

THE BAKERLOO LINE EXTENSION



The Bakerloo Line Extension (BLE) document has been created in partnership with the London Boroughs of Southwark and Lewisham with input from Transport for London (TfL) and Greater London Authority (GLA). An extended Bakerloo line would directly connect and support more Opportunity Areas than any other existing tube line or proposed rail project in London.

In total these Opportunity Areas look to deliver a minimum of 86,000 homes and if the estate regeneration schemes, Housing Zone proposals and intensification around existing stations is taken into account they could deliver 110,000 new homes.

These Opportunity Areas could also deliver 133,100 new jobs. These jobs would be in a number of sectors, not just office but also the industrial and distribution sectors that are crucial to the wider London economy, and actively promoted in the draft New London Plan.

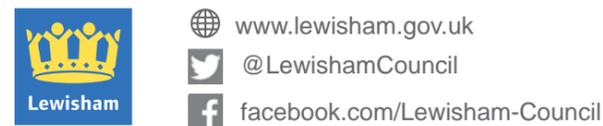
If the business rate uplift over the entire Bakerloo line were factored in, this could make a significant contribution to London's local tax base.

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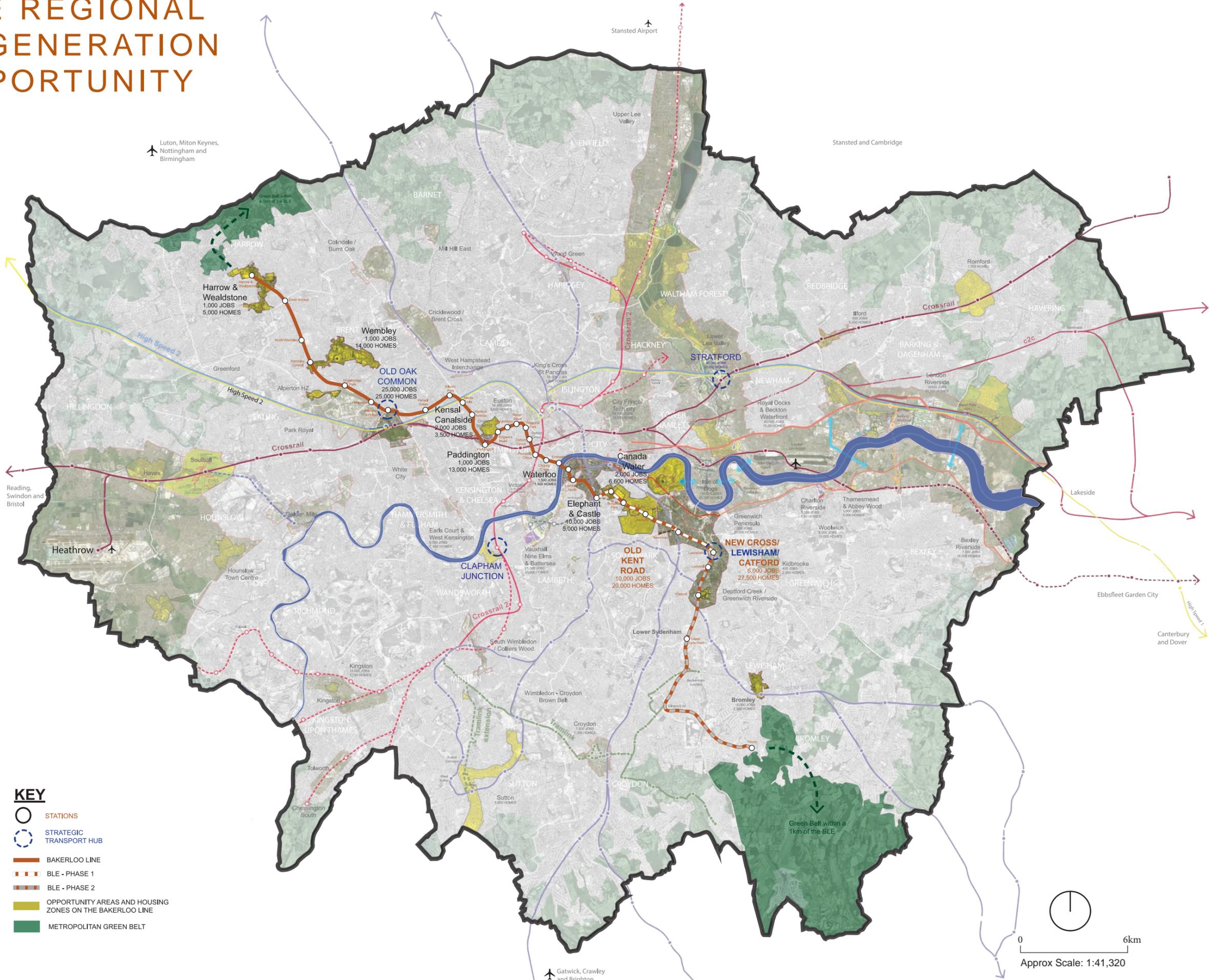
THE REGIONAL REGENERATION OPPORTUNITY

 110,000 NEW HOMES

 133,100 JOBS

OPPORTUNITY AREAS

-  **Harrow & Wealdstone**
LB HARROW
5,000 HOMES
1,000 JOBS
-  **Wembley**
LB BRENT
14,000 HOMES
13,500 JOBS
-  **Old Oak Common**
OPDC
25,500 HOMES
65,000 JOBS
-  **Kensal Canalside**
RB KENSINGTON & CHELSEA
3,500 HOMES
2,000 JOBS
-  **Paddington**
CITY OF WESTMINSTER
1,000 HOMES
13,000 JOBS
-  **Waterloo**
LB LAMBETH
1,500 HOMES
6,000 JOBS
-  **Elephant & Castle**
LB SOUTHWARK
5,000 HOMES
10,000 JOBS
-  **Canada Water**
LB SOUTHWARK
2,000 HOMES
6,600 JOBS
-  **Old Kent Road**
LB SOUTHWARK
20,000 HOMES
10,000 JOBS
-  **New Cross, Lewisham & Catford**
LB LEWISHAM
27,500 HOMES
6,000 JOBS



KEY

-  STATIONS
-  STRATEGIC TRANSPORT HUB
-  BAKERLOO LINE
-  BLE - PHASE 1
-  BLE - PHASE 2
-  OPPORTUNITY AREAS AND HOUSING ZONES ON THE BAKERLOO LINE
-  METROPOLITAN GREEN BELT


0 6km
Approx Scale: 1:41,320

THE BAKERLOO LINE EXTENSION

OLD KENT ROAD:

The Old Kent Road Area Action Plan (AAP) proposes two to three stations along the Old Kent (Bricklayers Arms, Burgess Park and Asylum). The Bakerloo Line extension offers a direct link to central London for people who live and work on the Old Kent Road. The purpose of the Old Kent Road AAP is to set out how the best of the Old Kent Road, including its thriving businesses and arts and cultural communities, can be nurtured and developed over the next 20 years (the 'plan period'). It is an innovative plan, with policies that will guide new development to provide urgently needed housing and jobs, while providing new opportunities and improving the lives of people who live and work there now. To achieve this, the plan proposes mixing residential and commercial uses, so that new and existing businesses like warehouses, shops, creative workspaces and offices are designed to co-exist with new homes.

By virtue of its location, connections, existing uses, evolving character and development potential, Old Kent Road is one of the few places in central London that really can deliver innovative solutions to the challenge of accommodating London's growth.

This has been recognised by the draft New London Plan, which identifies Old Kent Road in two major growth areas; central London and the Bakerloo Line Extension Growth Corridor (Figure 1). The Bakerloo Line Extension (BLE) will be a game changer for the area. It will enable substantial growth, with the number of homes rising from 14,500 to 34,500 (35% of the new homes will be affordable) and the number of jobs rising from 9,500 to 20,000. This will, of course, have important positive impacts London's economy, but it will also benefit new and existing Old Kent Road residents and businesses.

Being at the centre of one of the world's great cities, with its enviable economic and cultural capital should be an opportunity for all and not just a privileged few.



THE LONDON WIDE SOCIAL AND ECONOMIC REGENERATION OPPORTUNITY

The Bakerloo Line connects some of the most iconic social and cultural assets in London, Wembley Stadium to the National Theatre, Little Venice to the Thames and the extension would link Regents Park to Burgess Park and Goldsmiths College to the National Gallery.

Why the extension is needed?

The Bakerloo Line Extension will improve transport connections in London and enable growth in homes and jobs. With over 10 million people set to be living in London by 2030. There will be a huge demand for transport services to support this growth.

The current Bakerloo line rolling stock dates from 1972 and is the oldest on the Underground network, the signalling is of a similar vintage and TfL has identified that the line is one of the most under utilised as it enters central London. The service is consequently slow, but an upgrade could achieve speeds and frequencies similar to that of the Jubilee or Victoria Lines.

The Bakerloo Line extension and upgrade could contribute to the delivery of 110,000 new homes at an estimated cost of £3.1 billion. Upgrading and extending the Bakerloo line would make a significant contribution not only to London but also to the UK economy, illustrating the national importance of this infrastructure investment.

PARTNERSHIP WORKING

The London Boroughs of Southwark and Lewisham are working in partnership with TfL to develop the proposal for the Bakerloo Line Extension, to support the existing and future communities and businesses in the area. Work is also underway to create a better A2 road corridor to enable safer and more comfortable journeys for pedestrians and cyclists.

WHEN WILL IT HAPPEN?

Transport for London (TfL) propose to extend the Bakerloo line to Lewisham with construction planned from 2023, with the potential for a further extension from Lewisham to follow. Funding is identified in the current TfL business plan to upgrade the signalling and rolling stock on the current Bakerloo line to improve its reliability.

LONDON-WIDE OPPORTUNITIES

An extended Bakerloo line would directly connect and support more Opportunity Areas than any other existing tube line or proposed rail project in London including;

- Harrow and Wealdstone - LB Harrow
- Wembley - LB Brent
- Old Oak Common - LBs Brent, Ealing, Hammersmith & Fulham
- Kensal Canalside - Royal Borough of Kensington & Chelsea
- Paddington - City of Westminster
- Waterloo - LB Lambeth
- Elephant and Castle - LB Southwark
- Old Kent Road - LB Southwark; and
- New Cross Lewisham and Catford – LB Lewisham.

The BLE would also make a significant contribution to the delivery of development at a tenth Opportunity Area, Canada Water (LB Southwark) and bring direct benefits to the Deptford Creekside/Greenwich Reach Opportunity Area which is directly adjacent to the New Cross, Lewisham and Catford Opportunity Area.

All of the authorities along the alignment have produced plans to promote the delivery of homes and jobs, within their Opportunity Areas. The confirmation for the BLE and upgrade would help to realise and accelerate the development potential of these areas.

As well as the Opportunity Areas the BLE would also connect three of London's Housing Zones which have been prioritised for Mayoral housing investment and three of London's largest estate regeneration schemes at Stonebridge Park (LB Brent), South Kilburn (LB Brent) and the Aylesbury Estate (LB Southwark).

In total the Opportunity Areas look to deliver as a minimum 105,000 homes and if the estate regeneration schemes, Housing Zone proposals and intensification around existing stations is taken into account, over 110,000 new homes could be delivered as well as 139,500 new jobs. These would be in a number of sectors not just office but also the industrial and distribution sectors that are crucial to the wider London economy, and actively promoted in the draft New London Plan as well as in the Creative and Digital Industries. This would support Lewisham North Creatives bid to become a Creative Enterprise Zone.

NEW CROSS, LEWISHAM and CATFORD:

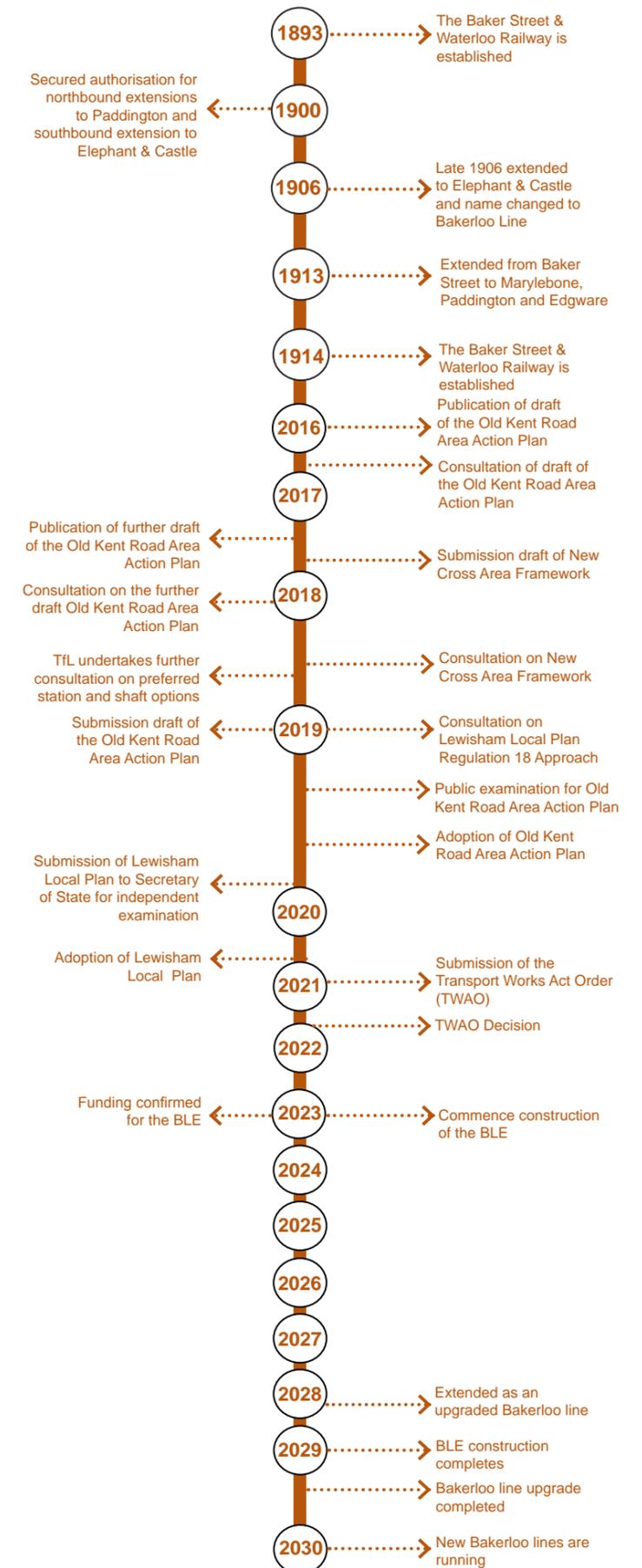
The proposal for Lewisham is for two station interchanges: at New Cross Gate and at Lewisham. Lewisham station will be one of four strategic rail interchanges in London, alongside Stratford, Clapham Junction and Old Oak Common.

Lewisham's population is anticipated to grow by 20% between 2011 and 2036 and the number of households within the borough will rise to 142,000 by 2036. To support this increase at least 18,165 new homes will need to be delivered across the borough. Lewisham is heavily dependent on the National Rail network and the expected increased demand on the public transport network will mean busier trains. To overcome future crowding many enhancements are proposed on existing lines although the BLE will provide, by far, the largest increase in capacity, with some 65,000 journeys in the morning peak. Whilst the borough has one of the smallest economies in London it is one of the fastest growing, particularly in the digital and creative sectors.

Lewisham is a successful and cosmopolitan part of London occupied by energetic, creative and diverse local communities that benefit from attractive residential neighbourhoods, successful local schools and a huge number of parks and green spaces. However, like most London boroughs, it is facing an affordability challenge. Lewisham Council is committed to delivering the social and genuinely affordable homes that people so badly need. The ambition for the borough also means creating a thriving and inclusive economy.



TIMELINE



... AND BEYOND

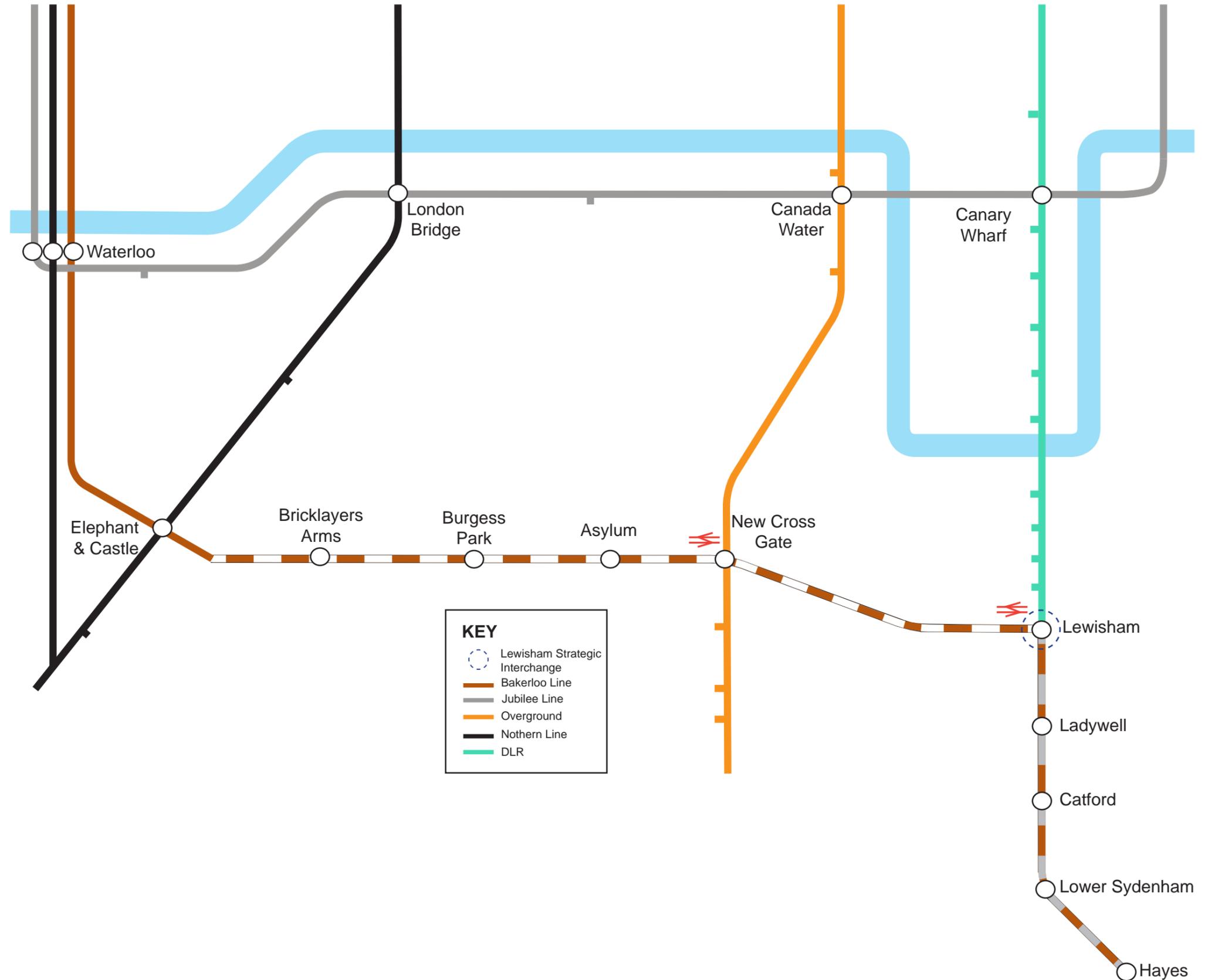
BEYOND LEWISHAM

TfL and the Mayor of London have publically committed to deliver a second phase of the BLE beyond Lewisham station and confirmed to continue to build the case for it. The second phase of the extension could bring the tube to Ladywell, Catford and Lower Sydenham if a route to Hayes were chosen. This route would use existing overland rail tracks and would possibly not require further tunnelling works.

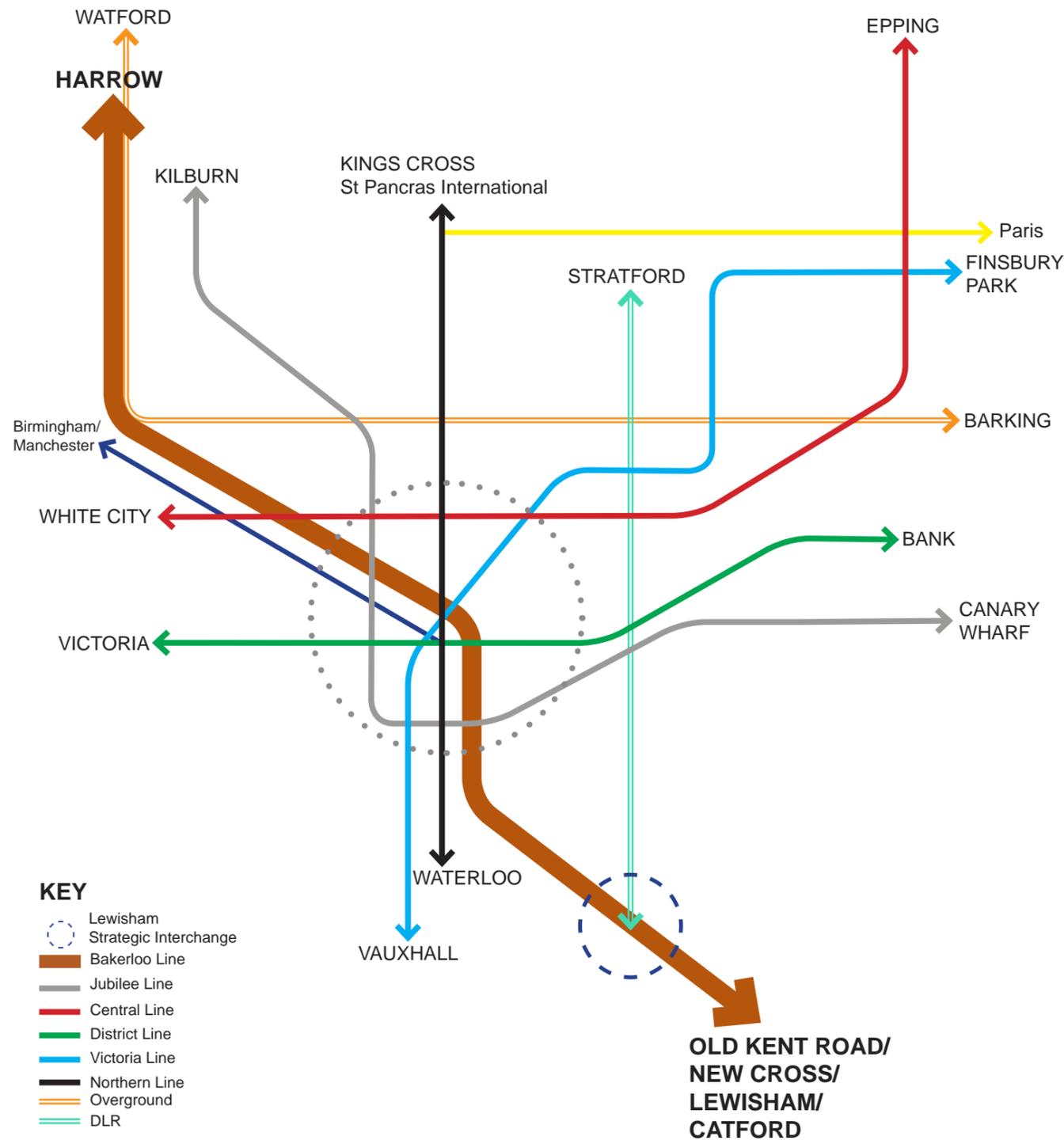


LEWISHAM STRATEGIC INTERCHANGE

A detailed study has been undertaken which tests the feasibility of transforming Lewisham Station into a holistic transport hub providing interchange between the BLE, DLR and National Rail services. The study has been undertaken by award winning architects Studio Egret West and Atkins with a multi-headed client team of London borough of Lewisham, Greater London Authority, Network Rail and Transport for London and has been jointly funded. The interchange brings together the multiple transport modes and overcomes the severance issues of the existing station and local infrastructure, by providing a new publicly accessible platform which connects across to all surrounding neighbourhoods unlocking the potential of surrounding sites and creating connections between existing areas of open space.



BLE TRANSPORT OPPORTUNITY



The Bakerloo line will operate effectively to bring an active flow of movement connecting other lines around rail networks across London.

THE BLE TRANSPORT OPPORTUNITY

The BLE offers regional benefits;

- By providing additional capacity in the south east corridor it releases existing capacity on parallel lines (Southern/South-eastern/Jubilee) and modes (buses).
- Increased connections and alternative routes also reduce the need to interchange from London Overground (East London Line) to Central London at New Cross Gate, alleviating crowding on the London Overground and Jubilee line.
- The strategic modelling for Canada Water found that the introduction of the BLE reduces interchange at Canada Water by over 20% (tested for 2031), offering significant relief to platform crowding pressures at Canada Water Station.

Growth in London and the south east is putting pressure on existing rail services into London and committed projects will not fully meet the demand, stunting further growth beyond 2031

With an estimated 3 million more people living in London by 2050 coupled with population growth in the Greater South East region, the existing Southeastern rail services into London Bridge will be under pressure to accommodate the high proportion of population growth without significant National Rail investment in additional capacity. Committed and funded improvements such as the Thameslink programme, and train lengthening on the Southeastern network from Network Rail Control Period 5 (2014-2019) investment provides some relief to existing crowding challenges and capacity for further growth. However, forecasts by TfL and Network Rail show that by 2031, elements of the London suburban rail network and long-distance services into Kent require further capacity due to the forecast strong growth in travel.

By 2031 and beyond, without further investment, residents from the south east London region and beyond would see crowding and congestion increases; especially at London termini where they would be forced to interchange to already busy Underground services. These challenges are exacerbated in south and southeast London due to the relative lack of a Tube network to supplement the existing rail network, compared to the other sub-regions of London.

The delivery of the Bakerloo Line Extension would enable the Old Kent Road, New Cross and Catford Opportunity Areas to maximise the development potential supporting London's continued growth and long term economic success.

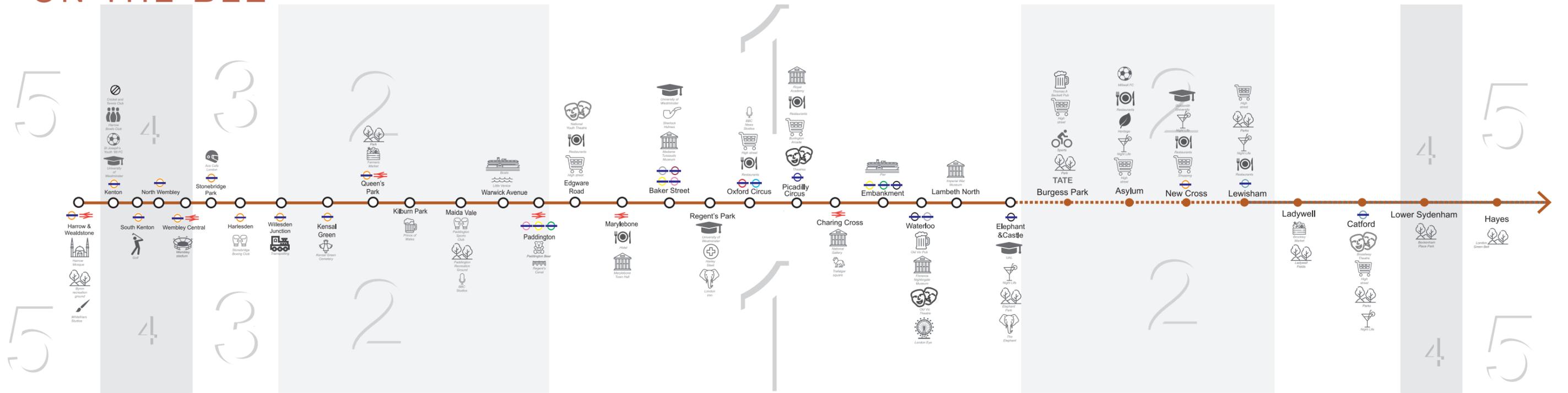
THE FUNDING OPPORTUNITY

If the business rate uplift over the entire Bakerloo Line were factored in it could make a significant contribution to London's local tax base. CIL and S106 contributions will also play their part. Funding is identified in the current TfL business plan to upgrade the signalling and rolling stock on the current Bakerloo line to improve reliability.

ESTIMATED BLE COST

£3.1 BILLION

CULTURAL OFFER ON THE BLE



PLACES AND SPACES



Cormmill Gardens, Lewisham



London Eye, Waterloo



Embankment Pier, Embankment



Beckenham Place Park, Lower Sydenham



Deptford Town Centre



Albany Theatre, Deptford



Burgess Park, Southwark



Trafalgar Square, Charing Cross



Goldsmiths University, New Cross

BAKERLOO LINE: A Brief History

The Baker Street & Waterloo Railway, as it was originally known, was one of the tube railways promoted by the American financier and stockbroker Charles Tyson Yerkes. It was designed to connect the Baker Street area with Waterloo and after its establishment by an Act of Parliament in 1893, tunnelling work commenced in 1898. Staging was set up in the Thames close to Hungerford Bridge with two vertical shafts sunk into the bed of the river.

It was the third deep-level 'tube' line to pass beneath the river. In 1900, authorisation was secured for extensions northbound to Paddington and southbound to Elephant & Castle. As such, the new tube would serve two important railway terminals (plus Charing Cross) and connect with the vast tramway network of south London.

The line opened between Baker Street and Kennington Road (soon to be renamed Westminster Bridge Road, later Lambeth North) in March 1906, and was extended to Elephant & Castle in August of that year. In July 1906 the contraction 'Bakerloo tube' was officially adopted, allegedly following a suggestion from an Evening News columnist. The line was extended to Great Central in March 1907 to connect with the Great Central terminus at Marylebone, which had only opened in 1899.

An extension to Edgware Road opened in June 1907. Paddington was reached in December 1913. The Bakerloo saw the only tube extensions carried out during the First World War, Queen's Park being reached in February 1915, via new stations at Warwick Avenue, Maida Vale and Kilburn Park. In the latter two cases this involved the demolition of existing buildings to accommodate the new stations. In May 1915, through-running commenced over the tracks of the London & North Western Railway (LNWR) to Willesden Junction, the first time that a tube line (as opposed to surface lines) had been physically connected to a mainline railway. This parallel running has, to an extent, been part of the Bakerloo story ever since.

As part of the 1935-40 New Works Programme and to relieve congestion on the Metropolitan between Baker Street and Finchley Road, new tunnels were dug between these two points for the Bakerloo, which was later further extended to Wembley Park from November 1939 and Stanmore. Thus the Bakerloo settled down to operate at its maximum extent from Elephant & Castle to Watford Junction and Stanmore.

The early stations with surface buildings were designed by Leslie Green in a distinctive style with ruby-red glazed blocks, and they were strong enough to permit the construction of offices etc on top at a later date. Platforms were also decorated in a different colour to aid recognition by passengers.

With the opening of the new Jubilee line in May 1979, the whole of the Baker Street to Stanmore section was handed over to the Jubilee. The Bakerloo's Trafalgar Square station (and Strand station on the Northern line) was amalgamated into a new station complex named Charing Cross. In turn, Charing Cross on the Bakerloo, District and Circle lines, which in 1976 had reverted to its pre-1915 name - Charing Cross Embankment - became simply 'Embankment'.

Today, the much simplified Bakerloo operates solely from Elephant & Castle to Harrow & Wealdstone, the former British Rail services between Queen's Park, Harrow & Wealdstone and beyond are now part of the Overground network.

Opened in: **1917**

Harrow & Wealdstone

Is the oldest station on the network: 1837, predating Baker Street by 24 years. It was opened for Underground trains in 1917

Opened in: **1917**

North Wembley

According to the MET, this is the safest tube station on the entire network

Opened in: **1917**

Stonebridge Park

Many of the features originated was destroyed by the WW2 bombing, and two major fires

Opened in: **1915**

Willesden Junction

A total of 271 staff once worked in this station in 1896 - including 79 porters, 58 signalmen and 58 shunters and yard foremen

Opened in: **1915**

Queen's Park

The only carriage shed on the tube line

Built in: **1915**

Maida Vale

Due to shortage of male staff in the war, this station was entirely staffed by women

Built in: **1913**

Paddington

The station is listed as a single station on TfL maps but there are two separate underground stations in Paddington

Built in: **1907**

Marylebone

It took an act of parliament to push the construction of this station through

Opened in: **1933**

South Kenton

The platform was built too high for the trains, and never corrected

Opened in: **1917**

Wembley Central

The 142nd busiest station on the network

Opened in: **1912**

Harlesden

Not so close to Harlesden town centre as Willesden Junction

Opened in: **1916**

Kensal Green

The station was hit by a tornado in 2006

Opened in: **1915**

Kilburn Park

This is the first station designed around escalators, rather than lifts

Opened in: **1915**

Warwick Avenue

Singer Duffy, named a song after this station which reached number 3 in the UK charts

Opened in: **1907**

Edgware Road

This station has a living wall of plants outside, the only one in the underground network

Built in: **1906**

Baker Street

Apart from the obvious Madame Tussauds, this station holds the most platforms on any tube station, a total of 10

Opened in: **1906**

Regents Park

A parliamentary law originally declared that no station could be built at the current site – it was overturned, but there's still no surface station here

Opened in: **1900**

Oxford Circus

To celebrate the new Victoria line, The Queen 'took the wheel' of a train in 1969 and drove it from Green Park to Oxford Circus

Opened in: **1906**

Piccadilly Circus

The world map in the station ticket hall dates back to the 1920s and contains a linear clock, showing the time in all parts of the world

Opened in: **1906**

Charing Cross

An amalgamation of two old stations: Trafalgar Square and Strand

Built in: **1906**

Embankment

Has a huge, empty substation attached to it, abandoned since 1957. Called 'Pages Walk'. Pages Walk is also part of the Old Kent Road Opportunity Area

Built in: **1906**

Waterloo

With 23 escalators, the most of any station on the network - more than twice as many as there are in The Shard

Opened in: **1906**

Lambeth North

Had been named Kennington Road, Westminster Bridge Road, and finally Lambeth North.

Opened in: **1906**

Elephant & Castle

This station was named after a pub, which was name-dropped in Shakespeare's Twelfth Night



Bakerloo Line
Credit: Mike Horne

OLD KENT ROAD AND NEW CROSS MASTERPLAN



CRIMSCOTT STREET
760 Homes
1,400 Jobs

BRICKLAYERS ARMS

MANDELA WAY
2,200 Homes
2,121 Jobs
1 Primary School

OLD KENT ROAD (NORTH)
191 Homes
140 Jobs

TESCO & SOUTHERNWOOD RETAIL PARK
1,240 Homes
680 Jobs

SOUTH BERMONDSEY & SPIL
2,106 Jobs

SANDGATE STREET & VERNEY ROAD
3,787 Homes
2,852 Jobs
1 Secondary School
1 Indoor Sports Hall

ST JAMES'S ROAD & STABLES
1,131 Homes
970 Jobs

CANTIUM
4,200 Homes
3,100 Jobs
1 Primary School
1 Health Hub

HATCHAM, ILBERTON & OLD KENT ROAD (SOUTH)
3,900 Homes
2,196 Jobs

NEW CROSS, LEWISHAM & CATFORD
27,500 Homes
6,000 Jobs

LB SOUTHWARK

LB LEWISHAM

LB TOWER HAMLETS

LB GREENWICH

KEY

- BLE Stations
- Proposed New Bermondsey station
- BLE Phase 1*
- BLE Phase 2*
- OKR Opportunity Area Boundary
- Lewisham, Catford & New Cross Opportunity Area Boundary
- Southwark/Lewisham Borough Boundary

* BLE alignment is indicative across the route



Kilometres
Scale: 1:5000

DEVELOPMENTS ON THE BLE



1. LATONA WORKS

Size: 3,855 sq m (GIA) commercial + 16,274 sq m (GIA) residential
 Target date: December 2020
 Developer: 2020 Capital Limited
 Architect: HKR Architects

The directors of 2020 Capital Ltd have been delivering mixed-use schemes in Southwark since 2003.

Latona Works, one of their two current schemes within the OKR Action Area Plan, will create 3,855sqm of flexible workspace designed to suit the local artists and makers community, together with 181 homes meeting the London Plan design criteria; a fully compliant tenure split and generous on site amenity.

The scheme was conceived as an urban block and 2020 Capital with HKR, their architects, have worked collaboratively with neighbouring owners and architects to free up land and create Latona Yard, a centrally located, shared working yard.

Mindful of Southwark's request for an element of 'grit', the original red brick chimney and gables were retained. A pared back palette of materials, robust industrial detailing and a plan that maximises natural light and delivers flexible interesting space has brought forth a building that blends beautifully with, and reinforces, the character of the area.

Southwark's proposed Linear Park borders the site and Burgess Park is nearby and space is provided within the scheme for local community groups such as the Glengall Wharf Garden, supporting the Southwark Wellbeing Hub.



2. RUBY TRIANGLE

Size: 1.38ha / 1,165 units
 Target date: 2025
 Developer: Avanton
 Architect: Farrells
 Website: <http://avanton.co.uk/>

A full planning application has been submitted for the redevelopment of the site known as Ruby Triangle in the Old Kent Road Opportunity Area. The scheme sits within the heart of Southwark's masterplan for the regeneration of the area and within walking distance to the proposed Bakerloo line extension.

The residential-led mixed use scheme aims to regenerate a vital part of London by creating 1,165 quality new residential units spread over 3 blocks with buildings of up to 17 storeys, 48 Storeys and 40 storeys. 35% of the units will be affordable, of which 70% are social rent and 30% intermediate. The residential buildings are set on top of a two-storey podium with flexible retail/business space, together with a public sports hall and gym.

The development will improve the public realm along Old Kent Road by introducing a 3,792 m² new public park at ground level, open for the local community to use. The improvements to the public realm will place a shift to health and well-being of local residents. A cycle hub will be opened for the community to access cycles, get repair and maintenance, and create a focal point for cycling activities and groups in the neighbourhood.



3. CANTIUM RETAIL PARK

Size: 1,200 new homes plus c. 8,750 sqm of employment space
 Target date: 2021/22
 Developer: Galliard Homes & Aviva Investors
 Architect: Alan Camp Architects and Brisac Gonzalez

Galliard Homes and Aviva Investors are bringing forward plans for the Cantium Retail Park, a key part of Southwark Council's vision for the Old Kent Road. The site has operated as a retail park since 1992, and has been identified in Southwark's Old Kent Road Area Action Plan as suitable for delivering new homes, jobs and community facilities. It is supported by the extension of the Bakerloo Line from Elephant & Castle to Lewisham.

The project will deliver a comprehensive mixed-use development at the heart of the Old Kent Road. This will provide 1,200 new homes and over 8,750 sqm of commercial space, including a destination space suitable for a cultural occupier. It would be complemented by new public spaces, cafes and restaurants, as well as a new linear park along the route of the Old Grand Surrey Canal.



4. BESSON STREET

Size: 230-280 homes for private rent including 35% for living rent
 Target date: 2022
 Developer: Lewisham Grainger JV
 Architect: Maccreanor Lavington

At Besson Street in New Cross, Lewisham Council and Grainger plc will form a new ethical and socially-minded joint venture that will deliver a 230-280 home build-to-rent development, which will set a new high standard for private renting in Lewisham. Besson Street will:

- Provide 35% of the new homes for London Living Rent, an affordable housing product aimed at low-to-median earning Lewisham households
- Deliver a genuine tenure-blind development, with all homes built to the same standard, the same service offer regardless of tenure, full pepper-potting across the development
- Create a new and fully-fitted out GP surgery and health centre for New Cross.
- Offer tenants a residency period of at least 10 years, by providing a five-year tenancy with an automatic right to renew
- Give tenants the flexibility to leave at a time of their choosing
- Fix rent increases at the time of sign-up, linked to inflation, so that renters can know in advance what rent they will pay in the future
- Allow renters to deal with their landlord direct. There will be no agents, and no fees
- Ensure a very high standard of housing management and additional services including:
 - 24/7 responsive repairs
 - Pet friendly options with the opportunity to customise their home



5. LEWISHAM GATEWAY

Size: Built accommodation 97,000 sqm

Target date: 2022

Developer: Lewisham Gateway Developments (a wholly-owned subsidiary of Muse Developments)

Architect: PRP (First Phase), UN Studios Amsterdam and PRP (Second Phase)

Website: <http://lewisham-gateway.com/>

Lewisham Gateway is one of the largest regeneration projects currently under construction in South East London, which is creating a new beating heart for the town centre.

Lewisham Gateway Developments (a wholly-owned subsidiary of Muse Developments), in partnership with the Mayor of London, London Borough of Lewisham, Transport for London, London Bus Services and Homes England are working together to change the urban fabric of the area.

Along with a newly-configured road system, the partnership is committed to delivering substantial housing as well as commercial space, extensive public realm improvements and a range of retail/leisure facilities to benefit the community.

The first phase is already well underway and includes, 362 homes, 136 of which are owned and managed by private rental investor Fizzy Living, 6,000 sq ft of retail space, restaurants, infrastructure improvements, two accessible river corridors and a new urban park completed. Outline planning permission for phase two was granted in March 2018, which will now include 430 private-rented homes, 106 affordable rent residential units, 110 smaller co-living spaces, retail, cafes, restaurants, extensive public realm, a multiplex cinema (already pre-let to Empire Cinemas), along with 20,000 sq ft of co-working space aimed at the cultural and creative sectors.



6. DEPTFORD MARKET YARD

Size: 2 acres, £50m GDV

Target date: November 2016

Developer: Lewisham Gateway Developments (a wholly-owned subsidiary of Muse Developments)

Architect: Ash Sakula Architects, Pollard Thomas Architects, Farrer Huxley Associates

Website: <http://www.deptfordmarketyard.com>

Located next door to Deptford train station, the award-winning Deptford Market Yard has been transformed from a derelict 2-acre site into a new space for Deptford's community. Winner of the 'Best Heritage Led Project' at the 2017 London Planning Awards and the Placemaking Award at the 2017 Property Week Awards, Deptford Market Yard is now a bustling new public realm with new shops and 132 homes.

Construction of The Deptford Project was in November 2016 and have disposed of the majority of the project realising considerable development profit, but have retained the final element of the scheme, the commercial space, within our investment portfolio.

The commercial space comprises 2 restaurants, 14 workshops in refurbished railway arches and seven retail units. Retaining the retail space will allow us to capture further value as we establish this as an intrinsic part of the Deptford offer and as the wider area benefits from further investment and growth.



1. 78-94 ORMSIDE STREET

Size: 2,058m² of B1 commercial floorspace and 56 residential units
 Target date: 2021
 Developer: Roca Investments
 Architect: GML

78-94 Ormside Street comprises the redevelopment of the site to form a new mixed-use development incorporating replacement B1 SME commercial floorspace over the basement, ground and mezzanine level with residential above incorporating both private and communal external amenity space. The scheme will deliver 35% affordable housing and accords with the council's aspirations for the area as set out in the emerging Old Kent Road AAP.



2. MALT STREET REGENERATION

Size: 2.31 Ha
 Target date: TBC
 Developer: Berkeley Homes (SE London) Ltd
 Architect: Rolfe Judd Architecture
 Website: <http://www.berkeley-oldkentroad.co.uk/>

Malt Street Regeneration will deliver c.1,050 new homes and c.5,500 sq.m of employment space transforming what is currently a mix of trade depots, derelict former industrial buildings and open storage areas into a thriving, cohesive and family orientated neighbourhood. Integral to the proposal is the new public realm with Berkeley giving back over 50% of the site to public open space. This will take the form of a new linear park and public square, and will be home to London's first sculpture park. The proposals will deliver a significant number of much needed new homes and jobs for Londoners.



3. MANDELA WAY

Size: 226 residential units
 Target date: July 2018
 Developer: Firmdale
 Architect: Allies and Morrison

The former Southwark Car Pound lies to the north of Old Kent Road, along Dunton Road and within the northern part of the Old Kent Road Opportunity Area (OKROA). This redevelopment proposal is for a mixed-use scheme consisting of 226 residential units and over 2,000 sqm of commercial floorspace, primarily dedicated to an industrial laundry serving the client's hotels across London. The residential accommodation is arranged within an innovative typology of interlocking blocks of varying heights with cascading amenity spaces for private, shared and communal amenity. These buildings are arranged around four courtyards, also fronted by a number of single family terrace houses.



7. VIVE LIVING AND WORKSPACE

Size: 83 apartments providing private rented accommodation
 14,000 ft² commercial floor space
 Target date: 2017
 Developer: Aitch Group for PRS & Vive Living
 Architect: Buckley Gray Yeoman
 Website: <https://www.viveliving.co.uk/#home>

The facade of a former ship building warehouse was retained and a new build 6 storey mixed use development was constructed behind. With the retention of the facade the scheme delivers a development with impressive floor to ceiling heights for both commercial and residential elements. The Commercial units are sited at the ground floor of the building all providing dual aspect and high levels of natural light. The residential apartments are all generously sized above the Mayors Space standards. The redevelopment included for significant financial contributions towards upgrading the local highway, lighting local arches and the local park Folkestone Gardens.



8. GREENLAND PLACE/CANNON WHARF

Size: 3.58 hectares
 Target date: The scheme is occupied
 Developer: Barratt London
 Architect: RMA Architects
 Website: <https://www.barratthomes.co.uk/new-homes/greater-london/h645101-greenland-place/>

In 2012 planning permission was given to demolish existing low-grade industrial stock and replace with 6,600sqm of an expanded, purpose-built business centre and other commercial uses and 697 residential homes (117 affordable). Now completed, the development ranges from 3-8 storeys with taller elements of 23 storeys set within a new linear park, naturalised former railway viaduct and new public realm. The use of a bold brick and metal palette has been particularly successful in delivering to the community a genuine example of the successful co-location of working and living space to create a unique neighbourhood readily identifiable from surrounding developments.



9. ANTHOLOGY DEPTFORD FOUNDRY

Size: 2.5 acres
 Target date: November 2019
 Developer: Anthology
 Architect: Rolfe Judd Architects
 Website: <http://www.anthology.london/>

Created by London property company Anthology, Deptford Foundry includes 276 private homes located within 8 buildings and a 22 storey tower. A selection of one, two and three-bedroom homes with balconies or terraces. Residents have access to a beautiful, communal landscape garden and the development will also be home to artists, designers and makers thanks to its work spaces. Set in a thriving local community, and very well connected via nearby stations at New Cross and Deptford.



4. 18-19 CRIMSCOTT STREET

Size: 55 apartments + commercial office space
 Target date: 2020
 Developer: Fruition Properties
 Architect: TP Bennett
 Website: fruitionproperties.co.uk

The new development will provide 55 one, two and three bedroom apartments, 37 per cent of which will be affordable, alongside almost 20,000 sq ft of office space. Residents will also benefit from balconies, associated cycle parking and landscaped roof gardens. The site is extremely accessible thanks to being located between Bermondsey and London Bridge stations, also within easy reach of some of London's most iconic attractions including The Shard and Borough Market.



5. CANTIUM RETAIL PARK

Size: Approx 1,150 residential units (1.9ha)
 Target date: Start on site 2019
 Developer: Aviva and Galliard Homes
 Architect: Alan Camp Architects / Brisac Gonzalez

Aviva and Galliard Homes are jointly preparing a scheme that will see the comprehensive redevelopment of Cantium Retail Park. The residential led, mixed use development is at the heart of the Old Kent Road and will include buildings ranging from 3 to 48 storeys. Other uses will include replacement retail, new cafes, offices and a unique, 'destination' that will contribute towards a new identity for the Old Kent Road.

The development will re-establish a traditional high street frontage, create a significant quantum of new public space and includes a pinnacle building marking a grand entrance to the proposed Surrey Canal Park.



6. 1 LIVESEY PLACE

Size: 618m²
 Target date: WINTER 2018
 Developer: Private
 Architect: Nintim architects
 Website: <http://www.nintim.co.uk/have-a-butchers/4594104304>

Nintim's first mixed use project is a contemporary, playful building in Peckham that respects and responds to existing and future context through the use of high quality materials that complement those already used in the area. It was important to establish a visual separation of the two uses - residential and commercial, and to consider the facing materials particularly at street level. For the residential the incorporation of large openings ensures maximum light while outdoor space is provided by balconies and a large communal roof terrace.



10. LEWISHAM STATION AND INTERCHANGE STUDY

Size: N/A
 Team: TfL, LB Lewisham, Network Rail, GLA
 Architect: Studio Egret West and Atkins
 Website: <https://www.barratthomes.co.uk/new-homes/greater-london/h645101-greenland-place/>

This study has tested the feasibility of transforming Lewisham Station into a holistic transport hub providing interchange between the BLE, DLR and National Rail services. The aim of the project is to create a station interchange which brings together the multiple transport modes and overcomes the severance issues of the existing station. It also proposes to better link the station (through improved cycling and walking routes) with existing and future communities and to create connections between existing areas of open space. Following completion of the study, TfL, Network Rail and LB Lewisham are working on an implementation strategy.



11. MARINE WHARF

Size: 566 homes + 27,000 sq ft commercial (2.8ha)
 Target date: September 2017
 Developer: Berkley Group
 Architect: GRID Architects
 Website: <https://www.barratthomes.co.uk/new-homes/greater-london/h645101-greenland-place/>

Marine Wharf is the central site within the Surrey Wharves Masterplan, and the key site in Lewisham's wider aspiration to use the former Grand Surrey canal to regenerate North Deptford. Marine Wharf comprises ten residential blocks along with cultural, retail spaces and a linear park that runs along Grand Canal Avenue. Based around a number of communal areas and under cover secure car parks, the development boasts an array of private and affordable homes along with dedicated extra care dwellings. Ideally located in Zone 2, residents have convenient access to Surrey Quays and Canada Water stations, as well as the close by Thames Clipper services.

