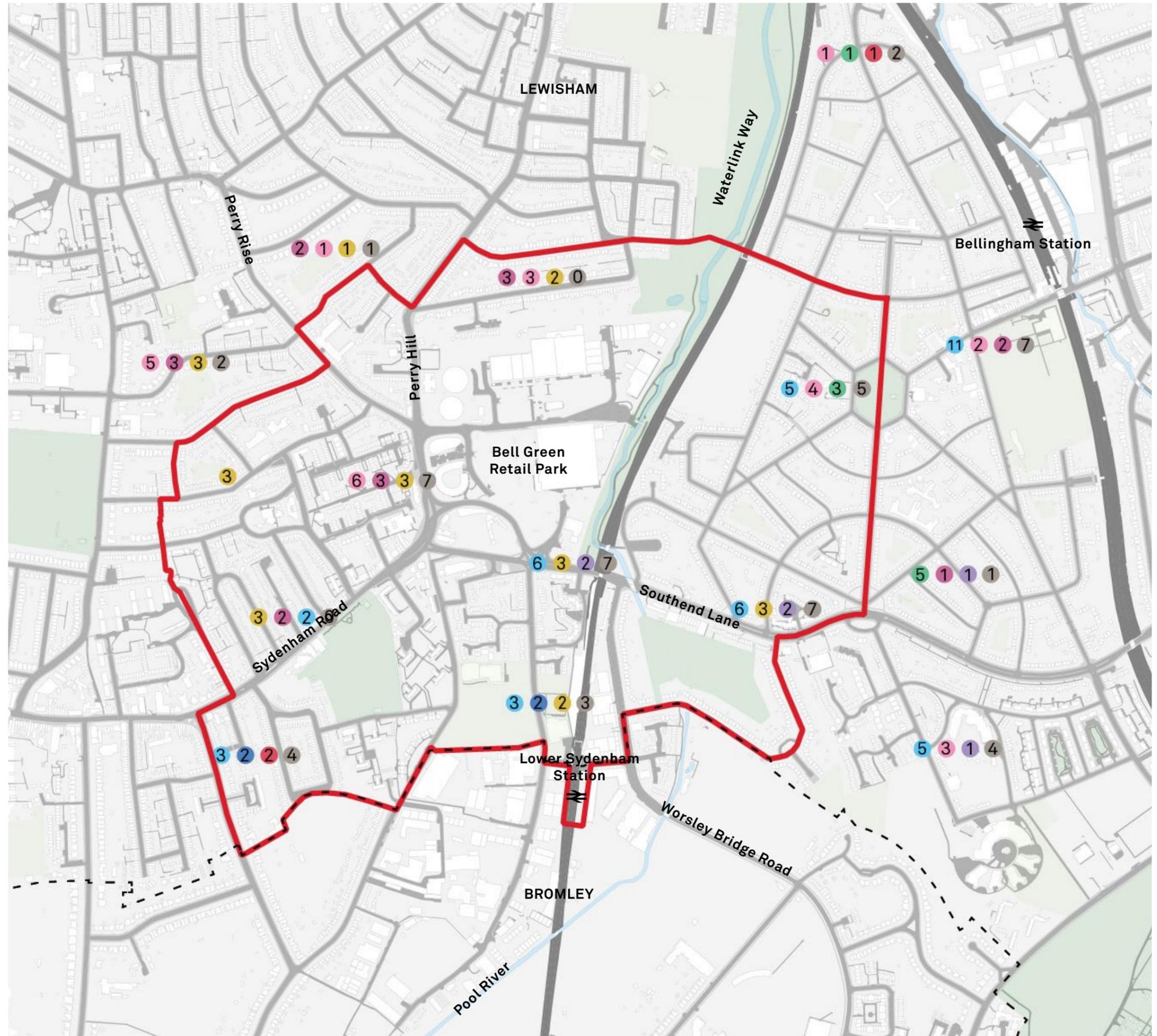
Not unexpectedly high crime rates during normal periods of operation in the area, however, a peak in ASB has been reported around Bell Green Gyrotory during the first Covid-19 Lockdown period (March-May 2020).

### KEY

- Anti-social behaviour
- Violence + sexual offences
- Vehicle crime
- Drug related crime
- Criminal damage + arson
- Shoplifting
- Theft
- Robbery
- Public order
- Burglary
- Other

Source: Met Police, December 2019 - February 2020

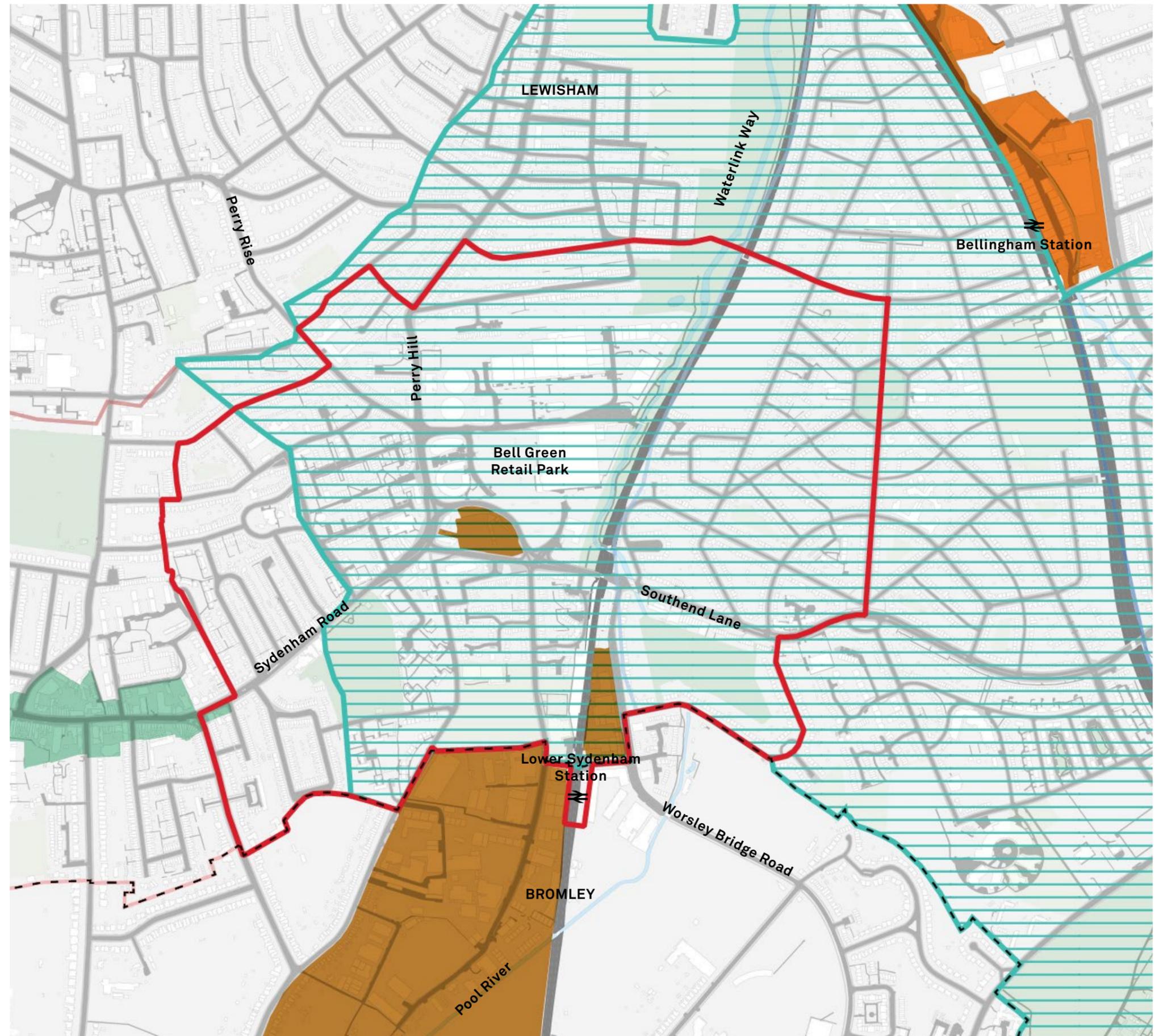
- Core study area
- Borough boundary



## 2.0 BASELINE ANALYSIS

### Development context

Two LSIS sites exist at the centre of Bell Green gyratory and east of Lower Sydenham station. An existing SIL area is designated east of Bellingham Station, beyond the scope of this study.

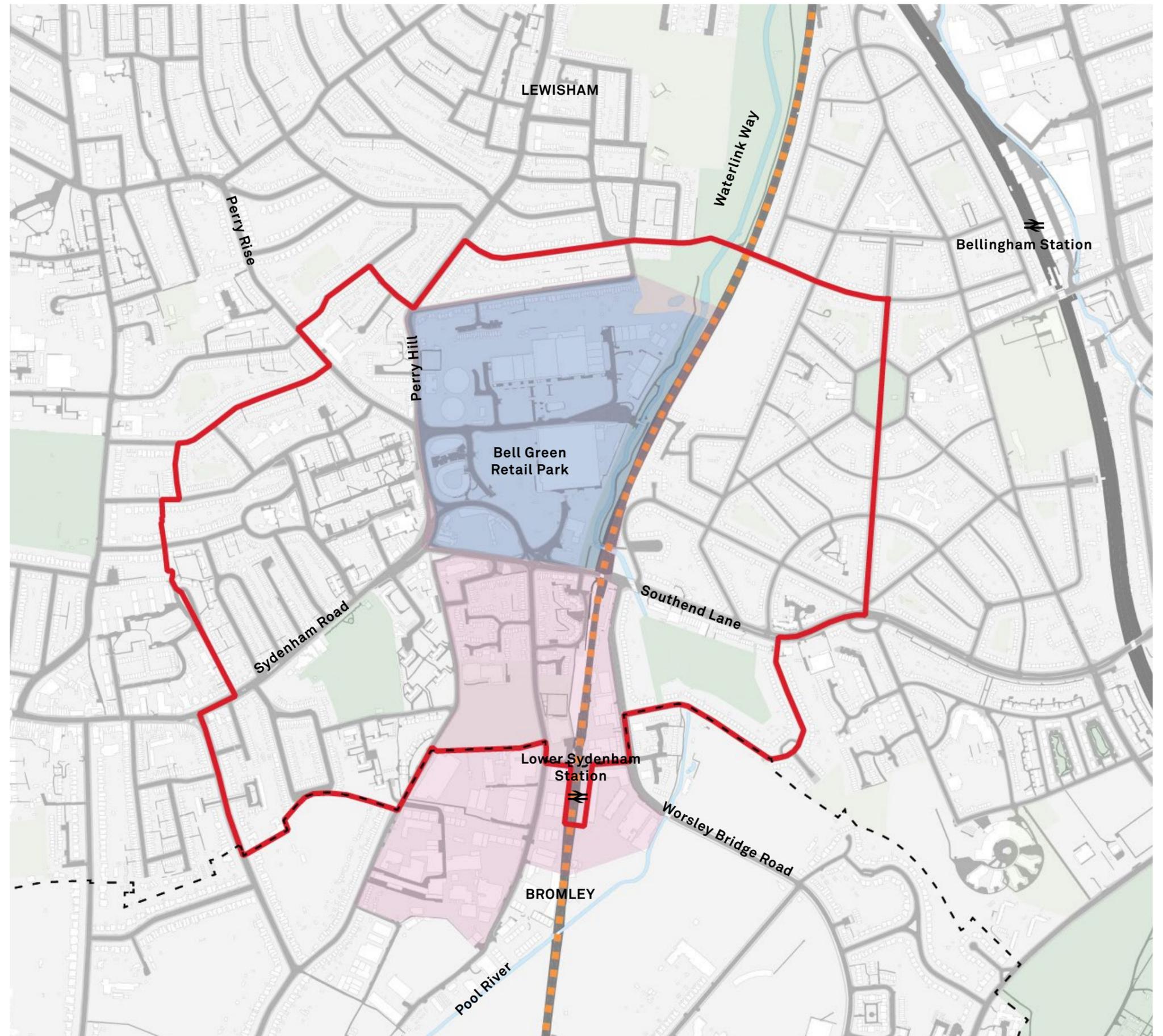


## 2.0 BASELINE ANALYSIS

### Future commercial designations

Bell Green Retail Park is a proposed District Centre as designated in the Local Plan.

- KEY
-  Proposed BLE
  -  Proposed District Town Centre in Local Plan
  -  Proposed Lewisham Opportunity Area in Local Plan
  -  Core study area
  -  Borough boundary

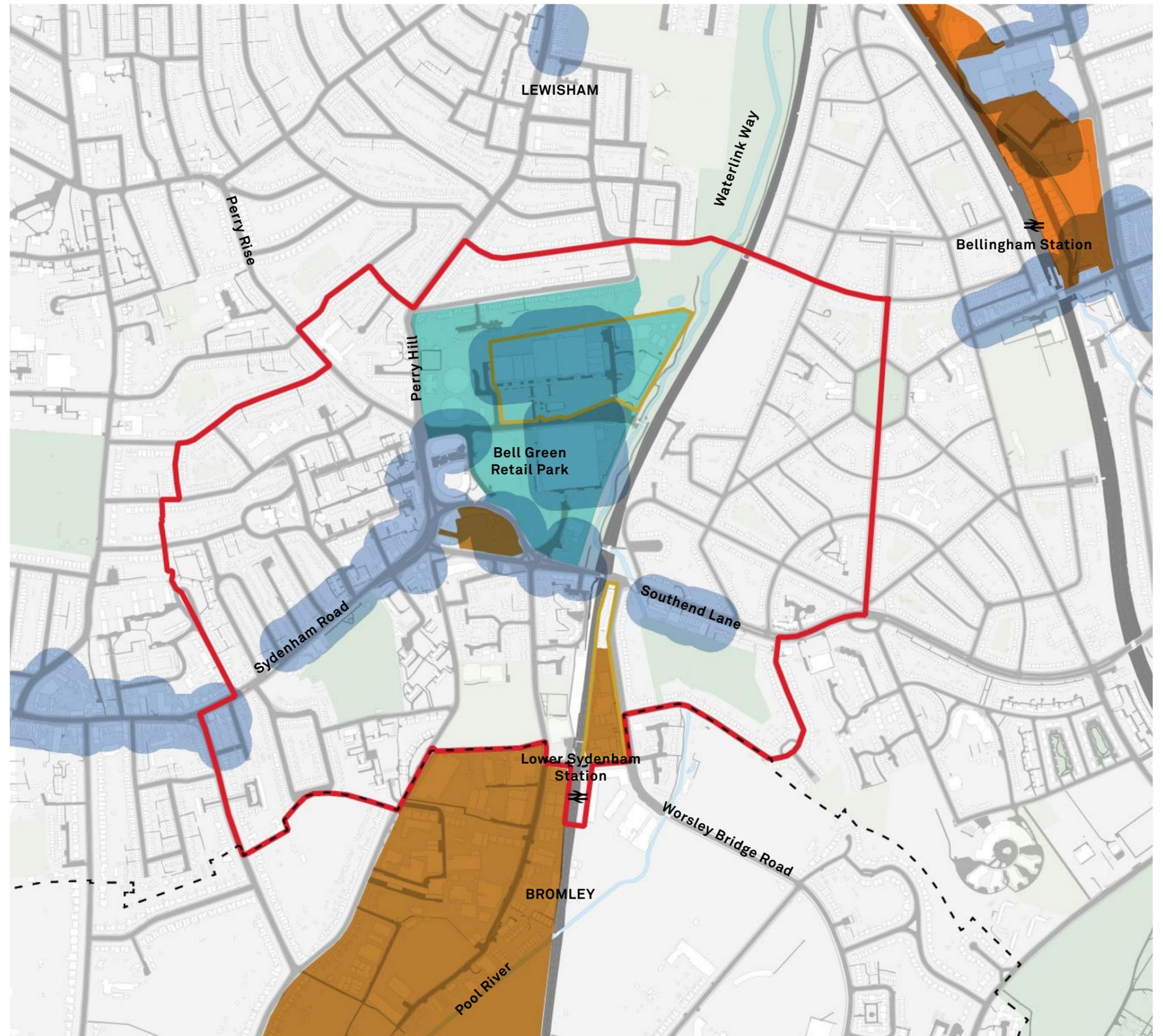


## 2.0 BASELINE ANALYSIS

### Retail designations

### Retail designations

The Bell Green Retail Park is an employment focus of the site alongside the 'Industrial' area east of Lower Sydenham station, with GLA High Street designations picking up a relatively loose grouping of commercial activity along Sydenham Road (within the Core Study Area), at the gyratory and Southend Lane, as well as the retail park.



- KEY
- High street
  - Out-of-centre retail
  - Strategic Industrial location (SIL)
  - Locally Significant Industrial Sites
  - Defined employment areas
  - Core study area
  - Borough boundary



## 2.0 BASELINE ANALYSIS

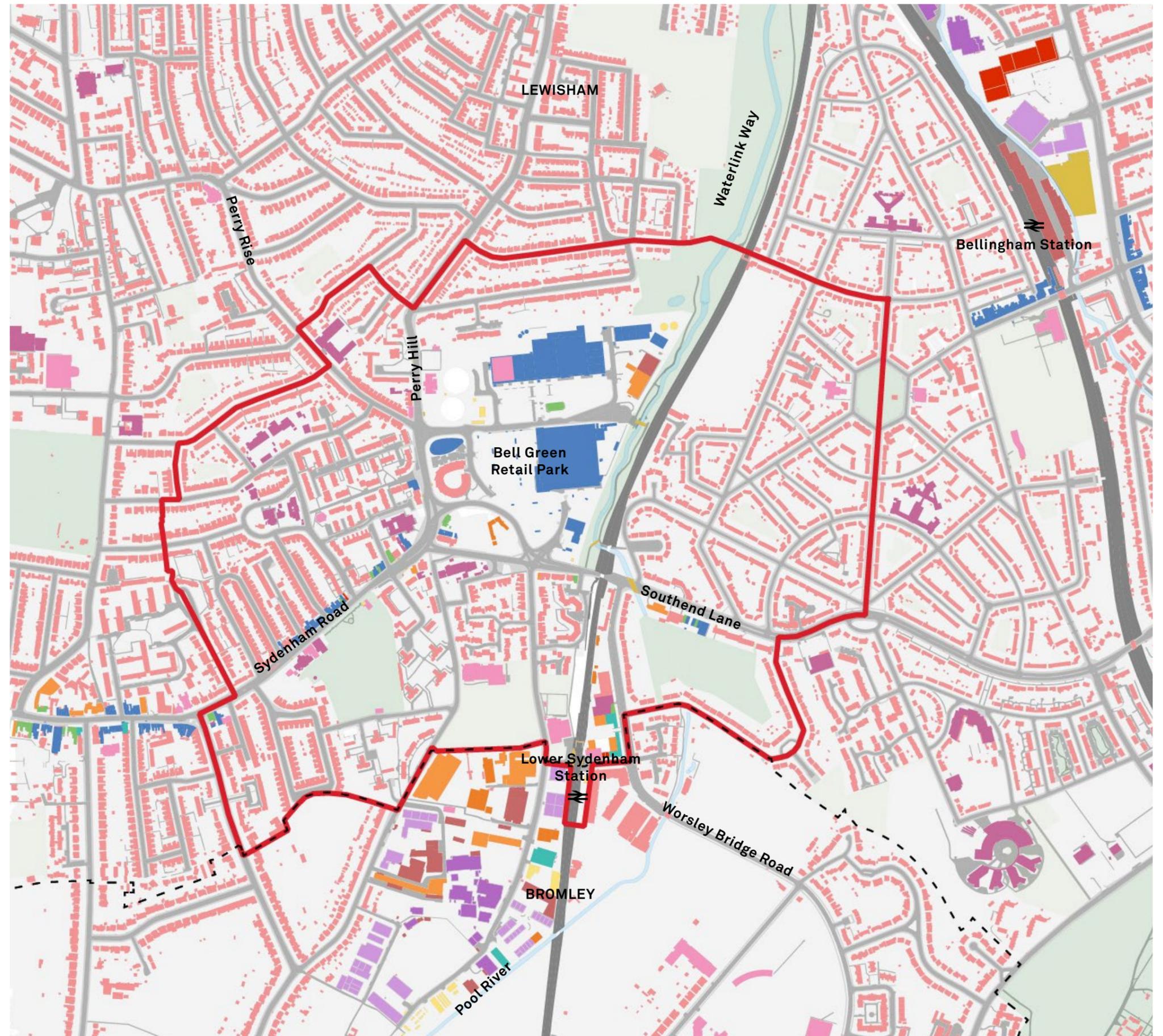
### Land use - Simplified SIC codes

Land use - Simplified SIC codes

Unsurprisingly the retail park shows-up as a prominent retail focus with some industrial uses to the n/e. There is a smattering of retail and F&B uses meeting Sydenham Road and at Southend Lane.

An unusual group of Service businesses exist within the industrial area by the station.

- KEY
- Manufacturing
  - Utilities
  - Vehicle sale, repair + hire
  - Construction
  - Wholesale
  - Retail
  - Transportation + logistics
  - Services
  - Food + beverage
  - Leisure + faith
  - Education, Library + Medical
  - Residential
  - Vacant
  - Core study area
  - Borough boundary

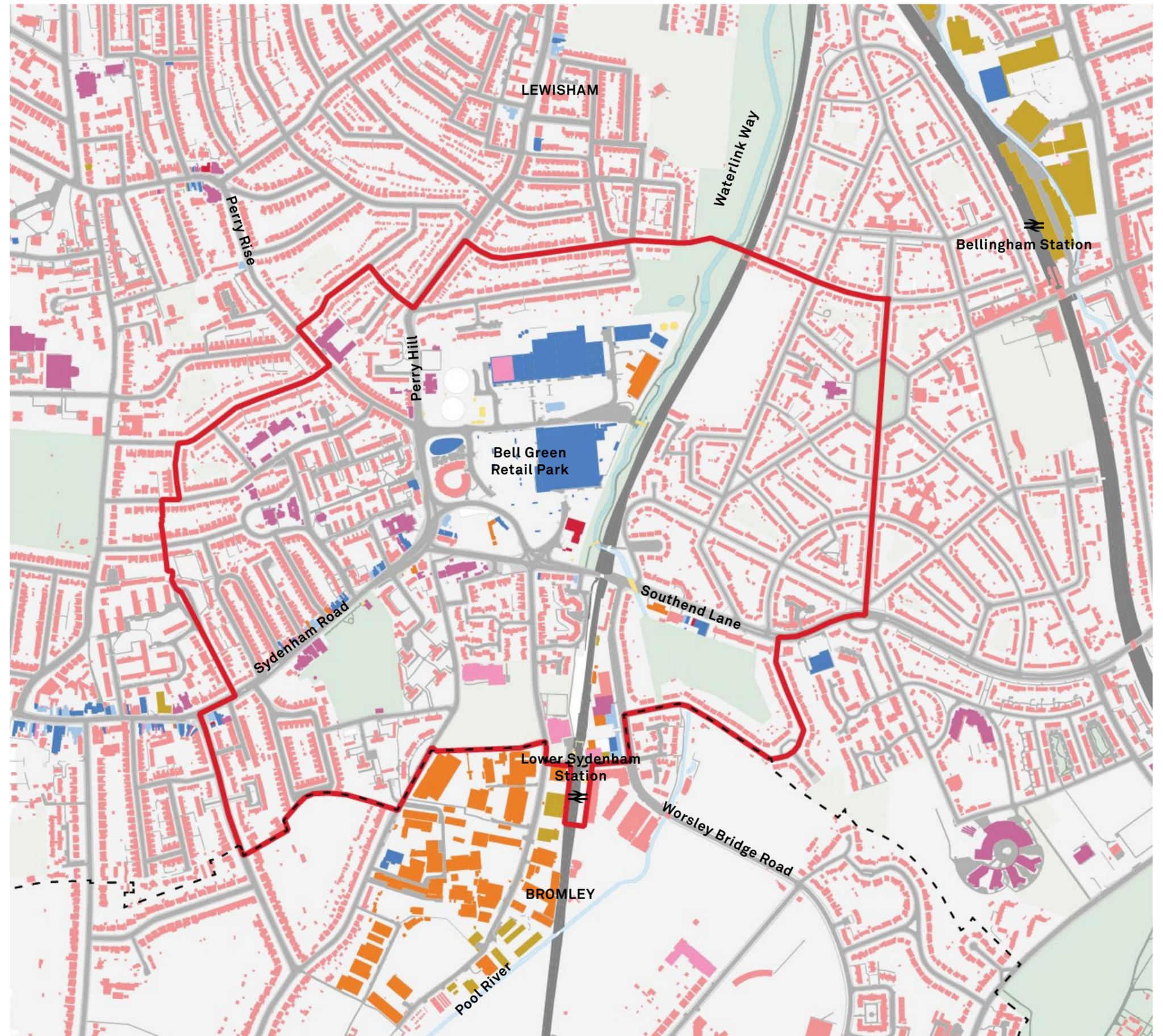
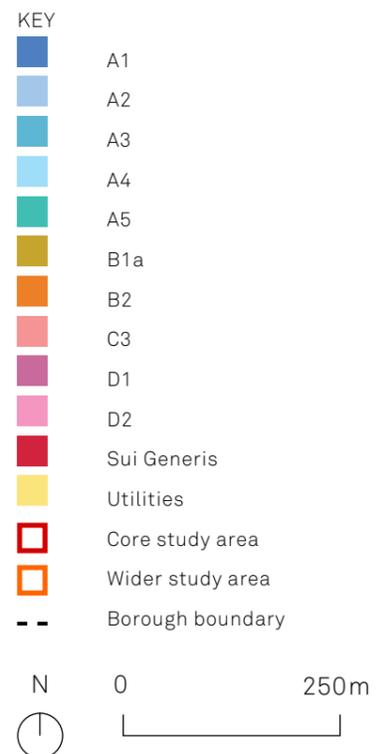


## 2.0 BASELINE ANALYSIS

### Land use - Planning use classes

Land use - Planning use classes

Categorising by Planning use Classes gives a perspective of the site using a slightly different lens.

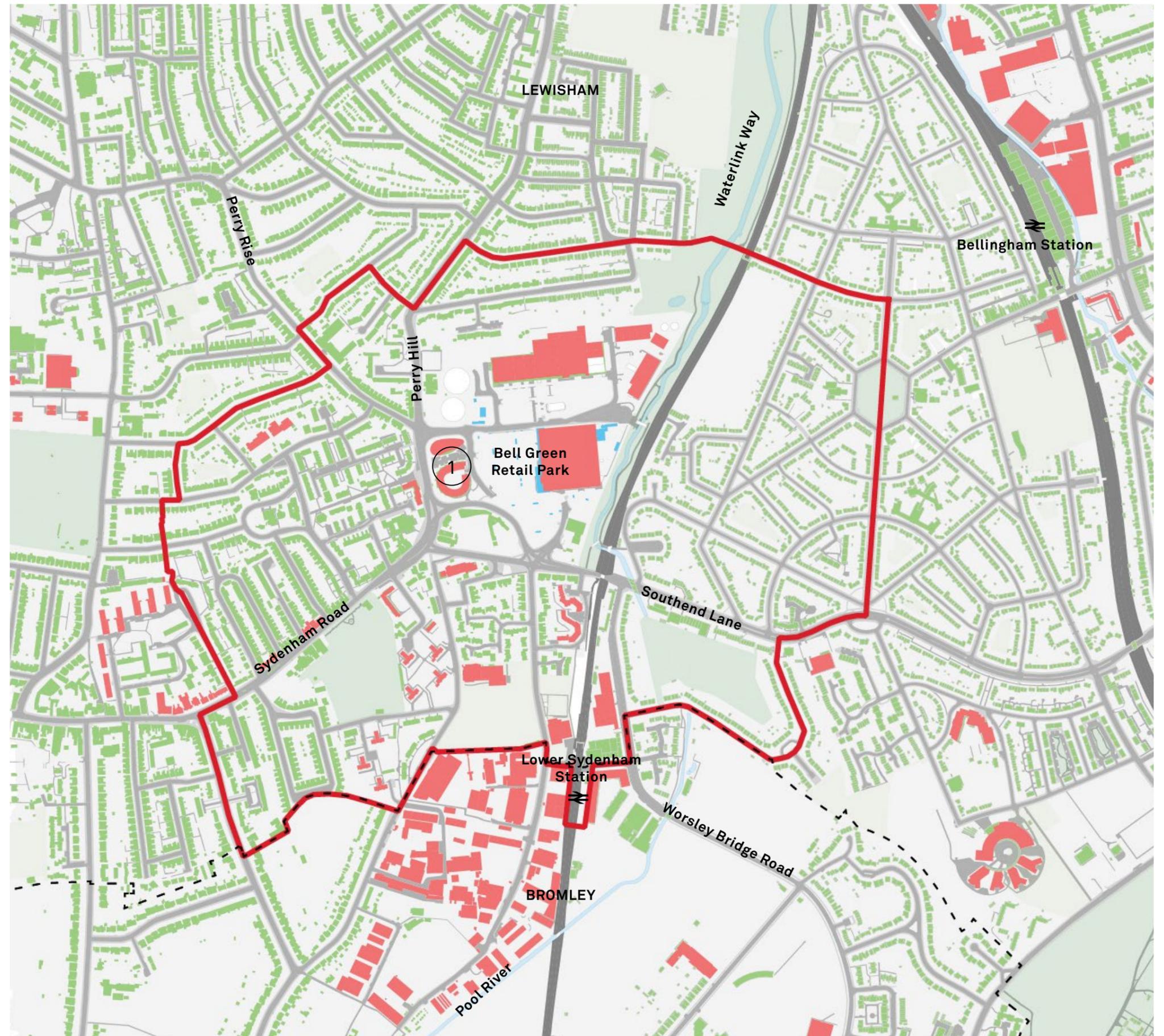


## 2.0 BASELINE ANALYSIS

### Building heights

### Building heights

The area is predominantly dominated by housing below 3 storeys, with some estate and institutional buildings rising above. Otherwise the retail and industrial sites boast taller buildings for those purposes, however, these mostly operate from a single ground floor area. An exception is the Gas Works Phase III development (1), which reaches 8 storeys at its highest.



- KEY
- 1 storey, or equivalent\*
  - 2-3 storey, or equivalent\*
  - 4+ storey, or equivalent\*
  - Core study area
  - Borough boundary

\*Equivalent height per storey of 3m

N 0 250m

## 2.0 BASELINE ANALYSIS

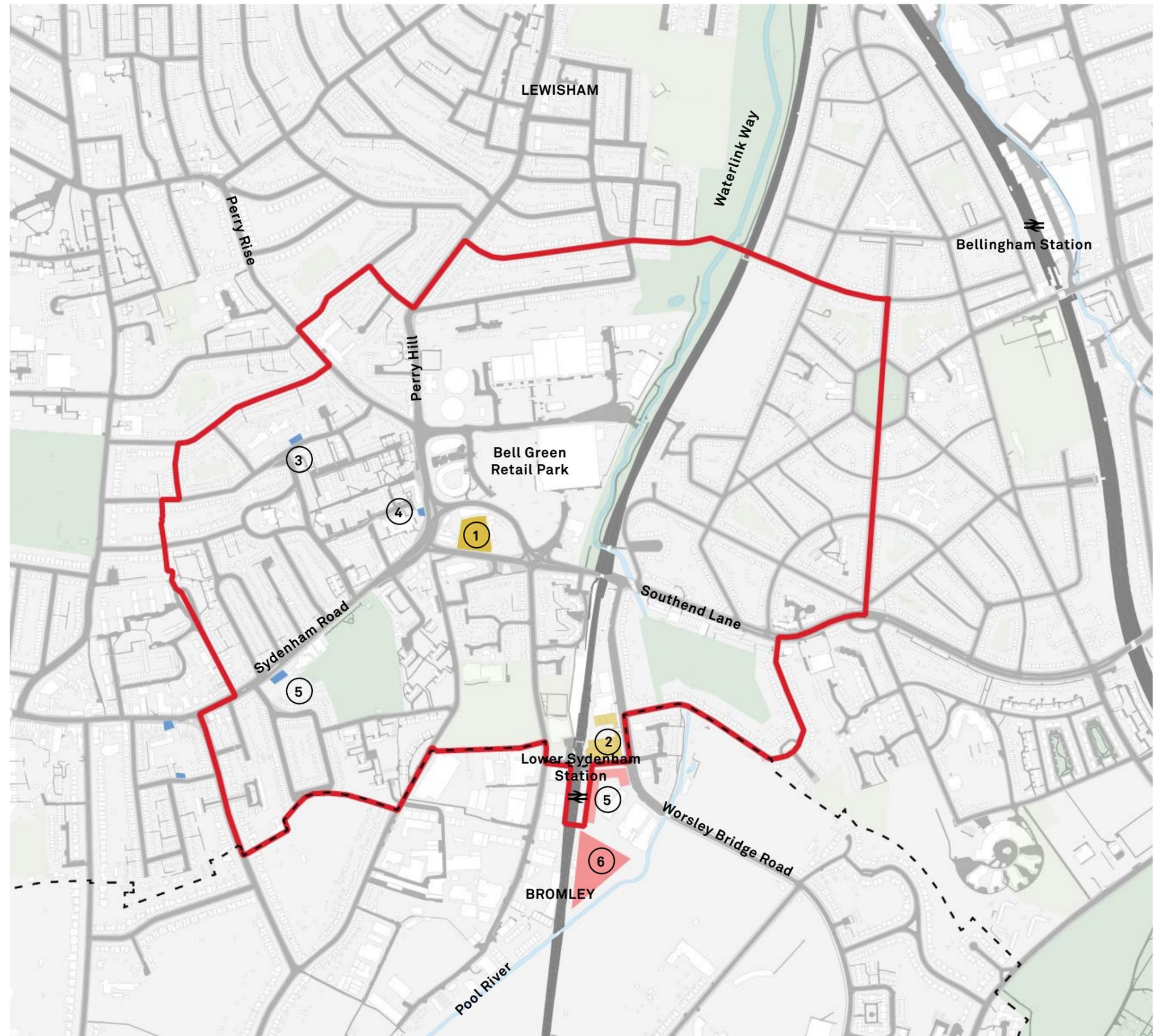
### PLANNING APPLICATIONS

#### Planning applications

A relatively low number of planning applications exist around the study area with a smaller concentration of recent and ongoing development to the south-east of Lower Sydenham station within LB Bromley of mixed use and residential units.

A medium size recent development has been the new self-storage operation developed at the centre of the gyratory.

- KEY
- Planning - Industrial
    1. Stanton Square - Construction of self storage facility, ancillary buildings and employee provisions.
    2. Kangley Bridge - Construction of builders merchants
  - Planning - Medium residential
    3. 3/4 storey residential building, providing 25 units
    4. 6/7/8 storey residential building, providing 23 units
    5. Demolition of school building, construction of 3/4/5 storey building, providing 59 units
  - Planning - Major residential
    6. 5-9 storey residential scheme, providing 159 units
    7. 4-11 storey residential scheme
  - Core study area
  - Borough boundary
- \* Planning applications approved or in planning, as of 07/08/20

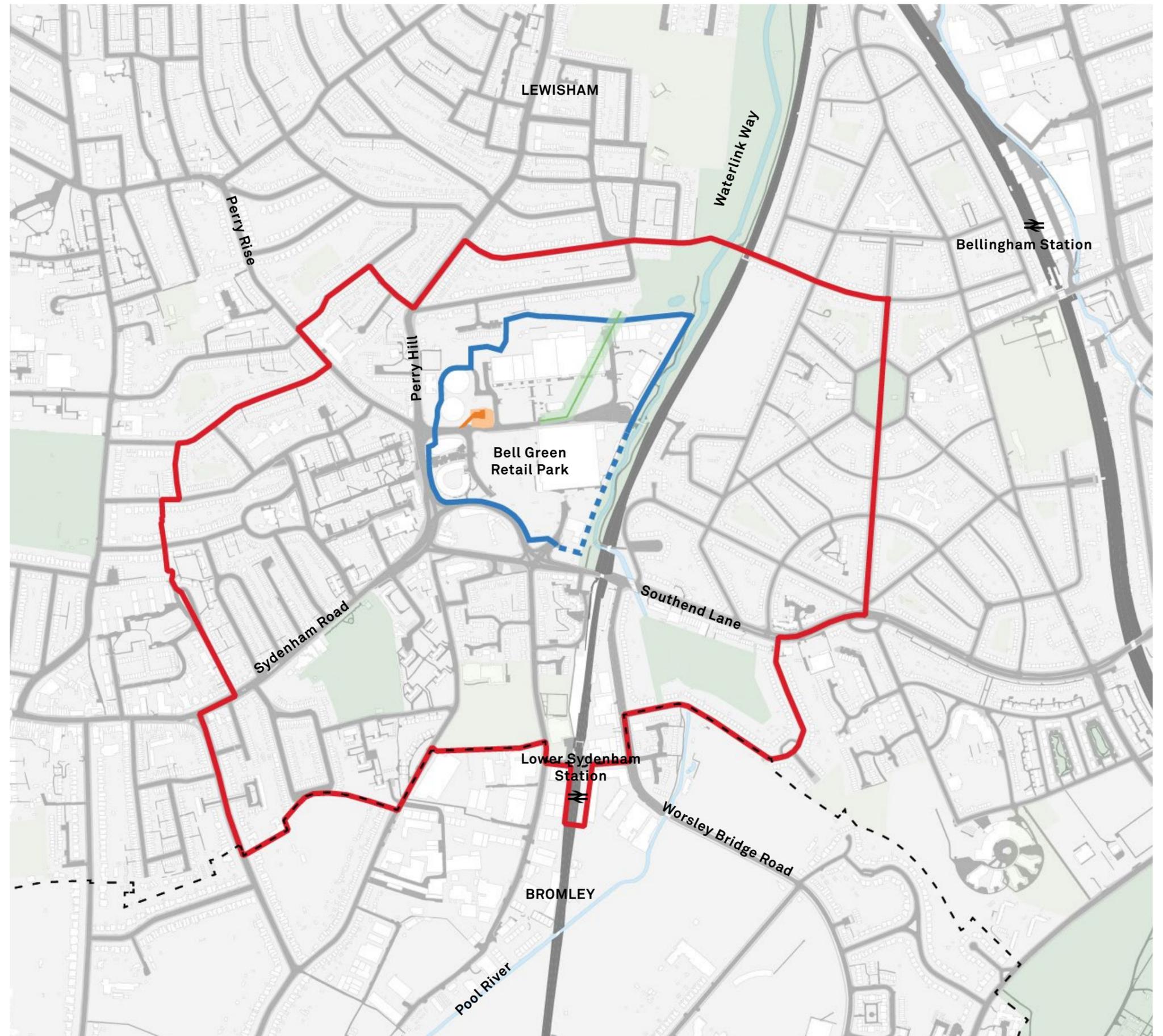
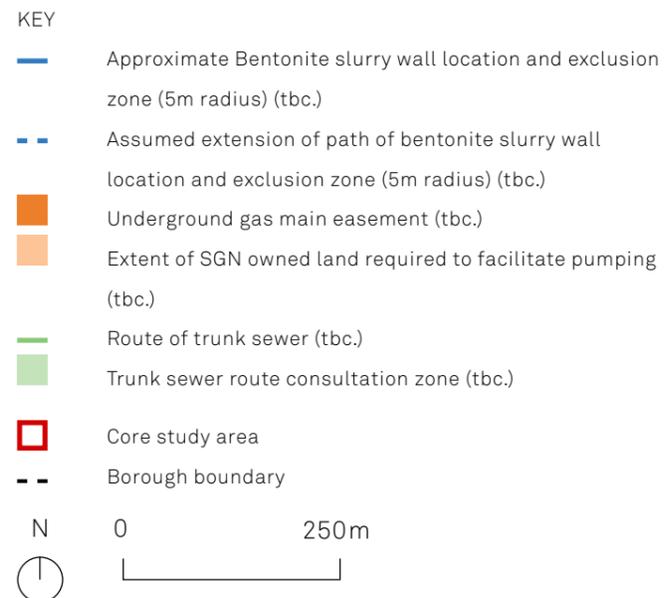


## 2.0 BASELINE ANALYSIS

### ANALYSIS

#### Development constraints

Shown is a early mapping of selected known constraints to development within the central area of the site.



3.0  
OPPORTUNITIES/  
CONSTRAINTS



Existing station entrance  
and forecourt, Lower  
Sydenham (from west side)

3.0  
OPPORTUNITIES/  
CONSTRAINTS

Themes



### 3.0 OPPORTUNITIES/ CONSTRAINTS

Maximise opportunities of  
BLE

Maximise opportunities of BLE	
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Uncertainty around the arrival of the BLE and long timeframe makes piecemeal development potentially a more attractive prospect with some recent development already having taken place</li> <li>• The large Sainsbury's and Retail Park sites at the centre of the study area and critical to its redevelopment potential were not submitted as part of the 'call for sites' process towards the new Local Plan</li> <li>• The over-dominant highway network and lack of streetside activity mean that the site is currently a poor piece of city</li> <li>• Relocating the existing South Sydenham Station north to a proposed new location would have a significant impact on MOL, the River Pool and the existing Waterlink Way walking and cycling route</li> <li>• Over-reliance on the proposed BLE could limit support for other interventions required to improve the area, especially relating to the transport network and public realm</li> </ul>
<b>Opportunities</b>	<ul style="list-style-type: none"> <li>• Potential for c.4,100 new homes and 9,200 additional residents across the study area</li> <li>• Potential for c.3,310 new jobs across the study area to converge with average jobs capacity in Outer London taking into account expected population growth</li> <li>• The majority of the study area sits within a designated Strategic Area of Regeneration</li> <li>• The out-of-town style shopping area at the centre of the study area represents inefficient land use and has good potential for intensification</li> <li>• The arrival of the BLE would dramatically improve transport accessibility, thus making higher density development more attractive</li> <li>• BLE would enable fast and frequent services to central London and Lewisham town centre and add much required capacity</li> <li>• Part of the primary development site at the centre of the study area is a proposed District Centre as designated in the Local Plan</li> <li>• Opportunity to relocate the station closer to the proposed Bell Green town centre and retail areas as part of the BLE would facilitate wider catchment encompassing more existing of the existing residential areas as well as new areas of development</li> <li>• The potential relocation of the station provides the opportunity for much improved access and interchange between other sustainable transport modes including local bus services, walking and cycling</li> <li>• Potential to reorganise bus services to ensure better coverage and frequency, especially as part of interchange and infrastructure development opportunities</li> <li>• The potential relocation of the station would create a more visible and navigable access from key routes with a focus on walking and cycling</li> </ul>

### 3.0 OPPORTUNITIES/ CONSTRAINTS

Deliver substantial new housing

Deliver substantial new housing	
<b>Constraints</b>	<ul style="list-style-type: none"> <li>•</li> <li>• The lack of a vision or identity for the area has meant that recent development has been piecemeal and uncoordinated</li> <li>• Average housing affordability factor of 11.5 which means average house prices are 11.5 times net annual household income</li> <li>• The dominant major road network is the main cause of air pollution in the area with road and rail network cause the main noise pollution, to a greater and lesser extend respectively</li> <li>• The cultural offer within the site is limited and dispersed, with small concentrations at Local Centres, Perry Rise and Bellingham to the north-west and north-east respectively, and a more significant offer at Sydenham to the south-west</li> <li>• Lack of place gives little focus to new development</li> <li>• The Pool River runs through the site could be an excellent asset, however, it is channelised and unappealing for amenity and wildlife</li> <li>• Access to green space becomes disconnected south of Southend Lane</li> <li>• The primary development site at the centre of the study area has land contamination issues and is subject to ground water control using a bentonite slurry wall and water treatment system</li> <li>• It is assumed that the high pressure gas pumping station and pipe network within the primary development site at the centre of the study area should be retained in-situ as part of any major redevelopment</li> </ul>
<b>Opportunities</b>	<ul style="list-style-type: none"> <li>• Strong population growth in recent years - +900 (+11%) since 2011</li> <li>• High density development to help meet the urgent need for new housing in the Borough and wider London</li> <li>• Levels of 'affordability' typically stronger in Lower Sydenham than further north in the Borough; but still relatively unaffordable in absolute terms</li> <li>• The primary development site at the centre of the study area consists of large land parcels in few ownerships, making land acquisition potentially easier</li> <li>• Increased density development justifies greater spending on transformation infrastructure and facilities as well as potential to increase the affordable housing quantum</li> <li>• Good access to green space within the study area including along the Pool River which runs north-south through its centre</li> <li>• Low flood risk within the study area due to existing channelised Pool River</li> <li>• Potential for intensification of sites other than the primary development site at the centre of the study area including the Home Park Estate, The Bridge leisure centre and Indoor Bowls Centre, under investigation</li> <li>• Small sites of underused land exist across the study area which are likely to provide development opportunities given the right conditions</li> <li>• Potential for future development to embrace an exemplar approach to sustainable design</li> </ul>

### 3.0

## OPPORTUNITIES/ CONSTRAINTS

Retain and create jobs and  
local services

Retain and create jobs and local services	
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• A relatively small economy – around 2,500 jobs, around 4% of the Borough economy</li> <li>• A comparatively small working age population (66% of residents compared to 70% across the Borough)</li> <li>• Severe challenges in the resident population, with lower levels of economic activity and lower skills levels resulting in weak income levels and deprivation challenges</li> <li>• Lack of diversity in the population (particularly younger and professional parts of labour market) reflecting challenges in housing supply, and attractiveness of location – impacts in turn on vibrancy of place</li> <li>• Claimant count unemployment rate of 7% in June 2020 – higher than Borough average of 6% (number of claimants have more than doubled since February, albeit at a slightly lower rate than Borough )</li> <li>• Economy lacks critical mass (not unexpected for this type of location, but a challenge in context of wider social and accessibility challenges)</li> <li>• Economy extremely exposed from a structure point of view – weaknesses in terms of diversity and value</li> <li>• Economy centred around Bell Green Retail Park – Retail dominant employment sector, accounting for 39% of jobs – implications for economic resilience given restructuring of retail sector</li> <li>• Relatively low quantum and concentration of employment in higher value employment sectors (c. 6% of jobs in ‘knowledge intensive activities, compared to 14% across Lewisham</li> <li>• Covid-19 present immediate challenges: risk that</li> <li>• More deprived parts of the community get further left behind</li> <li>• The strength of the local economy is further eroded</li> <li>• Risk of retrenchment of Lewisham’s nascent creative economy (potential future spark)</li> </ul>
<b>Opportunities</b>	<ul style="list-style-type: none"> <li>• Ambition to create a new District Centre within the study area</li> <li>• The primary development site at the centre of the study area is subject to a series of policy designations: Out of Centre Retail destination, Defined Employment Area (retail park only) as well as being recognised within the GLA High Street designation</li> <li>• Several Site Allocations exist within the study area including an allocated Mixed Use Housing Site and Local Employment Locations, these suggest demand for commercial and employment land</li> <li>• Short, intermittent chains of retail, F&amp;B and civic uses meet the site from several directions, showing potential to create activated links between existing centres and the new proposed District Centre</li> <li>• An unusual group of service businesses exist adjacent to the existing station location, suggesting a local demand for small/medium office space within the study area</li> <li>• Office and industrial values have increased rapidly in recent years reflecting constraints in supply</li> <li>• Potential for parallel development activity to be influenced by and included in a masterplan, such as Sydenham Green Health Centre site which is currently being considered for redevelopment</li> <li>• Heritage assets are important to the local community and have the potential for intensification as community/civic/education uses. The Livesey Memorial Hall is the only listed building within the study area with the The Old Bath House being locally listed but in private ownership</li> <li>• Potential for implementation of new models of work post Covid-19 such as by creating shared working spaces and capturing benefits from more people working from home</li> </ul>

### 3.0 OPPORTUNITIES/ CONSTRAINTS

Improve the public realm  
and movement through the  
area

Improve the public realm and movement through the area	
<b>Constraints</b>	<ul style="list-style-type: none"> <li>• Low or medium existing access to public transport, poor compared to nearby local centres</li> <li>• Major road junctions as part of the gyratory system provide poor conditions for pedestrians with multi-stage crossings</li> <li>• East-west severance from river, and railway with limited crossing points (notably pinch-point on Southend Lane), with north-south severance created by gyratory system with high volumes of traffic and limited crossing points</li> <li>• Existing Lower Sydenham station located away from main routes and town centre areas, poorly accessible by walking or cycling, and not well-served by bus routes</li> <li>• Low density, 'big box' retailers with sprawling car parks poorly accessible on foot or cycle</li> <li>• Waterlink Way walking and cycling route diverts away from the Pool River south of Southend Lane</li> <li>• Existing cycle network is poor. Proposed improvements will help strategic connectivity but do not necessarily support local level movement</li> <li>• Increasing passenger numbers using Lower Sydenham station, combined with rising passengers in excess of capacity indicators on network</li> <li>• Local reliance on private vehicles. Traffic flows in the area are nearing 100% saturation in places, with traffic speeds high</li> <li>• The existing highway network and especially gyratory cause significant road danger and are subject to a high number of collisions</li> <li>• The public realm is not welcoming or comfortable and is commonly in a poor condition and does not contribute to a strong sense of place or character</li> <li>• Although large areas of green space exist within the site its amenity and biodiversity potential is limited</li> </ul>
<b>Opportunities</b>	<ul style="list-style-type: none"> <li>• 15-20% traffic reduction target and 81% sustainable mode share target by 2041 in Lewisham Local Plan</li> <li>• Existing walking mode share (Bellingham Ward) higher than both Lewisham's and London's (11.8% vs 7.9% and 8.0%)</li> <li>• Waterlink Way walking/cycling route provides attractive north/south connection above Southend Lane, from the centre of the study area</li> <li>• Plans to provide high-quality cycle routes connecting Lower Sydenham with neighbouring town centres of Bromley, Catford and Lewisham</li> <li>• Most of the Borough accessible within a 20-minutes' cycle and the study area traversable on foot within 12 minutes</li> <li>• Relatively well-connected to neighbouring town centres by bus, especially to/from the west of the study area</li> <li>• Average bus loadings are well below maximum capacity</li> <li>• Car mode share (Bellingham Ward) higher than the London average (53.3% vs 39.4%), but lower than the Borough average (68.4%)</li> <li>• Number of green areas which could be further incorporated into the active travel network, for example Waterlink Way, Home Park, Southend Park</li> <li>• Various uses along Sydenham Road/ Bell Green/ Stanton Way which generate local activity and add interest such as schools, library, local retail</li> </ul>

4.0 KEY  
PRINCIPLES



View eastward along Southend Lane towards railway bridge. North-south crossing of Waterlink Way in foreground.

## 4.0 KEY PRINCIPLES

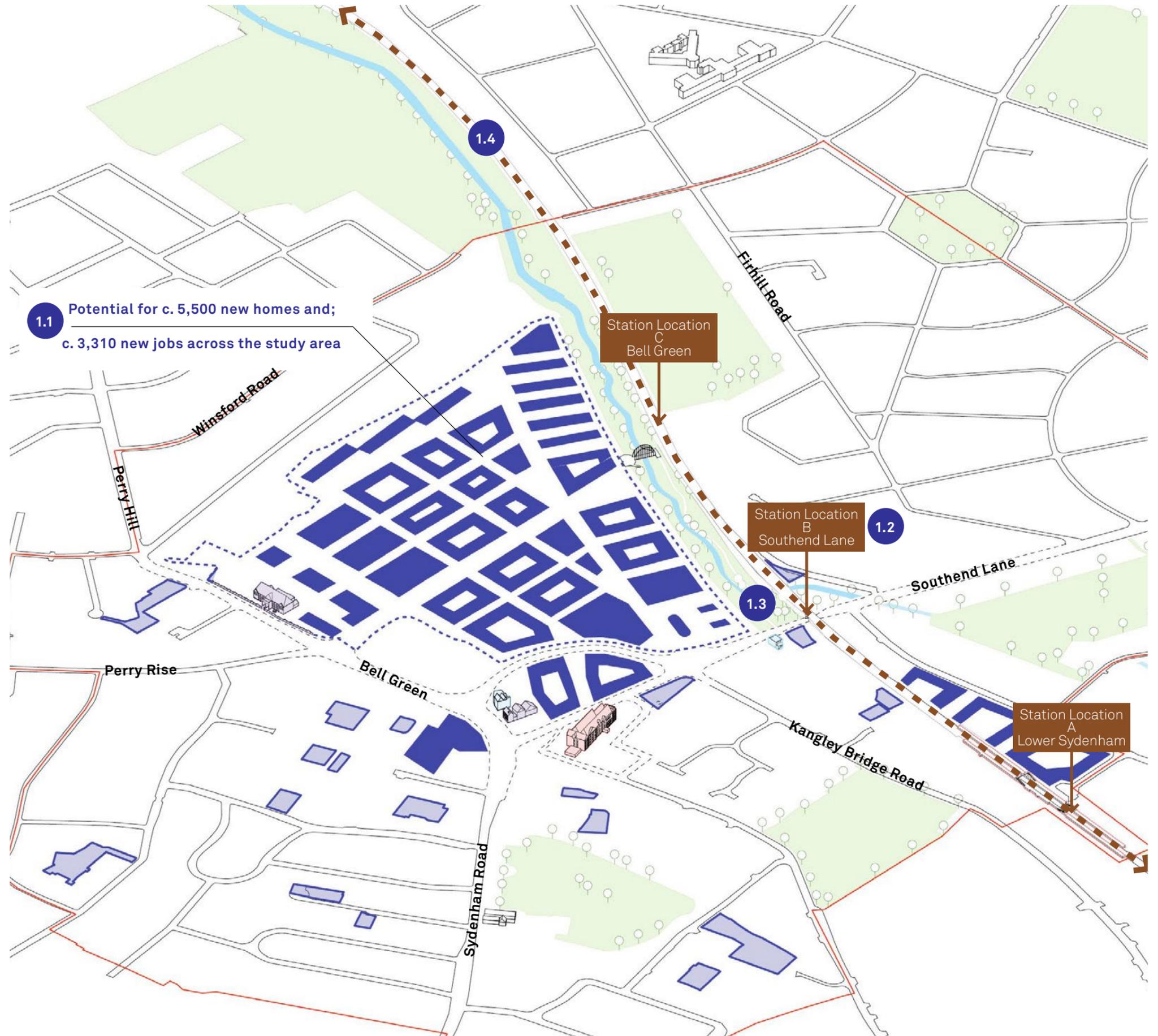
Maximising the opportunity of the BLE

**1.1** Potential for c.5,500 new homes and c. 9,200 additional residents across the study area and; potential for c.3,310 new jobs across the study area to converge with average jobs capacity in Outer London, taking into account expected population growth

**1.2** Consider a new station location which is more widely accessible for a larger area of population and more visible and navigable from key routes

**1.3** Create an integrated approach for rail, bus, walking and cycling to encourage interchange between sustainable modes and reduce the reliance on private motor vehicles

**1.4** Increase connectivity to overcome challenges in access for local people to opportunities including jobs and training



- KEY
- Proposed BLE route
  - BLE station location options, A, B and C
  - Indicative development footprint
  - Primary development site boundary
  - Small development sites for consideration
  - Study area boundary



## 4.0 KEY PRINCIPLES

Deliver substantial new housing

**2.1** Encourage more efficient land use with higher density development, including c. 5,500 new homes

**2.2** Promote exemplar sustainable development through the masterplan process

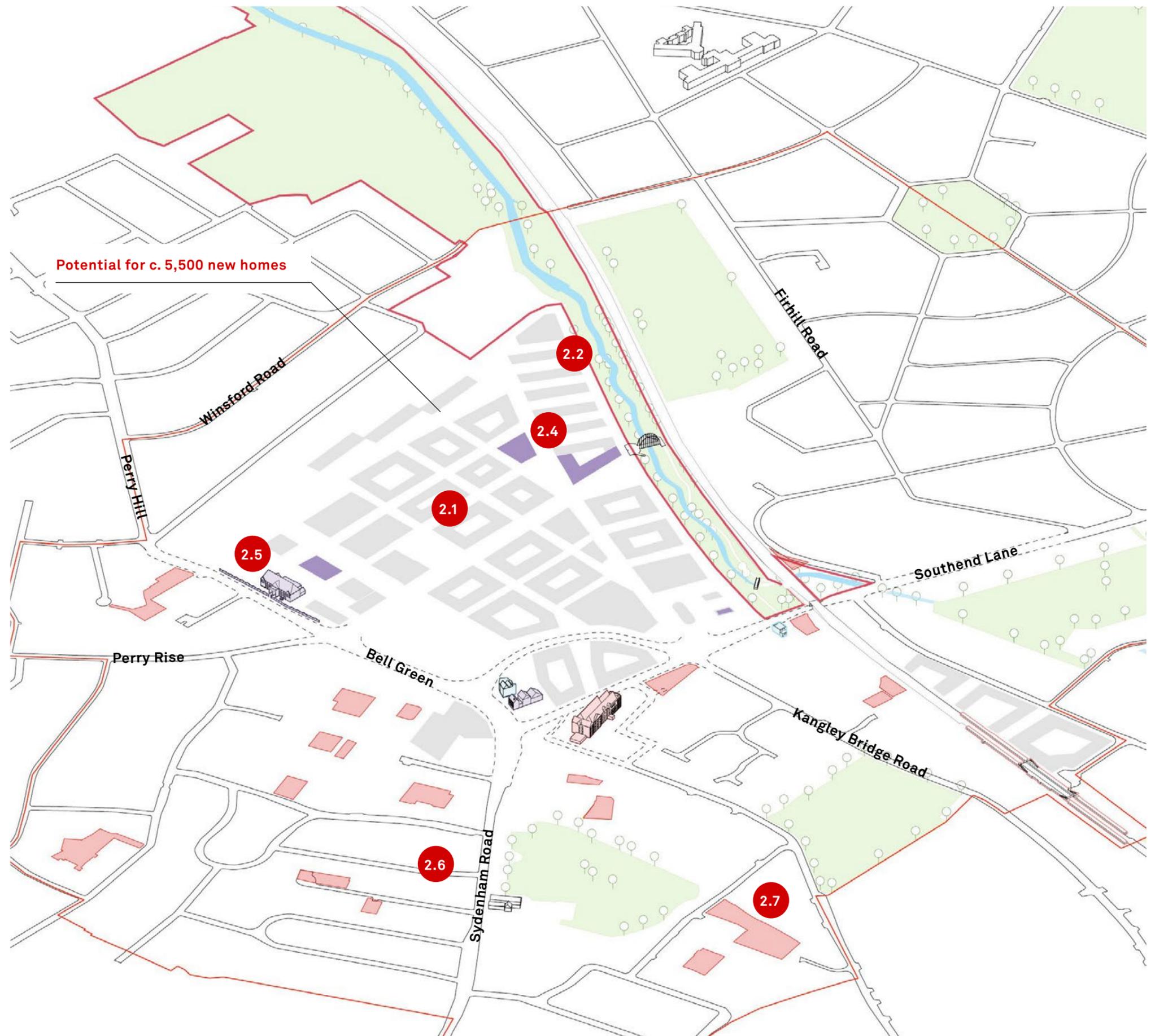
**2.3** Ensure that environmental and developmental constraints are properly considered during the design process and managed thereafter

**2.4** Make provision for new cultural, civic and social activities to create mixed communities with activity spread across the area and which functions throughout the day and evening

**2.5** Preserve heritage assets and promote for community use. Review management of existing assets and consider how they might be best integrated with the new neighbourhood

**2.6** Create a more positive street environment by grouping active uses along key routes including linking to existing small chains of commercial activity

**2.7** Develop small sites strategy to maximise potential for increased density across the wider area



- KEY
- Indicative development footprint
  - Cultural, civic and social activity footprint
  - Existing short chains of commercial activity
  - Small development sites for consideration
  - Study area boundary



## 4.0 KEY PRINCIPLES

### Retain and create jobs and local services

**3.1** Develop a District Centre focused on good quality jobs which improves opportunities for the local workforce, with commercial activity proportionate to demand and based on local needs

**3.2** Proposals should encourage a more diverse and resilient economy and reduce reliance on big-box retail, including provision of office accommodation and space for creative enterprise and mixed-use compatible light industrial

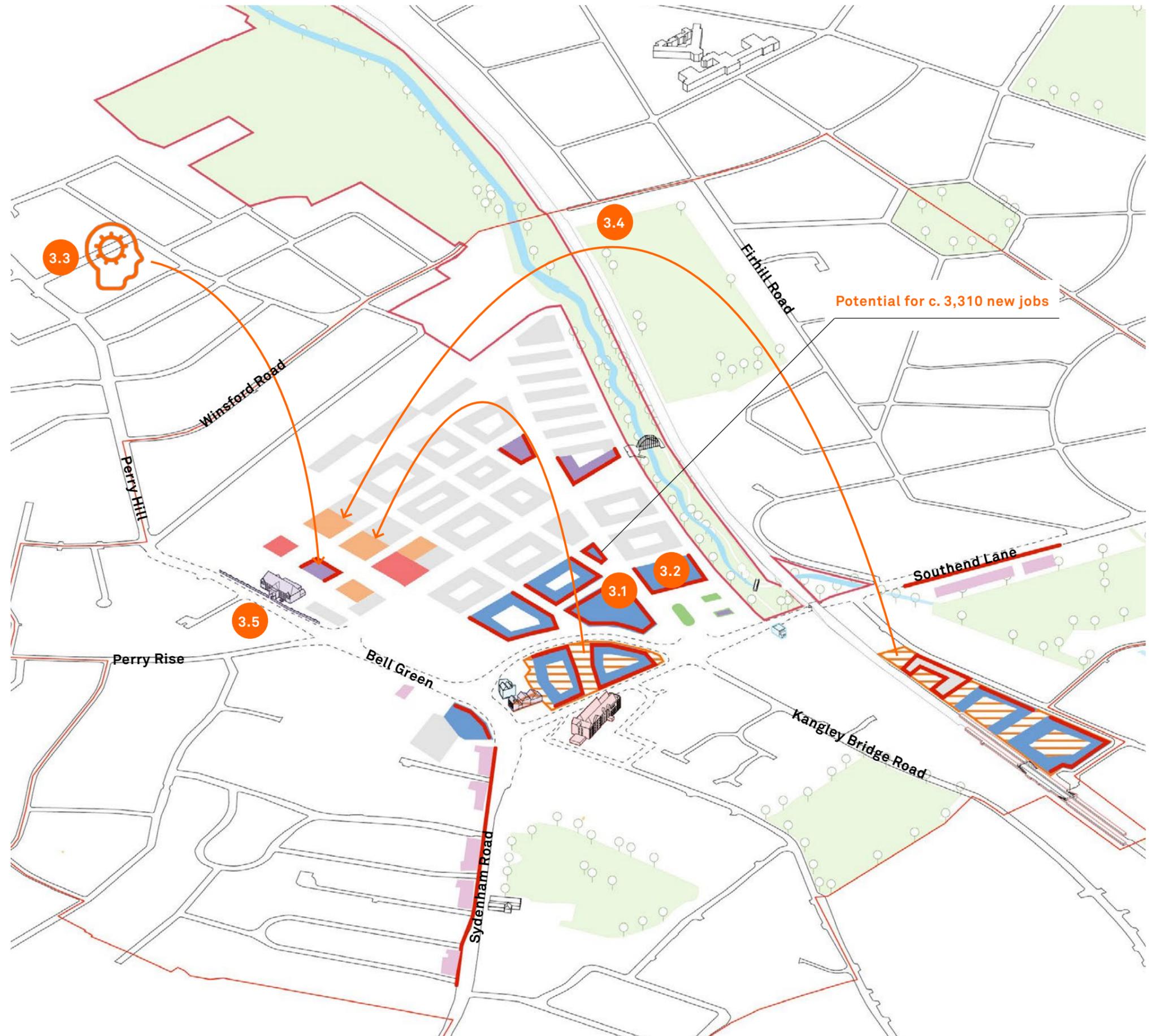
**3.3** Economic inclusion by building prosperity from the bottom up to respond to embedded deprivation challenges. Develop a new training, employment and enterprise centre as part of a consolidated employment hub area

**3.4** Consolidate existing employment land designations into new employment hub area, at the same time releasing land for housing

**3.5** Incorporate existing heritage assets and civic programmes into proposals including the Livesey Hall and Health Centre

**3.6** Focus on the foundational economy; making sure that the new/future economy better reflects the day-to-day needs of Lower Sydenham residents from a service, amenity and experiential point of view

- Indicative development footprint and GF uses
- Residential
  - Commercial uses including retail and leisure
  - Light industrial workspace
  - Cultural, civic and social activity footprint
  - Utility including district energy centre
  - Transport including bus interchange and bicycle parkir
  - Existing Local Employment Land to be consolidated
  - Study area boundary



## 4.0 KEY PRINCIPLES

### Improve the public realm and movement

**4.1** Develop an ambitious strategy to address the imbalance caused by the dominant highway network, with the potential to remove the gyratory, and based on a 15-20% traffic reduction target by 2041

**4.2** Maximise potential for active travel with best practice proposals for walking and cycling as part of a sustainable mode share target of 81% by 2041

**4.3** Minimise car parking provision as part of new developments and avoid creating through-traffic routes

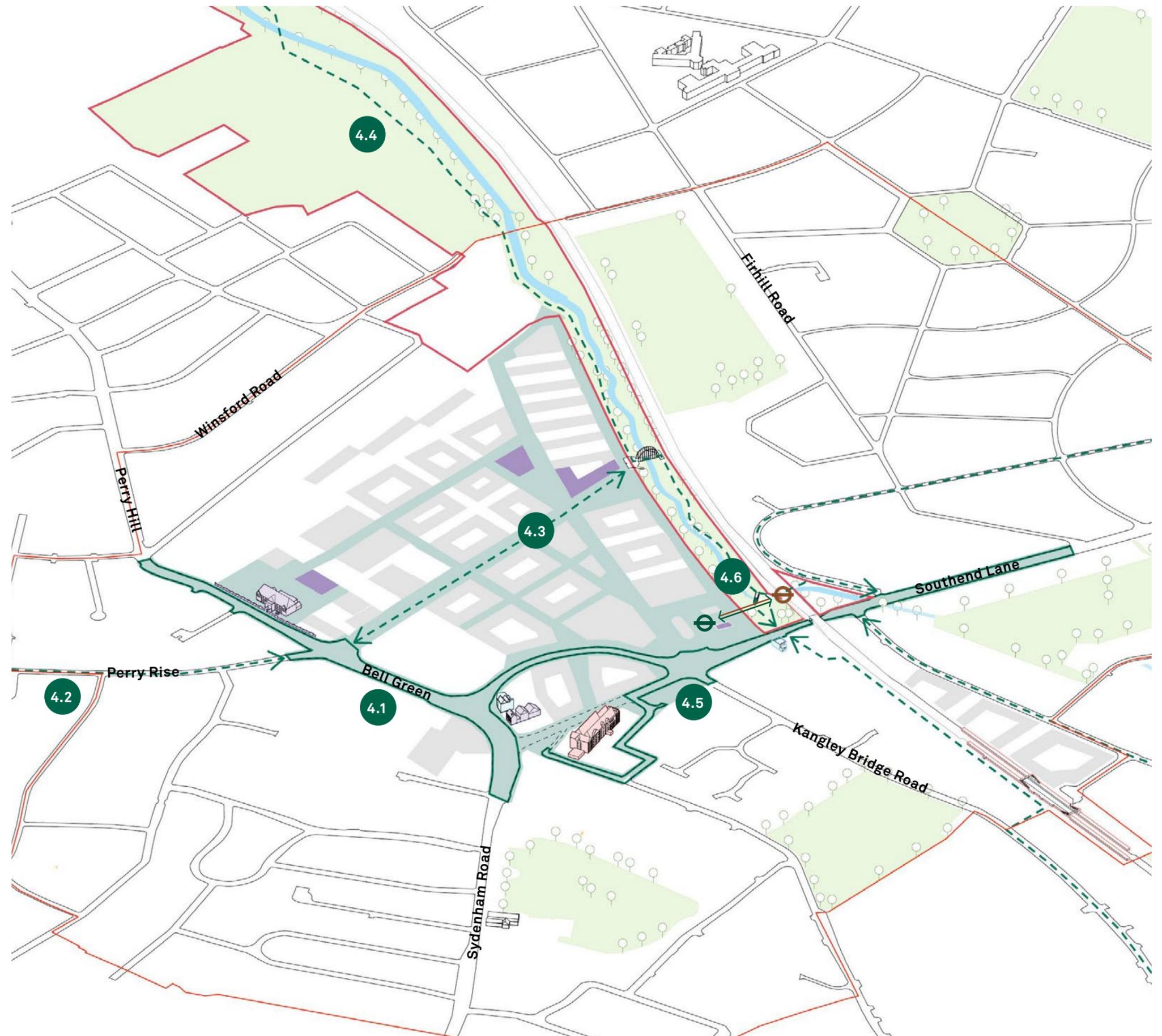
**4.4** Evolve the Pool River corridor into a more environmentally attractive route, open-up the river for public access and improve biodiversity

**4.5** Improve the street environment by creating focuses of activity around key trip generators such as busy bus stops, including routes through new development

**4.6** Add greening and improve material finishes and wayfinding, including towards the chosen station location

#### KEY

- Indicative development footprint
- Indicative footprint of gyratory area extents, to be improved
- Indicative public realm to be improved
- Key walking and cycling routes connecting to existing proposed corridors
- Indicative secondary connections
- Proposed preferred BLE station location
- Indicative bus and cycle interchange location
- Metropolitan Open Land (MOL)
- Study area boundary



5.0 CASE  
STUDIES



View eastward towards  
Haseltine Primary School.  
South arm of Bell Green  
gyratory in background on  
left

## 5.0 CASE STUDIES

### Repurposed/refurbished community buildings



The Trampery Tottenham (formerly 639 Centre) is a focal point for entrepreneurship and creativity in Tottenham, in association with the Mayor of London and the London Youth Support Trust.

The Trampery is housed within a Grade II Listed site and contains 30,000 square feet of workspace and facilities, including 44 studios (ranging from 2 to 15 people) and 20 desks in open-plan co-working space. The Trampery provides business training, mentoring and advice to local residents, with an ethos of inclusive entrepreneurship.

A number of programmes operate from The Trampery including, The Creative Pioneers providing free desk space and membership to The Trampery Tottenham for 6 months for early-stage startups; Trampery Pathways - a 6-month business support programme and the London Youth Support Trust.

#### Key lessons:

- Underused assets can provide renewed community positives
- Listed buildings can be sympathetically altered to allow a greater number of uses



#### The Trampery, Tottenham

Address: 639 Tottenham High Road, London  
 Type: Learning centre  
 Space: Listed building



Old Manor Park Library is a space for artists, makers and people living in Manor Park. It incorporates affordable artists' studios, Rabbits Road Press and a space for the community to meet and create in a Grade II Listed library site.

The library houses a community print studio and publishing press run by OOMK, who are current artists in residences at OMPL. The small-scale press provides printing and book binding services for community groups in Newham and beyond.

The studios, managed by Bow Arts, support a broad range of practice including filmmaking, performance, making and research. Old Manor Park Library brings together artists and east Londoners to connect and share knowledge.

The studios have been designed to both conserve the historical richness of the building and provide a new kind of space that enables the sharing of knowledge, skills and resources. The design allows for a freely adaptable space that can respond to the needs of its users, whilst always maintaining a visible link to its history. The original decorative features and floors of the building have been exposed and restored to their original state.

#### Key lessons:

- Underused assets can provide renewed community positives
- Listed buildings can be sympathetically altered to allow a greater number of uses



#### Old Manor Park Library, London

Address: 835 Romford Road, London  
 Type: Learning Centre, arts centre  
 Space: Listed building

## 5.0 CASE STUDIES

### Industrial co-location

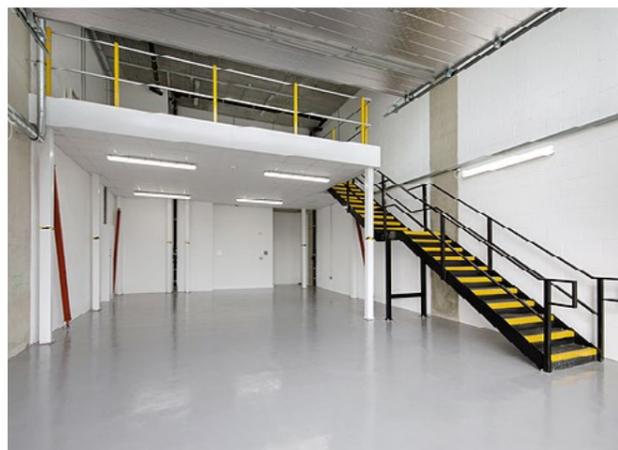


The Bow Enterprise Park development has built 384 homes, 46% of which are classed as affordable, and 8 B1c units, which are let and managed by Workspace Group. The development took c.7,000sqm of dated industrial space and re-provided c.6,220sqm of commercial space, a third of which is replacement B1c (light industrial) floor space at ground level. It was delivered through partnership with Poplar HARCA, Leaside Regeneration, Workspace Group and Peabody.

With individual secure access, the commercial spaces have proved popular, attracting a range of business activities -including a design agency and a 3D print studio- leading to employment opportunities for the local area. The scheme has been a finalist for seven awards, as well as being one of the best performing schemes of 2017 for residential sales.

#### Key lessons:

- A development of affordable residential, commercial and light industrial spaces
- Adequate loading bay at the rear part of the site
- Stepped section creates adequate separation between employment space, working yards and residential uses



#### Bow Enterprise Park

Address: Bow, London, E3 3TZ, UK  
 Type: Small industrial units  
 Space: New build mixed use development with residential element



Münich is also experiencing growing pressures on its industrial land. This is one of ten Gewerbehöfe built by the City Council and jointly run with the regional chamber of commerce. They provide high density accommodation for uses such as joinery, leather workshops, garment manufacture and fine metalwork. Gewerbehof Laim has 11,000m2 floorspace, with units from 40m2. There are 4 goods lifts, shared yard space, 1,500m2 loading and marshalling areas to internal access corridors, and 100 parking spaces in the basement. Floor loadings can take fork lift trucks.

#### Key lessons:

- Development built to be street facing with shared yard space to rear
- Shared goods lifts and corridors



#### Gewerberhof Laim

Address: Munich, Germany  
 Type: Small industrial units  
 Space: Stacked industrial building

## 5.0 CASE STUDIES

### Industrial co-location



Unite/Travis Perkins in a mixed use student housing scheme with industrial uses at ground floor. The scheme provides 563 student rooms and a state of the art industrial workspace at ground level, accommodating lorry loading docks, forklift loading and a number of offices and light warehousing uses.

- Key lessons:
- successful example of mixed used residential and industrial uses
  -



#### Unite/Travis Perkins St Pancras

Address: St. Pancras, London  
Type: Mixed Use residential  
Space: New build, industrial, residential



The Bagel Factory is mixed use residential scheme on the site of a disused food factory. The mixed use scheme offers 55 residential units above two storeys of flexible workspace for office and light industrial use. The central spaces on the first two floors also offers a cafe and communal space for the local community, people employed in the building and those living in the units above.

The workspace below offers a rear yard space for light industrial uses and communal events.

- Key lessons:
- Successful example of mixed used residential and industrial uses



#### The Bagel Factory, London

Address: 22 White Post Ln, London E9 5SZ  
Type: Residential  
Space: New build, industrial, residential

## 5.0 CASE STUDIES

### Contemporary residential developments



Moor's Nook has transformed a neglected industrial lot in suburban Surrey into a convivial residential community for specialist retirement living developer PegasusLife.

The scheme, a 3400 sqm horseshoe shaped plan with 34 one and two-bedroom homes and a central communal landscaped courtyard, is located in central Woking. It is on a corner plot overlooking the leafy local cricket ground. The brief was to replace a derelict laundry facility with a modern, over-60s community-focused residential development whilst achieving a target net internal area and providing shared facilities that promote a sense of community.



All apartments are accessed off the central courtyard, creating an activated social space. Landscaping elements have been introduced to create subtle transitions from communal courtyard into private dwelling. These thresholds extend to the design treatment of the facade, which uses depth to create lobbies and incorporate bench seating.

#### Key lessons:

- Specialist housing catering to the needs of a specific group
- Emphasis on communality and social interaction built into the design
- Low rise yet dense development
- Reuse of former industrial plot

#### **Moor's Nook**

Address: 73 Horsell Moor, Surrey GU21 4NN  
 Type: New build low to mid-rise residential for retirement living



Ely Court is a tenure-blind regeneration scheme that creates a strong street pattern. The scheme uses a linear block, a terrace and two villa blocks to respond to the different scales of the surroundings. The linear block offers a strong new street frontage. The villas turn corners to relate to two street conditions. The terrace takes the form of a mews of eight houses, introducing a finer grain of development.

Located in an area of social and economic deprivation, the site interfaces with both a town centre high street and streets of terrace houses. The scheme seeks to create a new streetscape using a range of low rise and medium rise typologies.

The orientation of the linear block and villas allows solar gain and improves daylighting. There is natural light in all communal cores ensuring a high quality environment from street to front door.

#### Key lessons:

- Successful creation of new streetscape with social-infrastructure and a wide range of residential types
- Residential development can pro-actively contribute to the life and character of an area



#### **Ely Court**

Address: Brent, NW6 5QR, UK  
 Type: Residential  
 Space: New build residential development

## 5.0 CASE STUDIES

### Contemporary residential developments



Trafalgar Place was commissioned by Southwark Council and provides 235 homes, built by developer Lend Lease as the first phase of the regeneration of the Elephant and Castle area.

The scheme by London studio dRMM comprises seven buildings ranging in height from four to 10 storeys. These are arranged around new streets and landscaping designed to improve their connection with the surrounding cityscape.

The massing and height of the buildings provides residential density with a variety of scale and form – a mixture of mini-tower, apartment buildings and terraced houses.

The buildings are arranged around public spaces and green areas that incorporate mature trees and new planting.

**Key lessons:**

- Successful delivery of high density development with a variety of scales breaking up the mass
- A range of housing types mixed within one coherent development
- Generosity of planting and green space create pleasant environments surrounding the buildings

**Trafalgar Place**

Address: Rodney Rd, London SE17 1AS  
 Type: Mixed tenure and typology residential development



**Brentford Lock West**

Address: Hounslow, London  
 Type: Residential  
 Space: New build, residential

**Prowse**

Brentford Lock West is a large regeneration project on a former industrial site alongside the Grand Union Canal for Waterside Places. The phase shown by Mæ adds a further 157 homes to the distinctive mixed-use masterplan, setting a new standard in quality housing within Brentford in west London.

Holding the corners of each plot, six pavilion buildings are linked through rows of townhouses and bridge structures that form entrance portals and house further accommodation above. Reflecting the site's industrial past, distinctive saw-tooth roofs mark the corners of the site while bringing light into upper floor homes.

The development defines a new neighbourhood street; a shared pedestrian-orientated space, carefully designed to promote local interaction, walking, and cycling, with herringbone brick paving and wild planting helping to stitch the two phases together. Cantilevered balconies pick up the rhythm of phase one, bringing life and security to the street below. Placed at the heart of the scheme, a beautifully landscaped communal garden provides a high-quality amenity space for residents and passers-by alike.

**Key lessons:**

- Successful landscaping between residential site and canal

## 5.0 CASE STUDIES

### Retail & residential co-location



#### Porters Edge

Address: Canada Water, SE16 7FZ, UK  
 Type: Large scale retail  
 Space: New build mixed use development

Porters Edge is a new mixed-use development in south London's Canada Water, designed by architect Maccreanor Lavington. It occupies a prime site overlooking the dock of Canada Water and is centred on a vast 100,000ft<sup>2</sup> Decathlon sports store, the largest in the UK. The outlet replaces an earlier store on the site that was of the large retail shed typology.

Above the Decathlon 234 flats have been incorporated into the same block. A number of town-house units directly abut the store on the ground floor and the remainder are arranged into three residential blocks that rise above it to a maximum height of 17 storeys.

The development successfully takes the big-box retail model and redefines it as a series of urban blocks. This has been achieved while ensuring the continuity of trade that was essential to the scheme's commercial viability.

While the building was being constructed the retailer remained in its retained warehouse. Once it was completed, Decathlon simply switched premises one weekend.

A basement car park is set beneath the building replacing the at grade car park.

#### Key lessons:

- Successfully delivering large-scale retail box within a template that also provides a mix of uses and is principally centred on housing
- Densification of the town centre in a responsible and sensitive way
- An animated mixed retail offer in town centres, which includes large-scale retail in a way that revitalises rather than threatens the high street, can be delivered



#### Prowse Court and Lord Graham Mews

Address: Edmonton, N18 2FF, UK  
 Type: Fine grain retail  
 Space: New build mixed use residential development

Prowse Court and Lord Graham Mews represents an exemplary development vehicle increasingly becoming popular for local authorities wishing to kick start regeneration.

Located in an area of social and economic deprivation, the site interfaces with both a town centre high street and streets of modest terrace houses. The scheme seeks to make a positive statement of regeneration through a distinctive architectural form and a responsive urban site planning approach.

Completed in July 2015, this redevelopment of a housing estate –built in the 60s– reinforces the high street by replacing the existing shops with new, better serviced units. Aligning the residential block along the street edge, makes a dramatic contribution to the townscape.

The orientation of the flatted block from east-west to north-south optimises solar gain and improves daylighting. To the rear the development includes new energy efficient (Code 4) houses to complete the suburban, Victorian fabric that was disrupted by the 60s development. Overall the scheme consists of 118 residential units of which 22 are houses.

The scheme also features a health centre and a new community facility, supporting the area with much needed social infrastructure.

#### Key lessons:

- Successful mix of fine-grain retail units with social-infrastructure and a wide range of residential types
- Mixed-use residential development can pro-actively contribute to the life and character of an area

## 5.0 CASE STUDIES

### Retail & residential co-location



#### Old Gas Works

Address: Sutton High Steet, London  
 Type: Residential, retail (Sainsbury's)  
 Space: New build mixed use development

The Old Gas Works in Sutton is a mixed use residential and retail site in Sutton, South London. The development provides 163 units, and a large Sainsbury's store centring around a new public square.

#### Key lessons:

- Successfully delivering large-scale retail box within a template that also provides a mix of uses and is principally centred on housing
- Densification of the town centre in a responsible and sensitive way
- An animated mixed retail offer in town centres, which includes large-scale retail in a way that revitalises rather than threatens the high street, can be delivered



#### Nibe Elms Point

Address: Nine Elms, London  
 Type: Residential, retail (Sainsbury's)  
 Space: New build mixed use development

Nine Elms Point is the redevelopment of Nine Elms-Sainsbury's 13 acre site which forms part of the wider transformation of Nine Elms on the South Bank.

The scheme designed for Sainsbury's is a major re-development of their existing site and includes a new larger store and 647 new homes.

The residential aspect aims to develop a series of buildings above the store and station, culminating in a group of three residential towers. Further benefits include a series of mixed uses at ground level; a new pedestrian street giving access to New Covent Garden Market and extensive roof garden amenities for all residents.

#### Key lessons:

- Successfully delivering large-scale retail box within a template that also provides a mix of uses and is principally centred on housing
- Densification of the are to meet large scale redevelopment and densification requirements
- An animated mixed retail offer, which includes large-scale retail and accommodates delivery and parking requirements

## 5.0 CASE STUDIES

### Sustainable transport hubs



The newly designed Tilburg Bus Station by Cepezed in The Netherlands features a triangular, minimalistic circuit and uses an ETFE-foil for its awning cover. The positions of the bus are organized around its outer side where six are for boarding, and one is for de-boarding. 250m<sup>2</sup> solar panels supply Tilburg Bus Station with energy for the lighting, digital information signs, and heating of the waiting benches and staff room etc.

The bus station's circular shape starts narrow near its entrance and then widens on its West side. Within its circular route overlooking the station is a multi-functional pavilion with a pleasant transparent facade that folds open. The structure has lunch and rest areas for all bus drivers, as well as an information point called Arriva for a catering stall.

#### Key lessons:

- Successful creation of transport hub near existing station
- Open vistas create feeling of safety
- Night-time lighting creates focal point and increases perception of safety after dark
- Integrated planting
- Modular design allows for adaptability

#### Tilburg Transport Hub

Address: Tilburg, Netherlands  
 Type: Transport  
 Space: Bus station, cycle storage



Linked to the expanding network of new cycle and walking routes, the proposed solar-powered Waltham Forest Active Travel Centre operates as a central base for secure cycle parking, local authority cycle hire, bike repair and a hub for the borough's Travel Behavioural Change Unit.

Integrated into the existing travel interchange of Walthamstow Central, the provision of 500+ cycle spaces, and accommodation for complementary educational programmes, facilitates and promotes active travel, encouraging more multi-modal journeys across the borough and London.

#### Key lessons:

- Facilitates active travel both to and from the station and local centre
- Integrates active uses for security
- Integrates direct access to/ from station
- Relates to wider walking and cycling network
- Incorporates supplementary measures programme with Travel Behavioural Change Unit base within building
- Integrates secondary uses such as cafe to improve awareness
- Integration of uses creates hub effect and is easily identified as the go-to place for active travel solutions locally

#### Waltham Forest Active Travel Centre

Address: Waltham Forest, London (proposed)  
 Type: Transport  
 Space: Transport Hub - relating specifically to cycling

WE MADE THAT LLP  
Unit 21 Tower Workshops  
58 Riley Road  
London SE1 3DG

T +44 (0)20 7252 3400  
[www.wemadethat.co.uk](http://www.wemadethat.co.uk)  
[studio@wemadethat.co.uk](mailto:studio@wemadethat.co.uk)

We Made That LLP is  
registered in England &  
Wales. Reg no. OC367789