

Discourse Architecture

was founded in 2016 to create a platform for people with an interest in the built environment to work together and exchange ideas. Some of us live locally and our work on this project is unpaid. We hope that our vision for Bell Green will act as a catalyst for debate and lead to positive change

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Bell Green

- Traffic dominates the environment
- Narrow pavements
- Poor pedestrian crossings
- Roads hostile for cyclists
- Under-used surface car parks are ugly, inefficient and not designed to consider pedestrians
- Stunted trees & neglected planting allow tarmac to dominate
- Traffic pollution is a health risk - especially for children
- Bus & train services are fragmented
- Uninviting threshold to the Linear Park, amenity space, pedestrian & bike route
- Historic remains of the Gas Works are neglected & inaccessible
- Single-storey retail sheds block much-needed new housing

Surrounding Area

- Home Park & Southend Park in need of improvement
- Sydenham Library poorly maintained
- Sydenham Road & Southend Lane dominated by traffic



Air pollution from heavy traffic next to Haseltine Primary School is a health hazard for children



The rail bridge over Southend Lane is a pinch point for vehicles & pedestrians



Retail sheds & surface parking occupy potential sites for mixed-use development with housing



Neglected heritage - Livesey Memorial Hall site



Existing Plan



Poor quality pockets of landscape



Buses & trains are uncoordinated & inconvenient



The entrance to the Linear Park - poor quality landscape cut off from pedestrian & cycle routes

1. Challenges

Bell Green Urban Renewal

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*We can set the agenda for future development
(this is not an official Lewisham Council proposal)*



Sustainable Urban Living
 New development can provide more than 4,000 new homes to help meet the urgent need for new housing, building a sustainable future at Bell Green that will involve high density mixed-use development that is highly connected with integrated transport infrastructure. Examples from London and Europe have been overlaid on the site to explore how Bell Green could be developed with an attractive scale.

Transport
 An integrated transport hub will include new bus and Bakerloo Line stations. New and existing roads will balance the needs of pedestrians, cyclists and drivers, with traffic calming, wider pavements, street trees and convenient pedestrians crossings. The urgent problem of traffic air pollution must be solved through legislation to control emissions. A flexible parking provision will allow capacity to be adjusted to suit future needs.

Flexibility
 The proposed layout of streets and blocks will be flexible, allowing different options for use, including ones that replicate the current provision of retail area and parking, and others that contain a higher level of residential development.

Site Ownership
 The proposed site layout reflects the current pattern of land ownership, allowing development to proceed incrementally, as freeholds and leases are surrendered and sites become available.

A Zero Carbon Future
 This development can pioneer zero carbon development and living, demonstrating how we can respond to the climate emergency with new attitudes, technologies that reflect the finite nature of resources, and our responsibilities to future generations.



Marylebone overlaid on Bell Green



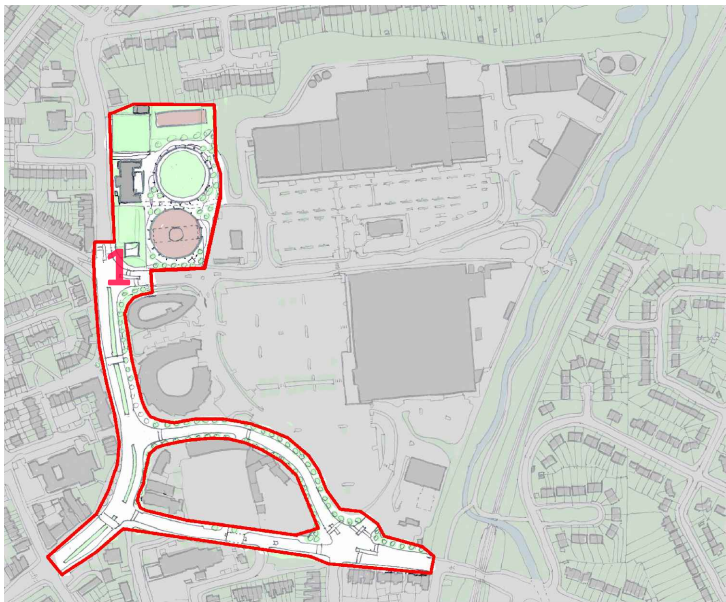
South Kensington overlaid on Bell Green



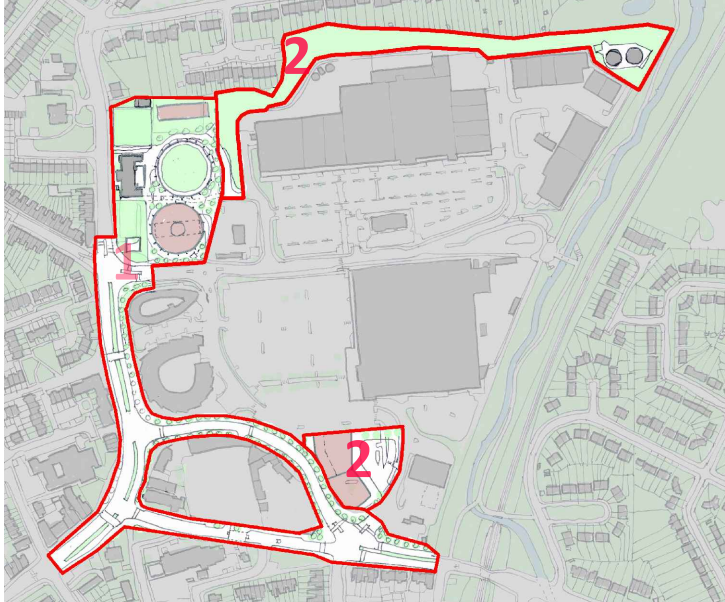
Paris overlaid on Bell Green



Barcelona overlaid on Bell Green



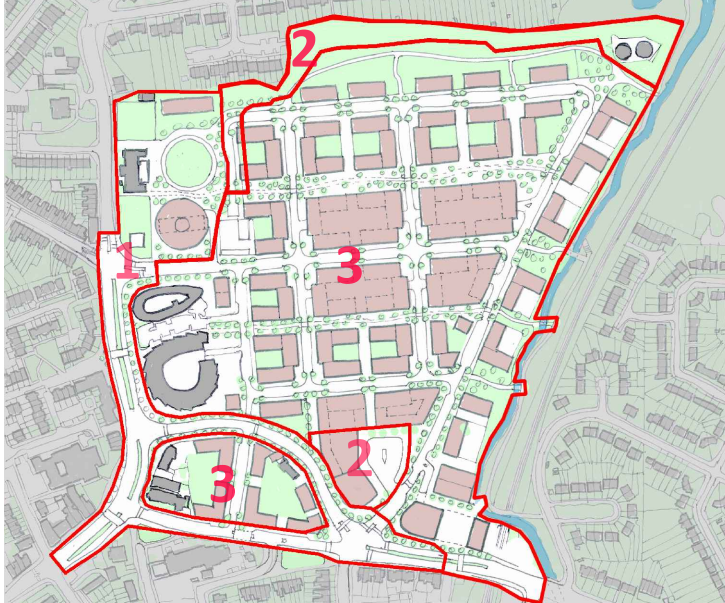
1 Short Term (2019-25)



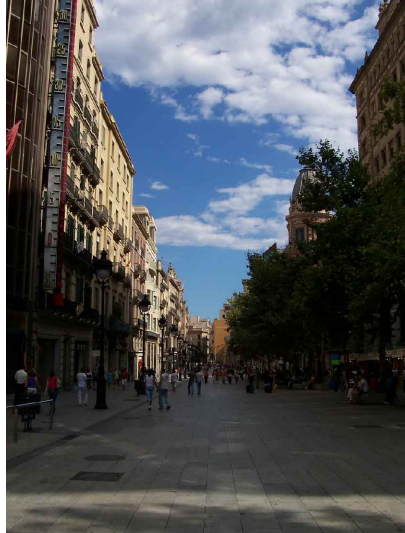
2 Medium Term (2025-35)



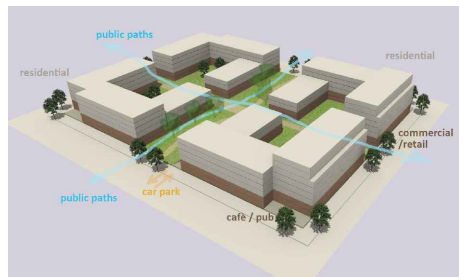
Complex site ownership with different lease expiry dates



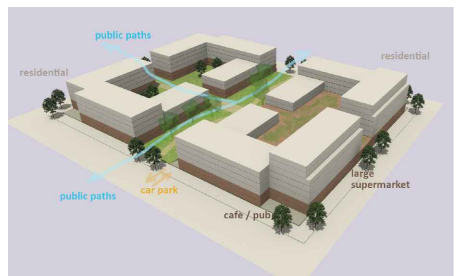
3 Long Term (2035-2050)



Barcelona - street with 6-8 storey buildings



Block - residential above retail/commercial



Block - residential

2. Design Development

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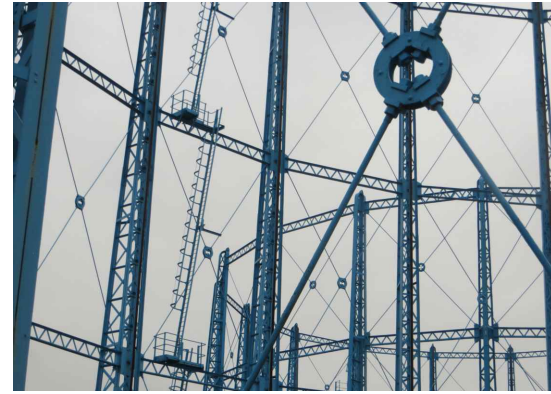
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We can learn from the past & adapt for the future





The proposal from the west



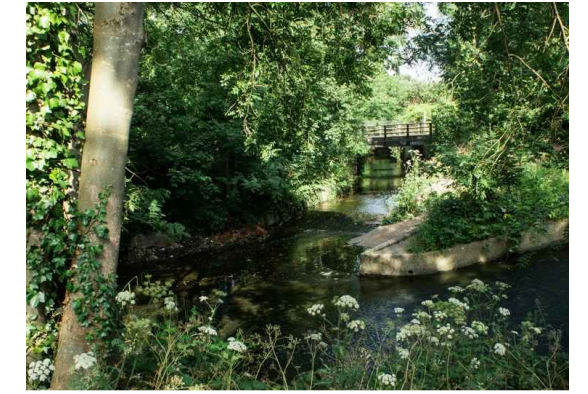
Gas holders integrated into the proposals



Southend Lane looking W, stations on right



A landscaped street



Build on the success of the Linear Park

KEY - PHASES

(the timing of projects is for guidance only & subject to factors including investment & the availability of sites)

1. Short-term (2019-25)

- 1A Improve bus connections
- 1B Easier pedestrian crossings
- 1C Wider pavements
- 1D Traffic calming
- 1E Minor landscape improvements
- 1F Repair & enhance historic buildings: Sydenham Library, Livesey Memorial Hall, War Memorial & gas holders
- 1G Invest in Home Park & Southend Park
- 1H Close Stanton Way to through-traffic to improve air quality for school children
- 1J Gas holders re-purposed: north one as a garden enclosure, south one as residential, parking for Livesey Hall

2. Medium-term (2025-35)

- 2K Bus interchange/residential/commercial building(s)
- 2L Linear Park (pedestrian/cycle routes)
- Create new gateway from Southend Lane
- Extend to Perry Hill & Beckenham
- 2M Improved road layout
- 2N Trees + greening

3. Long-term (2035-50)

- 3R Relocate Lower Sydenham Station
- 3S Replace surface with multi-storey car parks that can be converted at end of use to housing with retail & residential
- 3T Redevelop retail sheds as multi-storey mixed-use retail/commercial/residential. Provide housing that can be adapted for home working/businesses
- 3U Complete landscape/more trees
- 3V Build new primary school by Linear Park & convert/extend existing Haseltine building and convert to loft-style apartments



Proposed Plan



Stanton Way looking east, school on right



Street corners with shops and bars



Invest in Sydenham Library

3. Opportunities

Bell Green Urban Renewal *A flexible plan for improvement in the short, medium & long term*

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Short Term: 2019-25

(the timing of projects is for guidance only & subject to factors including investment & the availability of sites)

Pedestrian Crossings

Reduce the width of roads at crossings.
Create simpler and more direct routes.

Traffic Calming

Narrow carriageways to reflect the 20mph speed limit. Widen pavements and plant street trees.

Buses

Improve connections and service from Bell Green

Trees & Landscape

Replace high-maintenance ground cover that collects litter and is vulnerable to neglect with high quality hard landscaping with integrated planting of street trees. Replace or repair broken boundary railings. Remove inappropriate fencing and signage.

Parks

Southend Park & Home Park contain green space and mature trees - their amenity could be enhanced with investment in improved landscaping, play and exercise facilities.

Air Quality - Haseltine School

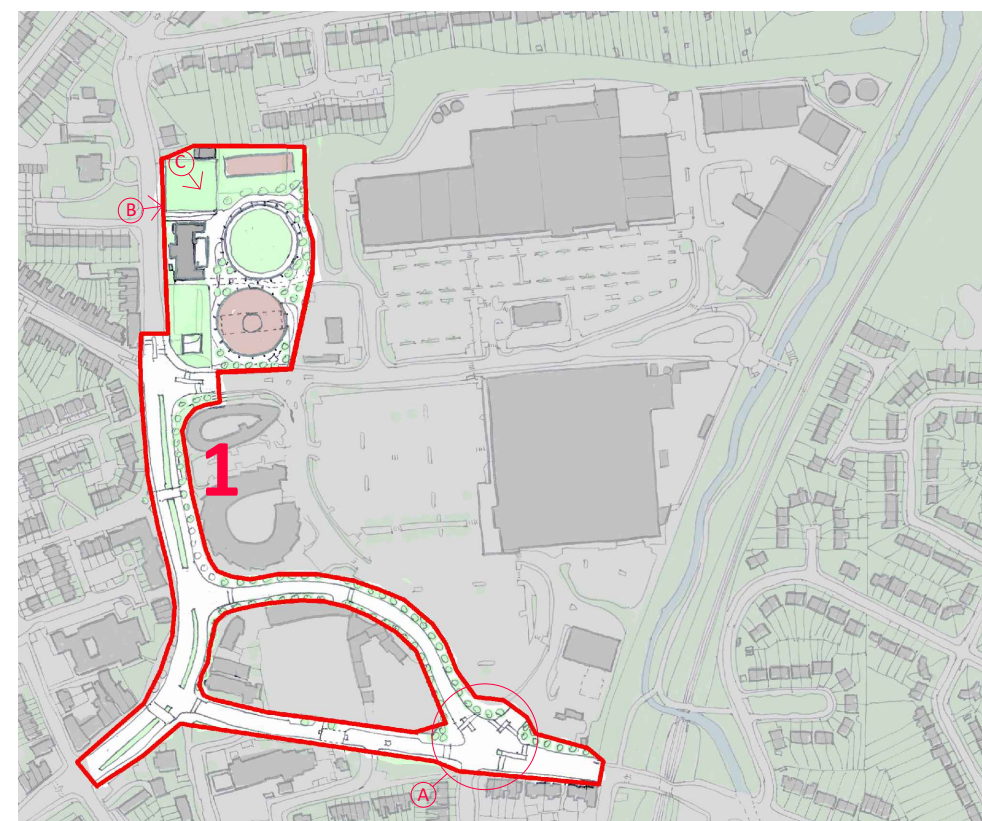
Severe air pollution generated by the existing heavy flow of traffic on Stanton Way could be mitigated by restricting through-access to allow buses only. This would reduce the traffic passing close to the school, improve air quality and creating a more child-friendly road crossing. *(Short Term proposals continue on Panel 5)*



A. Southend Lane pedestrian crossing: Left - As Proposed; Right - As Existing



B. View from Perry Hill looking towards 'Livesey Gardens' community facilities



Plan showing the extent of Phase 1 with viewpoints for perspective views



C. View looking south, with community facilities at 'Livesey Gardens' & new housing

4. Short Term: 2019-25

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*Urgent action is needed to make a better place for pedestrians.
New community facilities, gardens, parking & 50 homes*

Short Term: 2019-25 (cont)

(the timing of projects is for guidance only & subject to factors including investment & the availability of sites)

Livesey Gardens

Repair and develop the Livesey Memorial Hall, the associated historic group of surviving gasworks structures and their environs as an amenity for existing and new communities in Bell Green. This area could include a cafe, children's playground, youth club, spaces for bowls, tennis, basketball or other sports facilities. Both gasholders could be retained. One as the enclosure for a formal garden. The other framing a new mixed-use building with social or commercial activity at street level, residential accommodation above and some levels of parking. New parking in this location would serve future development, as well as taking pressure off existing residents' on-street parking.



A. Aerial view looking E, 'Livesey Gardens' with the existing retail park in the background



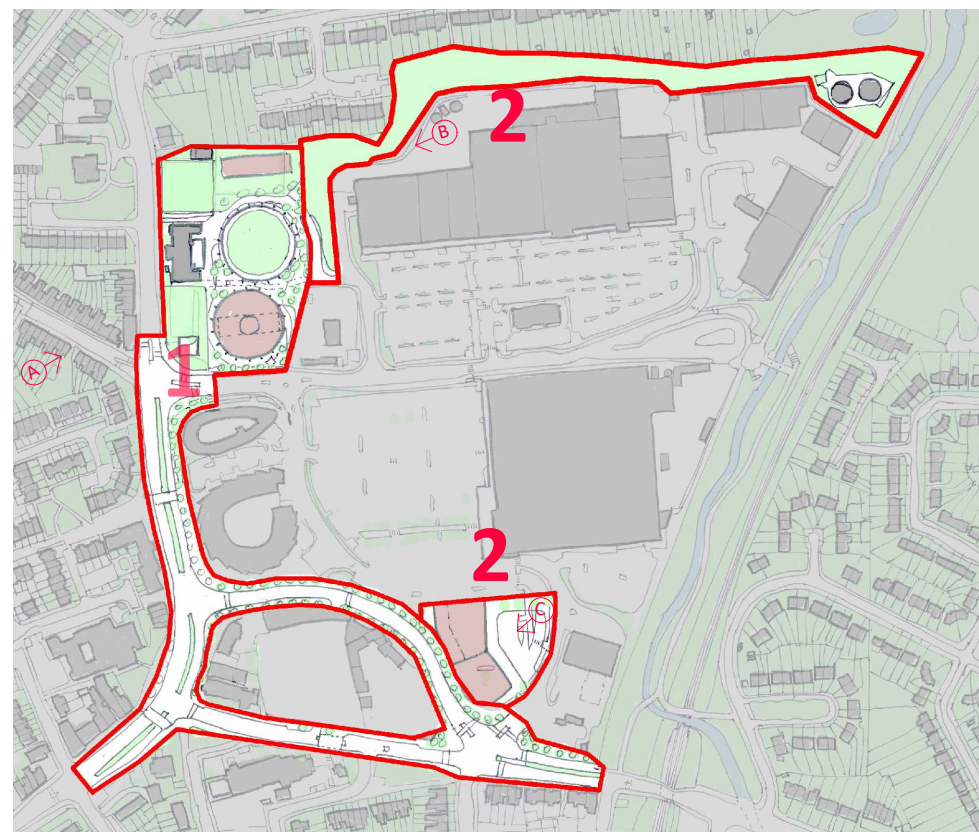
B. A new section of the Linear Park looking west towards Livesey Gardens

Bus Station

A new bus station with associated commercial and retail accommodation is proposed for the under-used area of car park south of Sainsbury's. This is adjacent to the proposed site for Lower Sydenham Station, which will serve the Bakerloo Line extension to Hayes. In the medium term, this will provide a hub for an integrated bus service with convenient transfer between routes. Although designed to be stand-alone, the bus station will fit into the jigsaw of the completed redevelopment.

Linear Park

A new landscaped path, running along the north edge of the site, will connect the Linear Park to Perry Hill, providing amenity space and extending the network of routes for pedestrians and cyclists.



Plan showing the extent of Phase 1&2 with viewpoints for perspective views



C. The new bus station looking west towards Southend Lane

5. Short Term: 2019-25 (cont)

Medium Term: 2025-35

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*A new bus station with new retail & 240 homes
Extension to the Linear Park*

Long Term: 2035-50

(the timing of projects is for guidance only & subject to factors including investment & the availability of sites)

A New Urban Quarter

The proposed layout of streets and blocks, which will provide a total of more than 4,000 new homes, is modelled on successful examples of cities with a dense residential population, such as Barcelona. It is offered as an alternative to high-rise blocks surrounded by open space. The layout would be flexible and responsive to changing social and economic conditions. Streets would be wide, with extra space for pocket parks or cafes at junctions. Pavements would be generous, with space for on-street parking. At pedestrian crossing points the pavement would be widened and paving would give pedestrians and cyclists priority. There would be space for large trees. Some streets would be traffic-free and landscaped to create a network of routes for pedestrians and cyclists.

Building heights would range from 8-storeys in the main east-west street, which could be lined with a mix of large and small retail units. Other streets would be 6-storeys or 4-storeys. Dual aspect residential units would be arranged around landscaped internal courts and roof terraces.

A New Public Transport Hub

It is proposed to relocate Lower Sydenham Station to the south east corner of the site, next to the new bus station. This will allow the pavement and road to be widened where Southend Lane passes under the railway bridge. Increasing the height of the bridge slightly would enable double-decker bus routes to extend in all directions. Taller 10-12 storey blocks would be arranged around the new transport hub. These could include facilities like a health centre, children's nursery, as well as commercial uses such as hotels and offices.



A. Landscaped Street for use by pedestrians & cyclists



B. Typical Street with pedestrian priority crossing zone



Plan showing the completed scheme with viewpoints for perspective views



C. Space is provided at street corners for bars and pocket parks

6. Long Term: 2035-50

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A zero-carbon community with new businesses & 4,000 homes

Tell us what you think!

Please complete a feedback form, or

follow the links on the Sydenham Society website to post your comments online

