

Item No. 6.1	Classification: Open	Date: 5 July 2016	Meeting Name: Planning Committee
Report title:	Development Management planning application: Application 16/AP/1551 for: Full Planning Permission Address: FLOORS -1 TO 6, PECKHAM CENTRE MULTI STOREY CAR PARK AT 95A RYE LANE, LONDON SE15 4ST (MONCRIEFF PLACE) Proposal: Change of use of floors -1 to 6 of the multi-storey car park to provide a mix of uses including workspaces, workshops, event spaces and cafe/restaurant uses.		
Ward(s) or groups affected:	The Lane		
From:	Director of Planning		
Application Start Date 21/04/2016		Application Expiry Date 16/06/2016	
Earliest Decision Date 17/06/2016		Time Extension Date: 08/07/2016	

RECOMMENDATION

1. That planning permission be granted for a limited period.

BACKGROUND INFORMATION

Site location and description

2. The application relates to a Council-run multi-storey car park located immediately to the east of Rye Lane, 'Peckham Town Centre car park'. The building is of 1980s construction and is 17m high, comprising 10 split levels. Levels -1 - 6 of the building provide 353 parking spaces which are free to use outside the hours of 6.30pm and 8.30am Monday to Friday, and on Saturdays and Sundays. Two-way vehicular access to the car park is via Cerise Road which is to the north-west of the site, and pedestrian access is via stairs on the southern side of the building.
3. The western part of the building is occupied by PeckhamPlex cinema which is accessed from Moncrieff Place off Rye Lane. During the summer months levels 7 - 10 of the car park are used by Bold Tendencies (a not for profit creative enterprise) and Frank's Bar. These uses are accessed via stairs on the western side of the building next to the cinema, and access for deliveries and people with mobility issues is via the existing car park ramps.
4. The are residential properties along Cerise Road, Cicely Road and Moncrieff Street to

the north and east of the site, an elevated railway line to the south including some light industrial units within the railway arches, and shops and cafes along Rye Lane to the west. There is a pathway along the southern side of the building connecting Rye Lane with Moncrieff Street which is gated at the eastern end, although the gate appears to be permanently open.

Details of proposal

5. Temporary planning permission is sought for a period of 5 years for change of use of levels -1 to 6 of the car park to provide a mix of uses including workspace, event spaces, and cafe/restaurant/bar uses. The project has been given the name 'Peckham Levels' and is a collaboration between Carl Turner Architects, Pop Community Ltd and The Collective, which was responsible for Pop Brixton. The cinema does not form part of the proposal and would remain in place; Bold Tendencies and Frank's Bar would continue to operate from levels 7 - 10 of the building during the summer months.
6. The proposed development would provide 8,731sqm of floor space (gross internal area) as follows:
 - 1,521 sqm of restaurant/café use (use class A3)
 - 5,022 sqm of business floorspace (use class B1a)
 - 207 sqm of storage/distribution space (use class B8)
 - 256 sqm of non-residential institution space (use class D1)
 - 1,725 sqm of assembly and leisure floor space (use class D2).

Level	Use / amount	Description
-1 - 0	207sqm storage (B8), 763sqm event space (D2), 34 parking spaces	Main entrance for tenants and visitors from this level, including independent entrance to event space. 31 public parking spaces and 3 for the development
1 - 4	3,836sqm workspace (B1)	Levels -1 - 2 would focus on artists and 'makers', including studios, workshops, dark rooms and rehearsal spaces. Levels 3-4 would focus on start-ups and digital media and would include co-working spaces, editing suites, photography studios and meeting rooms
5 - 6	1,521sqm restaurant/café (A3), 1,186sqm B1 space, 256sqm D1 space and 962sqm D2 space	These would be the public floors including a community café, children's play space, flexible event space, dance studios and two external terraces. Capacity for 1,250 people within the licensable areas

7. The main entrance to the building would be from the southern side using an existing stair core and lifts which would be brought back into use. The building could accommodate up to 3,600 people if fully occupied, and the applicant has advised that

the proposed opening hours would be as follows:

Levels/use	Hours
-1 (event space, class D2)	Sunday 10am to midnight Monday to Saturday 10am to 1am
1 - 2 (studios and workshops, class B1)	<u>Studios</u> – 24 hour use, 7 days a week <u>Workshops</u> (including ceramics, printing, laser cutting) – 8am to 9pm daily
3 - 4 (studios and workshops, class B1)	<u>Studios</u> – 24 hour use, 7 days a week <u>Workshops</u> (including photography studios, dark room, editing and rehearsal studios) – 8am to 9pm daily
5 - 6 (studios, café, restaurant, bars, event space (A3, A4, D1, D2)	<u>Studios</u> - 24 hour use, 7 days a week <u>Café/restaurant/bar/event space</u> Sunday 8am to 11pm Monday to Wednesday 8am to midnight Thursday to Saturday 8am to 1am Terraces 8am to 10pm daily

8. Externally the existing openings between the different levels would be in-filled with glazing and polycarbonate, set within grey aluminium frames. A metal stair core would be provided on the north elevation of the building which would be for emergency use only. There would be two external terraces along part of the southern and eastern elevations of the building and space is shown for market stalls on the pathway along the southern side of the building. It is anticipated that there would be signage to the building, although limited details have been provided and separate advertisement consent would likely be required.

9. **Planning history**

10/AP/0680 Application type: Advertisement Consent (ADV) Internally illuminated fascia signage to unit A frontage Decision date 10/05/2010 Decision: Granted (GRA)
14/AP/0788 Application type: Full Planning Permission (FUL) Erection of a light weight temporary structure at level 10 of Peckham Town Centre Multi-Story Car-Park to provide a temporary cafe and bar to be open from 01/06/2014 to 30/09/2014 as part of Bold Tendencies Sculpture Show Decision date 19/06/2014 Decision: Granted for Limited Period (GFLP)
14/AP/2067 Application type: Full Planning Permission (FUL) Change of use of car park levels 7 - 10 for a temporary period of 3 years for sui-generis mixed use; primarily art gallery with ancillary uses including bar, restaurant, cinema, theatre, storage, office and artists' studios Decision date 01/06/2015 Decision: Granted for Limited Period (GFLP)

15/AP/1104 Application type: Full Planning Permission (FUL)
Temporary change of use of level 10 of Peckham Town Centre Multi-Story Car-Park to provide a temporary cafe and bar to be open from May 26th 2015 until September 30th 2015 to occupy as part of Bold Tendencies Sculpture Show; and erection of light weight structure

Decision date 21/05/2015 Decision: Granted for Limited Period (GFLP)

10. Planning history of adjoining sites

87-95 Rye Lane

14/AP/3398 Application type: Full Planning Permission (FUL)
Change of use of first floor from retail (A1 use) to gymnasium (D2 use) with associated infill extension at first floor. In addition changes to the Moncrieff Street elevation comprising of a relocated entrance door and installation of glazing at ground floor level and new windows at first floor.

Decision date 17/04/2015 Decision: Granted (GRA)

91-95 Rye Lane

12/AP/3850 Application type: Full Planning Permission (FUL)
Conversion of first floor to provide nine flats to include private and communal amenity areas, domestic storage, landscaping, cycle and refuse provision.

Decision date 11/07/2013 Decision: Granted (GRA)

14/AP/0415 Application type: Full Planning Permission (FUL)
Erection of extension at second floor level to blocks at southern end of site to create nine residential units (2 x one bedroom, 5 x two bedroom and 2 x three bedroom) with sedum roof above; and associated cycle parking, refuse provision and landscaping at ground level at northern approach to site from Cerise Road

Decision date 12/01/2015 Decision: Granted with Legal Agreement (GWLA)

KEY ISSUES FOR CONSIDERATION

Summary of main issues

11. The main issues to be considered in respect of this application are:
- a. Principle of the proposed development in terms of land uses
 - b. Environmental impact assessment
 - c. Design and impact upon the setting of adjacent heritage assets
 - d. Impact of proposed development on amenity of adjoining occupiers and surrounding area
 - e. Transport issues
 - f. Impact on trees
 - g. Planning obligations (S.106 undertaking or agreement) and community infrastructure levy
 - h. Sustainable development implications.

Planning policy

12. Planning policy designations (Proposals Map)

Part of Proposals Site 69P in the Saved Southwark Plan
Peckham Major Town Centre
Peckham and Nunhead Action Area Core
Urban Density Zone
Air Quality Management Area

13. The Rye Lane Peckham Conservation Area is to the south and west of the site. The closest listed building is the grade II listed Peckham Rye Station to the south-west.

National Planning Policy Framework (the Framework)

14. National planning policy is set out in the National Planning Policy Framework ('NPPF') which was adopted on 27 March 2012. The NPPF focuses on a presumption in favour of sustainable development, of which there are three strands; economic, social and environmental. The core planning principles include, amongst others, the requirement to 'drive and support development'.

Section 1 - Building a strong, competitive economy

Section 2 - Ensuring the vitality of town centres

Section 4 - Promoting sustainable transport

Section 8 - Promoting healthy communities

Section 7 - Requiring good design

Section 10 - Meeting the challenge of climate change, flooding and coastal change

Section 11 - Conserving and enhancing the natural environment

Section 12 - Conserving and enhancing the historic environment

National Planning Practice Guidance

15. London Plan July 2015 consolidated with alterations since 2011

Policy 2.15 Town centres

Policy 3.1 Ensuring equal life chances for all

Policy 3.2 Improving Health and Addressing Health Inequalities

Policy 4.1 Developing London's economy

Policy 4.6 Support for and enhancement of arts, culture, sport and entertainment

Policy 4.7 Retail and town centre development

Policy 4.8 Supporting a successful and diverse retail sector and related facilities and services

Policy 5.1 Climate change mitigation

Policy 5.2 Minimising carbon dioxide emissions

Policy 5.3 Sustainable design and construction

Policy 5.4 Retrofitting

Policy 6.9 Cycling

Policy 6.10 Walking

Policy 7.1 Lifetime neighbourhoods

Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.8 Heritage assets and archaeology
Policy 7.14 Improving air quality
Policy 7.21 Trees and woodlands

16. Core Strategy 2011

Strategic policy 1 - Sustainable development
Strategic policy 2 - Sustainable transport
Strategic policy 3 - Shopping, leisure and entertainment
Strategic policy 10 - Jobs and businesses
Strategic policy 11 - Open spaces and wildlife
Strategic policy 12 - Design and conservation
Strategic policy 13 - High environmental standards

17. Southwark Plan 2007 (July) – saved policies

The Council's cabinet on 19 March 2013, as required by paragraph 215 of the NPPF, considered the issue of compliance of Southwark Planning Policy with the National Planning Policy Framework. All policies and proposals were reviewed and the Council satisfied itself that the policies and proposals in use were in conformity with the NPPF. The resolution was that with the exception of Policy 1.8 (location of retail outside town centres) in the Southwark Plan all Southwark Plan policies are saved. Therefore due weight should be given to relevant policies in existing plans in accordance to their degree of consistency with the NPPF.

SP20 - Development site uses
2.2 – Provision of new community facilities
3.2 - Protection of amenity
3.4 – Energy efficiency
3.6 – Air quality
3.7 - Waste reduction
3.9 - Water
3.11 - Efficient use of land
3.12 - Quality in design
3.13 - Urban design
3.14 – Designing out crime
3.18 - Setting of Listed Buildings, conservation areas and World Heritage Sites
3.28 - Biodiversity
5.2 - Transport impacts
5.3 - Walking and cycling
5.6 - Car parking
5.7 – Car parking for the mobility impaired

18. The site is identified as part of proposal site 69P in the Saved Southwark Plan. The proposal site designation lists A class use and uses which contribute towards footfall in evenings as required uses. Other acceptable uses are residential and D uses.

Uses not allowed are nightclubs, public houses, amusement arcades, casinos and all other uses. These uses are only permitted following the appropriate relocation of the cinema and the multi-storey car park to meet the same need or provide improved facilities. The estimated residential capacity is given as 84-195 units.

19. Supplementary Planning Documents

Sustainable design and construction SPD (2009)
Sustainable Transport SPD (2010)
Rye Lane Peckham Conservation Area Appraisal (2011)

20. Peckham and Nunhead Area Action Plan (2014)

The Peckham and Nunhead Area Action Plan (PNAAP) was adopted on 26 November 2014 and sets out the planning framework that will help to deliver long lasting improvements to Peckham and Nunhead over the next 15 years. Part of the PNAAP vision is that Peckham will be a place with attractive and pleasant neighbourhoods, surrounding a lively town centre that meets the needs of a very diverse community.

Principle of development in terms of land uses

21. Section 2 of the NPPF requires planning policies to recognise town centres as the heart of their communities, to support their viability and vitality, and to define a network and hierarchy of centres that is resilient to anticipated future economic changes. Paragraph 17 of the NPPF seeks to “promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas” Policy 2.15 of the London Plan sets out the strategic approach to town centres, including the need to sustain and enhance the vitality and viability of town centres and to contribute towards an enhanced environment, urban greening, public realm and links to green infrastructure. Policies 4.7 and 4.8 of the London Plan are also relevant which require the scale of retail development to be related to the size and function of the town centre, a sequential town centre first approach to new retail development, and to support a diverse retail sector including markets.
22. In terms of Southwark’s policies, strategic policy 3 of the Core Strategy encourages the protection and enhancement of town centres to secure a range of shops, services and facilities to meet the needs of Southwark’s population. Saved policy 1.5 of the Southwark Plan seeks to protect and encourage small business, and 1.7 establishes a hierarchy of town centres and permits a broad range of uses within the centres. Chapter 4 of the Core Strategy sets out the vision for Peckham and Nunhead action area and states that: *“The area will continue to be home to a diverse and dynamic community with shops, community facilities and services. New development will help bring improvements to streets and public spaces, making them greener, more pleasant and safe. It will be easier to get around by walking and cycling and there will continue to be good public transport links.”*
23. Objections have been received from neighbouring residents on the grounds that the proposal would be contrary to policy 2 of the PNAAP which requires arts, cultural, leisure and entertainment uses to be provided on other sites in the area including Peckham Rye Station, Copeland Road Industrial Park and Bournemouth Road. The objections advise that the Inspector’s report into the PNAAP required the Council to

provide a properly substantiated policy for the application site, and as this has not been carried out the application is premature.

24. PNAAP policy 2 states that the Council will encourage a mix of complementary arts, cultural, leisure and entertainment uses in Peckham town centre, of which the site forms part. Specific sites are to be promoted for these purposes, but the policy does not preclude providing them elsewhere. Moreover, the adopted site designation in the Southwark Plan (reference 69P) permits A class uses which contribute to evening footfall and D class uses, and the inclusion of a restaurant, cafe and event spaces would comply with this policy. The site designation requires the cinema and car park to be re-provided before alternative uses can take place, however this relates to the site being redeveloped. Permission is sought for a temporary period only and the cinema would be retained; the loss of the car park is considered in the transport section below.
25. As stated site designation 69P which excluded night club, pub and B class uses relates to the redevelopment of the site. During the course of preparation of the PNAAP the approach to the regeneration of central Peckham and to the potential of this site changed. In the submission version of the PNAAP (September 2012) the proposed site designation included a wider range of uses including leisure/ community use (Class D), retail use (Classes A1/A2/A3/A4), residential use (Class C3), business use (Class B1), student accommodation (Class sui generis) and new public realm. The assumptions in the plan about the longer term redevelopment of the site gave rise to objections which led to the Inspector at the Examination in Public to conclude that the proposed site allocation required further work to better consider the creative and cultural offer currently taking place at the site, and that it did not fully consider options for the retention / conversion of the existing building. The proposal site allocation was therefore deleted by the Inspector and it was noted at the time that the removal of the site allocation from the PNAAP would mean that the earlier allocation in the Southwark Plan would apply. The proposals to introduce a range of temporary uses into the site including a late night event space (which could be used as a nightclub – this is considered further below), bars and B class business use space are considered to be appropriate town centre uses which would help to deliver a broad range of uses and a vibrant and diverse town centre in accordance with the aims, objectives and policies of the PNAAP.
26. Concerns have been raised by neighbouring residents that the event space at level -1 could be used as a nightclub. The space would have capacity for 850 people and would contain a bar, DJ booth and a dedicated entrance allowing it to be used independently of the rest of the building; consent is sought to use it from 10am to 6am Thursdays to Saturdays. Although nightclub use (sui generis) has not been specifically applied for, the facilities and hours of use proposed would be similar to a nightclub. The applicant has advised that it could be used for theatre, live music, comedy nights, DJs and exhibitions during these hours (33% of the total opening time of the space) and by community groups for meetings, workshops and events for the remainder of the time. Officers have no objections to this in principle as it would broaden the uses in the town centre and support the night time economy in accordance with the PNAAP, but have specific concerns regarding the hours of use. It is recommended that this space should not be permitted to remain open later than 1am Thursday to Saturday owing to its proximity to residential properties and this is considered further in the amenity section of this report.

27. The inclusion of B class floorspace within the building would have significant positive effects in the local area. It is anticipated that the proposed development would create 600 jobs, with 466 of these arising directly from the B class floorspace which is a significant positive aspect of the scheme. A number of representations have been received from traders on Rye Lane objecting to the loss of the car park and the impact this could have on their trade. The current levels of car park use are set out in the transport issues section of this report, but it is considered that the positive impact that up to 600 new jobs could have on trade on Rye Lane would far outweigh any harm caused by the loss of the car park. People working on the site would be likely to use the local shops and services which would help to support the local economy.
28. The submission advises that subsidised rents would be available on 10 - 20% of the artist studios, and 10% of the profits from the development would be used to create a community fund for reinvestment into local businesses and social projects. All tenants for the building would be selected based on their commitment to contributing positively to the local community and would be required to participate in the Peckham Levels community investment scheme, by dedicating at least an hour a week of volunteer time to giving back to the community.
29. To conclude in relation to land uses, the proposal for temporary use of the car park for mixed use purposes is considered to be acceptable. It would broaden the range of uses in the town centre, create additional footfall in the evenings, and the creation of 600 additional jobs would be a significant positive aspect of the scheme which would support trade along Rye Lane. The proposal would make use of an underused building in a town centre location and is supported in principle.

Environmental impact assessment

30. No formal screening opinion has been sought under the EIA Regulations and the proposed development would constitute an urban development project. However, under the 2015 amendments to the Regulations projects do not need to be screened unless:
 - the development includes more than 1 hectare of development which is not dwellinghouse development; or
 - the development includes more than 150 dwellinghouses; or
 - the area of the development exceeds 5 hectares.
31. None of the above applies in this instance; 0.8731 hectares of non-residential floorspace would be provided, no dwellings would be provided, and the site area is 0.42 hectares.

Design and impact upon the setting of adjacent heritage assets

32. Saved policies 3.12 and 3.13 of the Southwark Plan seek to ensure that developments are of a high standard of architectural and urban design; saved policy 3.18 affords protection to the setting of listed buildings, conservation areas and world heritage sites.

33. The exterior of the building would not change significantly as a result of the proposal. The existing openings would be in-filled with dark grey aluminium-framed glazing which would be set in from the external walls to create a recess. The proposed new stair core to the north elevation would be constructed of galvanised steel and the lower flights enclosed by a metal mesh of at least 3m high. This lightweight approach would render the stair enclosure relatively unobtrusive in the streetscene and is considered to be acceptable on design grounds.
34. It is intended that planting, furniture, lighting, seating and market stalls would be provided partway along the southern and western pathways outside the building. This is welcomed and would provide animation and activity to the space. Limited details have been provided at present, therefore a condition for details is recommended.
35. The relatively modest interventions to the building are such that there would be no impact upon the setting of the adjacent conservation area.

Impact of proposed development on amenity of adjoining occupiers and surrounding area

36. Saved policy 3.2 seeks to ensure new development would not have adverse amenity impacts on neighbouring properties. Concerns have been raised by neighbouring residents regarding noise and disturbance including from late night/early morning use, noisy activities in the workshops and restaurants, and concerns regarding the adequacy of a noise impact assessment submitted with the application.
37. The site is located in a major town centre and in the action area core, where a broad range of intensive uses can be found and expected. The car park is currently open 24 hours a day, and the submission advises that it has been subject to anti-social behaviour including graffiti and vandalism.
38. Including 1,000 people associated with Bold Tendencies and Franks Bar, there could be a maximum of 4,600 people in the building at any one time. The closest residential properties are on Rye Lane (6m), Moncrieff Street (12m), Raul Road (19m) and Cerise Road (26m). The predominant use within the building would be B1, which can generally operate successfully in residential areas without causing any loss of amenity. There could however, be noise arising from some of the workshops, the other uses in the building and from people entering and leaving the site.

Noise from within the building

39. The noise impact assessment establishes the existing background noise levels at the site. It considers noise associated with plant, from the proposed event spaces including live bands and amplified music, from the workshops including the use of electrical tools, and from the dance studios. It details the type of wall construction proposed and concludes that noise arising from the event space, the workshops at levels 1 and 2 and the dance studios at level 6 would be acceptable provided the windows were shut.
40. The noise impact assessment has been reviewed by the Council's Environmental Protection Team and a number of conditions are recommended, including limiting plant noise and requiring ventilation details. Owing to the concerns raised by

neighbouring residents the acoustic consultant has subsequently confirmed that if all uses within the building were operating to capacity simultaneously, including live or amplified music, there would be no noise and disturbance to neighbouring occupiers emanating from the building itself owing to sound proofing which would be installed. All of the new glazing would have the same acoustic properties, and the studios, noisy workshops and event spaces would be mechanically ventilated to enable the windows to be shut when the uses are in operation.

Noise from people entering and leaving the building

41. As stated, there are concerns regarding use of the event space at level -1 until 6am owing to the proximity to neighbouring residents. It is therefore recommended that this space, together with the café, restaurant and bars on levels 5 - 6 be required to close no later than 1am Thursdays to Sundays. No objections are raised regarding the hours of use for the remainder of the building. It is recommended that the outdoor terraces at levels 5 - 6 be conditioned to close no later than 10pm to ensure no noise and disturbance to neighbouring occupiers.
42. The noise impact assessment considers visitor noise and advises that the main route to the building from Rye Lane and in through the south elevation of the building would put visitors in minimal contact with neighbouring residential buildings. It notes the possible presence of 1 floor residential units overlooking the pedestrian route from Rye Lane and recommends that the route be carefully managed, especially during later hours of operation. Existing stair cores on the east and west of the building and the new stair core on the north elevation would be used in emergencies only, and a condition to this effect is recommended.
43. The Police have recommended that a condition be imposed requiring Secure by Design Certification. However, this is likely to have cost implications and owing to the temporary nature of the proposals this has not been included in the draft recommendation. The application does detail a number of measures which would be incorporated in relation to safety and security however. There would be a 24 hour security team for the building, based in a dedicated security office on the southern side of the building near the main entrance. CCTV would be installed on all floors, in the public areas and along the pathway to the south of the building. Access to levels 1 - 4 would be restricted to tenants only by way of key fobs and the perimeter of the building would be made secure with new gates and fencing; it is not clear where these would be erected, therefore a condition for details is recommended. Visitor management/dispersal would be considered under the licensing regime, and under the licensing application temporary barriers are proposed along the southern pathway requiring people to enter and exit via Rye Lane. These would be installed after 11pm and would be managed such that residents could still use this route after this time.
44. The external alterations to the building including the infilling of the openings and provision of a stair core would not result in any loss of amenity to neighbouring occupiers in relation to loss of light or loss of privacy.
45. Overall, officers are satisfied that with the imposition of suitable conditions, including a significant scaling back of the proposed opening hours, there would be no significant loss of amenity to neighbouring occupiers.

Transport issues

46. The site is very well located for public transport, with a public transport accessibility level (PTAL) of 6b (excellent). Peckham Rye Station is approximately 300m to the south-west, and there are bus stops along Rye Lane. The area to the north of the site forms part of a controlled parking zone (CPZ) which operates Monday to Saturday 8.30am - 6.30pm.

Loss of the car park

47. Surveys of the car park were undertaken on Thursday 25, Friday 26 and Saturday 27 February between the hours of 8am - 11pm. The Thursday peak occupancy was 29 vehicles at noon and 10 at 8pm; on the Friday it was 21 at noon and 15 at 8pm, and on the Saturday it was 107 at 2pm and 32 at 8pm. This demonstrates that the existing car park usage is low, equating to a maximum of 30% capacity on a Saturday afternoon.
48. 31 public parking spaces would be retained within the building which would be sufficient to accommodate the peak occupancy demand identified on Thursdays and Fridays. On Saturdays there would be a shortfall of 76 spaces compared to the maximum occupancy and a number of objections raise concerns regarding the impact this could have on trade along Rye Lane. However, it is considered that any harm caused would be outweighed by the significant job creation arising from the proposal. There is car parking available at Morrisons at the Aylsham Centre, and the loss of the car park may also encourage more sustainable modes of travel in accordance with strategic policy 2 of the Core Strategy. There would be no impact on parking stress to neighbouring residential occupiers as the surrounding streets to the north and east are in a CPZ.

Access and servicing

49. Pedestrian access to the car park is currently from the south of the building from the pathway by the viaduct. This would become the main pedestrian entrance for the proposed development, with the existing lifts repaired and brought back into use for both access and servicing. Internally the space would be subdivided by way of flexible partitions and screens; circulation between the floors would be via the stairs or lifts in the southern core and the existing pedestrian and vehicle ramps would be retained as an alternative route connecting each half level.
50. A framework delivery and servicing management plan has been submitted in support of the application. All servicing would take place from within the site, with vehicles using the same route along Cerise Road as cars currently using the car park. Vehicles would manoeuvre on a hardstanding area on the eastern part of the site and Bold Tendencies and Frank's Bar would continue to service from this location. Tracking diagrams have been provided which demonstrate that a refuse vehicle and a 7.1m rigid delivery lorry could enter and leave the site in a forward gear.
51. Internally, the refurbished lifts would accommodate some servicing, and electric vehicles would be used to transport larger vehicles up the car park ramps. Bold Tendencies and Frank's Bar would operate in the same manner and there would be a managed approach to servicing, including timed delivery slots and the use of a

building management team to oversee refuse storage and collection. It is recommended that a full servicing and delivery management plan be secured by way of a condition.

52. It is noted that the new stairs on the northern side of the building would be erected on the highway. The Highways Development Management Team has therefore requested that the footway be widened, which could be secured by a Grampian condition. Tracking diagrams have been submitted which demonstrate that this would not impede servicing access to an adjacent retail unit.

Trip generation

53. It is estimated that there would be approximately 11 servicing trips per day as a result of the proposal, 4 of which would be by large vehicles. This would not be particularly high and would not materially impact upon the safety and operation of the surrounding highway network. Given that the vehicles would approach through Cerise Road which is residential, a condition limiting servicing hours to between 8am and 8pm is recommended.
54. There would be 163 person trips during the morning peak period and 490 in the evening peak (two-way trips). In terms of modal split, the majority of these (93%) would be via train, bus and bicycle or on foot. The remaining 7% would be car, as a car passenger or by motorbike equating to 8 car trips in the morning peak and 15 in the evening peak which would not be significant.

Cycle parking

55. Based on the London Plan standards there would be a requirement for 136 cycle parking spaces to serve the development, comprising 68 long stay and 68 short stay spaces. The proposal would provide 69 long stay spaces within the building, with cycle parking and changing facilities on each floor. Externally there would be 68 spaces in covered stores for the short stay provision. These would be located next to the turning area and a condition for large-scale details is recommended. Cycle parking and changing facilities would be provided on each floor. Visitor cycle parking would be provided on the ground floor external forecourt area and would be covered, secure and lit.

Travel plan

56. A framework workplace travel plan has been submitted in support of the application which sets out the measures which would be undertaken to encourage sustainable modes of travel to and from the site. These include the provision of travel packs which would include walking and cycling route maps and public transport information, provision of showers, changing facilities and storage areas, secure cycle parking and the promotion of car sharing.

Impact on trees

57. There are a number of trees within the site including adjacent to the manoeuvring area for the servicing vehicles. These trees are not afforded any statutory protection, but contribute to the appearance of the site and Moncrieff Street. They may need to be

crown lifted to ensure that they are not damaged by servicing vehicles, and a condition for an aboriginal method statement is recommended.

Planning obligations (S.106 undertaking or agreement) and community infrastructure levy (CIL)

58. A scheme of this size would generally require a s106 agreement to secure employment during construction and employment in the development provisions. However, in this instance very little construction would take place, predominantly limited to installing the glazing, internal partitions and installation of a stair core. It is also considered that it would be onerous to impose a jobs target within the completed development given that permission is only sought for a temporary period. It is again noted that the applicant would require 10% of the profits from the development would be used to create a community fund for reinvestment into local businesses and social projects, and that all tenants would be selected based on their commitment to contributing positively to the local community.
59. No Southwark or Mayoral CIL would be due in this instance, because CIL is not payable on temporary permissions and the building has been in lawful use within the last 6 months.

Sustainable development implications

60. The proposed development would make temporary use of an underused building in a highly sustainable town centre location. Although large in floorspace, the proposal does not constitute a 'major' development for monitoring purposes (because it proposes change of use rather than new floorspace) and as such there is no requirement for an energy strategy or sustainability assessment to be provided. Non-residential development should achieve BREEAM 'excellent', however, the proposal is for a temporary use and incorporating measures to achieve BREEAM 'excellent' could significantly add to the cost. In light of this officers have no objections to the proposed development not achieving any BREEAM certification. The re-use of an existing building would be very sustainable, and measures such as low energy lighting, movement detectors to large circulation areas and energy meters are proposed.

Conclusion on planning issues

61. The proposed development would make use of an underused car park in a highly accessible location, and the resultant mix of uses would offer a vibrant and exciting addition to the town centre. While some existing car park users would have to park elsewhere, the development would create up to 600 new jobs which would have significant positive impacts on the area, including on trade along Rye Lane. Limited interventions would be required to the building, thus its appearance and the setting of the adjacent conservation area would be preserved. Impacts upon the amenity of neighbouring occupiers could be mitigated by way of conditions, and no adverse transport impacts are anticipated. Overall, this is considered to be an exciting and innovative proposal which would have positive impacts on the town centre and beyond, therefore it is recommended that planning permission be granted subject to conditions.

Community impact statement

62. In line with the Council's Community Impact Statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process.
- a) The impact on local people is set out above
 - b) The following issues relevant to particular communities/groups likely to be affected by the proposal have been identified as: none
 - c) The likely adverse or less good implications for any particular communities/groups have been also been discussed above. Specific actions to ameliorate these implications are described above.

Consultations

63. Details of consultation and any re-consultation undertaken in respect of this application are set out in Appendix 1.

Consultation replies

64. Details of consultation responses received are set out in Appendix 2.

Summary of consultation responses

Supports (with comments)

65. 3 representations in support have been received:
- Supportive of principle but hours too late and nightclub unacceptable
 - Loss of parking
 - Inaccuracies in acoustic report
 - North-facing children's play area may not get much sunlight
 - Insufficient toilets in level 3 - 4
 - External market stalls could create bottle neck near cinema
 - Waste management/recycling not considered
 - Question if lifts large enough to accommodate bikes
 - Generic travel plan proposed/bespoke approach with cinema would be preferable
 - Should be for all of Peckham, not just artistic community
 - Should be affordable for local people.

Objections

66. 10 representations objecting have been received:
- Loss of customer parking will adversely impact trade on Rye Lane/parking survey not accurate

- Other car parks in the area closing
- Lack of consultation with residents
- Noise and disturbance
- Inaccuracies/omissions in acoustic report
- A 22 hour entertainment license would disturb residents
- The event space would become a nightclub
- D2 uses and large restaurant inappropriate in this location and contrary to the PNAAP and Core Strategy
- Inspector's report into PNAAP required the Council to submit a properly substantiated proposal for the site but this has not been done; the proposal is therefore premature
- Litter and broken glass
- Anti-social behaviour.

General comments

67. Two general comments have been received:

- Support using underused spaces for public purposes
- Must ensure the proposal would benefit all of Peckham including Rye Lane traders, not just creative industries
- Should remain affordable
- Lack of parking is an issue for families; some parking should be retained
- Hours should be reduced and nightclub omitted.

Metropolitan Police

68. Seek to have a 'Secured by Design' condition attached to any permission that may be granted in connection with this application and that the wording is such that the development will follow the principles of Secured by Design for all Commercial aspects of the build.

Human rights implications

69. This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.

70. This application has the legitimate aim of providing a change of use to floors 1 to 6 of the multi-storey car park to provide a mix of uses including workspaces, workshops, event spaces and cafe/restaurant uses. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/2732-91 Application file: 16/AP/1551 Southwark Local Development Framework and Development Plan Documents	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5410 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Recommendation
Appendix 4	Computer generated images

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Victoria Lewis, Team Leader	
Version	Final	
Dated	27 June 2016	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director, Finance and Governance	No	No
Strategic Director, Environment and Leisure	No	No
Strategic Director, Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team		23 June 2016

APPENDIX 1

Consultation undertaken

Site notice date: 20/05/2016

Press notice date: n/a

Case officer site visit date: n/a

Neighbour consultation letters sent: 27/04/2016

Internal services consulted:

Highway Development Management
Waste Management

Statutory and non-statutory organisations consulted:

Metropolitan Police Service (Designing out Crime)
Network Rail (Planning)
Transport for London (referable & non-referable app notifications and pre-apps)

Neighbour and local groups consulted:

14a Raul Road London SE15 5HP	32 Hanover Park London SE15 5HS
12a Raul Road London SE15 5HP	30 Hanover Park London SE15 5HS
8 Cicely Road London SE15 5HW	26 Hanover Park London SE15 5HS
14 Cicely Road London SE15 5HW	7 Raul Road London SE15 5HR
13 Cicely Road London SE15 5HW	17 Raul Road London SE15 5HR
7 Cicely Road London SE15 5HW	15 Raul Road London SE15 5HR
6 Cicely Road London SE15 5HW	13 Raul Road London SE15 5HR
Ground Floor Flat 6 Raul Road SE15 5HP	19 Raul Road London SE15 5HR
22b Raul Road London SE15 5HP	31 Raul Road London SE15 5HR
22c Raul Road London SE15 5HP	29 Raul Road London SE15 5HR
22a Raul Road London SE15 5HP	21 Raul Road London SE15 5HR
Top Floor 6 Raul Road SE15 5HP	1 Cicely Road London SE15 5HW
18a Raul Road London SE15 5HP	58 Hanover Park London SE15 5HS
16a Raul Road London SE15 5HP	56 Hanover Park London SE15 5HS
10a Raul Road London SE15 5HP	10 Cicely Road London SE15 5HW
9 Cicely Road London SE15 5HW	13 Cicely Road London SE15 5HW
32 Raul Road London SE15 5HP	12 Cicely Road London SE15 5HW
20a Raul Road London SE15 5HP	11 Cicely Road London SE15 5HW
12 Raul Road London SE15 5HP	54 Hanover Park London SE15 5HS
10 Raul Road London SE15 5HP	44 Hanover Park London SE15 5HS
16 Raul Road London SE15 5HP	36 Hanover Park London SE15 5HS
14 Raul Road London SE15 5HP	34 Hanover Park London SE15 5HS
72 Moncrieff Street London SE15 5HL	46 Hanover Park London SE15 5HS
66 Moncrieff Street London SE15 5HL	52 Hanover Park London SE15 5HS
64 Moncrieff Street London SE15 5HL	50 Hanover Park London SE15 5HS
70 Moncrieff Street London SE15 5HL	48 Hanover Park London SE15 5HS
68 Moncrieff Street London SE15 5HL	18 Raul Road London SE15 5HP
10 Cicely Road London SE15 5HW	16 Raul Road London SE15 5HP
8 Raul Road London SE15 5HP	14 Raul Road London SE15 5HP
12 Cicely Road London SE15 5HW	20 Raul Road London SE15 5HP
11 Cicely Road London SE15 5HW	26 Raul Road London SE15 5HP
30 Raul Road London SE15 5HP	12 Raul Road London SE15 5HP
20 Raul Road London SE15 5HP	90 Moncrieff Street London SE15 5HL
18 Raul Road London SE15 5HP	88 Moncrieff Street London SE15 5HL
28 Raul Road London SE15 5HP	86 Moncrieff Street London SE15 5HL

26 Raul Road London SE15 5HP
8, Cerise Road London SE155HQ
8 Cerise Road SE15 5HQ
Bewick Mews
3 Bewick Mews Naylor Road SE15 1QR
5a Raul Road London SE15 5HR
23b Raul Road London SE15 5HR
23a Raul Road London SE15 5HR
9a Raul Road London SE15 5HR
1 Robert Keen Close London SE15 5HT
36a Hanover Park London SE15 5HS
34a Hanover Park London SE15 5HS
19a Raul Road London SE15 5HR
5b Cerise Road London SE15 5HQ
5a Cerise Road London SE15 5HQ
20a Raul Road London SE15 5HP
11a Raul Road London SE15 5HR
17a Raul Road London SE15 5HR
15a Raul Road London SE15 5HR
13a Raul Road London SE15 5HR
2 Robert Keen Close London SE15 5HT
19 Robert Keen Close London SE15 5HT
18 Robert Keen Close London SE15 5HT
20 Robert Keen Close London SE15 5HT
23 Robert Keen Close London SE15 5HT
22 Robert Keen Close London SE15 5HT
21 Robert Keen Close London SE15 5HT
17 Robert Keen Close London SE15 5HT
12 Robert Keen Close London SE15 5HT
11 Robert Keen Close London SE15 5HT
10 Robert Keen Close London SE15 5HT
13 Robert Keen Close London SE15 5HT
16 Robert Keen Close London SE15 5HT
15 Robert Keen Close London SE15 5HT
14 Robert Keen Close London SE15 5HT
10 William Margrie Close London SE15 5HF
1 William Margrie Close London SE15 5HF
59a Rye Lane London SE15 5EX
2 William Margrie Close London SE15 5HF
5 William Margrie Close London SE15 5HF
4 William Margrie Close London SE15 5HF
3 William Margrie Close London SE15 5HF
9 Cicely Road London SE15 5HW
4 Cicely Road London SE15 5HW
3 Cicely Road London SE15 5HW
2 Cicely Road London SE15 5HW
5 Cicely Road London SE15 5HW
8 Cicely Road London SE15 5HW
7 Cicely Road London SE15 5HW
6 Cicely Road London SE15 5HW
10a Raul Road London SE15 5HP
Flat 7 Hanover Park House SE15 5HG
Flat 6 Hanover Park House SE15 5HG
12a Raul Road London SE15 5HP
18a Raul Road London SE15 5HP
16a Raul Road London SE15 5HP
14a Raul Road London SE15 5HP
Flat 4 Hanover Park House SE15 5HG
8 William Margrie Close London SE15 5HF
7 William Margrie Close London SE15 5HF
6 William Margrie Close London SE15 5HF
9 William Margrie Close London SE15 5HF
Flat 3 Hanover Park House SE15 5HG
Flat 2 Hanover Park House SE15 5HG
Flat 1 Hanover Park House SE15 5HG
24 Robert Keen Close London SE15 5HT
25 Raul Road London SE15 5HR
5 Raul Road London SE15 5HR
27 Raul Road London SE15 5HR
Top Floor 6 Raul Road SE15 5HP

92 Moncrieff Street London SE15 5HL
10 Raul Road London SE15 5HP
98 Moncrieff Street London SE15 5HL
94 Moncrieff Street London SE15 5HL
4 Cerise Road London SE15 5HQ
3 Cerise Road London SE15 5HQ
7 Cerise Road London SE15 5HQ
11 Raul Road London SE15 5HR
8 Cerise Road London SE15 5HQ
2 Cerise Road London SE15 5HQ
30 Raul Road London SE15 5HP
28 Raul Road London SE15 5HP
8 Raul Road London SE15 5HP
11 Cerise Road London SE15 5HQ
1 Cerise Road London SE15 5HQ
15a Raul Road London SE15 5HR
13a Raul Road London SE15 5HR
17a Raul Road London SE15 5HR
23a Raul Road London SE15 5HR
19a Raul Road London SE15 5HR
11a Raul Road London SE15 5HR
18a Raul Road London SE15 5HP
16a Raul Road London SE15 5HP
20a Raul Road London SE15 5HP
5b Cerise Road London SE15 5HQ
5a Cerise Road London SE15 5HQ
23b Raul Road London SE15 5HR
12 Robert Keen Close London SE15 5HT
11 Robert Keen Close London SE15 5HT
2 Robert Keen Close London SE15 5HT
4 Robert Keen Close London SE15 5HT
3 Robert Keen Close London SE15 5HT
10 Robert Keen Close London SE15 5HT
9a Raul Road London SE15 5HR
5a Raul Road London SE15 5HR
34a Hanover Park London SE15 5HS
1 Robert Keen Close London SE15 5HT
36a Hanover Park London SE15 5HS
3 Cicely Road London SE15 5HW
2 Cicely Road London SE15 5HW
4 Cicely Road London SE15 5HW
6 Cicely Road London SE15 5HW
5 Cicely Road London SE15 5HW
14 Cicely Road London SE15 5HW
10 Cicely Road London SE15 5HW
1 Cicely Road London SE15 5HW
11 Cicely Road London SE15 5HW
13 Cicely Road London SE15 5HW
12 Cicely Road London SE15 5HW
7 Cicely Road London SE15 5HW
10a Raul Road London SE15 5HP
14a Raul Road London SE15 5HP
12a Raul Road London SE15 5HP
9 Cicely Road London SE15 5HW
8 Cicely Road London SE15 5HW
5 Robert Keen Close London SE15 5HT
75a Rye Lane London SE15 5EX
32 Raul Road London SE15 5HP
Top Floor 6 Raul Road SE15 5HP
6b Cerise Road London SE15 5HQ
9b Cerise Road London SE15 5HQ
27 Raul Road London SE15 5HR
28 Hanover Park London SE15 5HS
Flat 3 20 Hanover Park SE15 5HS
25 Raul Road London SE15 5HR
5 Raul Road London SE15 5HR
10b Cerise Road London SE15 5HQ
Rear Of 97 Rye Lane SE15 4ST
99 Rye Lane London SE15 4ST
Railway Arches 164 And 165 Rye Lane SE15 4ST

75a Rye Lane London SE15 5EX
32 Raul Road London SE15 5HP
28 Hanover Park London SE15 5HS
Flat 5 Hanover Park House SE15 5HG
Ground Floor Hanover Park House SE15 5HG
85 Rye Lane London SE15 5EX
96 Moncrieff Street London SE15 5HL
Flat 3 20 Hanover Park SE15 5HS
Flat 2 20 Hanover Park SE15 5HS
Flat 8 Hanover Park House SE15 5HG
Flat 9 Hanover Park House SE15 5HG
22c Raul Road London SE15 5HP
Rear Of 97 Rye Lane SE15 4ST
Railway Arches 164 And 165 Rye Lane SE15 4ST
99 Rye Lane London SE15 4ST
22a Raul Road London SE15 5HP
10b Cerise Road London SE15 5HQ
6b Cerise Road London SE15 5HQ
9b Cerise Road London SE15 5HQ
22b Raul Road London SE15 5HP
10a Cerise Road London SE15 5HQ
Ground Floor Flat 6 Raul Road SE15 5HP
9a Cerise Road London SE15 5HQ
61-63 Rye Lane London SE15 5EX
9 Robert Keen Close London SE15 5HT
8 Robert Keen Close London SE15 5HT
67-69 Rye Lane London SE15 5EX
40a Hanover Park London SE15 5HS
Flat B 71-73 Rye Lane SE15 5EX
Flat A 71-73 Rye Lane SE15 5EX
7 Robert Keen Close London SE15 5HT
27 Robert Keen Close London SE15 5HT
26 Robert Keen Close London SE15 5HT
25 Robert Keen Close London SE15 5HT
3 Robert Keen Close London SE15 5HT
6 Robert Keen Close London SE15 5HT
5 Robert Keen Close London SE15 5HT
4 Robert Keen Close London SE15 5HT
6 Bishop Wilfred Wood Close London SE15 5HN
5 Bishop Wilfred Wood Close London SE15 5HN
4 Bishop Wilfred Wood Close London SE15 5HN
79-81 Rye Lane London SE15 5EX
77 Rye Lane London SE15 5EX
65 Rye Lane London SE15 5EX
71-73 Rye Lane London SE15 5EX
3 Bishop Wilfred Wood Close London SE15 5HN
40d Hanover Park London SE15 5HS
40c Hanover Park London SE15 5HS
40b Hanover Park London SE15 5HS
40e Hanover Park London SE15 5HS
2 Bishop Wilfred Wood Close London SE15 5HN
1 Bishop Wilfred Wood Close London SE15 5HN
40f Hanover Park London SE15 5HS
14 Cicely Road London SE15 5HW
91 Rye Lane London SE15 2EZ
First To Second Floors 87-95 Rye Lane SE15 5EX
Flat 3 99-101 Rye Lane SE15 4RZ
97 Rye Lane London SE15 4TG
95a Rye Lane London SE15 4ST
103-113 Rye Lane London SE15 4ST
Rear Of 115 Rye Lane SE15 4ST
Flat 2 99-101 Rye Lane SE15 4RZ
Flat Above 77 Rye Lane SE15 5EX
11a Cerise Road London SE15 5HQ
Unit 1 Ground Floor 87-95 Rye Lane SE15 5EX
Flat 1 99-101 Rye Lane SE15 4RZ
Unit 2 Ground Floor 87-95 Rye Lane SE15 5EX
74 Moncrieff Street London SE15 5HL
72 Moncrieff Street London SE15 5HL
70 Moncrieff Street London SE15 5HL

22c Raul Road London SE15 5HP
9a Cerise Road London SE15 5HQ
22b Raul Road London SE15 5HP
Ground Floor Flat 6 Raul Road SE15 5HP
22a Raul Road London SE15 5HP
10a Cerise Road London SE15 5HQ
Flat B 71-73 Rye Lane SE15 5EX
Flat A 71-73 Rye Lane SE15 5EX
40a Hanover Park London SE15 5HS
40c Hanover Park London SE15 5HS
40b Hanover Park London SE15 5HS
67-69 Rye Lane London SE15 5EX
7 Robert Keen Close London SE15 5HT
6 Robert Keen Close London SE15 5HT
8 Robert Keen Close London SE15 5HT
61-63 Rye Lane London SE15 5EX
9 Robert Keen Close London SE15 5HT
40d Hanover Park London SE15 5HS
85 Rye Lane London SE15 5EX
Flat 2 20 Hanover Park SE15 5HS
77 Rye Lane London SE15 5EX
40f Hanover Park London SE15 5HS
40e Hanover Park London SE15 5HS
79-81 Rye Lane London SE15 5EX
65 Rye Lane London SE15 5EX
71-73 Rye Lane London SE15 5EX
36 Hanover Park London SE15 5HS
11a Cerise Road London SE15 5HQ
Flat Above 77 Rye Lane SE15 5EX
Unit 2 Ground Floor 87-95 Rye Lane SE15 5EX
Unit 1 Ground Floor 87-95 Rye Lane SE15 5EX
Flat 5 24 Raul Road SE15 5HP
Flat 1 24 Raul Road SE15 5HP
Flat F 103-113 Rye Lane SE15 4ST
Flat 2 24 Raul Road SE15 5HP
Flat 4 24 Raul Road SE15 5HP
Flat 3 24 Raul Road SE15 5HP
103-113 Rye Lane London SE15 4ST
Rear Of 115 Rye Lane SE15 4ST
95a Rye Lane London SE15 4ST
87-95 Rye Lane London SE15 5EX
97 Rye Lane London SE15 4TG
Flat 2 99-101 Rye Lane SE15 4RZ
Flat 1 99-101 Rye Lane SE15 4RZ
Flat 3 99-101 Rye Lane SE15 4RZ
91 Rye Lane London SE15 2EZ
First To Second Floors 87-95 Rye Lane SE15 5EX
Railway Arch 166 Rye Lane SE15 4ST
Railway Arch 163 Rye Lane SE15 4ST
6a Cerise Road London SE15 5HQ
101 Rye Lane London SE15 4ST
Ground Floor 75 Rye Lane SE15 5EX
Shop Between 83 And 85 Rye Lane SE15 5EX
Flat 1 24 Hanover Park SE15 5HS
20a Hanover Park London SE15 5HS
Flat 2 24 Hanover Park SE15 5HS
Flat 4 24 Hanover Park SE15 5HS
Flat 3 24 Hanover Park SE15 5HS
Flat B 103-113 Rye Lane SE15 4ST
Flat A 103-113 Rye Lane SE15 4ST
Flat C 103-113 Rye Lane SE15 4ST
Flat E 103-113 Rye Lane SE15 4ST
Flat D 103-113 Rye Lane SE15 4ST
Flat B 83 Rye Lane SE15 5EX
Flat A 83 Rye Lane SE15 5EX
83 Rye Lane London SE15 5EX
13 Raul Road London SE15 5HR
11 Raul Road London SE15 5HR
15 Raul Road London SE15 5HR
19 Raul Road London SE15 5HR

76 Moncrieff Street London SE15 5HL
82 Moncrieff Street London SE15 5HL
80 Moncrieff Street London SE15 5HL
78 Moncrieff Street London SE15 5HL
68 Moncrieff Street London SE15 5HL
59 Rye Lane London SE15 5EX
87-95 Rye Lane London SE15 5EX
51-57 Rye Lane London SE15 5EY
66 Moncrieff Street London SE15 5HL
64 Moncrieff Street London SE15 5HL
83 Rye Lane London SE15 5EX
101 Rye Lane London SE15 4ST
Ground Floor 75 Rye Lane SE15 5EX
6a Cerise Road London SE15 5HQ
Flat 10 Hanover Park House SE15 5HG
Flat 13 Hanover Park House SE15 5HG
Flat 12 Hanover Park House SE15 5HG
Flat 11 Hanover Park House SE15 5HG
Railway Arch 166 Rye Lane SE15 4ST
Flat 2 24 Hanover Park SE15 5HS
Flat 1 24 Hanover Park SE15 5HS
20a Hanover Park London SE15 5HS
Flat 3 24 Hanover Park SE15 5HS
Railway Arch 163 Rye Lane SE15 4ST
Shop Between 83 And 85 Rye Lane SE15 5EX
Flat 4 24 Hanover Park SE15 5HS
Flat 1 24 Raul Road SE15 5HP
Flat F 103-113 Rye Lane SE15 4ST
Flat E 103-113 Rye Lane SE15 4ST
Flat 2 24 Raul Road SE15 5HP
Flat 5 24 Raul Road SE15 5HP
Flat 4 24 Raul Road SE15 5HP
Flat 3 24 Raul Road SE15 5HP
Flat D 103-113 Rye Lane SE15 4ST
Flat A 83 Rye Lane SE15 5EX
Rye Lane Baptist Chapel Rye Lane SE15 5BY
Flat 14 Hanover Park House SE15 5HG
Flat B 83 Rye Lane SE15 5EX
Flat C 103-113 Rye Lane SE15 4ST
Flat B 103-113 Rye Lane SE15 4ST
Flat A 103-113 Rye Lane SE15 4ST

84 Moncrieff Street London SE15 5HL
22 Hanover Park London SE15 5HS
Flat 1 20 Hanover Park SE15 5HS
9 Raul Road London SE15 5HR

17 Raul Road London SE15 5HR
4 Cerise Road London SE15 5HQ
3 Cerise Road London SE15 5HQ
8 Cerise Road London SE15 5HQ
7 Cerise Road London SE15 5HQ
21 Raul Road London SE15 5HR
26 Hanover Park London SE15 5HS
30 Hanover Park London SE15 5HS
34 Hanover Park London SE15 5HS
32 Hanover Park London SE15 5HS
22 Hanover Park London SE15 5HS
31 Raul Road London SE15 5HR
29 Raul Road London SE15 5HR
7 Raul Road London SE15 5HR
Flat 1 20 Hanover Park SE15 5HS
9 Raul Road London SE15 5HR
12 Raul Road London SE15 5HP
10 Raul Road London SE15 5HP
14 Raul Road London SE15 5HP
18 Raul Road London SE15 5HP
16 Raul Road London SE15 5HP
74 Moncrieff Street London SE15 5HL
66 Moncrieff Street London SE15 5HL
64 Moncrieff Street London SE15 5HL
68 Moncrieff Street London SE15 5HL
72 Moncrieff Street London SE15 5HL
70 Moncrieff Street London SE15 5HL
20 Raul Road London SE15 5HP
1 Cerise Road London SE15 5HQ
8 Raul Road London SE15 5HP
2 Cerise Road London SE15 5HQ
11 Cerise Road London SE15 5HQ
26 Raul Road London SE15 5HP
30 Raul Road London SE15 5HP
28 Raul Road London SE15 5HP
Peckham Multiplex Cinema 95a Rye Lane SE15 4ST
Bold Tendancies / Franks Bar 4 Holly Grove SE15 5DF
Peckham Vision
350b Upland Road East Dulwich SE22 0DP
135a Rye Lane SE15 4ST
Unit 156, Camberwell Business Centre 99-103 Lomond Grove
SE5 7HN
121 Half Moon Lane Here Hill SE24 9JY
290 Lordship Lane Dulwich Se228ly
124 Turney Road London SE217JJ
94 Moncrieff Street Peckham SE15 5HL

Re-consultation: n/a

APPENDIX 2

Consultation responses received

Internal services

None

Statutory and non-statutory organisations

Metropolitan Police Service (Designing out Crime)

Neighbours and local groups

Email representation

Unit 156, Camberwell Business Centre 99-103 Lomond Grove SE5 7HN

121 Half Moon Lane Here Hill SE24 9JY

124 Turney Road London SE217JJ

135a Rye Lane SE15 4ST

290 Lordship Lane Dulwich Se228ly

3 Bewick Mews Naylor Road SE15 1QR

350b Upland Road East Dulwich SE22 0DP

64 Moncrieff Street London SE15 5HL

68 Moncrieff Street London SE15 5HL

80 Moncrieff Street London SE15 5HL

86 Moncrieff Street London SE15 5HL

90 Moncrieff Street London SE15 5HL

92 Moncrieff Street London SE15 5HL

94 Moncrieff Street London SE15 5HL

94 Moncrieff Street Peckham SE15 5HL

94 Moncrieff Street Peckham SE15 5HL

99 Rye Lane London SE15 4ST