

Item No.	Classification: Open	Date: 8 September 2014	Meeting Name: Overview and Scrutiny Committee
Report title:		Peckham Rye Station Redevelopment – Update	
Ward(s) or groups affected:		The Lane	
From:		Stephen Platts, Director of Regeneration	

Background

1. The project is being delivered to unlock the potential of the station, associated railway arches and the immediate surroundings. The aim as highlighted in the Peckham and Nunhead Area Action Plan (PNAAP) is to create a public station square, resulting in a positive focal point for the area whilst unveiling the high quality heritage asset of the grade 2 listed station.
2. This is a partnership project part funded by a grant of £5.5m from the Greater London Authority. The Council and Network Rail will also be investing considerable funding to secure the necessary Compulsory Purchase Orders (CPO's), to reconfigure the retail offer, to build the new square and to create a fully accessible station.
3. In 2012, Southwark Council with support from Network Rail undertook a feasibility / concept design study that was used to create a business appraisal to support the delivery of the project.
4. In 2013, Weston Williamson architects were appointed to progress the scheme based on this feasibility / concept design study in order to be able to submit of a planning application. In parallel with the design development, AOC were tasked part of the architect's team to focus on community engagement.
5. As part of the architects' work, two stages of community consultation were undertaken to inform the preparation of proposals, in November 2013 and January 2014. The reports summarising the events prepared by AOC, form essential background of the reaction of the community to the original proposals and the subsequent agreement to modify the approach of the scheme.

Feedback from consultation events

6. In response to concerns raised from December consultation a wider outreach work was undertaken including attending Peckham and Nunhead Youth CC, leaflet drops, individual business visits, church meetings and Peckham Town Team meeting.
7. There were 250 attendees throughout the consultation event on 18 January with 112 feedback forms received. There were 40 attendees to the January

20 event. A total of 196 responses have been received to date (summarised below). In addition 60 email letters or mini essays were received.

Feedback forms summary	1 (Poor)	2	3	4	5 (Excellent)
Overall opinion of scheme (all comments)	27%	24%	20.5%	21%	8%
Overall opinion of scheme (from event)	13%	24%	29%	25%	9%

8. The two consultation exercises have proved useful in gathering feedback and they also raised questions from the community about the principle, scope and content of emerging plans, revealing a perception that the current plans do not reflect the aspirations of the local community.

The initial scheme proposals

9. Both Network Rail and LBS undertook viability assessments, overall figures contained below;
- Vacant possession costs – circa £18m
 - Construction costs of overall scheme - £25m
 - Grant agreement - £11m (includes £670k spent already on station improvements)
 - Allocation within grant agreement for vacant possession costs - £7m
10. Letters were also sent to all the businesses and leaseholders to explain current situation. Network Rail was to arrange one to one meetings with the majority of the businesses in Dovedale Court and also committed to look for relocation options with the tenants.
11. Network Rail and Weston Williamson have also held pre-application meetings with the LBS planners and have presented scheme to Design Review Panel. The main issues being:
- Heights on Holly Grove and relationship to adjacent villa and conservation area.
 - Housing mix,
 - A request for a review of asymmetry/symmetry of massing across the site and relationship with 4 Holly Grove.

The way forward

12. A combination of the planners feedback and the opposition from local people, led Southwark Council and Network Rail to seek an extension to their current timescales from the GLA. The aspiration was that with a revised timescale and refreshed approach, the partners can ensure that plans could be developed with local people helping to shape the redevelopment.
13. This re-profiling of the project programming is born of a genuine project team desire to engage local people, facilitate greater local influence on the project brief and design and to more thoroughly communicate the opportunities and

challenges of delivering the project. There is broad agreement across the client and design team that this is an opportunity to enrich the project.

14. The result was the competitive tendering of a brief to consultants to undertake further consultation. The intention of this proposed appointment is to help develop a scheme that has the support of local residents and businesses through a “co-design” exercise.
15. A team led by Ash Sakula were appointed in May 2014 following an interview with the project partners. The tender brief issued to Ash Sakula set out the partnership’s aspiration for Peckham Rye Station namely “an enhanced and enlarged public realm and associated active uses and a new approach to commercial uses within the existing station arcade and surrounding railway arches”.
16. The brief they are working to clearly defines the project scope and objectives as agreed by the partners. However in the intervening period since the original design brief was issued to Weston Williamson /AOC, it is clear that the potential scope of the scheme has evolved, and indeed will continue to do so.
17. The fundamental change is the scope of the potential council’s CPO. This can be summarised as:
 - 12-14 Blenheim Grove being omitted from the Council’s potential CPO.
 - Property owned by Bywater (Iceland and 4 Holly Grove) potentially becoming a separate application negating the need for CPO.
 - The council’s desire to negotiate with leaseholders to find alternative premises where ever possible to minimise the overall cost to the council of the CPO.
18. For instance, on the latter point, early discussions with TSB has emphasised their desire to both remain in Peckham and to invest in the area.
19. Therefore instead of what in effect was a master plan for the whole area resulting in the displacement of up to 60 local businesses, the approach now being adopted is one of evolving a design with local stakeholders.
20. There are a number of reasons for this approach quite a part from those of cost to the public purse. It is the desire to minimise where possible the impact on local businesses and where impact is unavoidable do all that can be done to assist in making the transition as easy as possible. Also from a practical point of view, we are attempting to ensure that any CPO is robust against possible challenge at a hearing by being entirely necessary for the delivery of the scheme.
21. As yet, discussions with leaseholders have been limited but are expected to run concurrently with the engagement programme. Note that as these discussions progress whatever information that isn’t deemed to be commercially sensitive will be made available.

Consultation and the Co-design process

22. Co-design is a new approach by which collectively stakeholders design parts of the city. It means that residents, businesses, the council, landowners and other people with an interest in the area, get together and work out what is important to them and then use that information to influence the future of the area in a positive way. Co-design relies on the active participation of the local community to drive and shape the project.
23. The process will include a Co-design shop, a website and a programme of events in order to involve a broad as possible range of local stakeholders. The comments, observations, ideas and aspirations will be analysed and summarised on a weekly basis during the programme and exhibited.
24. The co-design process will address people's aspirations for the wider area surrounding the station. It will however focus in on the station forecourt with a view to develop a detail design brief for this proposed space, helping the community to uncover what a public square in the centre of Peckham be like.
25. The co-design "shop" is a pop-up space next to the station entrance. It utilises the old staircase room and will be opened Wednesday, Friday and Saturday for a period of eight weeks. By having a space it will allow an evolving display of aspirations and a physical presence to discuss the project with the community.
26. The co-design shop along with other venues in Peckham will host a series of workshops where specific themes and topics can be explored in more depth. Workshops may involve walks, debates, model making, drawing, filming and photography, writing and other forms of expression. The programme for these workshops will be available via the website and on a calendar in the shop.
27. A co-design website (www.peckhamcodesign.org) has been set up by the project team. The idea is that the website can provide a number of ways in which to participate while also act as an archive and online exhibition space to display all the material produced by the workshops and other forms of interaction.
28. One part of the Ash Sakula team (Commonplace) has created an 'app' – an online mapping tool that allows residents, local businesses and other stakeholders to comment and create an overall map of opinions. Every comment made will displayed on a map of the wider Peckham area and publically show concerns, ideas and views of specific geographical places and specific spaces.
29. As well as the technological tools, the team are developing a Co-Design Toolkit comprising of:
 - a letter box placed outside the station to allow opinion cards to be collected from commuters and local people when the shop is not open,
 - A blackboard to allow announcements of workshops and activities to be highlighted
 - An index box which will collect all the contributions and order them by theme.

- A hanger to collate all the drawings produced.
 - A weekly update produced summarising all the previous weeks' activities, observations and ideas.
 - And an Atlas of Aspirations – a document that summarises all the aspirations of the local communities and reflects the views and requirements of residents, commuters, businesses, organisations, local groups and stakeholders.
30. The launch of the co-design process and the recruitment of local people to act as co-designers took place on 20th August. A draft programme of workshops including treasure hunts, celebration of the architecture of Rye Lane, a breakfast club etc. is currently underdevelopment and detailed on the events section of the co-design website.

Programme

31. While the co-design process is going on, a detailed programme is being developed in conjunction with the GLA and Network Rail. This will include the scheme development, the timescales for the CPO's (where required), planning consents, and the training and cultural programmes (both of which are part of the requirement of the GLA grant).
32. Presently, council officers from the Property Department are starting the process of contacting and negotiating with current leaseholders that will be affected by the proposals. In addition the Local Economy team have commissioned GLE One London to provide support and advice on business matters related to relocation whenever this is appropriate although they are not responsible for general engagement / communications with businesses in Peckham.
33. It is envisaged that the negotiation with tenants and leaseholders will run concurrently with the co-design process.
34. A design brief for the station square will also be developed in the next two months although not finalised and agreed until the completion of the co-design programme. If any new buildings are required as part of the delivery of the square, for instance to relocate existing businesses, then this design brief will also be produced with community input.
35. The draft programme currently being developed will be reported to a project board (chaired by the Director of Regeneration and consisting of senior representatives from both Network Rail and the GLA) meeting on 5th September for agreement by project partners.

26 August 2014