

# Cabinet

Tuesday 17 May 2011

4.00 pm

Town Hall, Peckham Road, London SE5 8UB

## Supplemental Agenda No.1

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9.	Peckham and Nunhead Area Action Plan towards a Preferred Option – Appendix A	1 - 139

#### Contact

Everton Roberts on 020 7525 7221 or Paula Thornton on 020 7525 4395 or email:  
[everton.roberts@southwark.gov.uk](mailto:everton.roberts@southwark.gov.uk) ; [paula.thornton@southwark.gov.uk](mailto:paula.thornton@southwark.gov.uk)  
Webpage: <http://www.southwark.gov.uk>

Date: 10 May 2011

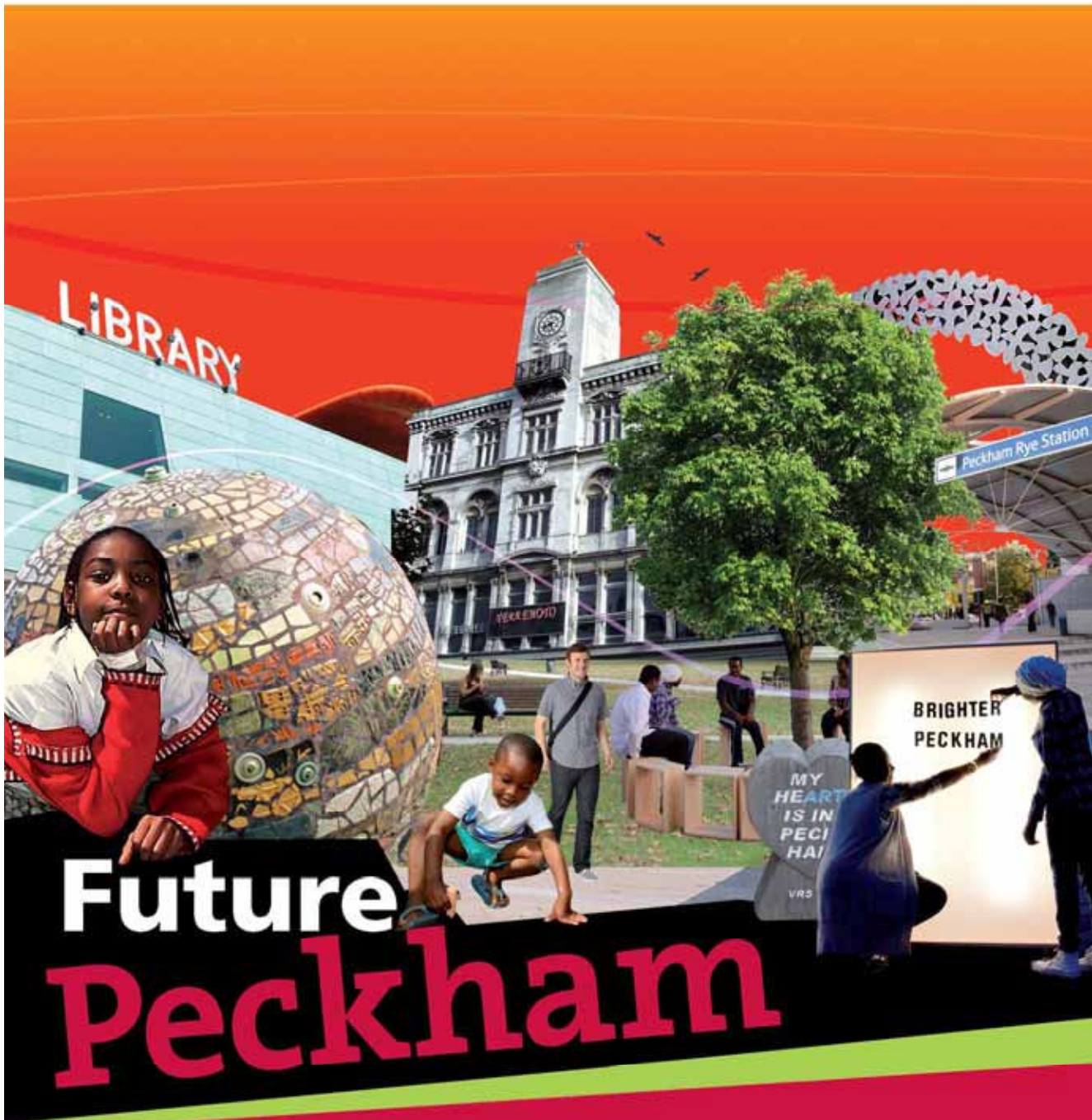
# REVITALISE



## Peckham and Nunhead Area Action Plan

Towards a preferred option

May 2011



## How to get involved

### Consultation on Peckham and Nunhead Area Action Plan

We welcome your comments on the Peckham and Nunhead Area Action Plan. Please send us your response by **5pm Monday 1 August 2011**. Any responses received after this date will not be considered.

The Area Action Plan (AAP) will be:

- Available to the public from 10 May 2011
- Taken to Cabinet for agreement for consultation on 17 May 2011
- Available for formal consultation from 21 June to 1 August 2011

Contact Rumi Bose or Jeremy Gill with any questions and for copies of this document at [futurepeckham@southwark.gov.uk](mailto:futurepeckham@southwark.gov.uk) or 020 7525 5471.

### How to make a comment

Comments should be made using our questionnaire <http://www.southwark.gov.uk/futurepeckham> or emailed to [futurepeckham@southwark.gov.uk](mailto:futurepeckham@southwark.gov.uk). Alternatively you can send your response to: Alison Squires, Team Leader, Planning Policy, Regeneration and neighbourhoods, FREEPOST SE1919/14 London SE1P 5LX.

We have addressed all of the comments made during previous stages of consultation on this area action plan. The responses we received and our officer comments can be found on our website at: <http://www.southwark.gov.uk/futurepeckham>

### Our response to your comment

When we receive your comment we will:

- Acknowledge your response by email (or letter if an email address is not provided) within 10 days.
- Publish your comments and our officer responses when we take the next stage of consultation on the area action plan to members.

### Timetable

After consultation closes, we will consider the comments we receive as part of the preparation of the next stage of the area action plan.

Stage of consultation	Consultation timescale
Sustainability scoping report	November 2006 to February 2007
Future Peckham vision paper	14 March to 25 April 2008
Issues and options	1 September 2008 to 25 May 2009
<b>Towards a preferred option</b>	<b>10 May to 1 August 2011</b>
Preferred options	December 2011 to February 2012
Publication/submission	September 2012 to November 2012
Submit to the Secretary of State	December 2012
Examination in Public	March 2013
Adoption	October 2013

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## Section 1 Introduction and background

### 1.1 How to find your way around this document

- Section 1 sets out the introduction to the AAP
- Section 2 sets out facts about Peckham and Nunhead along with the key challenges and opportunities
- Section 3 sets out our vision for Peckham and Nunhead, and our themes and objectives for development. It also sets out our visions for the different areas of Peckham and Nunhead
- Section 4 sets out preferred options along with issues and options that still have to be decided
- Section 5 sets out indicative plans and estimated capacities for major development sites
- Section 6 provides information on implementation and monitoring

### 1.2 What is the Peckham and Nunhead AAP?

The Peckham and Nunhead Area Action Plan (AAP) is a planning document that will help bring long-lasting improvements to Peckham and Nunhead. It sets out policies to make sure that over the next fifteen years we get the type of development needed to support a healthy, safe and prosperous community and a fairer future for all in Peckham and Nunhead.

The area action plan will change the following planning policies for Peckham and Nunhead:

- The look and function of the town centre, including the mix of shops and other activities
- The type of development on large sites
- The size and design of new buildings
- The amount and type of new homes built and where they go
- The impact of new development on the environment and traffic
- The community facilities needed to support the increased population

The area action plan will help fund improvements over the long term by making sure that private developers contribute to improving public spaces, affordable homes, upgrading public transport and improving community facilities.

### 1.3 Where are the boundaries of the AAP?

The area action plan tackles issues across both Peckham Community Council and Nunhead and Peckham Rye Community Council. We show where Peckham and Nunhead are located within Southwark and London in figure 1. The 'wider action area' covers the majority of the two community council areas as shown in figure 2. Some parts of the two community council areas will be covered by other planning documents, such as the Dulwich supplementary planning document. These areas are not duplicated in the Peckham and Nunhead action area. The precise boundary will be refined as the area action plan develops. Most of the physical change will take place in and around the Peckham town centre 'the core area' illustrated in figure 2. This is because:

- There are concentrations of large development opportunities with the capacity to contribute significantly to regeneration



- Many of the issues relate to the town centre and its relationship with surrounding residential neighbourhoods
- The town centre is very busy and has facilities that are used by residents from the wider catchment

The area action plan will also look at specific improvements needed in the 'wider action area' to parks, transport links, community facilities and local shopping parades. This will include setting out proposals for new development as well as how the character and scale of places should be preserved.

#### **1.4 How does “Towards a preferred option” fit into the process of preparing the AAP?**

We consulted on the “issues and options” in 2009. This set out:

- Strategic, broad options to establish the distinct and viable alternative approaches to redevelopment with major change and faster regeneration, compared with minor change and slower regeneration.
- Options for high growth, low growth and limited growth for the more detailed issues such as building heights, the natural environment and delivery
- Options for 28 possible major development sites

We have introduced this “Towards a preferred option” stage to ensure that we fully consult on the wide range of appropriate options before we select the preferred option. In section 4 we set out whether we have a preferred option or a number of options for each theme. Our background papers and sustainability appraisal set out more information on how we have developed the options. Our next stage of consultation will be the preferred option which will establish an agreed approach for policies such as the amount of new housing, type of tenure, transport, open spaces, schools and health facilities and the development sites.

#### **1.5 How did we prepare this document?**

We have collated evidence to inform and justify the options as follows:

- We have considered all of the previous consultation responses to make sure that we understand the options for Peckham and Nunhead. We have used information gathered from consultation to shape our vision and towards a preferred option for Peckham and Nunhead. The consultation report, plan and strategy set out how we will carry out consultation along with summaries and detailed responses. This is updated at each stage of consultation.
- Background papers set out information on the key evidence and statistics that have informed the AAP. We will set out more detail at the next stage of consultation once we have our preferred option.
- An interim sustainability appraisal ensures that the towards a preferred option has a positive social, environmental and economic impact.
- An equalities impact assessment scoping report examines how the towards a preferred option meets the needs of the whole community and makes sure that the AAP does not disadvantage anyone in the community.

Figure 1: The location of Peckham and Nunhead Action Area

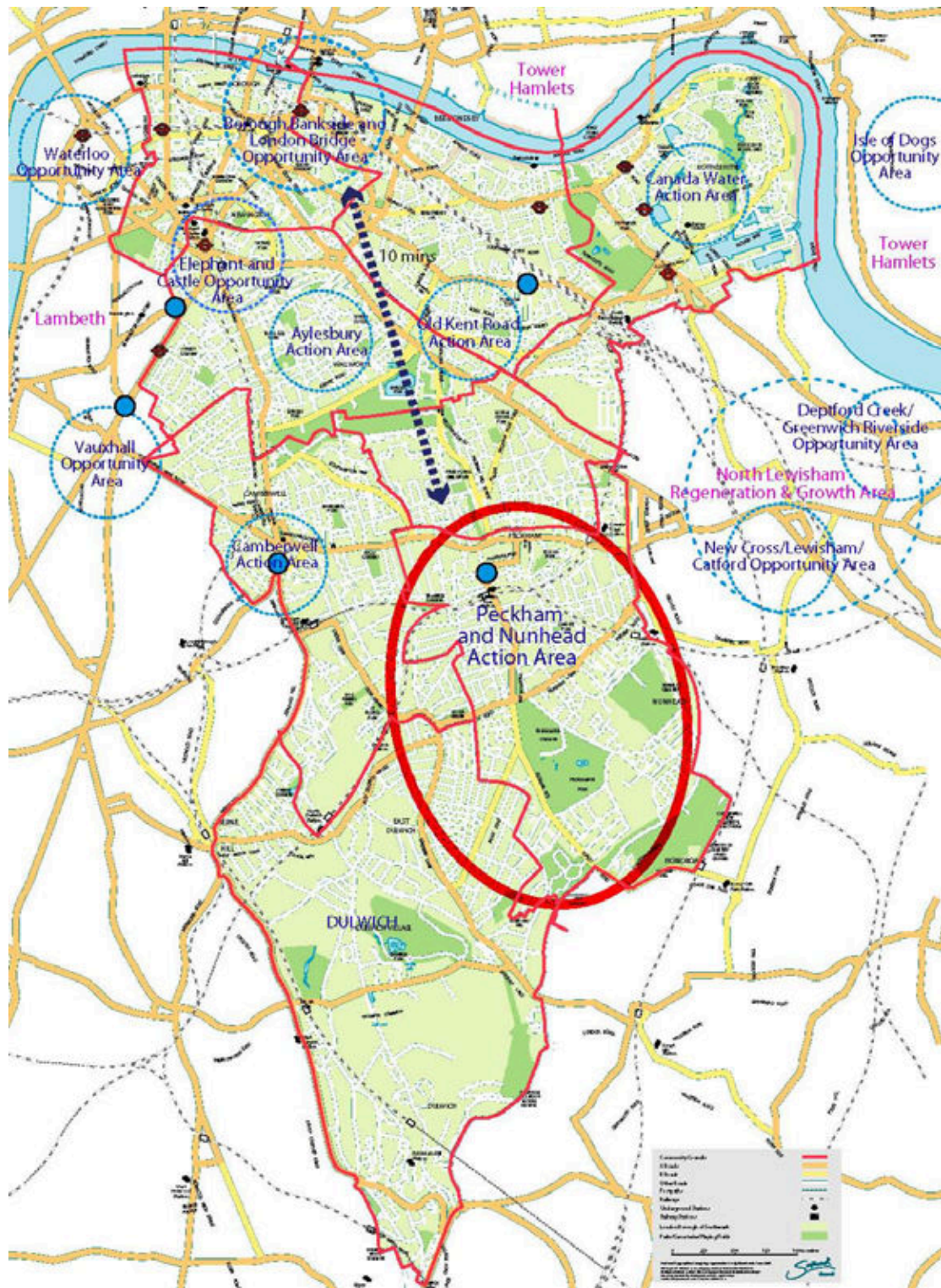
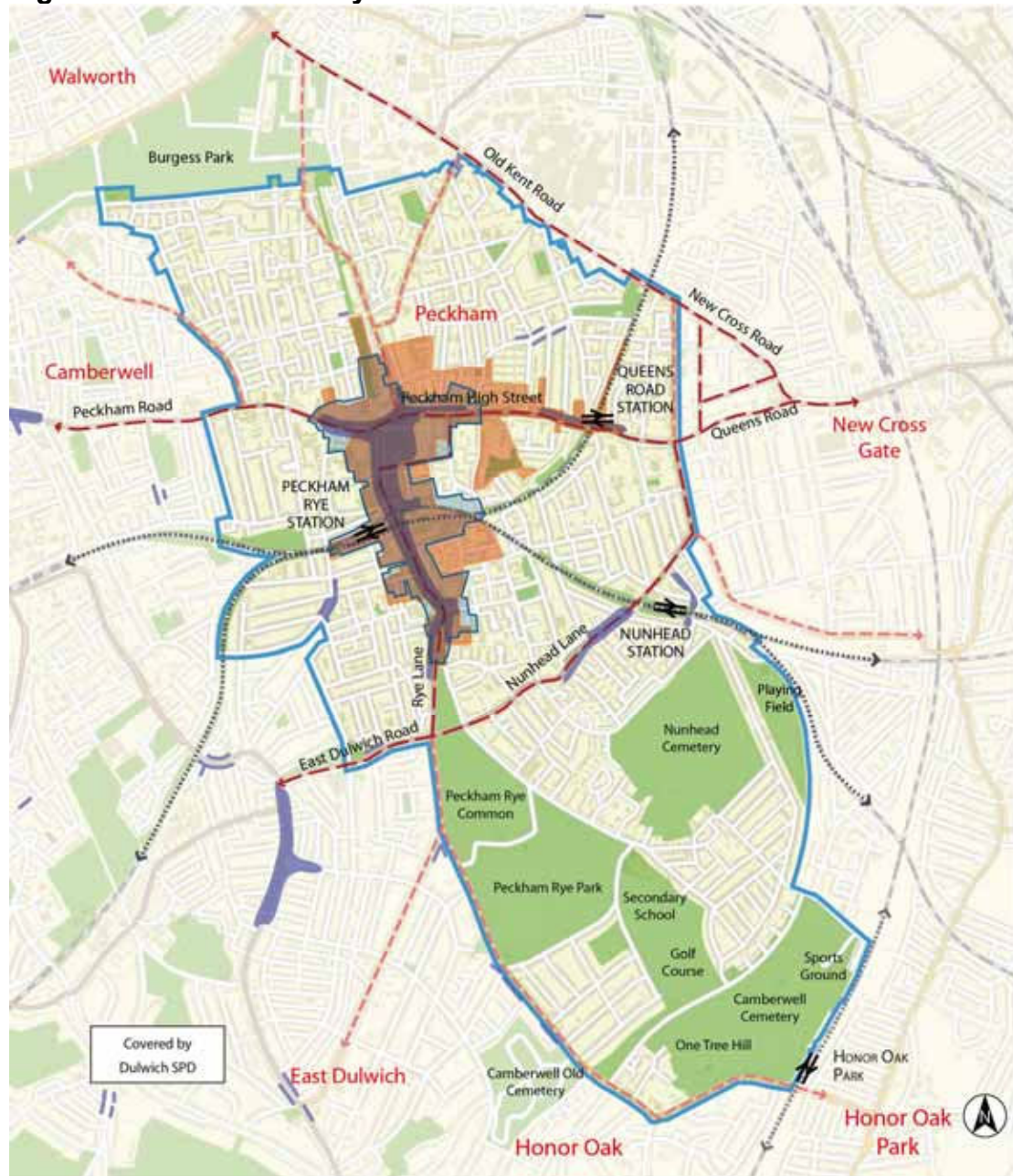


Figure 2: Area covered by the Peckham and Nunhead AAP



- Major Road
- Secondary Road
- Railway Line
- Railway Station
- Peckham & Nunhead Action Area
- Core Action Area
- Major Town Centre
- Major Parks
- Core Shopping Areas

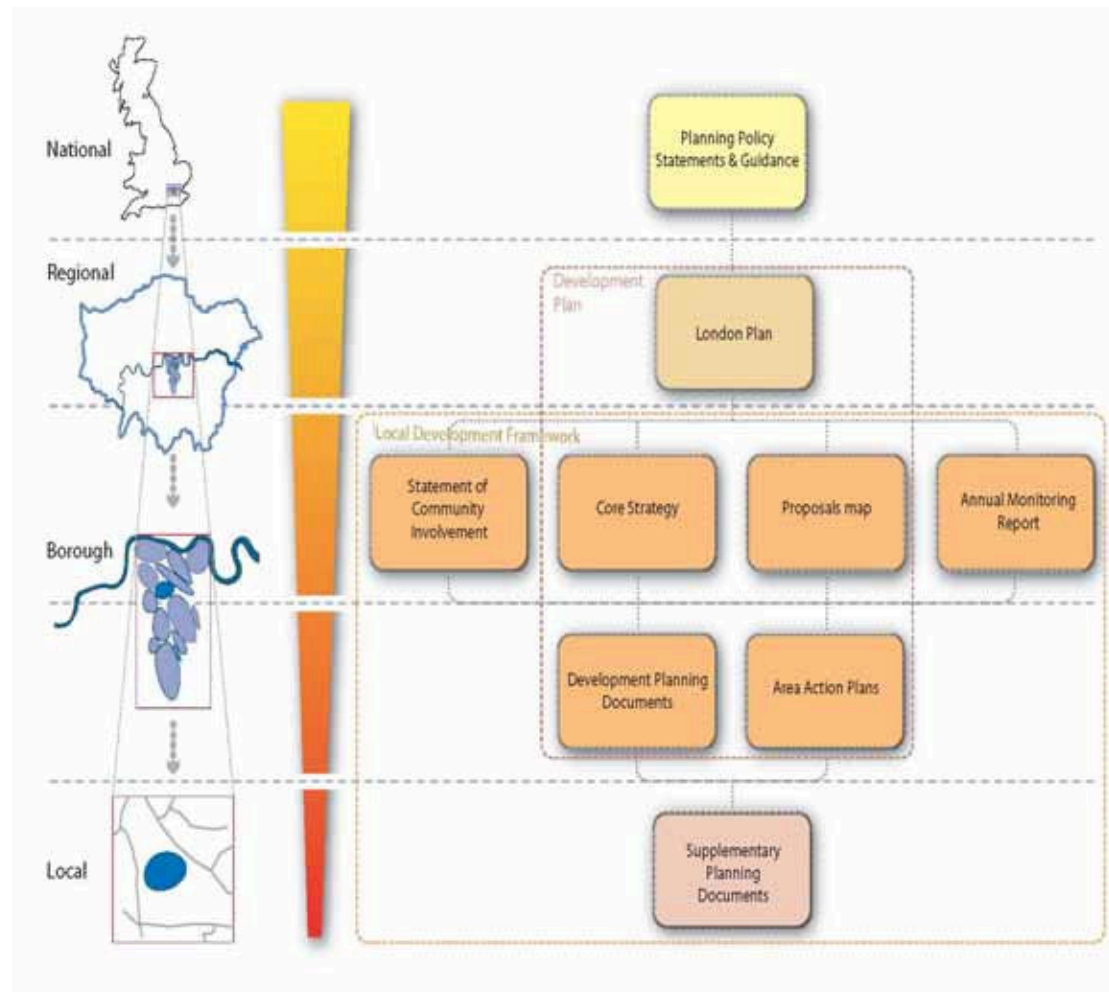
## **1.6 Related documents**

The Peckham and Nunhead AAP is one of a set of planning documents used to make decisions on planning applications, called the local development framework [www.southwark.gov.uk/planningpolicy](http://www.southwark.gov.uk/planningpolicy). The most important document in the local development framework is the core strategy. The core strategy sets out how Southwark will change up to 2026 to reflect the type of place set out in our Sustainable Community Strategy (Southwark 2016). It provides our long term vision, spatial strategy and strategic policies to deliver sustainable development. We adopted our core strategy on the 6 April 2011 and we now use it to make decisions on planning applications. All of our planning documents in the local development framework need to be consistent with the core strategy. This includes the Peckham and Nunhead Area Action Plan. We also continue to use some of the policies in the Southwark Plan (2007). Some of these policies have been replaced by core strategy policies and some will be replaced by other planning policies and guidance such as this AAP. In addition the AAP needs to be consistent with the Mayor of London's policies in the London Plan and national planning policies and guidance. We set out the relationship between these policies in figure 3. Appendix C of this document contains a table which shows how the policies in this document are linked to Core Strategy and Southwark Plan saved policies.

## **1.7 What happens next?**

We will be consulting on this document until 1 August 2011. We will then consider all of the responses we receive and the further evidence we have put together. This will inform our third stage of consultation, the preferred options. We will consult on the preferred options from December 2011 to February 2012.

**Figure 3: The inter-relationships between spatial scale and the local development framework**



## **Section 2 Peckham and Nunhead Today**

### **2.1 Location**

Peckham and Nunhead are located in the middle of the London borough of Southwark in south east London. There have been many changes in the last few decades. As part of the Peckham Partnership programme, 2,000 new homes and two new parks have been developed in north Peckham. A new library and the Peckham Pulse leisure centre have also been built. The award winning Bellenden Renewal Area programme and other housing renewal programmes have been successfully completed resulting in more high quality housing. There have also been improvements to the local schools including an extension to Oliver Goldsmith Primary School and additional facilities for Dog Kennel Hill Primary School.

Nunhead lies to the south east of Peckham bounded by Peckham Rye and the borough boundary with Lewisham. It is a quiet and relatively unknown area predominantly made up of Victorian terraced housing. At its heart lies Nunhead Green and a small high street of independent shops along Evelina Road. Its main claim to fame is being home to Nunhead Cemetery, established in 1840, one of London's "magnificent seven" gothic Victorian cemeteries. The AAP covers an area of approximately 581 hectares and five wards; Peckham, Peckham Rye, The Lane, Nunhead and part of Livesey ward.

### **2.2 Parks and open spaces**

Around 25% of the AAP area is protected open space. The largest of these open spaces is Peckham Rye which covers approximately 40 hectares and is designated as Metropolitan Open Land and as a Site of Importance for Nature Conservation. Slightly to the east of Peckham Rye is Nunhead Cemetery which is also designated as Metropolitan Open Land and as a Site of Importance for Nature Conservation. This is the second largest open space in Peckham and Nunhead. The north has relatively few open spaces whereas the south has a much higher number of open spaces which are much larger in size.

### **2.3 The built environment**

Building heights and residential densities are generally higher in the centre of the AAP around Rye Lane and Peckham High Street and lower in the surrounding areas. Much of the area is residential with Peckham town centre running north to south through the centre along Rye Lane. There are 5 conservation areas which cover approximately 11%. These include Caroline Gardens, Holly Grove, Nunhead Green, Nunhead Cemetery and Honor Oak Rise. A small part of Sceaux Gardens conservation area also falls within the boundary of the AAP.

### **2.4 Traffic and transport**

There are good walking and cycling links with Surrey Canal Walk located to the north and Peckham Rye Park to the south, both of which are popular walking and cycling routes. There are three railway stations, Peckham Rye, Queens Road (Peckham) and Nunhead. Peckham Rye is classified as a

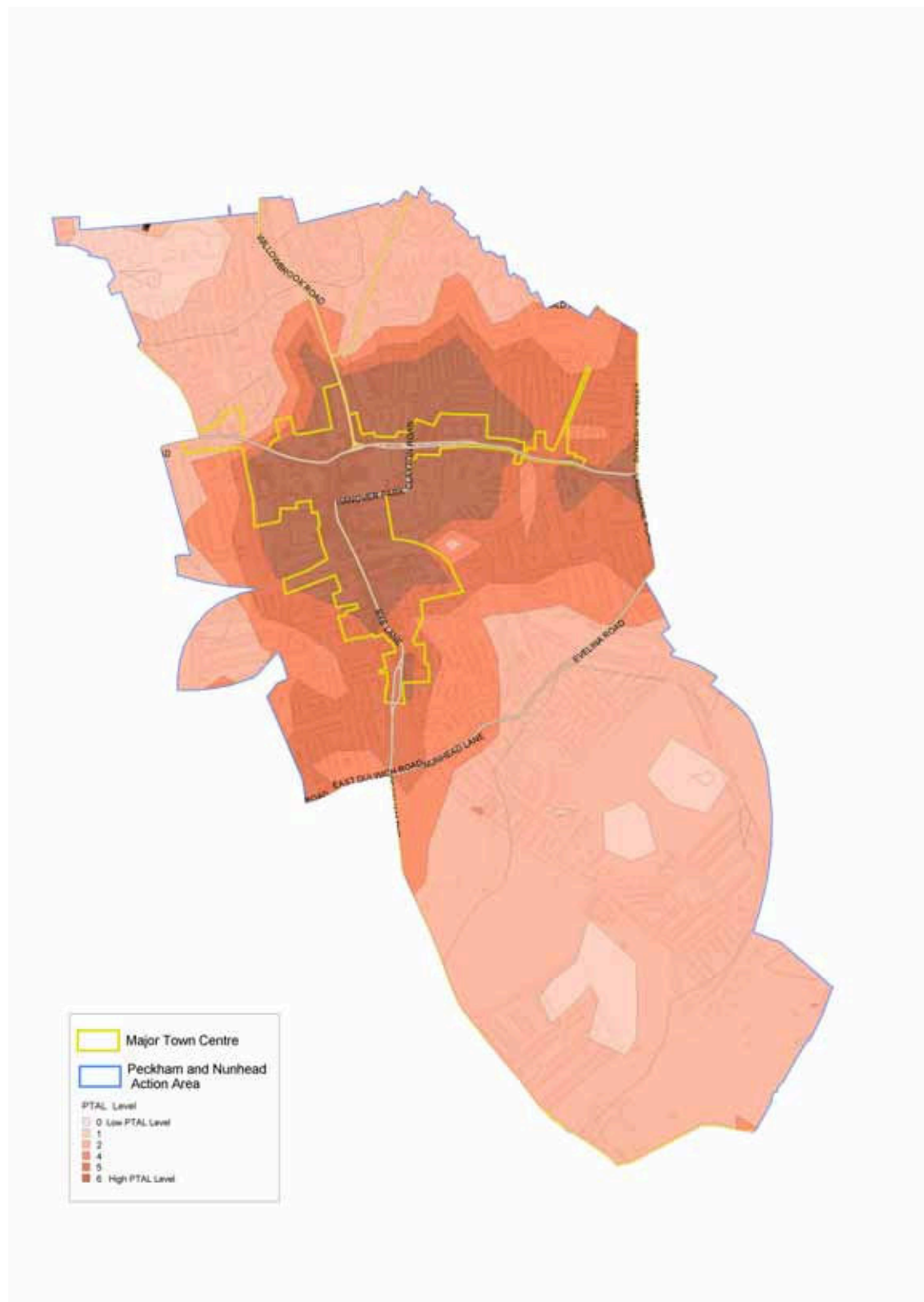
strategic transport interchange and is the fourth busiest station in the borough with over 2 and a half million people using the station each year. Average journey times from Peckham Rye station to London Bridge are approximately 10 minutes and 7 minutes from Queens Road (Peckham). Journeys from Peckham Rye Station to Victoria take between 6 to 13 minutes. Nunhead and Peckham Rye now have direct links to St Pancras International via Blackfriars which takes 25 minutes from Nunhead and 23 minutes from Peckham Rye. Peckham and Nunhead have historically low levels of car ownership coupled with a higher usage level of bus services. There are a large number of bus routes providing services into Central London, New Cross Gate, Lewisham, Crystal Palace and Croydon. Access to public transport is high around the town centre, but as you move away from the town centre access to public transport falls, as shown on the figure 4. Works have commenced to extend London Overground services from Clapham Junction through to Surrey Quays, stopping at Peckham Rye and Queens Road Peckham. This will open in late 2012 providing improved transport connections and travel opportunities including better links towards Canary Wharf and connections with Cross Rail for Heathrow.

Peckham High Street which runs east to west through the AAP is a strategic road linking the south-east of England with central London. The High Street carries approximately 25,000 vehicles on an average weekday and is at times congested with buses, cars and pedestrians. Rye Lane which runs north to south through the town centre is a major route and is heavily congested with buses, private cars and pedestrians. As many of the properties only have access onto Rye Lane, this route also supports delivery and loading for these businesses. Delays to buses in Rye Lane create onward problems and bus journey times, therefore reliability needs to be improved on this route. The residential communities surrounding the town centre are supported by a local traffic network. The needs of these areas vary significantly from those of the town centre and focus on reducing vehicle speeds, supporting parking and encouraging walking and cycling.

## **2.5 Shopping**

Peckham town centre has the most shopping floorspace in Southwark (around 75,000sqm). The town centre has smaller shops along Rye Lane as well as the Aylesham shopping centre which includes a large supermarket with 338 car parking spaces. There are also a number of markets including Peckham Rye Market, Choumert Road, Atwell Road, Parkstone Road, Moncrieff Place, Elm Grove and Collyer Place. Figure 5 shows the existing town centre uses. There are a number of smaller shopping areas in Nunhead town centre called Nunhead local centre. Bellenden Road developed a distinctive character through the Bellenden Road renewal Area investment which included streetscape improvements. It is successful and thriving area offering a range of shops, cafes, restaurants, pubs and businesses. Evelina Road is a thriving local centre with high quality independent shops and businesses including bakers, butchers, fishmongers, florists, greengrocers and pubs. There are also valued shopping parades in Queens Road, Cheltenham Road, Meeting House lane, Nunhead Lane, Peckham Park Road, Gibbon Road, Barry Parade and Forest Hill Road.

Figure 4: Public transport accessibility





## 2.6 Jobs and Business

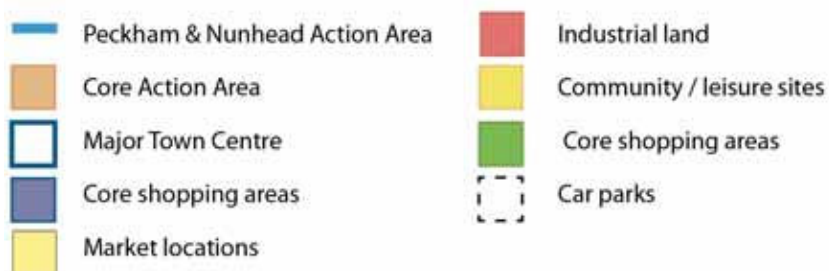
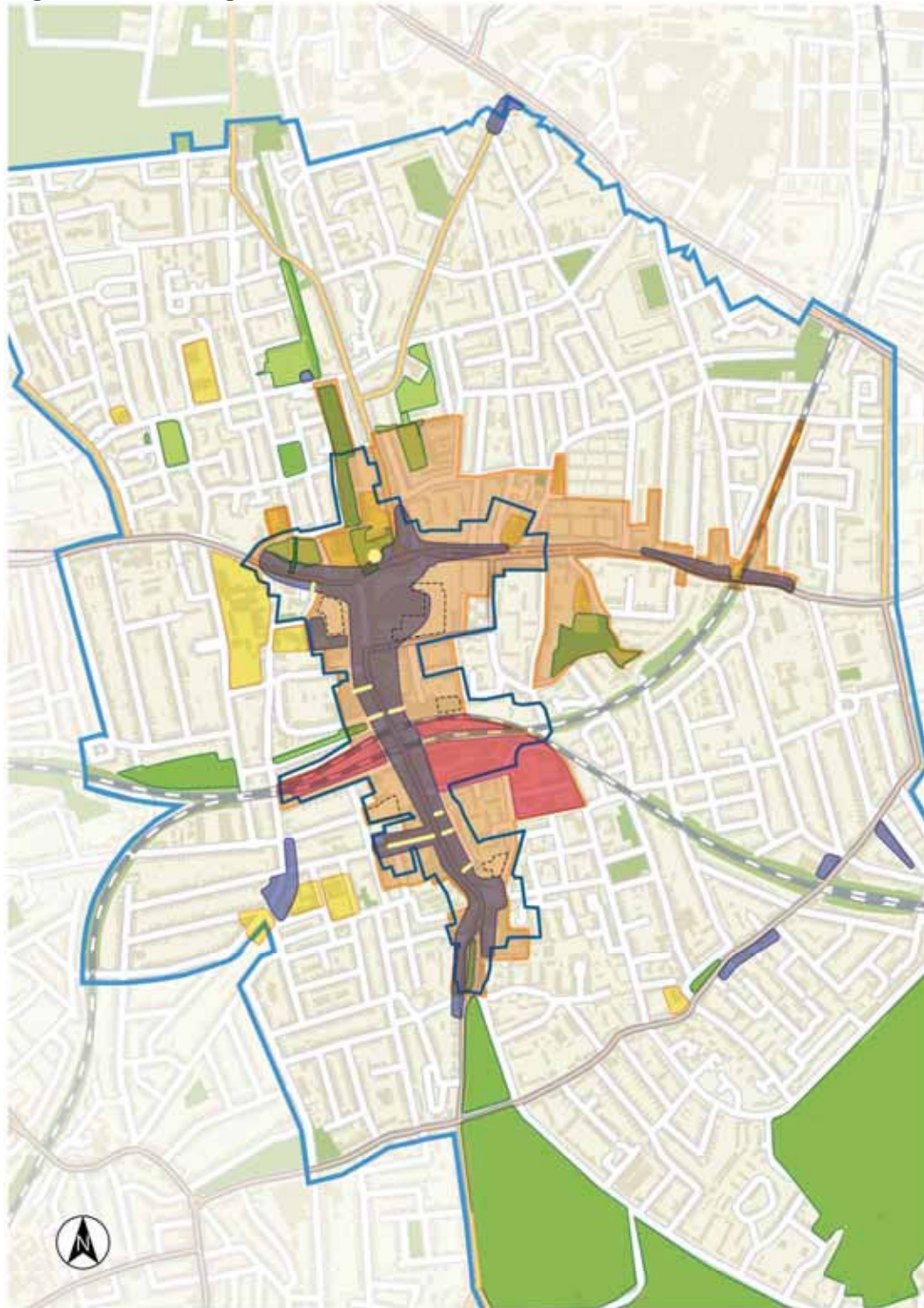
There are approximately 750 VAT registered businesses based in the Peckham and Nunhead AAP. Self-employment and new business start up rates are strong in Peckham town centre with The Lane ward having the highest rate of start-ups of wards south of the Central Activities Zone. 87.1% of all businesses in Peckham are micro or small and medium enterprises (SMEs) consisting of no more than 200-250 employees. The remaining 12.9% are large enterprises consisting of 200-250 or more employees. However, these businesses are only situated in and around the town centre in Livesey, Peckham and the Lane wards. The small businesses mostly include light manufacturing, workshops and builder's yards. A study on creative industries carried out in 2007 found that Peckham also has large and growing number of creative industries including media and visual arts.

In 2008 there were 0.77 jobs per working age resident in Peckham, compared to 1.18 in Southwark and 0.9 in London. Employment growth in the Peckham and Nunhead area has historically been weak. However the number of employee jobs locally grew by around 23% in the five years to 2008, less than the overall rate of growth in Southwark but better than London as a whole. The strongest industry sectors in Peckham and Nunhead are 'Wholesale and retail trade, personal household goods'; 'Real estate, renting and business activities'; and 'Other community, social and personal service activities', which also tend to be the largest sectors across Southwark. 'Real estate, renting and business activities' is the strongest growth sector in Peckham and Nunhead. A higher than average proportion of Peckham and Nunhead residents have low or no formal qualifications and work in elementary occupations.

## 2.7 Homes and the community

45,000 people (census 2001), live in 25,584 households in Peckham and Nunhead with a high number of people of ethnic origin. Peckham ward has the highest including 55% from black or black British ethnicities compared to 26% in Southwark and 11% in London. The Lane and Nunhead wards also have high percentages of people from black or black British ethnicities with 28% and 36% respectively. The population of Peckham Community Council is expected to remain young in the future with a decrease in adults aged 65 and over, despite a decrease in proportion of children (0-14 years). GLA projections expect large increases in the proportion of the 20–29 year age groups over time and a large decrease in the proportions of people in the 35–44 year age groups. In contrast, the population of Nunhead and Peckham Rye Community Council is expected to age in the future. Although the proportion in the broad age groups (0-14 years, 15-64 years and 65 years and over) will generally remain similar. GLA projections expect increases in the proportion of the 45–69 year age groups over time and a decrease in the proportions of people in the 25–44 year age groups. The Nunhead and Peckham Rye Community Council trend is similar to the rest of Southwark, whilst the Peckham Community Council trend is for a younger population. The area has become far more mixed as young professional families have been attracted in by the better value of family homes compared to neighbouring areas.

Figure 5: Existing town centre uses

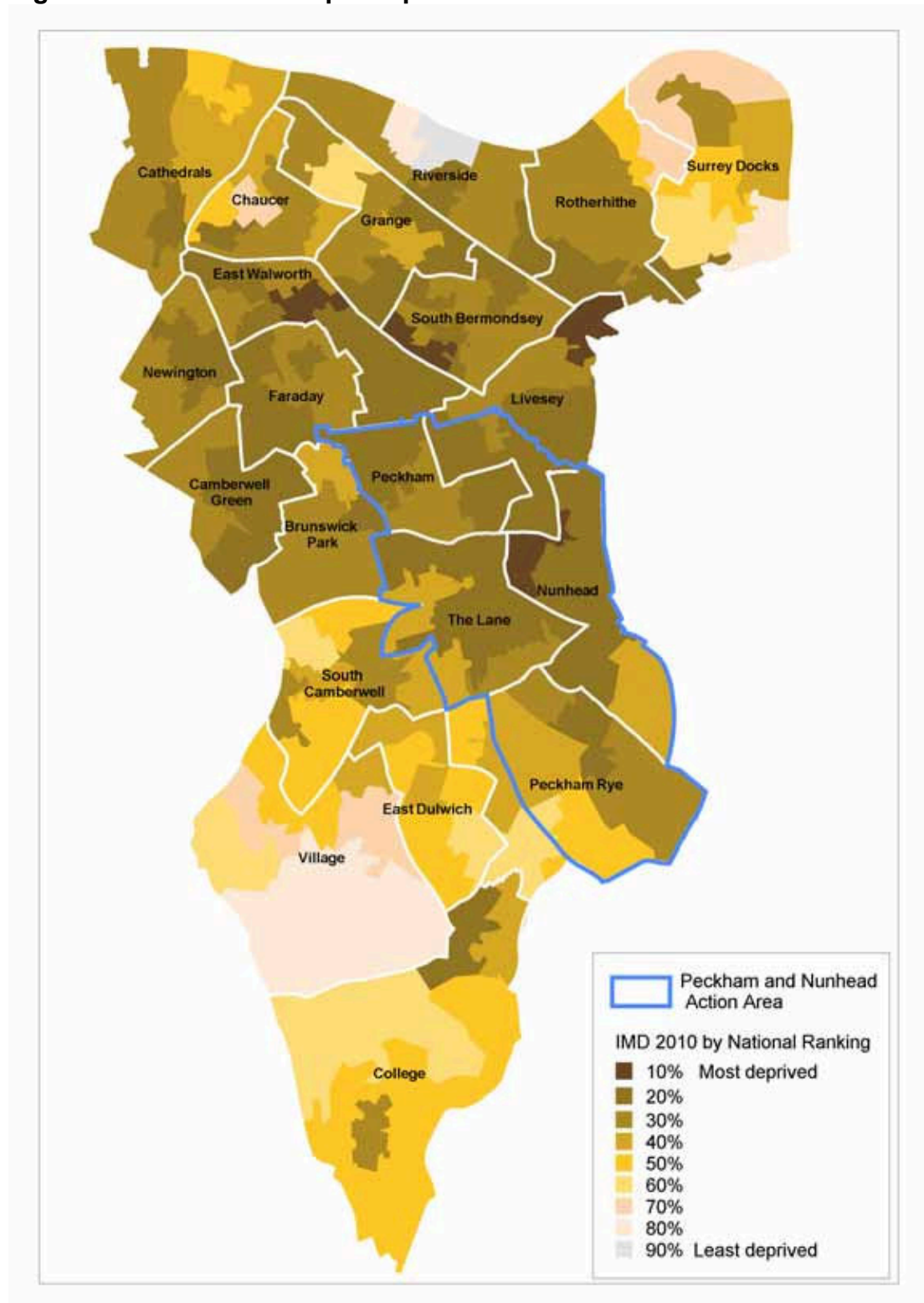


Peckham community council area is similar to the Southwark average with 76% of the properties are flats, 24% are terraced housing and 0.4% detached and semi-detached. Nunhead and Peckham Rye community council area contain a lower percentage with 62% of the properties as flats, a higher amount of terraced housing (29%) and detached and semi-detached housing (9%). There are a mixture of housing tenures with over 40% social rented, around 33% is owned outright or with a mortgage and 25% is in private sector ownership. This is a slightly lower amount of social housing than the Southwark average of 49% and a slightly higher amount of private housing than the 27% across Southwark. In Peckham community council area over 65% of the stock is socially rented, and only 11% is owned outright or with a mortgage and 23% is in private sector ownership. (Southwark Housing Requirements Study 2008).

The Index of Multiple Deprivation (2010) shows that there have been considerable improvements during the last six years. However, large parts of the wards remain in the 20% most deprived areas of the country. Also the north west of Nunhead ward has remained in the 10% most deprived areas in the country (as shown in figure 6). The number of people claiming out of work benefits (August 2010) is higher than the Southwark average with (15.9%) in Peckham and Nunhead, (14.7%) in the Lane and 14.9% in Peckham Rye. Of those claiming benefits, the highest proportion of claims are for job seekers allowance, employment support allowance (ESA), incapacity and lone parents benefits. In all of the wards there are more people on ESA/incapacity benefit than people on Job Seekers Allowance indicating above average levels of ill-health and disability.

Crime levels are around the Southwark average. In Livesey and the Lane wards crime rates are slightly higher whereas crime rates in Peckham and Nunhead wards are just below the Southwark average and Peckham Rye ward has a considerably lower crime rate. Overall, crime rates have been falling in all wards and, contrary to Peckham's image in the media, is at around the London average. However, on a sub ward basis significantly higher levels of crime are recorded in the town centre. The higher crime rate in The Lane and Livesey is a result of higher than average recorded offences of anti-social behaviour and violence against the person.

Figure 6: Indices of multiple deprivation



## 2.8 Children, families, schools and health

There is a great deal of variation in child wellbeing levels according to the child wellbeing index 2009. Although the north, covered by Peckham Community Council, has the lowest average levels in the borough, the whole Peckham and Nunhead action area has the second highest overall levels. There are three nurseries, 14 primary, four secondary, one pupil referral unit and four special schools. The pupil referral unit, the Southwark Inclusive Learning Centre, operates two sites. The majority of the schools scored at least good or outstanding in their last Ofsted inspection. There are also five children's centres in the Peckham and Nunhead area. These are Ann Bernadt, Ivydale, Nell Gwynn, Rye Oak and The Grove providing a range of childcare, health and educational support to parents and young children. In addition, there is a wide range of activities for children, including numerous playgrounds and play groups, and for young people, such as the extensive facilities at the Damilola Taylor Centre.

There are nine GP surgeries in Peckham and Nunhead. We anticipate that the increase in new housing will introduce greater demands on health services. Peckham and Nunhead have particularly poorer health compared to the rest of Southwark and nationally; with lower life expectancy in Nunhead and higher rates of childhood obesity in Peckham. Health issues that are particularly prevalent in the area include cardio-vascular disease, diabetes and mental health problems. Generally, the detection and management of long term conditions such as heart disease and diabetes can be improved. Poor detection and management can lead to complications and poorer health outcomes for the patient. Obesity, lack of physical activity, unhealthy food, problematic alcohol drinking and smoking are high risk factors for ill-health.

More information on the characteristics of Peckham and Nunhead is available in our background papers and at; <http://www.southwark.gov.uk/futurepeckham>

## 2.9 Key challenges and opportunities

The following are the main challenges we will be trying to overcome and opportunities for Peckham and Nunhead. To:

- Achieve sustainable development by balancing environmental, social and economic needs to ensure a good quality of life for people now and in the long term.
- Set out a vision that is deliverable, and to make sure the AAP policies can be implemented.
- Get the most out of the benefits of the planned and possible transport connections to Peckham (the London Overground, Bakerloo Line extension and Cross River Tram).
- Make sure the whole area benefits from the Overground connection to Canary Wharf via a change at Canada Water to the Jubilee Line and to other destinations on the network.
- Promote the redevelopment of Eagle Wharf which could create a vibrant leisure quarter in Peckham to attract a wide audience of people.
- Support the regeneration of the southern part of Rye Lane, improving investment and encouraging more restaurants, cafes and bars to create a livelier economy.

- Use the potential for enhanced biodiversity value of existing open spaces and cemeteries.
- Improve the provision of shops in Evelina Road.
- Support local economic growth by providing new and improved business space including space for new small businesses.
- Overcome health issues such as cardio-vascular disease, diabetes and mental health problems.
- Address local issues of lower life expectancy in Nunhead and higher rates of childhood obesity in Peckham.
- Continue to provide a wide range of activities for children and improve levels of education and school performance at Ofsted.
- Addressing the issue of displacement of the local population and local businesses due to rising property costs.
- Overcoming the sometimes negative image and reducing the fear of crime and high incidence of street crime.
- Find suitable development sites in the town centre that could increase retail floorspace.
- Encourage landowners to invest in properties and plan for Peckham's long term future.
- Reduce traffic congestion in the town centre and surrounding streets by improving the road network.
- Provide a range of housing to meet the diverse needs of our community. This includes providing family housing, housing for first-time buyers, social rented, intermediate and different types of housing such as flats and houses.
- Look after important open spaces such as Nunhead Cemetery and improve the accessibility and quality open spaces especially in the north.
- Make sure new development has a minimal impact on the environment and includes improvements for biodiversity, follows the energy hierarchy and meets our environmental targets set out in the core strategy.
- Work with our neighbouring borough's to make sure we have a joined up approach to cross boundary issues.

## **2.10 Working with neighbouring boroughs**

We are working with our neighbouring boroughs to ensure a joined up approach on cross boundary issues. Through the AAP we will be working with Croydon, Lewisham and Bromley to ensure that the local impact of development across the border is taken into consideration. Croydon Metropolitan Centre is designated as an opportunity area in the London Plan. A particular issue for Peckham town centre is the high number of residents from Peckham and Nunhead who travel to Croydon for their shopping as there is a wider choice of shops. We are seeking to improve the range of shopping opportunities in Peckham town centre through our AAP to ensure that we offer people the choice to stay and shop in Peckham. Croydon Council are working on a number of masterplans for the town centre for East Croydon, West Croydon, Wellesley Road and Park Lane, and Mid Croydon. These are aiming to provide major improvements for residents, visitors and workers in the near future. A draft core strategy is due to be consulted on in autumn 2011. Also a

site allocations development plan document is also due to be consulted on in early 2012.

Many Peckham and Nunhead residents also prefer to travel to retail destinations in Lewisham. Lewisham Council are currently preparing area action plans for Catford and Lewisham town centres. The council are also due to adopt their core strategy in May 2011 which identifies two major town centres as well as seven district town centres, two out-of-centre retail parks and five neighbourhood centres. These are also supported by over 80 local parades and a range of street and farmers markets. Lewisham have also started work on a Site Allocations development plan document which will undergo a final stage of consultation in October/November this year and the final document is due to be adopted in 2013. Bromley Council have adopted an area action plan for Bromley town centre. The vision is to promote and enhance Bromley's position as metropolitan town centre. We will need to influence the development of Bromley Town Centre to try to make sure that this does not have any negative impacts on the regeneration of Peckham town centre. Bromley Council is also preparing a core strategy and site allocations development plan document which are both due to be adopted in 2010.

## Section 3 Vision and objectives

### 3.1 Introduction

We prepared a vision and objectives for Peckham and Nunhead as part of the core strategy. As we are now focusing in more detail on local characteristics, policies and implementation of development the core strategy vision will need updating at each stage of PNAAP consultation. The vision will include targets for housing and office space once when we consult on the preferred options.

#### Peckham and Nunhead Action Area vision

Peckham and Nunhead 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, accessible and safe. It will be easier to get around by walking and cycling and there will continue to be good public transport links. As Peckham and Nunhead is a growth area new homes and offices will be built with a small increase in retail space mainly around Peckham town centre. Growth will be higher in the town centre than in surrounding residential areas, but not as high as in places like Canada Water, Bankside, Borough and London Bridge. Local employment and training projects will help local people access sustainable jobs and share in local economic growth. This will help to reduce inequalities, both social and economic, and to create a fairer future for all residents.

#### Peckham

We are working with local communities, landowners, the police, the Safer Southwark Partnership and NHS Southwark to make sure that Peckham is a friendly, safe and enterprising place. Peckham will be a place with attractive and pleasant neighbourhoods surrounding a lively town centre that meets the needs of a very diverse community. Most development will be in and around the town centre, making the most of good public transport links, a number of major development sites and its role as one of the largest town centres in Southwark. There will be new housing to help accommodate Southwark's growing population. This will include providing more private housing so that there is a mix of housing and choice for people on a range of incomes. Peckham town centre will continue to play a major role in Southwark, providing a mix of activities throughout the day for both local residents and visitors. New development will help bring improvements to shop fronts and the town centre environment. This will help the area's independent shops, businesses and creative industries to flourish. There will be new space for local businesses, improved cultural and arts spaces, successful street markets and a good mix of shops, cafes, restaurants and licensed premises, including both larger and smaller shops. Peckham Square will be enlivened and improved as a focus for the community. We will work with Network Rail and the train operating companies to help deliver improvements to areas around Peckham Rye and Queens Road stations and railway lines. This includes a possible new square that will transform the area around Peckham Rye station and the railway arches.



Development and activity in the town centre will be carefully managed to protect the character and pleasantness of the surrounding residential neighbourhoods. This includes continuing to control the number of new licensed premises. The areas surrounding the town centre will also be improved, with better walking and cycling links, better streets and improvements to parks such as Peckham Rye and Burgess Park. Traffic movement and parking will be managed to improve both the operation of the transport network and road safety. The scale of development will be similar except for in the town centre where there could be some taller buildings and more intense development on some sites. Heritage will be celebrated and used to stimulate regeneration. Peckham will be a leading low carbon area, including having one of London's first Low Carbon Zones and a local energy network.

### **Nunhead**

We are working with the local community to protect the special character of Nunhead so that it continues to be a neighbourhood of low density housing with no capacity for major development. There is capacity for very minor development of small infill sites for housing. All of the remaining prefab housing sites will be redeveloped in a way which is sympathetic to the character of the neighbouring properties with well designed homes. The local shopping areas along Evelina Road/Nunhead Green and Gibbon Road will be improved through streetscape and shopfront schemes. The parade will thrive and build on its reputation for high quality independent shops and businesses, retaining its bakers, butchers, fishmongers, florists, greengrocers and pubs and also attract new retailers, cafes and restaurants.

The sites of Nunhead community centre and the former Nunhead Early Years centre, both of which are currently closed, will be redeveloped with a replacement community centre provided on the Early Years site in addition to new homes. The scale and design of the development will take into consideration the conservation area character assessment and the prominence of the site at the heart of Nunhead. The development will be a landmark building of the highest quality design. St Thomas Apostle College and Bredinghurst School will be rebuilt with new facilities available for community use outside school hours. The redundant parts of the Bredinghurst site, including the old school buildings, will be developed for housing including family housing, with the retention and reuse of the old Victorian buildings.

Traffic will be well managed so streets are safer and quiet and there will be good cycling and walking links. Important open spaces such as Nunhead Cemetery will be protected and improved, helping to create a special character and provide important leisure opportunities and habitat. We will continue to protect and improve Peckham Rye as the largest open space in the action area. Future improvements will include a new play area, a new One'O'Clock club building and the resurfacing of two football pitches. There will also be improvements at nearby Homestall Road including a new grassed football area, new changing rooms and an all weather floodlit pitch. Further small open spaces, such as Brayards Green will be protected and improved.

### 3.2 Objectives

To help us achieve our vision we have set out objectives and key priorities that will guide the policies and proposals across the action area. Each of the policies in the area action plan relates to one or more of these objectives. We will use these objectives and our targets relating to these objectives to monitor our success in delivering the plan. We have grouped the objectives into themes.

#### **Theme 1: Enterprise and activity: A vibrant town centre and local centres**

OB1.1 Creating an accessible, distinctive and vibrant town centre at Peckham that meets the variety of needs for local residents and is a destination for visitors.

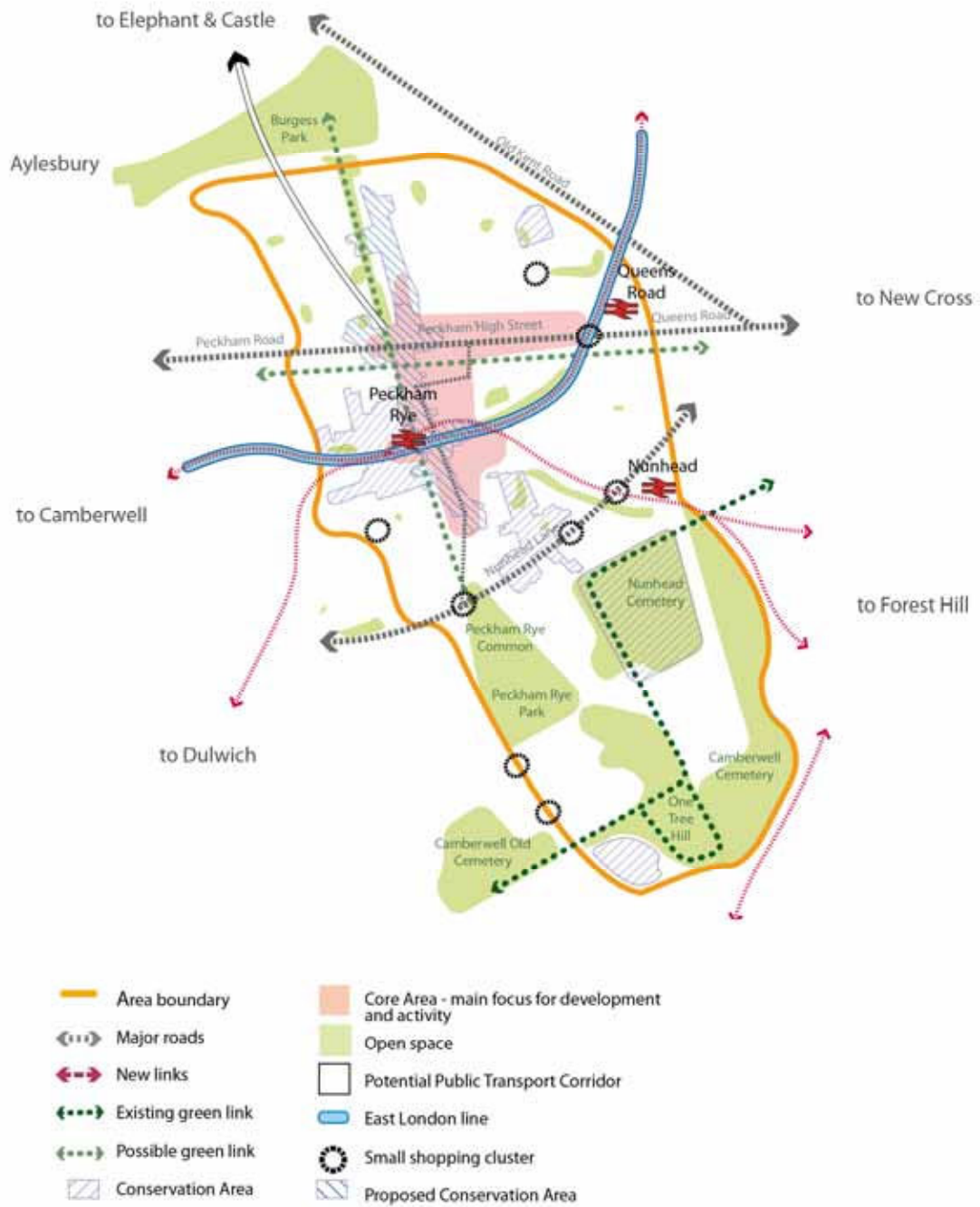
OB1.2 Ensuring mixed-use development in the town centre helps to increase the range of shops, restaurants and cafes.

- Protecting and enhancing local shopping areas in Peckham and Nunhead so that they are successful and meet local needs.
- Ensuring development in town and local centres supports successful business of different types and sizes including, offices, workshops and creative industries.
- Supporting development that provides employment and businesses opportunities for local people.
- Supporting improving cultural opportunities.

#### **Theme 2: Community wellbeing: improving individual life chances**

- Promoting a network of high quality and easy to access open spaces that serve a range of functions, including recreation and children's play, sports facilities, nature conservation and food growing.
- Ensuring that people who live and work in Peckham and Nunhead have access to local educational, training, health and community facilities to meet their day-to-day needs. This will help families lead independent lives, overcome inequality and disadvantage, and have a strengthened ability to raise their children successfully.
- Ensuring Peckham and Nunhead is a place where children and young people achieve to the best of their ability and full potential, have the knowledge and skills to gain a job and have a positive future, and succeed into adulthood.
- Promoting healthy and active lifestyles to improve the health and wellbeing of local people. Along with ensuring that developments contribute positively on the health of the local population.
- Seek to reduce over concentration of any use type that detracts from the ability to adopt healthy lifestyles.
- Creating places where everyone is and feels safe and secure.

Figure 7: Peckham and Nunhead vision



### **Theme 3: Transport and traffic: Improved connections**

- Making Peckham and Nunhead a more convenient and comfortable place to access and move around by walking and cycling.
- Encouraging active travel to school.
- Supporting enhancements to public transport and public transport services.
- Encouraging local journeys.
- Discouraging car use.
- Managing the traffic network to improve access to the town centre and improve network efficiency.
- Directing large developments to parts of Peckham and Nunhead that are very accessible by walking, cycling and public transport.

### **Theme 4: High quality homes: Providing more and better homes**

- Maximising housing choice for local people and a growing population.
- Providing new homes for people on different incomes and household sizes.
- Improving our existing housing stock.

### **Theme 5: Natural Environment: Sustainable use of resources**

- To protect, maintain and improve the quality, quantity and accessibility of open space.
- To promote opportunities for wildlife and protect sites of nature conservation value.
- To reduce the impact of development on the environment and help tackle climate change, air quality, pollution, waste and flood risk.

### **Theme 6: Design and heritage: Attractive places full of character**

- Ensure new development is built to the highest quality design.
- To ensure the design, scale and location of new buildings respects the character of places and helps create attractive streets and neighbourhoods.
- Conserve and enhance the historic environment and use the heritage of places as an asset to promote positive change.

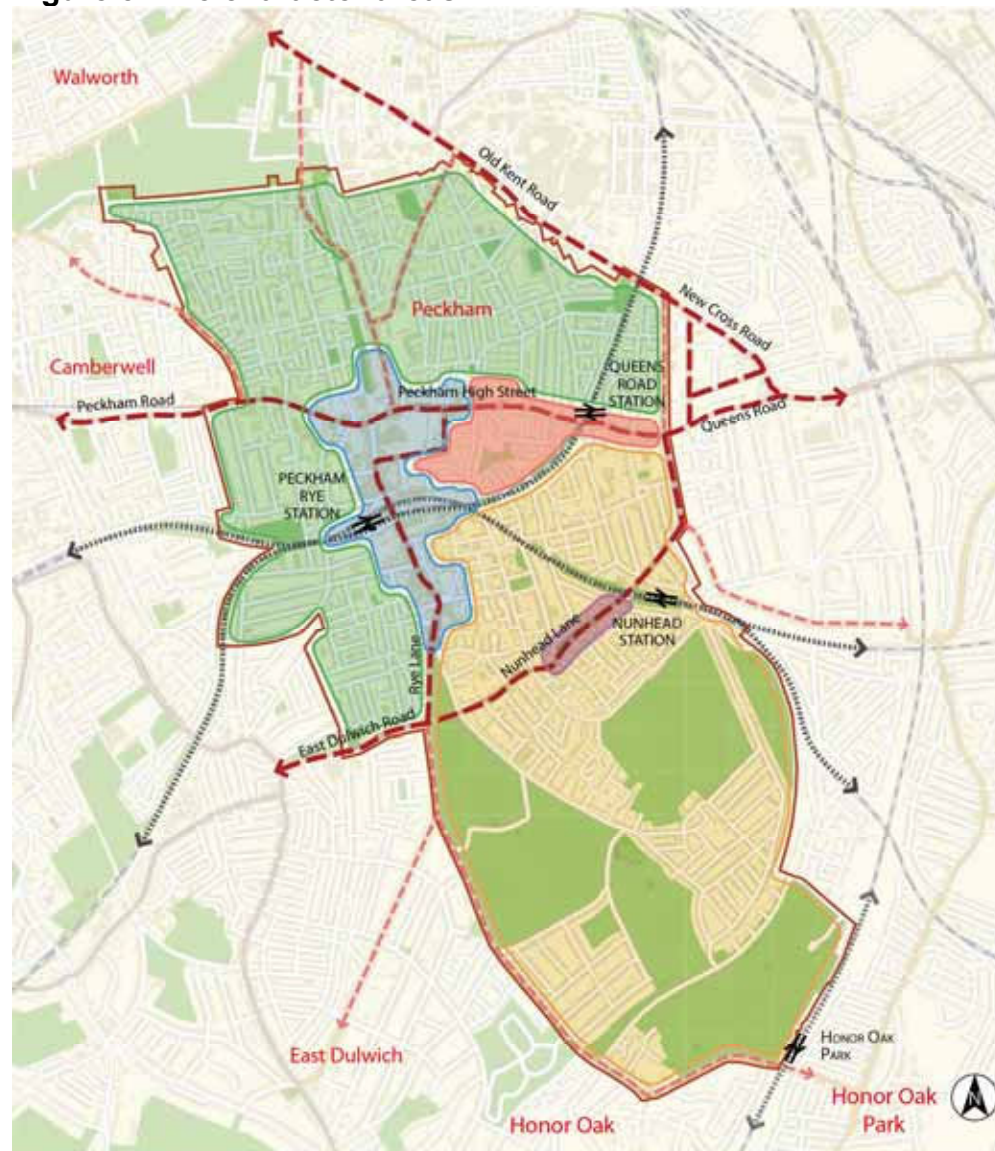
### **Theme 7: Delivery: working together to make it happen**

- To have a clear, flexible and realistic long-term framework for change to provide the justification for development and investment decisions.
- Build on the strengths and opportunities of places.
- Positively transform the image of Peckham to make it a place where developers and landowners will continue to invest over the long term and help to pay for the improvements needed.
- We will work with key stakeholders including the local community, Transport for London, Network Rail, the Greater London Authority, NHS Southwark, landowners and developers to deliver the AAP.
- To monitor and review the delivery of AAP policies annually to inform phasing of future development and delivery of infrastructure.

### 3.3 Areas within Peckham and Nunhead

There are distinct places with different issues and opportunities which require a different approach in different areas. We have divided the action area up into smaller sub-areas based on their character and the amount of change likely to take place. This is shown in figure 8. Below we have set out what we want to achieve in each area with indicative diagrams of how each area will look.

**Figure 8: The character areas**



- |   |  |
|---|--|
|  Major Road      |  Peckham Town Centre                    |
|  Secondary Road  |  Queens Road                            |
|  Railway Line    |  Peckham Neighbourhoods                 |
|  Railway Station |  Nunhead Town Centre                    |
|  Action Area     |  Nunhead and Peckham Rye Neighbourhoods |

### 3.4 Peckham town centre

The focus of new development within the AAP will be a core area around Peckham town centre. The AAP sets out a set of measures that will help the area fulfil its potential. This will build on its strengths, particularly the:

- Transport connections to central London and opportunities that will come from the East London Line extension.
- Role as a major town centre in Southwark.
- Low levels of vacancy in the retail units on Rye Lane.
- Growing reputation as a creative and cultural hub.
- Unique independent speciality food offer.
- Historic environment.
- Availability of large development sites.
- Proximity to large open spaces including Burgess Park and Peckham Rye Common.

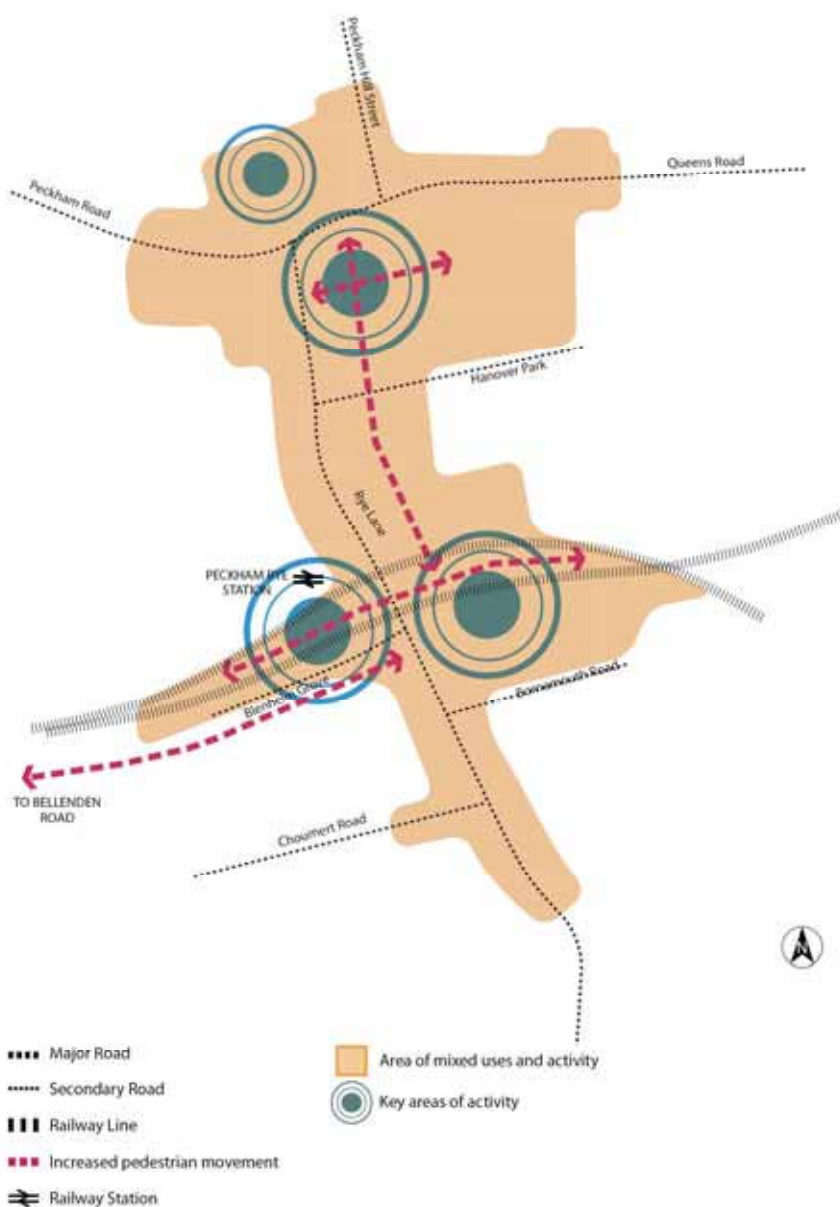
Our strategy for Peckham town centre is to:

- Continue to improve as a major area for shopping and activity in Southwark. With facilities and shops that create a destination for people to visit. Also to encourage more non-food shops (such as clothes and books) alongside continuing to provide day-today shops.
- Support the provision of new markets in Peckham town centre possibly in the forecourt behind Peckham Rye Station or on land to the east of the station. We will support occasional markets on Peckham Square.
- Continually improve public transport including the East London Line Phase 2. We will also support other potential transport improvements including the Cross River Tram and the extension of the Bakerloo line to Peckham and Camberwell.
- Through the Violent Crime Strategy focus on improving safety in the town centre.
- Create an evening economy to encourage more people and activity in the town centre by encouraging businesses such as shops, restaurants, cafes, culture and leisure uses that are open in the evenings.
- Increase the number of people living in the town centre. We will provide a range of different types of housing including private, intermediate, social rented and family housing.
- Increase retail and business floor space and ensure new development provides attractive ground floors with activity to the street. We work with developers to find opportunities for some larger retailers to come to Peckham town centre.
- Support local small businesses to grow and stay by encouraging flexible and affordable business space.
- Improve the look and feel of the town centre by improving shop fronts, cleaning buildings, tackling street clutter and improving lighting of dark places/alleyways.
- Using the heritage as an asset in regeneration by creating a conservation area along Rye Lane.
- Improving signage and links to improve accessibility.
- To open up access to the land between the railway lines and the railway arches and create a new north-south pedestrian link through the town

centre opening up access to new areas for activity. This will help tackle crowding on the narrow Rye Lane. There could be new public spaces at Aylesham Centre and Copeland Industrial Park.

- Engage local traders in a loading and waste strategy for the town centre and enforce where necessary.
- Large sites will need to provide on-site loading and servicing access.
- Planning enforcement and environmental health will work together to tackle issues such as shop fronts being removed without permission and business waste being left on footpaths.

**Figure 9: Peckham town centre vision**



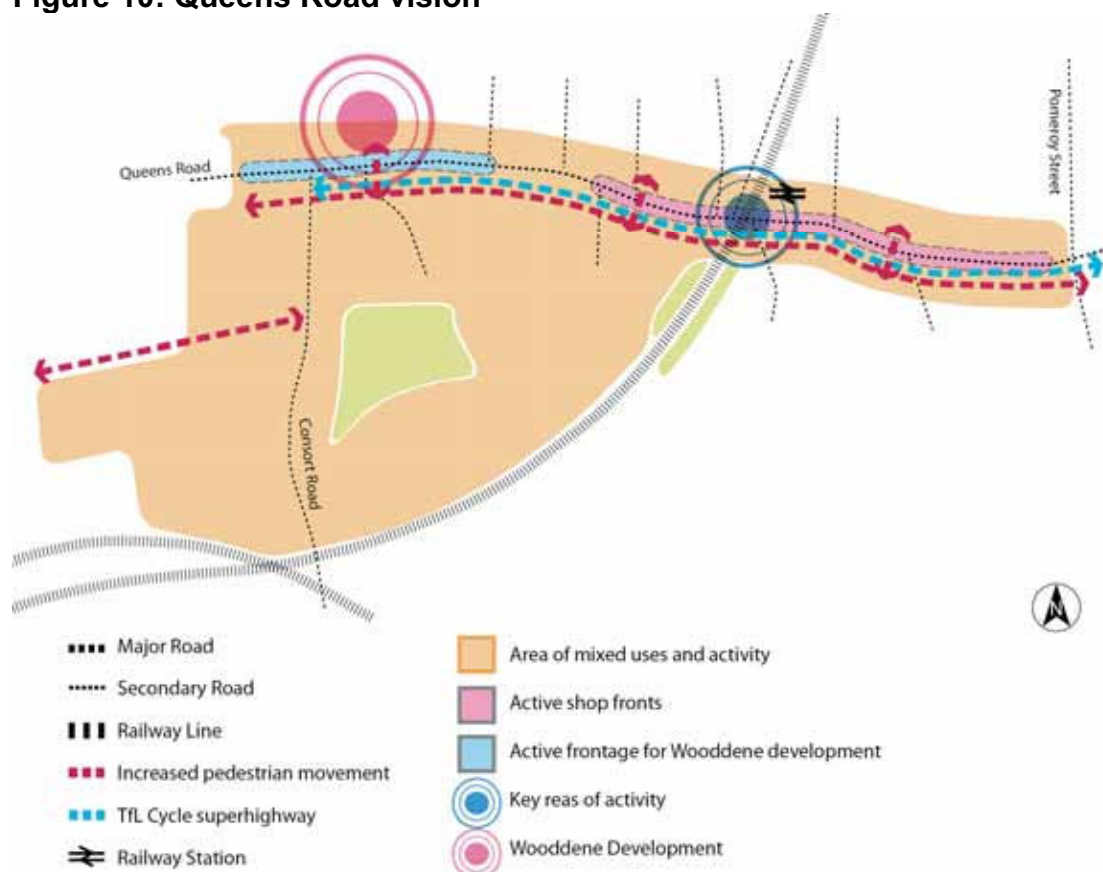
### 3.5 Queens Road

We will work with Transport for London to improve the Queen's Road corridor as a gateway into Peckham and to create a local activity cluster around Queen's Road Station. This will include:

- Making it safer to cross Queen's Road and access the station.
- Opening a new entrance on the western side of the railway arch and creating a new public space where the existing timber merchant is.
- Creating an attractive walking environment and better pedestrian links into Peckham town centre.
- Creating some additional shops along Queen's Road as part of development of the former Wooddene site.
- Improving shopfronts and declutter the street.
- Creating a Cycle Superhighway along Queen's Road to improve cycle access and safety.
- Better managing parking around the station.
- Encouraging new businesses into vacant units.

There will also be short-term improvements before we adopt the AAP as part of the Queens Road Renewal Area.

**Figure 10: Queens Road vision**



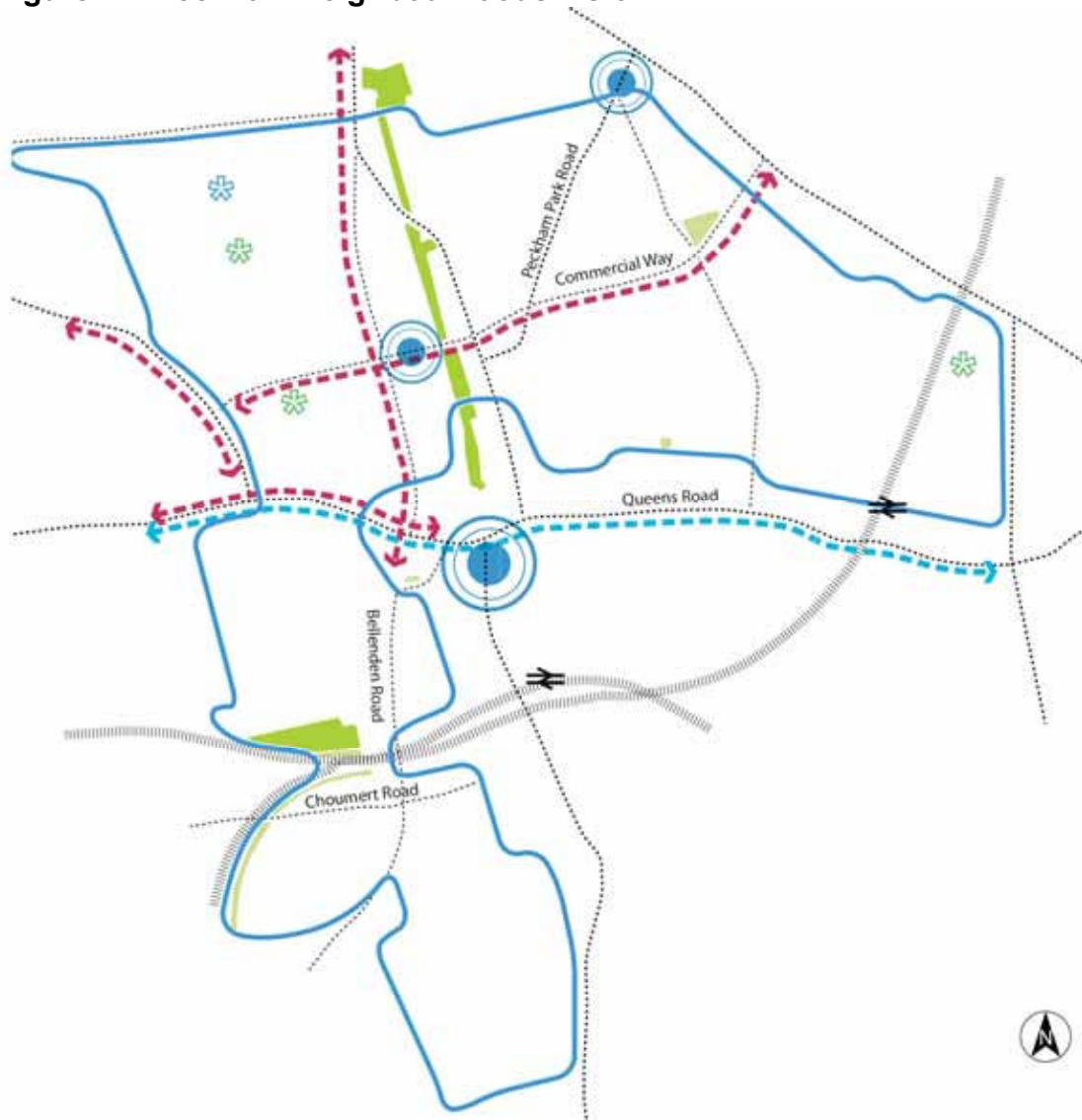


### **3.6 Peckham neighbourhoods**

These areas were regenerated through the Five Estates SRB and Bellenden Renewal Area to provide new housing and better streets and public spaces. Over the next fifteen years the focus will be on:

- Managing development to ensure these areas remain mainly low scale residential areas.
- Existing local shopping areas including Queens Road, Bellenden Road, Peckham Park Road and Meeting House Lane will be protected and enhanced through schemes like Improving Local Retail Environments (ILRE). We will also use development opportunities to create a new shopping cluster at Commercial Way.
- Improving key pedestrian and cycle connections and wayfinding.
- Protecting and enhancing open spaces. This includes protecting new open spaces at Warwick Gardens, Jowett Street Park and Central Venture Park and Brimington Estate Allotments.
- Providing additional protection to sites of importance for nature conservation. This includes a new designation for Surrey Canal Walk and Warwick Gardens.
- Improving schools including relocating Cherry Garden special school to Gloucester primary school site, improving facilities at Cherry Garden special school and Gloucester primary school consolidated into refurbished provision (provisional completion 2013/2014).
- Supporting the provision of a new community home and hub for Peckham Settlement.
- Where there are opportunities for future investment and development into health facilities, our preferred centre for further development is the Lister Health Centre.

Figure 11: Peckham neighbourhoods vision



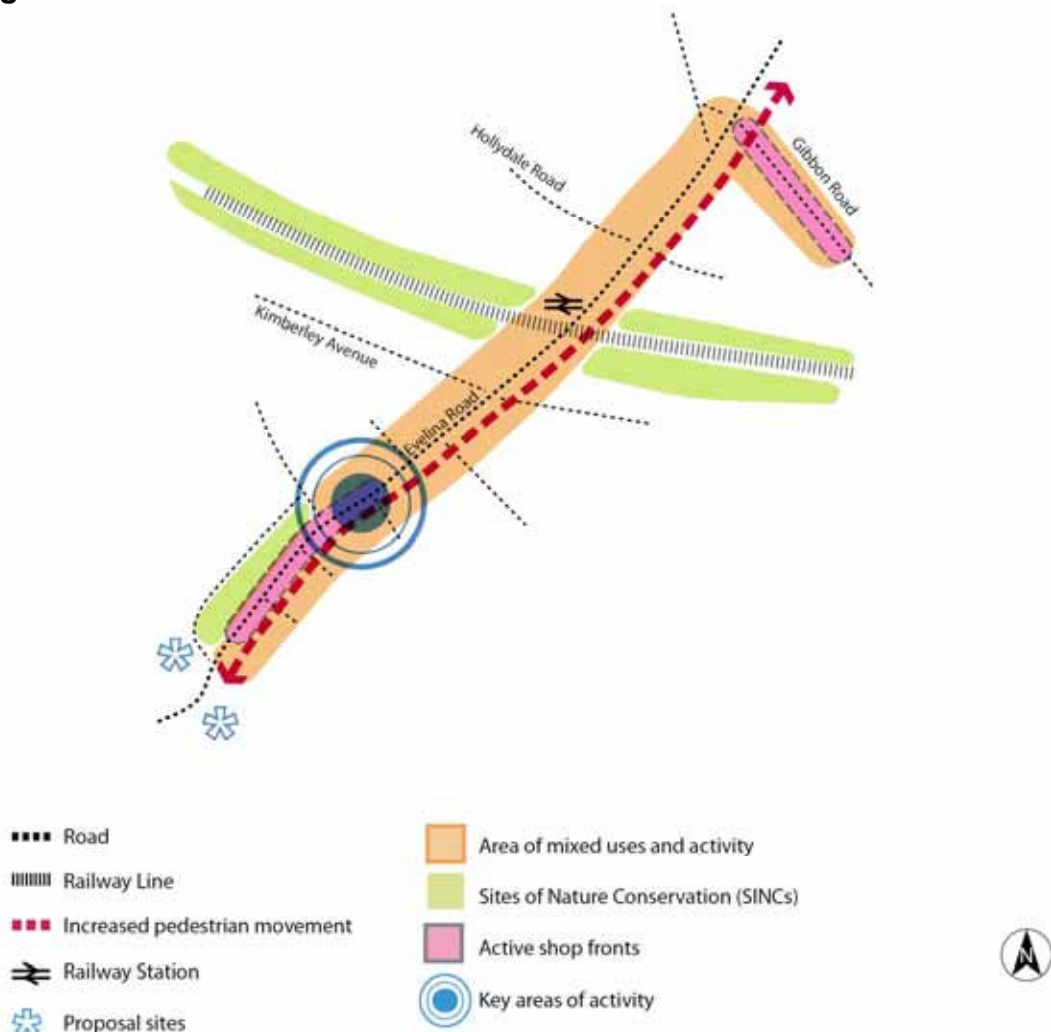
- |                                |                                      |
|--------------------------------|--------------------------------------|
| Peckham neighbourhood boundary | Sites of Nature Conservation (SINCs) |
| Major Road                     | Proposed additional SINCs            |
| Railway Line                   | Areas of activity                    |
| Increased pedestrian movement  | Proposal sites                       |
| TfL Cycle superhighway         | Protection of open spaces            |
| Railway Station                |                                      |

### 3.7 Nunhead town centre

Nunhead town centre is a focal point for the local community and we will protect its role as a local activity cluster of small independent businesses. We will bring improvements to the town centre through the Nunhead Renewal Area. There are also some development opportunities that will help bring improvements. Over the next fifteen years we will:

- Maintain and enhance the successful Nunhead local centre at Evelina Road and the protected shopping frontages on Nunhead Lane and Gibbon Road.
- Improve shopfronts and the streetscape along Nunhead Lane, Evelina Road and Gibbon Road.
- Improve access around Nunhead Station.
- Improve key pedestrian and cycle connections and wayfinding.
- Manage parking better around the station.
- Investigate the possibility of markets on Nunhead Green.
- Build a new Nunhead community centre and some new housing on the site of the previous Early Year's Centre site next to Old Nun's Head. The Early Year's Centre has already been relocated. We will look at how to develop the site of the previous Nunhead community centre.

**Figure 12: Nunhead town centre vision**

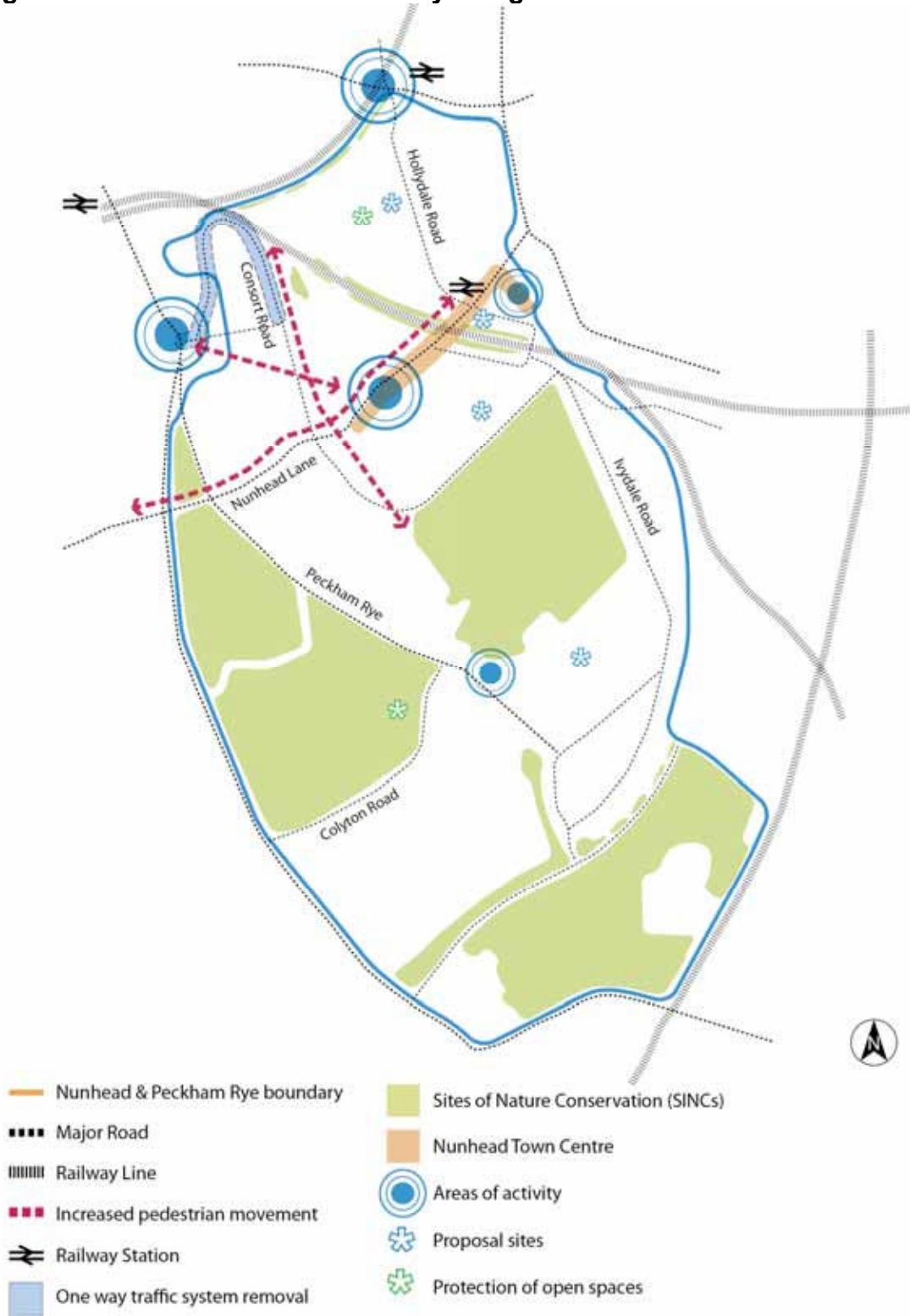


### **3.8 Nunhead and Peckham Rye neighbourhoods**

There is very little capacity for new development except from small infill sites. The emphasis in the Nunhead and Peckham Rye neighbourhood will be to enhance the existing character. Over the next fifteen years we will:

- Manage development to protect the village character of the area so that Nunhead continues to be a neighbourhood of low density housing.
- Manage traffic so that streets are safer and quiet
- Continue to protect and enhance shopping frontages along Forest Hill Road, Barry Parade and Cheltenham Road.
- Improve key pedestrian and cycle connections and wayfinding.
- Build and improve educational facilities. We will build a new special school at Bredinghurst School, Stuart Road. We will encourage the remainder of the site to be developed for housing, including family housing. We will encourage the retention and reuse of the old Victoria school building. We will also rebuild St Thomas the Apostle College on its existing site.
- Continue to support small scale housing and infill development where it is in keeping with the local character. As part of this we will be delivering 19 new council homes on our new Council Own Build schemes on the Brayards Estate and Lindley Garages
- Protecting and enhancing open spaces. This includes protecting more spaces at Brayards Green and Buchan Hall sports pitches and extensions to Cossall Park.
- Better management of traffic and addressing rat-running through local streets. This includes removing Bellenden and Copeland/Consort one-way traffic systems.
- Providing additional protection to sites of importance for nature conservation.
- Continue to development facilities for children and young people including the ongoing development of the Peckham Rye Adventure Centre on Homestall Road.

Figure 13: Nunhead and Peckham Rye neighbourhoods vision



## **Section 4 The preferred option/options**

This section sets out our policy options for issues in the Peckham and Nunhead action area to deliver the objectives set out in section 3. Where we have a potential preferred option we have set out what we think this will be and why. Where there are issues that need further consultation we have set out a number of potential options.

### **4.1 Theme 1 - Enterprise and activity: A vibrant town centre and local centres**

#### **Policy 1: Peckham town centre**

To maintain and enhance Peckham's status as a major town centre (the boundary of the town centre is shown in Figure 14). We will work with landowners to improve and expand the retail offer in Peckham town centre. We have 2 options for how we will achieve this through clusters of different activities as set out in figure 15.

#### **Option 1 - Focus on improving existing retail areas**

In this option we will:

- Focus on improving existing retail parades on either side of Rye Lane.
- Strengthen the northern end of Rye Lane by using development opportunities on the Aylesham Centre and possibly the Bellenden Road Retail Park. This will attract a variety of retailers including more big name stores. These two sites have the capacity to provide up to around 14,000sqm of additional shopping space. The amount of space would depend on the amount of car-parking provided and the economic viability of development.
- Strengthen Peckham's distinctive character and reputation for independent stores at the southern end of Rye Lane by improving the shopping environment and using development opportunities on the Netto site and the Copeland Road car park site to improve the retail offer.
- Use planning conditions to prevent future sub-division where larger units are proposed.

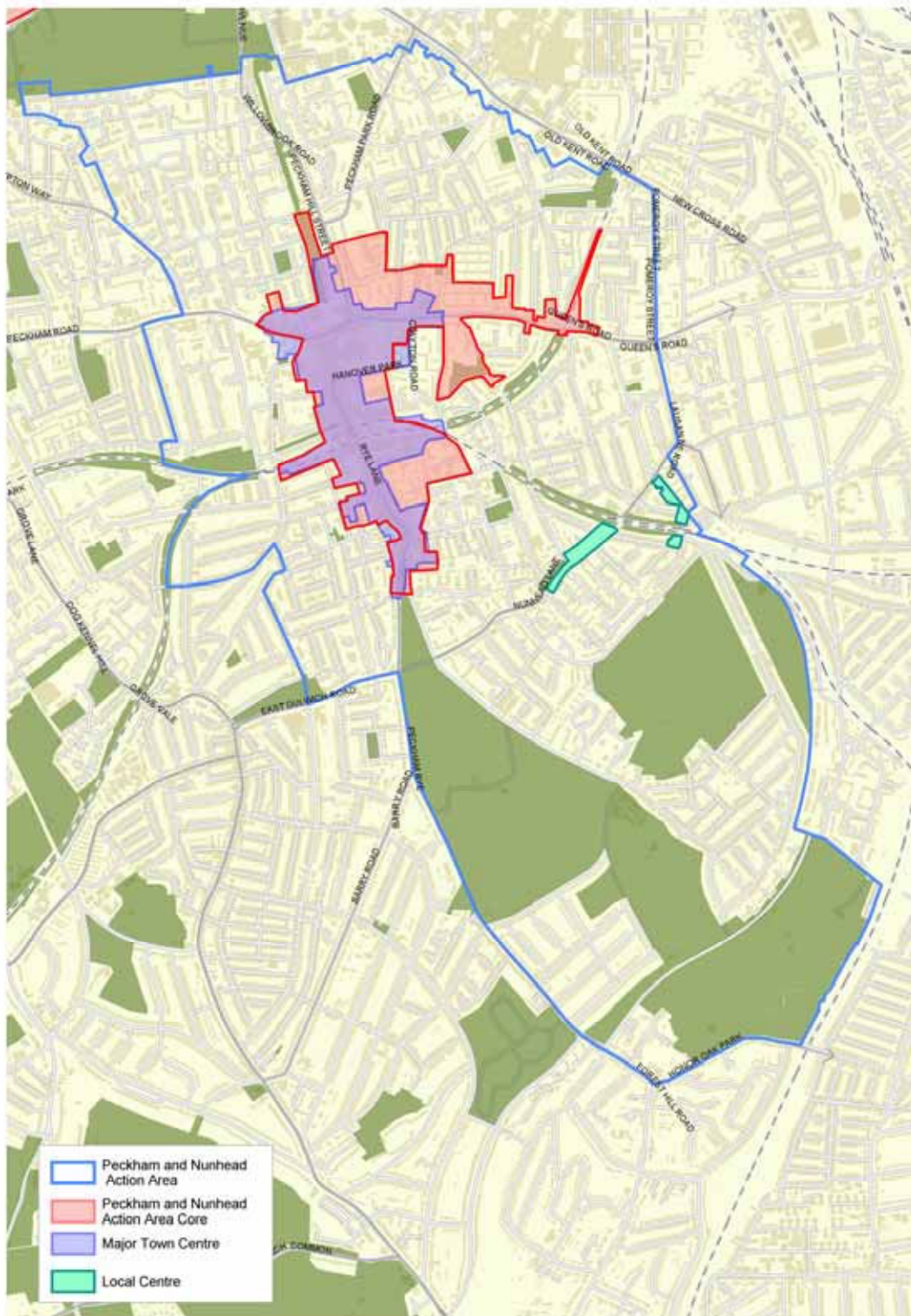
#### **Option 2 – Developing a new retail quarter around Peckham Rye Station and the Copeland Road industrial park**

We are proposing that the second option is additional to option 1.

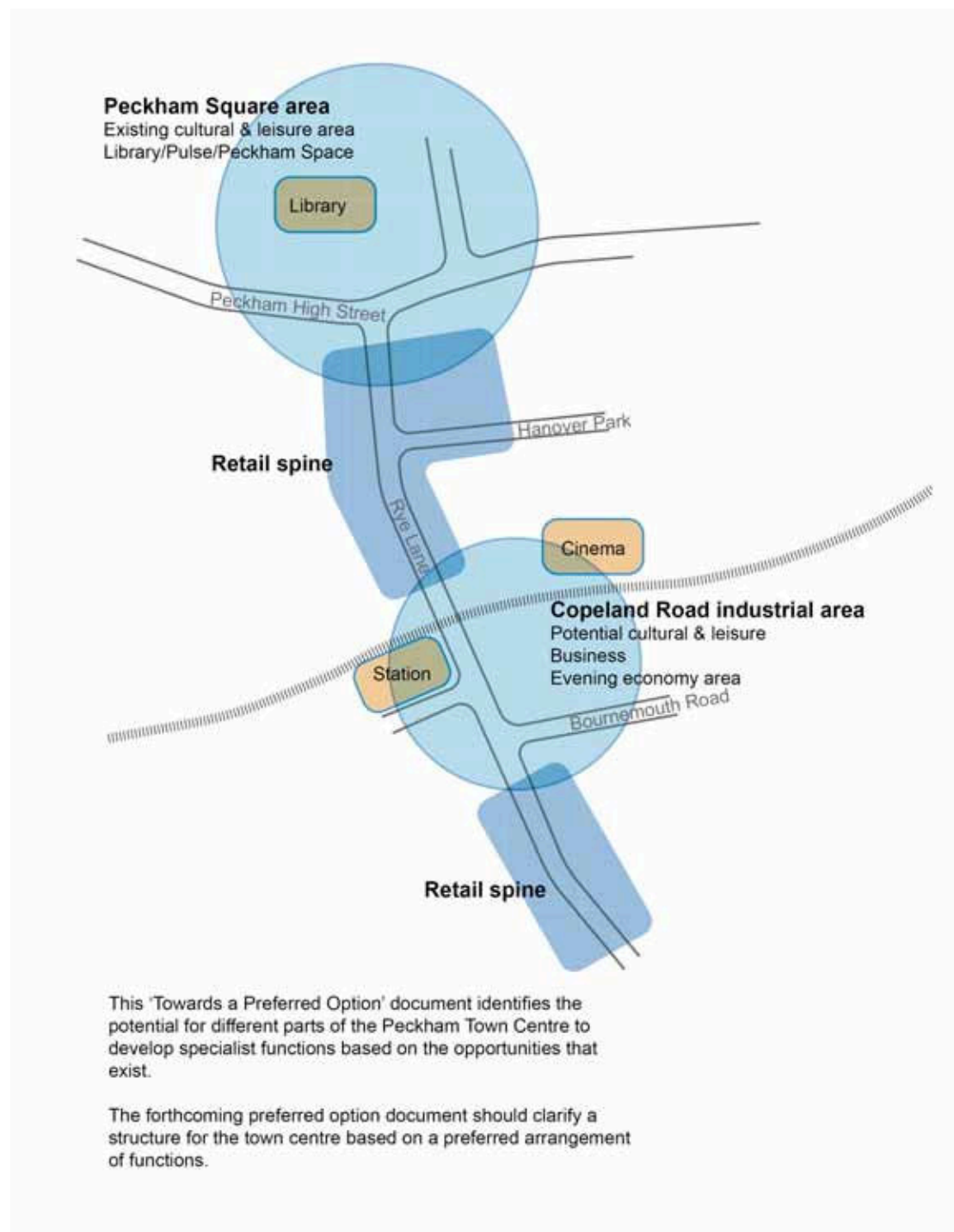
In this option we will:

- Develop a new retail quarter in the middle of the town centre on either side of the railway viaduct. This could be the location for a new foodstore.
- Facilitate a more specialist retail offer which complements culture and leisure uses.
- Facilitate provision of retail to provide up to 15,000sqm of new retail space.

Figure 14: Town centre and action area boundaries



**Figure 15: Possible activity clusters in Peckham town centre**





## **We are doing this because**

Southwark has a variety of centres which have different roles and provide different ranges of services. Our core strategy arranges our centres into a hierarchy which is based on the number and types of shops in the centres and the distances people will travel to visit them. Alongside Canada Water and Elephant and Castle we define Peckham as a major town centre. This means that they are important shopping and service centres and usually have a mixture of different types of shops, serving people from across the borough. Peckham is currently the largest town centre in Southwark, with approximately 75,000 sqm of retail floorspace.

Our 2009 Retail study shows that Peckham has many strengths:

- There is a range of top-name stores including Mothercare, Currys Digital, Clarks, Primark and Boots located in the northern end of Rye Lane. There is also evidence of demand for shopping space from TK Maxx and other large retailers.
- The range of small independent retailers in operation at the southern end of Rye Lane creates an atmosphere which is lively and active.
- There is a wide selection of convenience shopping in Peckham and shoppers can choose from Netto, Lidl and Morrisons as well as a selection of independent grocers and ethnic foodstores. It is Peckham's wide array of ethnic food shopping that sets it apart from competing centres and distinguishes its unique specialist food offer.
- Peckham is always busy during the day. Overall, the number of vacant units is below the national average which shows that there is a healthy level of demand for shops in Peckham.

In 2008 we carried out a survey of 204 shoppers in Peckham. The majority of respondents said they came to the town centre to buy convenience products such as food, confectionery, tobacco and newspapers and 56% said they visited Peckham every week for specialist or ethnic food shopping. When asked what they did not like about the centre, almost a third of respondents said that there was a poor range of shops for clothes, shoes, music, books etc. (comparison goods). This explains some of the weaknesses of the town centre. The level of shops which sell comparison goods is below the national average. Shops units in Peckham are generally small and there may not be suitable premises for new retailers who would like larger shop units. There has also been a pattern emerging where larger units are being subdivided into a number of smaller units and this can detract from the character of the area and the quality of the retail offer.

Our option 1 will seek to provide new units around the northern end of Rye Lane mainly to provide new larger units to attract more top-name stores. This would help to ensure that local people have access to a better range of shops and will reduce the need to make trips to other centres outside the borough such as Croydon and Lewisham. In the southern end of Rye Lane we would use the proposed conservation area designation and development management policies to help improve the condition and appearance of buildings and shop fronts. Where there are development opportunities, these

should demonstrate that they will strengthen the retail offer in this part of Rye Lane.

In option 2, we would use the development opportunities provided by improvements around the station, the railway arches and the Copeland Road industrial area to provide a new retail quarter. Shops which complement cultural uses and cafes and restaurants would make Peckham more attractive for shoppers and help boost the local economy. It would also help draw shoppers and visitors from Peckham Rye station to the southern end of Rye Lane. Our site allocations in section 5 set out where we think most retail space will be developed. In both options we will carry out further work to test the options and consult with landowners to confirm the capacity for additional retail space.

## **Policy 2: Culture, tourism and the evening economy**

To build on Peckham's reputation as a creative hotspot, encouraging the provision of more arts, cultural and entertainment facilities. We will work with businesses to facilitate the provision of more cafes and restaurants, making Peckham a better place to go out in the evening. We have 2 options for achieving this through clusters of different activities as shown in figure 15.

### **Option 1 - To promote a cluster of cultural, creative and entertainment spaces around Peckham Square**

To deliver this option we will:

- Support the continued use of Peckham Square as a focus for cultural events. As well as new cultural space, development at Eagle Wharf could provide some restaurant and cafe space.
- Support proposals for new hotels in Peckham town centre.
- Require developments for tourism, cultural and evening uses to be accompanied by a visitor management plan.
- Use development management policies to ensure that new facilities do not impact negatively on surrounding residential areas.

### **Option 2 - To promote a cluster of cultural, creative and entertainment spaces around Peckham Rye Station and Copeland Road industrial park**

This option is additional to carrying out the proposals set out in option 1,

To deliver this option we will:

- Use development opportunities provided around the station, railway arches and Copeland Road industrial park to provide more cultural and creative spaces, as well as restaurants and cafes.
- Continue to support the provision of a cinema in Peckham town centre. We will require a replacement cinema of equivalent size either on the same site or within the town centre if the existing cinema site is redeveloped.

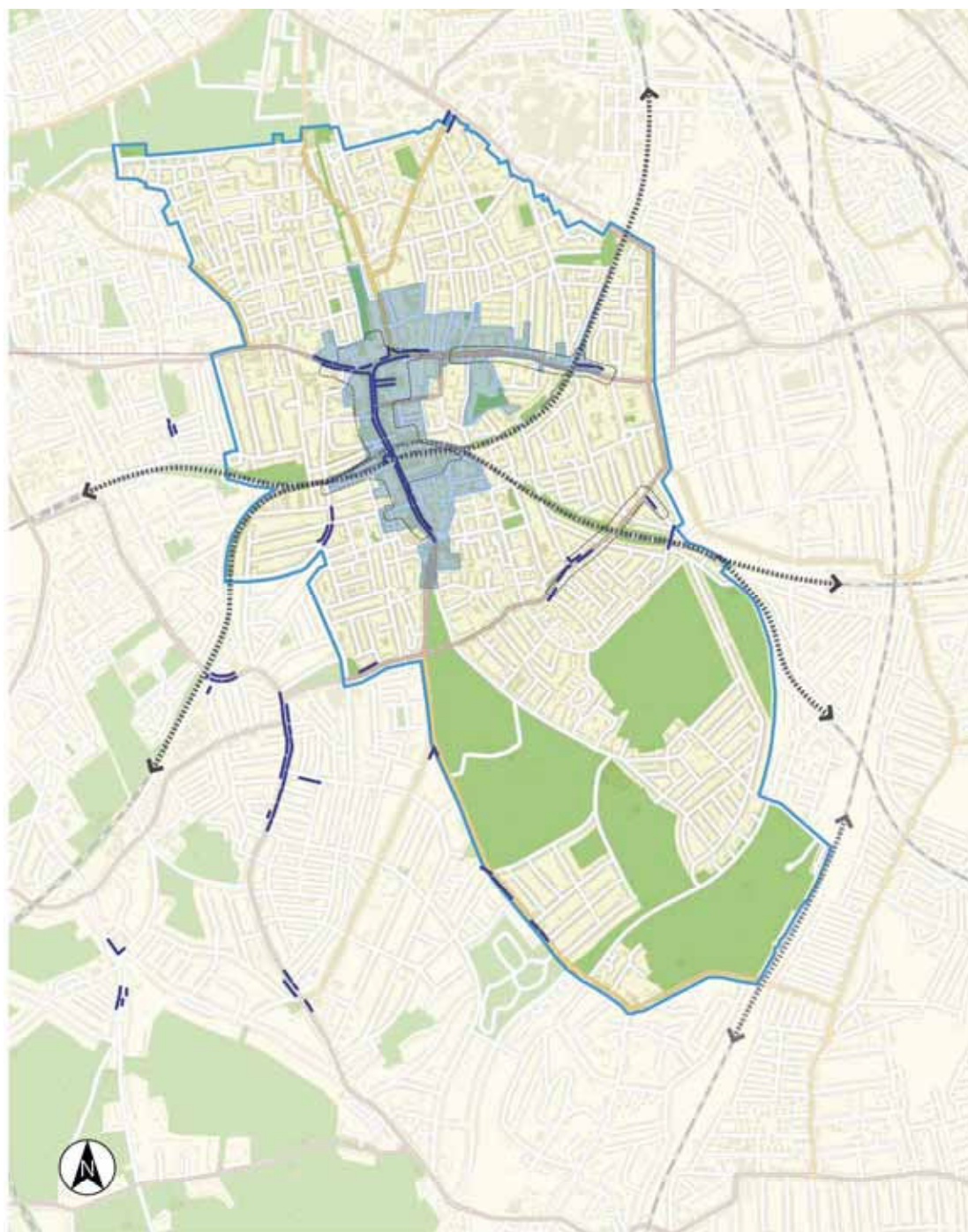
## **We are doing this because**

Peckham has a positive reputation as a creative hotspot and is home to galleries and artists studios. Whilst creative industries in Peckham currently contribute to employment in a small but growing way, they can also have a role in changing the reputation of Peckham and Nunhead. They can also contribute to the vitality of the town centre by bringing in visitors and providing an evening economy. It is important that uses that attract visitors are managed in a way that does not negatively impact on surrounding residential areas. We will work with landowners and developers to identify and secure occupants for cultural space. There is likely to be demand for gallery space, studios and possibly rehearsal space. There are opportunities to provide new cultural and creative spaces both in the area around Peckham Square and around Peckham Rye Station, the railway arches and Copeland Road industrial park. Many of the current businesses in the railway arches in Peckham town centre provide low levels of rental income to Network Rail, discouraging refurbishment. Allowing flexible use for other uses could bring in higher paying tenants encouraging refurbishment of the railway arches in the town centre. We could also use S106 to invest in the arches such as we have done in the north of the borough through the Light at the End of the Tunnel project.

Peckham town centre is not well used in the evenings and night-time, contributing to safety and security concerns. Our consultation tells us that people would like to see more cafes and restaurants to add to the vibrancy of the town centre and to provide a range of services. Introducing uses that remain open into the late evening will help keep the town centre lively and safe at different times of the day and provide more leisure opportunities for local people. It will also boost the local economy by generating additional spending. It is important that the evening economy does not impact negatively or increase anti social behaviour and community safety concerns for surrounding neighbourhoods and a visitor management plan will help to ensure this. We will also continue to control the number of new licensed premises in the area.

Section 5 sets out sites we think could be suitable for such uses. At the next stage of consultation we will set out where we will require these uses.

Figure 16: Shopping parades



-  Peckham & Nunhead Action Area
-  Core Action Area
-  Town Centres
-  Shopping frontages

### **Policy 3: Hot food takeaways**

We are considering whether we should restrict the amount and location of takeaways. We have 3 options for whether and how we could do this.

#### **Option 1 - Restricting takeaways in shopping areas**

We could restrict the number of hot food takeaways (A5 use class) in the town centre and/or within other protected shopping frontages and local centres.

#### **Option 2 - Exclusion zone**

We could introduce an exclusion zone around schools where new hot food takeaways will not be given planning permission.

#### **Option 3 - Restricting as set out in current retail policies**

We could continue with existing policy and restrict hot food takeaways in the same way as other hot food shops in line with amenity and development management policies in the Southwark plan.

#### **We are doing this because**

During consultation some people raised concerns about the number of hot food takeaways on Rye Lane. The vitality of shopping parades can be harmed if there are too many of the same type of use in any one parade. Our policies seek to ensure a range of different uses in the town centre and our other smaller shopping areas in the wider area. At the moment 22 out of 444 units in Rye Lane and Peckham High Street are hot food takeaways (5%).

Some evidence suggests that hot food takeaways can encourage people to eat unhealthily, and this can be a particular problem with children. Childhood obesity has been identified as an issue in the AAP area, especially within the Peckham community council area and unhealthy takeaway food may add to this problem. One option is to restrict the number of hot food takeaways that will be given planning permission in the future. We could apply this just to Rye Lane and Peckham High street where there is the most pressing problem, or we could also apply this to the shopping frontages in the wider area to prevent the problem from arising elsewhere in the future. For example we could set a policy to say there should not be more than two units as hot food takeaways in all of the parades outside of Rye Lane. Alternatively we could look at introducing an exclusion zone around schools to prevent children from having such easy access to unhealthy food. The third option is to not restrict hot food takeaways. Not all hot food takeaways sell unhealthy food and some evidence suggests that there is not a link between obesity and the availability of hot food takeaways. Takeaways can also contribute to the economy and can offer small local business opportunities.

### **Policy 4: Space above shops**

To allow flexible use of space above shops for residential, retail, business and community uses within Peckham town centre.

This is our preferred option.

### **We are doing this because**

Many of the floors above shops in the town centre are not used and detract from the appearance of Rye Lane and Peckham High Street. We want to make better use of the limited space we have in the town centre. We know that historically the space above shops has been used for a range of uses including housing. The flexible use will maximise the opportunities to bring them into use and help invest in shopfronts.

### **Policy 5: Markets**

To ensure that markets contribute to the diversity and the vibrancy of Peckham and Nunhead by:

- Establishing a site for markets in a new location in Peckham town centre, possibly in the forecourt of Peckham Rye Station or on land to the rear of the station.
- Supporting occasional markets on Peckham Square and Nunhead Green.

This is our preferred option.

### **We are doing this because**

Markets increase the variety of retail provision, provide self-employment opportunities with low entry-costs and fulfil a valuable role in the local economy. The Southwark Markets Strategy recommends new locations for markets on a dedicated site off Rye Lane providing the opportunity to create a destination market. This could be themed as a specialty food market or arts and craft market providing the opportunity to promote the local economy. Locating market stalls off Rye Lane would also avoid cluttering the narrow footpaths and free up space for pedestrians. We will work with Network Rail as landowner of Peckham Rye station and its forecourt to bring forward space for new markets.

There are already occasional markets on Peckham square and these add to the diversity and cultural identity of Peckham. An occasional market on Nunhead Green could help support shops in Nunhead and extend choice for local people.

### **Policy 6: Local shopping centres, parades, protected shopping Frontages and individual shops**

To provide local shops and services for residents by maintaining and protecting the local centres, parades, shopping frontages and individual shops at:

- Nunhead local centre at Evelina Road. We will ensure that the successful parade continues to thrive by building on its reputation for high quality independent shops and businesses, retaining its bakers, butchers, fishmongers, florists, greengrocers and pubs whilst also attracting new retailers, cafes and restaurants.

- Bellenden Road to ensure the attractive shopping street continues to prosper, offering a range of independent shops, businesses, restaurants, cafes and pubs.
- Queens Road, Meeting House lane, Nunhead Lane, Gibbon Road, Barry Parade, Peckham Park Road and Forest Hill Road as locally protected shopping frontages which should provide a mix of uses.
- Outside Peckham town centre and the protected shopping areas listed above we will also protect individual shops where there are no similar shops in the nearby area.

We will deliver improvements to these parades through schemes such as the Improving Local Retail Environments programme, and Nunhead and Queens Road renewal areas.

This is our preferred option.

### **We are doing this because**

Our core strategy retail hierarchy says that local centres provide shops for the local community and cover a smaller catchment area than major town centres. They usually include small shops such as a small supermarket, newsagent, post office, laundrette and pharmacy. Nunhead is identified as a local centre and we will continue to protect and improve this successful centre. The local shopping areas along Evelina Road/Nunhead Green and Gibbon Road will be improved through streetscape and shopfront schemes. We cannot prevent shops from closing but we can help create an environment for local shops to thrive.

We will also continue to protect and improve our smaller scale retail facilities outside our hierarchy of centres as these help to meet people's day-to-day needs and reduce the need to travel. This will include building on the success of the Bellenden Road Renewal area which included streetscape improvements to create a distinctive character for the area. This has helped Bellenden Road become a successful and thriving street with an arts character offering a range of shops, cafes, restaurants and businesses.

In the Core Strategy, all parades with more than 10 shops are designated as protected shopping frontages. All the shopping areas listed in this policy are protected shopping frontages. This means that under saved Southwark Plan policy 1.9, planning permission for a change of use from A1 Use Class (shops) will only be allowed when certain criteria are met. The criteria includes that at least 50% of the shopping frontage must remain as A1 use class and that the proposal would not harm the vitality or appearance of the shopping frontage. This helps to ensure that these shopping frontages continue to provide shops and do not just provide other A use (such as cafes, takeaways and restaurants) and that unsuitable new development is not allowed within the protected frontage.

In the Southwark Plan we protect essential local services in policy 1.10 where they are the last available use of their type within a 600m catchment area.

This is because we recognise that they provide a valuable service to the community they serve. This also enables them to be available within easy walking distance of as many residences as possible, in order to minimise car journeys.

**Policy 7: Small scale shops, restaurants and cafes outside the town centre, local centres and protected shopping frontages**

To require provision of new shops, cafes and restaurants at key sites on Commercial Way and Wooddene.

We will also continue to protect smaller parades of shops that are too small to be protected shopping frontages.

This is our preferred option.

**We are doing this because**

We want to enhance the shopping cluster near Queen's Road station and help introduce active frontages to the street. We also want to provide residents in the north of Peckham with access to small local retail to meet their day to day convenience need. Our issues and options responses show a mixed view on whether to provide shops on Commercial Way.

The Southwark Plan saved policy 1.10 sets out criteria for changing the use of small scale shops, restaurants and cafes outside the town centre and protected shopping frontages. . We will continue to apply this policy to smaller rows of shops where there is no equivalent provision within 600 metres. This will apply to the small row of shops on Cheltenham Road.

**Policy 8: Business space**

To promote the generation of new jobs and businesses in Peckham town centre.

We have 2 different options for how we can do this.

**Option 1 - Focus on regenerating existing office space**

In this option we would focus on revitalising existing office space, through refurbishment and reprovision of existing space in redevelopment schemes. There would not be significant growth in business space.

Where new business space is provided, it would be designed flexibly to accommodate a range of unit sizes to help meet the needs of the local office market including start up and SME businesses and support businesses to remain in the area as they grow.

**Option 2 - Expanding the amount of business space**



In addition to seeking to revitalise existing business space, there would be significant growth in business space, particularly in area around Peckham Rye Station and the Copeland Road industrial park. There is capacity to provide around 8,000 sqm of new business space in this area.

Although it is not located in the core area we would also require the replacement of business space on any redevelopment of the Print Village on Chadwick Road.

Figure 15 sets out where we think the key clusters of different activities could be.

### **We are doing this because**

There are currently over 1,400 businesses, most of them small in size. Many of these are industrial uses including workshops, builders' yards and light manufacturing. Business spaces add to the vitality of Peckham town centre, support a mixed local economy and provide jobs for many local people. We want to continue to protect business uses to maintain a mix of different uses in the town centre and action area core. We want to continue to encourage new business space in Peckham as part of new developments to help provide employment opportunities for local people.

Both our options would promote the creation of jobs and businesses. The 2010 Southwark Employment Land Review (ELR) found that a common problem in Southwark is that much of the office stock outside SE1 is second-hand and is frequently in converted buildings, rather than being purpose built for employment use. Often these buildings do not have the features which occupiers demand, such as suspended ceilings and open plan and flexible layouts. Revitalising existing business premises would help ensure that space can be used more efficiently and appeals to a wider range of businesses.

The ELR has identified potential demand for between 25,000 to 30,000sqm of business space over next 15 years in areas outside SE1, mostly from small to medium sized businesses. This would cover Elephant and Castle, Canada Water and Camberwell as well as Peckham and Nunhead. Option 2 which would provide additional business space in Peckham would help meet some of this borough-wide need.

It is unlikely that additional business floorspace outside the town centre will be viable, so we are focusing growth in the core area. We will look at how we require business space to be incorporated into new developments at the next stage of consultation as well as carrying out more detailed capacity work. Our site allocations in section 5 set out where we think most business space may be developed. Key sites where there could be more or improved business space are around Peckham Rye Station and near the railway arches on the east of Rye Lane. In particular the trio of sites that include the cinema/multi-storey car park, land between the railway arches (including the railway arches) and Copeland Road Industrial Park.

Redevelopment of these sites may displace these businesses. We need to look at how to support businesses' relocation and whether business uses should be continued. We will look at this as part of our preparation of the next stage of the AAP.

Peckham town centre currently has a strong rate of business start-ups which have an important role in the local economy. This is due to the relatively affordable rents and a range of business unit sizes available to SMEs. New developments should also support business start ups and growing SMEs through the provision of space that is affordable and flexible by design, suitable for a range of business types and sizes and allows growing businesses to remain in the area, as well as attracting new businesses to Peckham.

#### **Fact box: Business space**

For the purposes of this AAP the term business space refers to space used by B use classes. B1 use class refers to office, research and laboratory and light industrial space which is generally more appropriate in town centre locations and areas with good public transport connections. B2 use class (general industrial use) and B8 use class (warehousing and distribution uses) are more appropriate in preferred industrial locations where they can be separated from more sensitive uses, such as residential use.

#### **Fact box: Small Units**

Small units are less than 500 sqm in size. Our ELR reports that the majority of locally based businesses are searching for facilities of between 200sqm and 500sqm.

New space which is expected to provide accommodation for local office occupiers should be designed so that it can be subdivided into units of a range of sizes.

## **4.2 Theme 2 - Community wellbeing: improving individual life chances**

### **Policy 9: Open spaces**

To provide open space as set out in Figure 17 to a good standard as a network of accessible, high quality open spaces for residents and visitors to enjoy that strengthen local character, promote nature conservation, exercise and food growing by:

- Continuing to protect Metropolitan and Borough open land listed in the fact box from inappropriate development.
- Continuing to protect Other open space listed in the fact box from development unless there is nearby provision in the local area.

- Protecting the following additional open spaces from inappropriate development as Other open space: Brimington Estate Allotments, Calypso Gardens, Central Venture Park, Brayards Green, Buchan Hall sports pitch, Jowett Street Park and Cossall Park.
- Increasing accessibility to open spaces by walking, cycling and public transport and by providing new entrances where they would be appropriate.
- Improving the quality of open spaces and provision of activities for enjoyment.

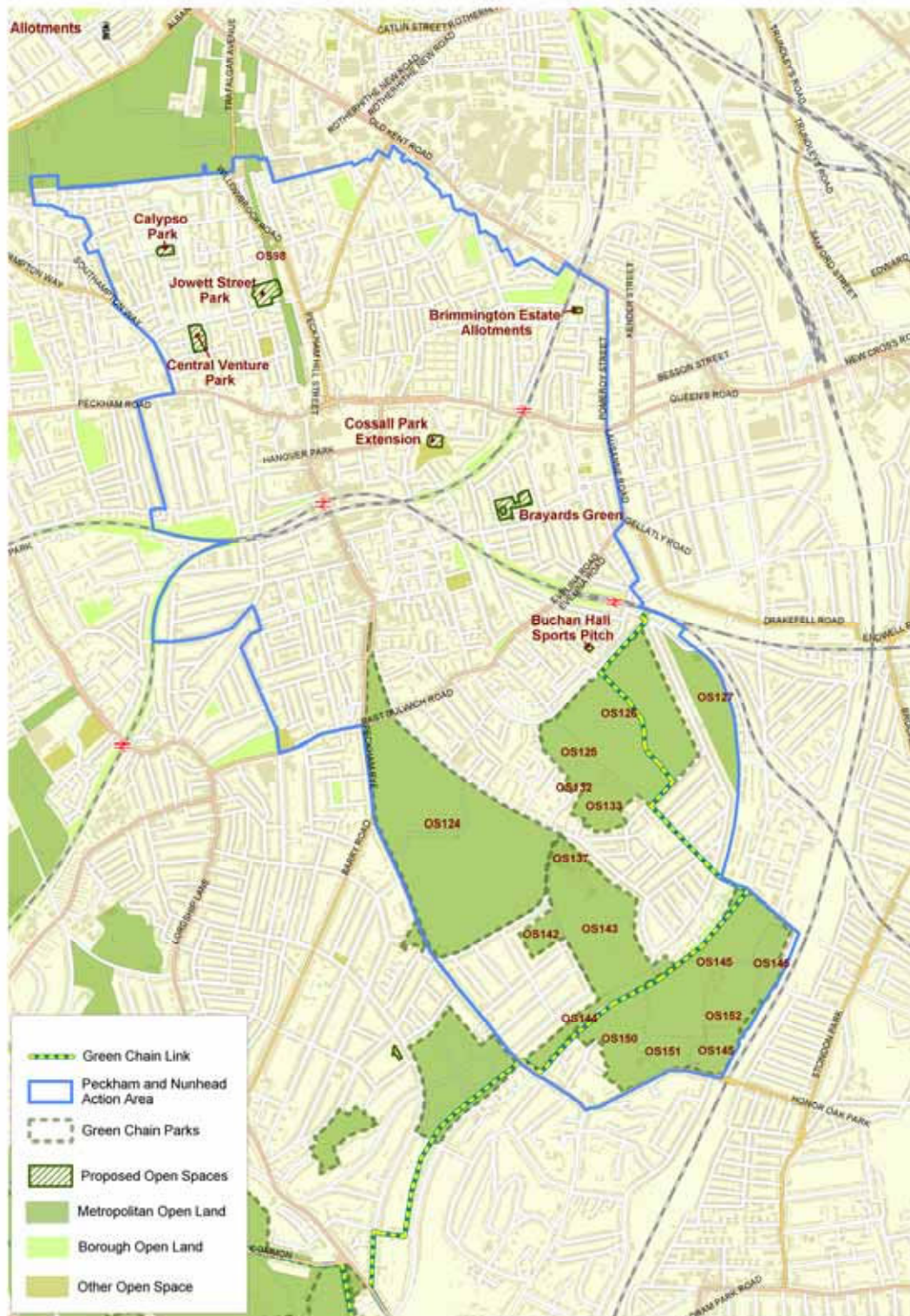
This is our preferred option. We are also proposing to set a standard for the provision of open space at the preferred option stage.

### **We are doing this because**

Open spaces provide local people with somewhere to play, relax and enjoy, and can provide a focus for community gatherings. They also add to the local character, help reduce the risk of flooding, provide habitat and access to nature and can provide space to locally grow food. Open spaces often provide play facilities for children and young people. There has been significant investment in active play facilities including at Peckham Rye Park, Central Venture Park, St Mary Frobisher, Brimington Park, Leyton Square and Goose Green.

We are currently preparing an Open Spaces Strategy to set out standards and an action plan to ensure the appropriate quality, quantity and accessibility of open spaces. In the meantime we have protected new spaces that local residents have identified as being important to the community and worthy of protection. Some of these are new since the adoption of the Southwark Plan in 2007. These meet Other open space criteria except the extension to Cossall Park which meets the Borough open land criteria. Part of this park was previously annexed to the Tuke School which has now moved to north Peckham. As part of the redevelopment of the former Tuke School, we will restore the original boundaries of Cossall Park to return the previously annexed school playground to the park. This will protect it from future development.

Figure 17: Existing and proposed protected open spaces



**Fact box: Existing protected open spaces in Peckham and Nunhead**

There are three levels of protection for our existing protected open spaces. Metropolitan Open Land is protected by the Mayor of London and there are large open spaces which are important to all of us. Metropolitan Open Land has the highest level of protection and must be kept open in nature with development only in exceptional cases. We also protect smaller open spaces. Some of these are important to all people in Southwark. These are called Borough Open land and we give these strong protection. Small open spaces that are important at a neighbourhood area are protected as Other Open space.

**Metropolitan Open land:**

OS98 Surrey Canal  
 OS124 Peckham Rye Park  
 OS125 Nunhead Reservoir  
 OS126 Nunhead Cemetery  
 OS127 Ivydale Road Playing Field  
 OS132 Water Works  
 OS133 Nunhead Allotments  
 OS137 Harris Girls Academy East Dulwich (previously Waverly School)  
 OS142 Homestall Road Playing Ground  
 OS143 Water Works/Aquarius Golf Course  
 OS144 Brenchley Gardens  
 OS145 Camberwell New Cemetery  
 OS150 One Tree Hill  
 OS151 Honor Oak Allotments  
 OS152 Honor Oak Recreation Ground

**Borough Open Land:**

OS95 Bird-in-Bush Park  
 OS96 Caroline Gardens  
 OS99 Brimington Park.  
 OS103 Goldsmith Nature Garden  
 OS106 Bellenden Road Tree Nursery  
 OS108 Nunhead Railway Embankments and Kirkwood Nature Gardens  
 OS111 Warwick Gardens  
 OS112 Highshore Road Open Space  
 OS113 Holly Grove Shrubbery  
 OS115 McDermott Road Nature Garden  
 OS116 Consort Park  
 OS118 Nunhead Green  
 OS144 Brenchley Gardens  
 OS94 Leyton Square

**Other open space:**

OS102 Sumner Park  
 OS107 Cossall Park  
 OS109 St Mary's Frobishers  
 OS117 Dr Harold Moody Park  
 OS123 Goose Green Playground

## Policy 10: Community facilities

To provide community facilities to meet the needs of an increasing population by:

- Locating facilities in the action area core or where there is a particular need to ensure that new facilities required by the community are provided in accessible locations that complement each other.
- Encouraging better use of community facilities that are currently underused and flexible community space so that different groups can share the spaces to meet a wide range of needs.
- Requiring section 106 planning obligations to contribute towards improving and increasing health and community facility provision.
- Supporting the provision of a new community home and hub for Peckham Settlement.
- Providing a new community centre in Nunhead. A planning application will be submitted for this in 2011.

This is our preferred option.

### We are doing this because

Peckham and Nunhead have a diverse, growing population that brings challenges to providing community facilities. There are a wide range of needs across people of different ages, genders, faith, ethnicity, sexual orientation, income and disability that we need to consider. We will continue to develop a wider range of well used community facilities that provide spaces for many different communities and activities. Sharing spaces and facilities makes them more convenient and helps make them become more viable. This is to make sure that everyone in Peckham and Nunhead has access to community facilities that meet their needs. This includes looking at wider community facilities such as libraries, sports centres, community halls, court facilities, places of worship, employment and training facilities, community space and children's play areas. Providing for London's diverse faith communities needs to be addressed regionally. Within Southwark our approach is to encourage different community groups including those of different faiths to share facilities to make the most effective possible use of opportunities.

#### Fact box: Community facilities

Community facilities are all those facilities used by the local community.

These are:

- Buildings used by voluntary sector and community groups
- Libraries or public reading rooms, Social service and day centres
- Places used for or in connection with public worship or religious instruction
- Medical or health services, and healthy living centres (except for the use of premises attached to the residence of the consultant or practitioner)
- Facilities for youth provision, Facilities for the provision of education
- Sport, leisure and recreational facilities, Arts and culture facilities
- Crèche, day nurseries or other childcare facilities
- Public halls and exhibition halls, Law courts

## Policy 11: Schools

To facilitate well performing schools so that more families choose a Peckham and Nunhead setting because standards are higher, and more children and young people are realising their potential. We will deliver improvements to schools by working with our partners to:

- Protect schools where there is a long-term local need.
- Build and improve existing schools to improve educational opportunities.
- Provide additional places at primary schools.
- Support and encouraging schools to promote and provide services for the community.
- Requiring new development to contribute to education through a section 106 planning obligation.
- Rebuilding existing schools such as: St Thomas the Apostle college on the former site of Tuke School, Daniel Gardens (a completed new special needs school), Breedinghurst, (a new build special school on an existing site), and Highshore School (works likely to start on new school site, September 2011)
- Converting the existing Highshore special school, Bellenden Road into a KS3 Pupil Referral Unit (works likely to start September 2013).
- Providing an additional classroom, parents room and new entrance to Haymerle primary special school (provisional completion March 2012).
- Relocating Cherry Garden special school to Gloucester primary school site. This will improve facilities at Cherry Garden special school and Gloucester primary school through refurbished provision (provisional completion 2013/2014).

This is our preferred option.

### We are doing this because

Schools will be working together and with partners to ensure every child, young person, family and community thrives. We will achieve this by enabling children and young people to reach their full potential through a consistent range of high-quality services that are based on need and delivered collaboratively across a range of providers. We will also ensure that we incorporate the voice of pupils, parents and the community, and encourage members of the community to be involved in school leadership. We are committed to encouraging the use of school buildings for community activities outside of school hours to help meet the needs of local communities for facilities. The improvements to our schools will therefore also benefit the wider community who will have access to the improved schools outside of school hours.

There is projected pressure for primary places in the Peckham and Nunhead and Peckham Rye planning areas. Our strategy is to meet the pressure with temporary bulge classes and permanent expansions at popular good and outstanding schools. Bulge classes strengthen local schools by bringing more revenue and capital resources.

## **Policy 12: Young people**

To further improve the range, quality and suitability of activities for young people by:

- Bringing together and better promoting a borough-wide offer of good-quality play opportunities and activities for children and young people which also meet the needs of at-risk groups.
- Co-locating new facilities for young people with other services where appropriate. Such as using opportunities provided by the development of new schools, other community facilities and health facilities to improve access to services for young people.
- Supporting and encouraging schools to promote and provide services for the community.
- Requiring new development to contribute to youth facilities through a section 106 planning obligation where there is a demonstrated local need.
- Working to increase the involvement of young people in the allocation of resources to ensure that they meet local need through Southwark Youth Council and local youth community councils.

This is our preferred option.

### **We are doing this because**

We are committed to improving the range, quality and suitability of activities for young people. We are working more extensively with the community and voluntary sector, which is best placed to deliver a broad and varied offer of provision. This will involve working with the many groups within Peckham and Nunhead. This includes Southwark Youth Council and local youth community councils who are fully involved in decision making. They have been allocated budgets to spend locally on activities and facilities that matter to local young people. In 2011/12 young people across the borough will be responsible for approximately 20% of the youth services budget.

## **Policy 13: Health**

To work with NHS Southwark to improve the health of current and new residents in Peckham and Nunhead by:

- Identifying the Lister Health centre as our preferred centre for development where there are opportunities for future investment into health facilities.
- Considering other opportunities to improve local health services presented by new developments in Peckham and Nunhead.
- Supporting and encouraging GPs to promote and provide services for the community.
- Requiring new development to contribute to health facilities through a section 106 planning obligation.

This is our preferred option



## **We are doing this because**

We will continue to work with NHS Southwark to improve the health of people in Southwark and reduce health inequality. The Peckham and Nunhead AAP policies work together to encourage healthy living. These include increasing and improving open spaces, providing more family housing, improving sustainable transport such as public transport, cycling and walking routes and spending community infrastructure levy and section 106 monies on improving health facilities. Over the 15 years of this AAP there will be more people living in Peckham and Nunhead leading to changing needs and requirements for local health services. We will continue to work with NHS Southwark to meet the primary health care needs of current and future residents. The Lister Health Centre at 101 Peckham Road already operates as a health hub with a number of different health services, four GP practices and a Walk in Centre. New developments in Peckham and Nunhead may offer other opportunities to improve local services. We will consider whether some services could be provided on any of the development sites for the preferred option.

## **Policy 14: Leisure and sports facilities**

To provide leisure and sports facilities to meet the needs of an increasing population by:

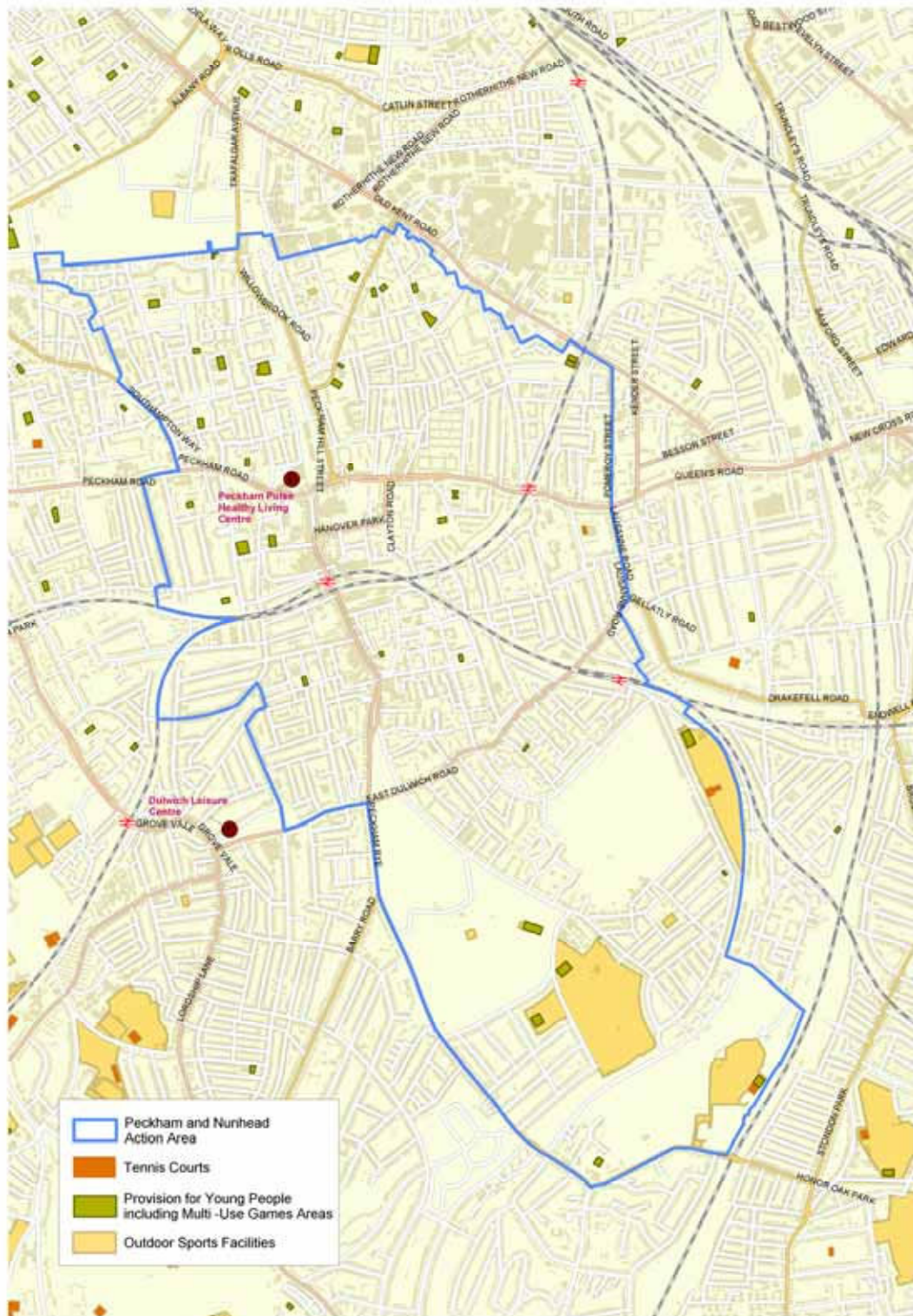
- Locating facilities in the action area core or where there is a particular need to ensure that new facilities required by the community are provided in accessible locations that complement each other. Figure 18 shows our existing leisure and sports facilities.
- Encouraging better use of facilities that are currently underused so that different groups can share the spaces to meet a wide range of needs.
- Requiring section 106 planning obligations to contribute towards improving and increasing leisure and sports facility provision.
- Continuing to improve sports facilities in the core and wider action area.
- Improving Peckham Rye will include a new play area, a new One'O'Clock club and the resurfacing of two football pitches.
- Improving Homestall Road to include a new grassed football area, new changing rooms and an all weather floodlit pitch.
- Refurbishing multi-use games areas in Warwick Gardens, Brayards, Bells Gardens and the Damilola Taylor Centre.

This is our preferred option.

## **We are doing this because**

Leisure and sports facilities help to create vibrant town centres by encouraging people to visit and spend more time in Peckham. They are an important resource for local people as they can encourage healthy living. Multi-use games areas and outdoor gyms are popular in Peckham and Nunhead. They are effective at encouraging sporting activity by people of all ages. As more people live, work and visit Peckham we need to provide more facilities to meet the increasing and more diverse needs. We will continue to use section 106 money along with other sources of funding to improve leisure and sports facilities.

Figure 18: Existing leisure and sports facilities



### 4.3 Theme 3 - Transport and traffic: Improved connections

#### Policy 15: Walking and cycling

To reduce the reliance on cars and increase travel by walking and cycling to reduce congestion and pollution along with improving healthy living and road safety by:

- Requiring new development to provide and promote linkages that are safe, direct and convenient for pedestrians and cyclists as set out in figures 19 and 20.
- Requiring new development to include cycle parking.
- Requiring new development to contribute towards transport improvements through community infrastructure levy and section 106 planning obligations.
- Supporting and looking for further opportunities to fund cycling and pedestrian improvements, including allocating resources in our Transport Plan.
- Working with Transport for London to deliver the Cycle Superhighway along Queens Road.
- Lobbying for the extension of the Mayor's cycle hire scheme to Peckham and Nunhead

This is the preferred option.

#### **We are doing this because**

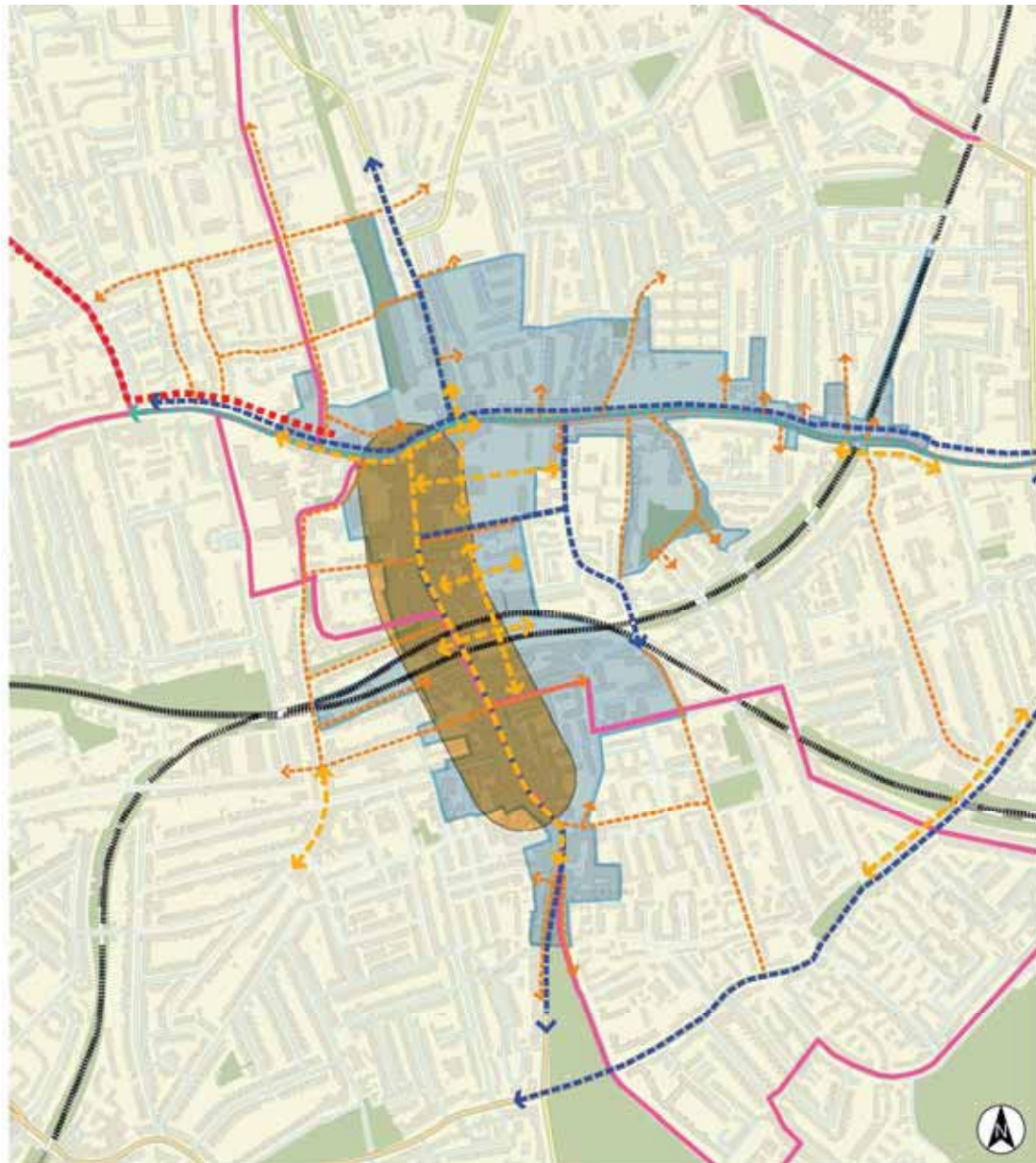
We want to encourage people to walk and cycle, and to feel safe and enjoy travelling by foot or by bike. Improving walking and cycling opportunities will also have a positive impact on health by encouraging more active lifestyles. This may help reduce obesity and prevent long term conditions such as diabetes and cardiovascular disease which are significant issues for Peckham and Nunhead. Many people currently feel that it can be difficult to cycle and walk through Peckham and Nunhead, particularly the town centre, with the main pedestrian and cycle route being along Rye Lane. Whilst there have been some recent improvements to Rye Lane more links are needed, particularly through the east west of the town centre to make cycling and walking more convenient, enjoyable and safer. Accessible and secure cycle parking needs to be provided as part of new developments to encourage people to cycle. By securing section 106 planning obligations, we will be able to fund many transport improvements, especially those identified in our Transport Plan.










Figure 19: Existing pedestrian and cycle links



- Major town centre pedestrian route
- Secondary pedestrian route
- Railway inhibiting pedestrian connections
- Main Vehicular Routes
- Cycle routes
- Core Action Area

Figure 20: Proposed pedestrian and cycle links



- |   |                                    |   |                                    |
|---|------------------------------------|---|------------------------------------|
|  | Major town centre pedestrian route |  | Cycle superhighway                 |
|  | Secondary pedestrian route         |  | Proposed public transport corridor |
|  | Railway line                       |  | Increased pedestrian activity      |
|  | Main Vehicular Routes              |  | Core Action Area                   |
|  | Cycle network                      |   |                                    |

## **Policy 16: Public transport**

To facilitate provision of a highly accessible public transport network throughout the entire Peckham and Nunhead action area by:

- Working with Transport for London to improve the frequency, quality and reliability of public transport.
- Continuing to support the following key priorities: London Overground network (opening up links to east London and Clapham), the extension of the Bakerloo line through to Peckham and Camberwell, and the Cross River Tram.

This is the preferred option.

### **We are doing this because**

The core action area is highly accessible by public transport and the wider area is less accessible. We will work with Transport for London to improve public transport provision throughout the entire action area. More people living, working and visiting Peckham and Nunhead over the next 15 to 20 years will also increase the demand for public transport use. We will work with transport operators to continue to improve public transport as demand increases. Some of this demand could be met by our key priorities. The East London Line extension phase 2 will be part of the London Overground Network and will connect services between Surrey Quays and Clapham Junction. Services will stop at Queen's Road and Peckham Rye stations, increasing the public transport services in the Peckham and Nunhead area. Work is currently underway on this line and service will be operating in late 2012. We also support the extension of the Bakerloo line to Peckham and Camberwell and the Cross River Tram. There is currently no identified funding from Transport for London for these schemes.

## **Policy 17: Safeguarding land for further future public transport development**

There are two options for safeguarding land for future public transport development:

### **Option 1**

We can continue to protect and safeguard land at the south of Sumner Road (sometimes known as the 'Flaxyard' site) as a possible terminus for either the Cross River Tram or an alternative high quality public transport service to link Peckham with north London. This site is shown on figure 21.

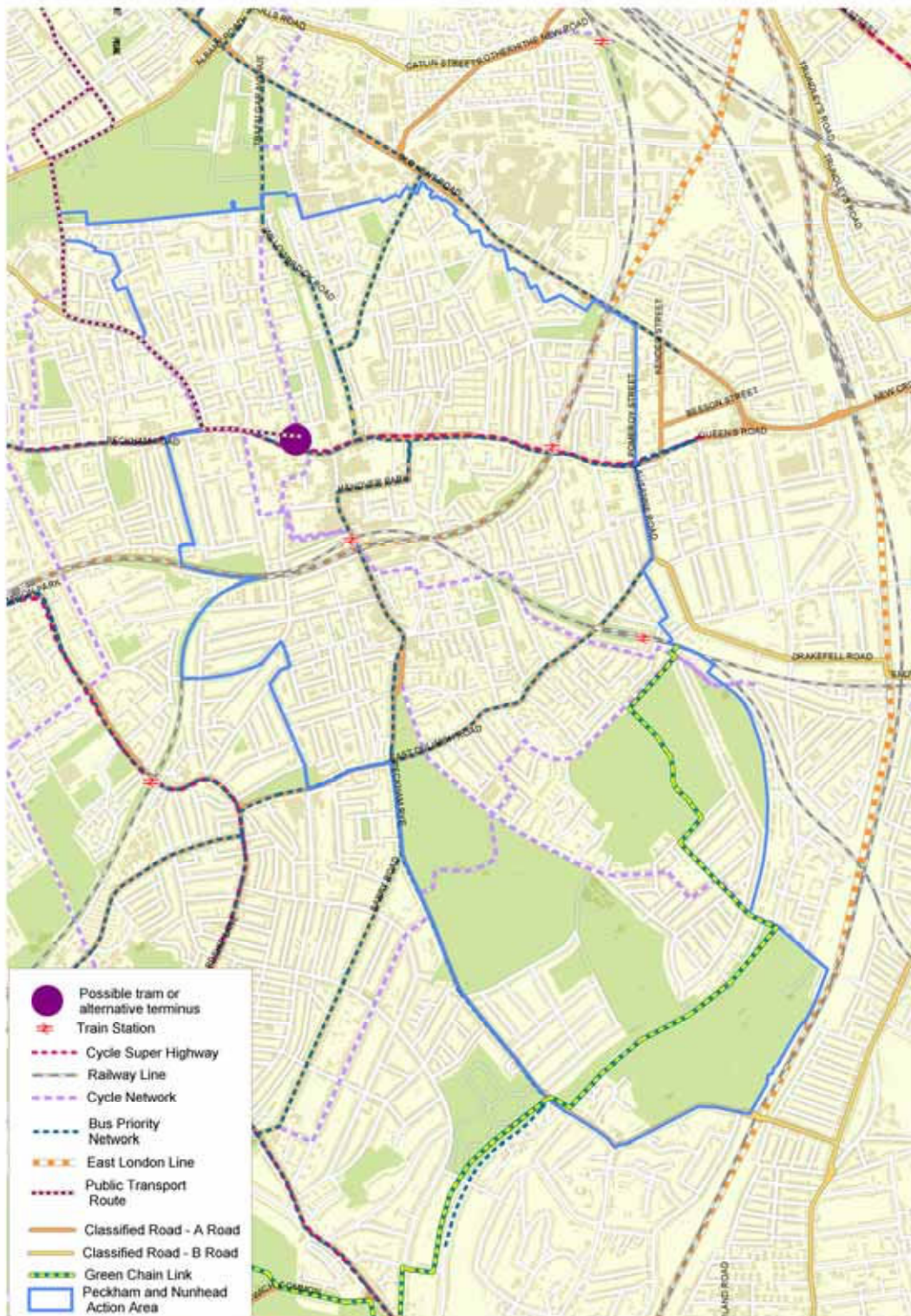
### **Option 2**

To develop the land at the south of Sumner Road (sometimes known as the 'Flaxyard' site) for mixed use development. Our indicative capacity for this site is set out in section 5.

**We are doing this because**

We support the Cross River Tram to link central London with the Elephant and Castle, through Aylesbury to north Peckham. We will continue to work with Transport for London to bring the Cross River Tram or an alternative high quality public transport route linking Peckham with Waterloo, the West End, Kings Cross and Camden.

Figure 21: Public transport and the possible tram or alternative terminus





## **Policy 18: The road network**

To improve the traffic network to make it easier to travel around Peckham and Nunhead ensuring that this includes increasing access to the town centre by:

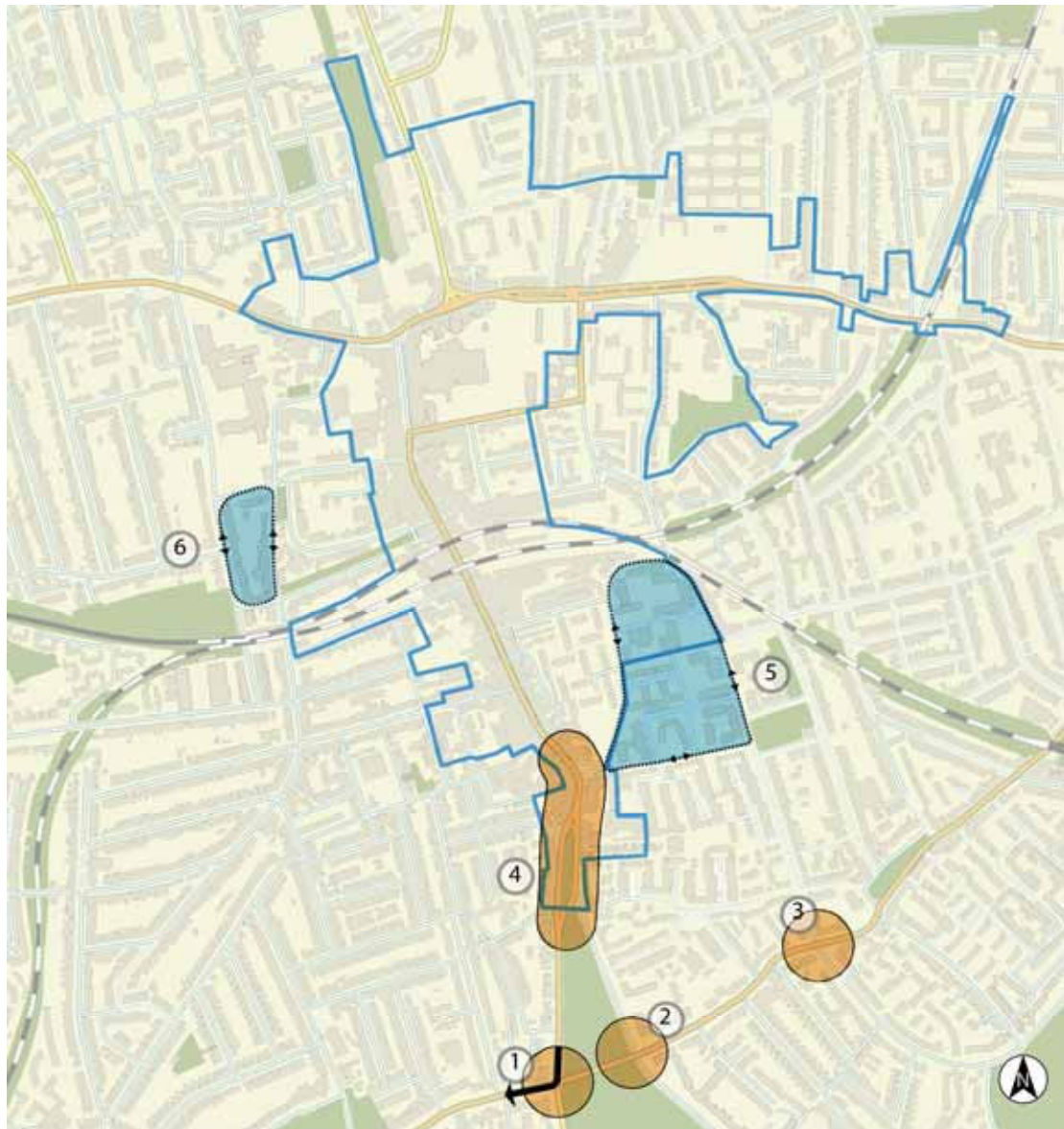
- Continuing to work with Transport for London to improve safety for pedestrians and cyclists on the road network.
- Continuing to work with Transport for London to address traffic movement and congestion.
- Facilitating the following improvements to the road network as shown on figure 22:
  - Allowing a right hand turn at the junction of Peckham Rye/East Dulwich Road.
  - Changing Copeland Road, Consort Road and Heaton Road from one way to two ways.
  - Changing the gyratory of Highshore Road, Bellenden Road, Holly Grove, Lyndhurst way to two ways.
  - Reviewing traffic signal timings to include Peckham Rye and East Dulwich Road, Peckham Rye East, East Dulwich Road and Nunhead Lane, Consort Road and the Linden Grove junction of Peckham.
  - Improving the southern end of Rye Lane to reduce vehicle speeds and to improve access to Peckham Rye Park.
- Continuing to require development to contribute towards transport improvements through section 106 planning obligations and the community infrastructure levy to make sure developments do not have negative impacts.

This is our preferred option.

### **We are doing this because**

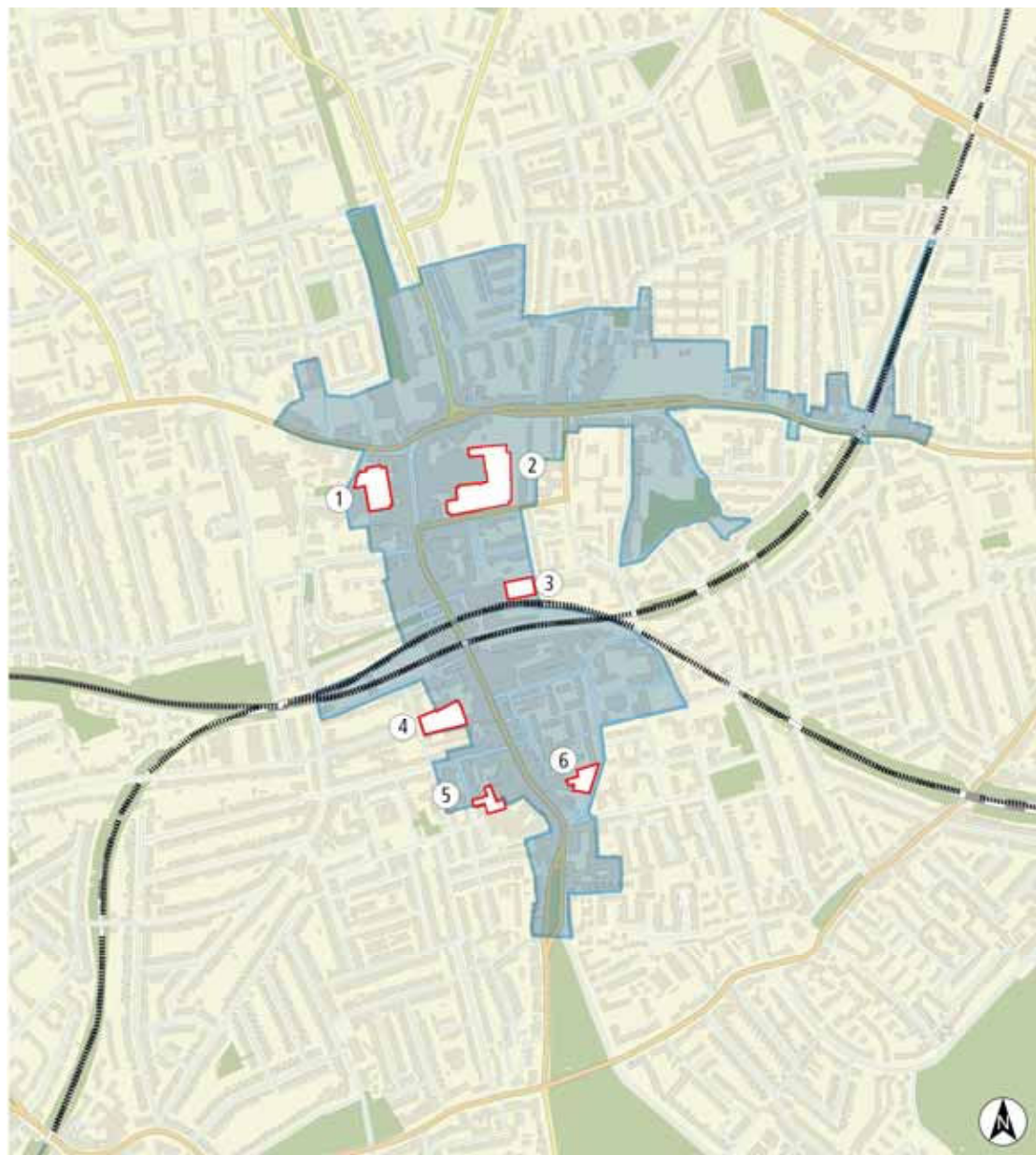
Residents have commented that they would like improvements to these parts of the road network. Furthermore our traffic model shows that this will help to reduce the negative impacts of traffic by improving traffic flow, managing congestion and making streets safer. This will make the environment more welcoming for pedestrians and cyclists through the core area, Rye Lane and also in the wider residential streets. We will continue working with Transport for London to manage the traffic network to improve access to the town centre and improve network efficiency. We will also agree funding for improvements to the road network through section 106 planning obligations and through allocating resources in our Transport Plan. This will include working with Transport for London to fund improvements to the highways.


**Figure 22: Improvements to the road network**



- ① Allow right-hand turn and review traffic signals at Peckham Rye and East Dulwich Road
- ② Review traffic signals at interesection of Peckham Rye, East Dulwich Road and Nunhead Lane
- ③ Review traffic signals at interesection of Nunhead Lane, Consort Road and Linden Grove
- ④ Improve vehicle speeds and access to Peckham Rye from Rye Lane
- ⑤ Copeland Road, Consort Road, Heaton Road one way becomes two ways
- ⑥ Gyratory of Highshore Road, Bellenden Road, Holly Grove, Lyndhurst Way becomes two way

Figure 23: Existing town centre car parks



	Major town centre pedestrian route	1	Lidl - Peckham High Street/Bellenden Road
	Car parks	2	Aylesham Centre, Hanover Park
	Railway line	3	Cerise Road multi-storey
		4	Choumert Grove
		5	Netto Supermarket
		6	Copeland Road

### **Policy 19: Parking for town centre uses in the town centre**

To provide enough car parking to enable access to the town centre illustrated in figure 23 for visitors and residents whilst also encouraging people to use the public transport links, cycling and walking options.

We commissioned a car parking study which examined the future demand for parking resulting from the growth scenarios. The study predicted that whilst it would be required that future development provided for long stay parking directly associated with their development, short-stay parking that provides for visitors to the shops and businesses would have to be accommodated within the town centre. This would either be through spare spaces within the existing off-street car parks or by providing new car parking.

Currently less than half the off-street car parking spaces are used during the week, rising to 60% at the weekend.

We have three options:

#### **Option 1**

To maintain all of the existing car parks.

#### **Option 2**

To consolidate the existing car parks, use the car parks at the Aylesham Centre and possibly develop a town centre car park on an alternative site.

#### **Option 3**

To maintain the existing car parks and develop above them.

### **We are doing this because**

Option 1 would ensure that we would largely meet the demand for short stay off-street car parking required by the most intensive growth in commercial and retail premises with the town centre. However should there be less growth within the town centre it would still be likely that 20% of spaces would remain unfilled. We also know that only 10% of the spaces at the multi storey car park are currently used during the week rising to no more than 20% on Saturdays therefore there would need to be substantial investment along with increased maintenance costs to make this car park more appealing.

Option 2 recognises that it is necessary to retain visitor car parking that is convenient for the town centre but provides the option of developing a new car park to overcome the resistance to using the existing multi-storey. There would be ability to provide only the amount of parking that would be needed to support the actual town centre growth. However, this option would be more difficult to deliver as an alternative site would need to be identified.

Option 3 would keep the same amount of parking that we have now where around 40% of the spaces are never used. It could provide the finance to

enable the multi-storey car park to be improved so that it was more attractive for drivers.

## **Policy 20: Residential parking**

### **The core area**

To provide an appropriate level of car parking to encourage residents to travel actively by walking, cycling or public transport whilst ensuring that mobility needs are catered for.

There are two options:

#### **Option 1- Car free development**

We will only allow car free new residential development in the core action area. New residential development will not be allowed to provide parking spaces with the exception of the required 0.1 designated spaces per unit for wheelchair units.

#### **Option 2 - Development with car parking**

Allow a maximum number of car spaces per residential unit of 0.3 spaces. The level of parking must be justified in a transport assessment.

#### **Both options**

Where we encourage car free residential development, we will require the planning application to be accompanied by a parking management strategy

### **The wider action area**

To provide an appropriate level of car parking to encourage residents to travel actively by walking, cycling or public transport whilst ensuring that mobility needs are catered for by:

- Allowing development within the urban zone illustrated in figure 24 to include a maximum of 1 space per unit. These should be allocated to family units with the level justified in a transport assessment.
- Allowing development within the suburban zone illustrated in figure 24 to include a maximum of 1.5-2 spaces per unit with the level justified in a transport assessment.

This is the preferred option.

## **We are doing this because**

Active travel by walking, cycling or using public transport reduces congestion, pollution and air quality whilst providing opportunities for a more pleasant environment. Providing parking spaces for residential developments encourages people to use a car more regularly instead of these more sustainable modes of travel. Therefore our strategy is to require transport assessments that demonstrate how the development will reduce car use and encourage sustainable transport by including measures such as cycle racks, improvements to walking and cycling routes and car clubs.

The core action area has excellent public transport which will be further improved with the London Overground connection. Whereas the wider action area does not have as good public transport links. Allowing fewer parking spaces in residential developments will help to reduce congestion in the town centre. However some level of car parking could be provided for accessing other parts of Southwark and London which do not have such high levels of public transport accessibility. This could be for family housing in the core action area where travel by sustainable modes can be more challenging. Along with more car parking in the wider action area where there is lower public transport accessibility to ensure that residents can still move easily around the borough.

### **Fact box Car Clubs**

For both car free and low car use developments the council's borough-wide car club scheme requires developers to pay the council money through the section 106 planning agreement to invest in the on street car club schemes. This scheme allocates car parking spaces on the road for a club car, which will be available to all residents. This way of sharing a car helps to reduce the number of cars and encourages people to use alternative more sustainable modes of transport.

## **4.4 Theme 4 - High quality homes: Providing more and better homes**

### **Policy 21: Providing new homes**

To provide a range of different housing types to meet the needs of Peckham and Nunhead's diverse communities by:

- Setting a target of 2000 net new homes across the whole action area over the next 15 to 20 years.
- Setting a target for at least 1500 of these new homes to be within the core action area.
- Allocating and developing sites owned by the council for housing as set out in section 5.
- Requiring homes of different tenures and sizes.
- Requiring high quality of design for all types of housing.
- Balancing the amount of new housing with other land uses such as shops, employment and open spaces.

- Making sure that there is the necessary infrastructure to support people living in new developments.

This is the preferred option.

### **We are doing this because**

Southwark's Sustainable Community Strategy (Southwark 2016), Core strategy, Strategic housing market assessment and Housing requirements study demonstrate the need for more and better homes in Peckham and Nunhead. Our strategy for providing new homes is to set a target based on the Southwark development capacity study. This identifies potential housing sites with suggested capacities. Section 5 illustrates that there are many opportunities for developing new homes in the action area. Particularly in the core area where there are larger sites, excellent transport links and opportunities to further improve infrastructure as reflected in the housing targets. We also set out smaller sites under 10 units that we have identified as potential housing sites in our development capacity assessment in the Housing background paper

More detail will be set out at the next stage of consultation to show how we will deliver these new homes. This will include a housing trajectory to show how much housing we expect to come forward each year.

### **Policy 22: Density**

To ensure development is the appropriate size by being within the density ranges for areas illustrated in figure 24. These are:

- Urban zone: 200-700 habitable rooms per hectare.
- Suburban zone: 200-350 habitable rooms per hectare.
- Action area core: exceptions to the maximum density of 700 habitable rooms per hectare may be exceeded when developments are of an exemplary standard of design.

This is the preferred option.

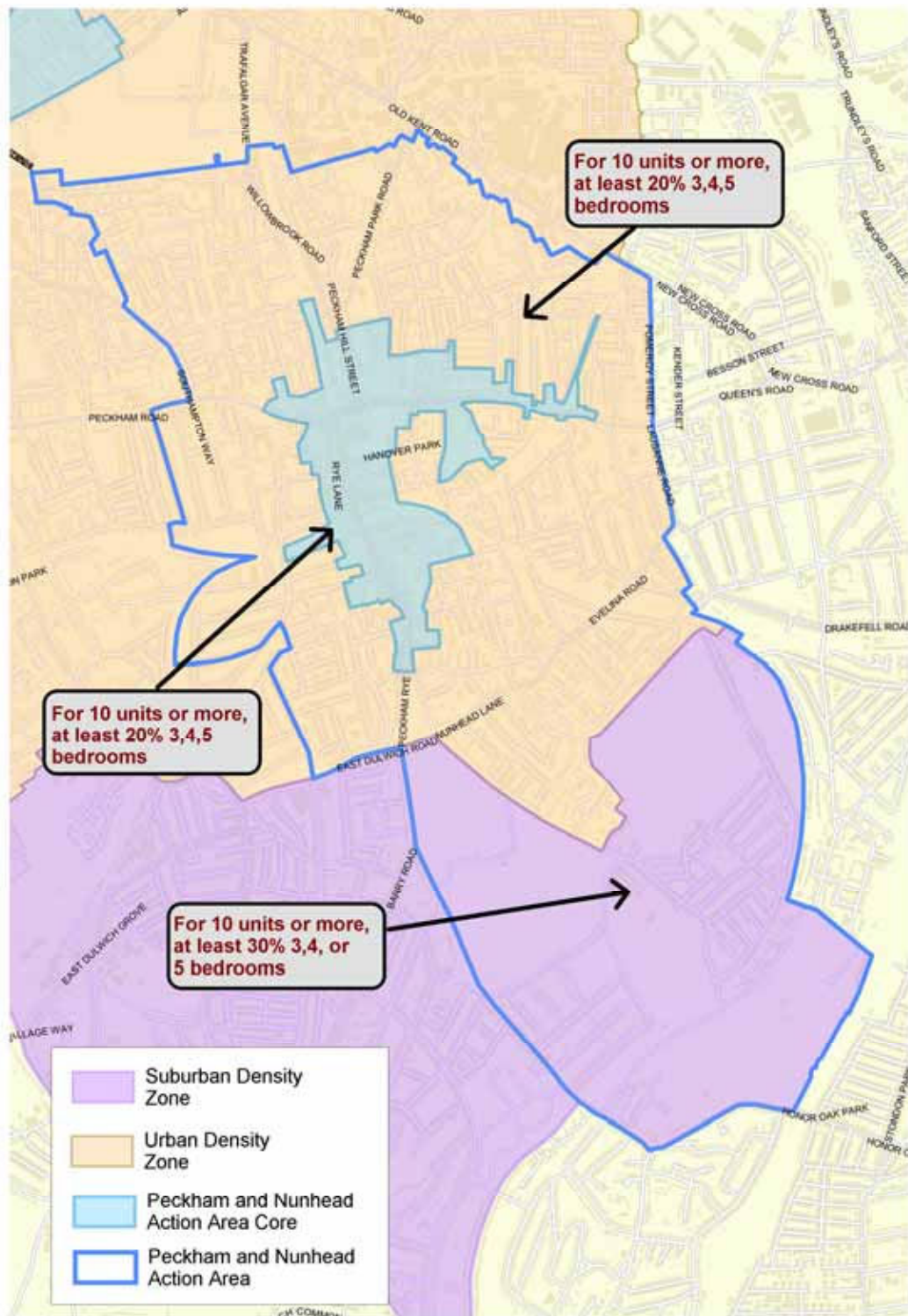
### **We are doing this because**

There is a tension between the need for new homes and protecting the characters within the different areas of Peckham and Nunhead. The AAP is aiming to provide a balance by furthering strengthening the character of the denser town centre, predominantly urban Peckham and predominantly suburban Nunhead so that they are pleasant places to live. To achieve this we have taken into account the existing character including the historic context, surrounding buildings, transport accessibility and development potential when preparing the policy. The policy has to be in line with the density ranges set out in the core strategy.

Within the core of the action area, we may allow higher densities if exemplary standards of design are met. This criteria is set out in section 2.2 of the Residential Design Standards supplementary planning document 2008.



Figure 24: Density and family housing



### **Policy 23: Affordable homes**

To provide affordable homes (social rented and intermediate) by:

- Requiring a minimum of 35% of developments of 10 or more units to be affordable.
- Setting a target to deliver at least 700 affordable homes.
- Requiring 50% of affordable homes to be intermediate housing and 50% of affordable homes to be social rented housing.
- Allocating and developing sites owned by the council for housing as set out in section 5.

This is the preferred option.

### **We are doing this because**

Southwark's Sustainable Community Strategy (Southwark 2016), Core strategy, Strategic housing market assessment and Housing requirements study demonstrate the need for more affordable homes (both social-rented and intermediate) in Peckham and Nunhead. The Housing requirements study shows that the average household income is very low, with the median average in the Peckham Community Council area as £14,300 and the median in Peckham Rye and Nunhead Community Council area as £16,800. This makes it difficult for people living in these areas to afford market housing. For example 69% of the households who want or need to move in the Peckham Community Council area can only afford social rented housing. The Housing requirements study also shows that within the Peckham Community Council area over 65% of the housing stock is social rented housing. Also within the Peckham Rye and Nunhead Community Council area over 40% is social rented. As well as providing more social rented housing to meet need, we also need to provide more intermediate housing to increase housing choice and opportunities.

Our strategy for providing new affordable homes is to set a target based on the development capacity study and to require a minimum of 35% of new developments of 10 units or more to be affordable with 50% as intermediate and 50% as social housing. The 35% ensures that all developments are viable and are providing affordable housing to meet some of the need. This has to be in line with the core strategy. The 50/50 split ensures that there are opportunities for increasing both social and intermediate housing provision. This percentage required in our Southwark Plan is currently 70% intermediate and 30% social rented. However our Annual monitoring report shows that most of the housing built is social rented. We now have the opportunity to change this requirement through the AAP. The development capacity study identifies potential housing sites with the capacity for delivering new affordable housing that we consider to be deliverable and viable. Section 5 illustrates that there are many opportunities for developing new homes in the action area. Particularly in the core area where there are larger development sites, excellent transport links and opportunities to further improve infrastructure as reflected in the housing targets. Section 5 provides more detail on where we have identified that housing will come forward including suggested capacities

for the main strategic sites. We also set out smaller sites under 10 units that we have identified as potential housing sites in our development capacity assessment in the Housing background paper.

More detail will be set out at the next stage of consultation to show how we will deliver these new affordable homes.

**Fact box: Affordable and private housing**

There are two types of housing:

1. Private (or market) housing is available to either buy or rent privately on the open market
2. Affordable housing, as set out in London Plan policy 3A.8, meets the needs of households whose incomes are not enough to allow them to buy or rent decent and appropriate housing in their borough

There are two types of affordable housing:

1. Social Rented Housing is housing that is available to rent either from the council, a housing association (known as Registered Providers) or other affordable housing providers. Access to social housing is based on housing need
2. Intermediate affordable housing is housing at prices and rents above those of social rented but below private housing prices or rents. It can include part buy/part rent, key worker housing and intermediate rent housing

**Policy 24: Private homes**

To provide private homes to increase housing choice and tenure by:

- Requiring a minimum of 35% of developments of 10 or more units to be private homes in the Livesey, Peckham, Nunhead and the Lane wards.
- Setting a target for at least 700 private homes across the wards of Livesey, Peckham, Nunhead and the Lane.

This is the preferred option.

**We are doing this because**

Our strategy is to provide all types of new housing within Peckham and Nunhead to meet diverse needs and offer a choice of housing. There are substantial amounts of social rented housing in the action area already with over 65% and 40% social rented housing in the Peckham and Nunhead and Peckham Rye Community council areas respectively. The Annual monitoring reports show that with the exception of the Peckham Rye ward, that the majority of Peckham and Nunhead developments are for 100% social rented housing. This offers little choice for people needing other types of housing tenure. The core strategy sets the policy for 35% private housing in the wards of Livesey, Peckham, Nunhead, and The Lane. This AAP needs to be in line with this policy. In addition we have set a minimum numerical target to provide clarity about how many homes the 35% may deliver.

### Policy 25: Family homes

To provide family homes by requiring developments of 10 or more units to provide the following:

- 20% 3,4, and 5+ bedroom units in the urban area and the core action area as illustrated in figure 24.
- 30% 3,4 and 5+ bedroom units in the suburban area illustrated in figure 24.
- All 3,4 and 5+ bedrooms units must have direct access to private amenity space.
- All 3,4 and 5+ bedrooms units should have sufficient play space for children and young people.

This is our preferred option.

#### We are doing this because

Our housing studies show that there is a need for more family housing across all tenures. At the moment we do not have enough family housing to meet the need in Southwark. Our core strategy sets out a policy to increase the amount of family housing to help meet housing need. This policy needs to be in line with the core strategy. The amount of family housing required is based on the density zone of the area to take into account its existing character. It is also based on ability of the development to provide amenity space for family housing. Denser areas have less potential to ensure provision of enough private and communal amenity space for families.

### Policy 26: Dwelling sizes

To provide a mix of housing sizes by requiring larger housing units in developments of 10 or more units by:

- Requiring developments to meet the minimum dwelling sizes in table 1.
- Encouraging developers to exceed these minimum standards.

This is the preferred option.

#### We are doing this because

Minimum floor area standards make sure that an adequate amount of space is provided in new homes to achieve a pleasant and healthy living environment. This is also a priority for the Mayor who will require minimum space standards through the London Plan and London Housing Design Guide.

**Table 1: Minimum dwelling sizes**

Development type	Dwelling type (bedroom/persons)	Essential GIA (sq m)
Flats	Studios	36
	1b2p	50

Development type	Dwelling type (bedroom/persons)	Essential GIA (sq m)
	2b3p	61
	2b4p	70
	<i>2b average</i>	66
	3b4p	74
	3b5p	86
	3b6p	95
	<i>3b average</i>	85
	4b5p	90
	4b6p	99
	<i>4+b average</i>	95
	<b>2 storey houses</b>	2b4p
3b4p		87
3b5p		96
<i>3b average</i>		92
4b5p		100
4b6p		107
<i>4+b average</i>		104
<b>3 storey houses</b>	3b5p	102
	4b5p	106
	4b6p	113
	<i>4+b average</i>	110
When designing homes for more than six persons developers should allow approximately 10 sq m per extra person.		

### Policy 27: Wheelchair housing and Lifetime Homes

To provide homes that meet residents needs through all of the different stages of life by:

- Requiring all development to be built to Lifetime Homes standards.
- Requiring at least 10% of developments with 10 or more units to be suitable for wheelchair users by meeting our wheelchair standards.

This is the preferred option.

#### We are doing this because

Lifetime Homes are ordinary homes designed to accommodate the changing needs of occupants throughout their lives. Habinteg Housing Association's Lifetime Homes standards are nationally recognised standards to raise the standard of housing. Lifetime Homes are based around meeting 16 design features which are set out in section 2.9 of our Residential Design Standards supplementary planning document. Ideally all 16 design features will be met

or exceeded for each development to reach Lifetime Homes standards. We ask all developers to demonstrate how they will meet lifetime homes standards.

Lifetime Homes are not designed to meet the additional spatial requirements for wheelchair users. The policy will meet some of the shortage of housing suitable for wheelchair users. Our adopted wheelchair design standard is set out in section 2.10 and appendix 1 of our Residential Design Standards supplementary planning document.

#### **4.5 Theme 5 - Environment: Sustainable use of resources**

##### **Policy 28: Sites of importance for nature conservation (SINCS)**

To protect sites of importance for nature conservation as set out in Figure 25 and the fact box by:

- Continuing to protect sites of importance for nature conservation from inappropriate development.
- Designating 2 new sites of importance for nature conservation at Surrey Canal Walk and Warwick Gardens as set out in figure 25.

This is our preferred option.

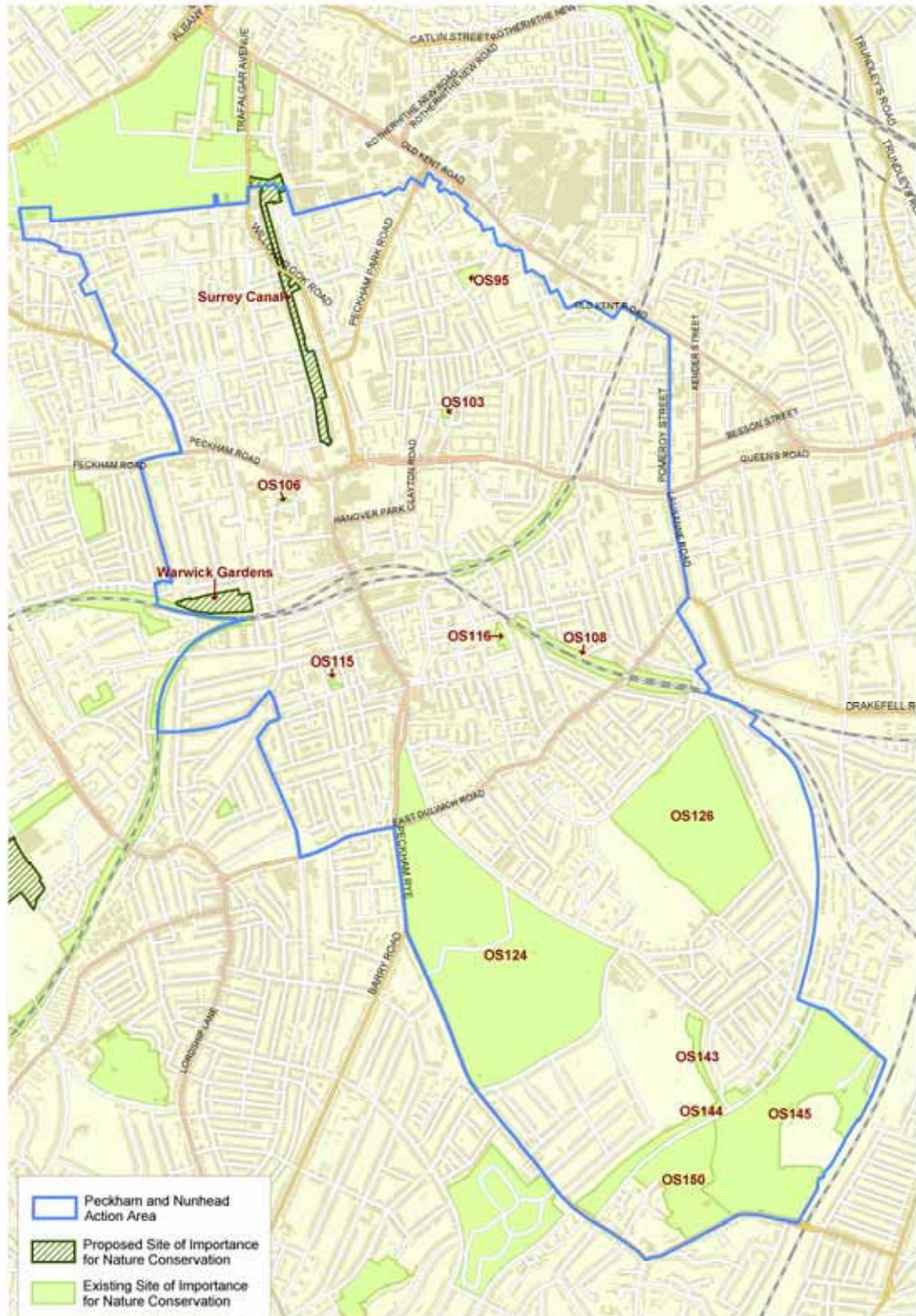
##### **We are doing this because**

Some open spaces are particularly important for nature conservation due to their wildlife and biodiversity value. Designating these sites as SINCS through this AAP will mean that decisions affecting these open spaces will need to ensure that their special nature conservation value is not damaged. We currently have 12 SINCS in the action area and we are proposing two new sites. These sites at Surrey Canal Walk and Warwick Gardens are already protected open spaces by the core strategy and Southwark Plan policies. However they are currently not protected as SINCS and therefore will gain additional protection.

##### **Fact box: Existing SINCS in the AAP area**

OS95	Bird-in-Bush Park
OS106	Bellenden Road Tree Nursery
OS108	Nunhead Railway Embankments
OS116	Consort Park
OS115	McDermott Road Nature Garden
OS143	Aquarius Golf Course
OS144	Brenchley Gardens
OS145	Camberwell New Cemetery
OS103	Goldsmiths Road Nature Garden
OS126	Nunhead Cemetery
OS150	One Tree Hill
OS124	Peckham Rye Park

**Figure 25: Existing and proposed Sites of Importance for Nature Conservation**



## Policy 29: Energy

To create an efficient, effective energy network for Peckham and Nunhead by requiring all new developments to reduce carbon emissions through implementing the energy hierarchy.

### We are doing this because

Southwark climate change strategy aims to reduce carbon emissions by 80% by 2050 and promote the use of CHP and district heating networks as the main means of tackling CO2 emissions from buildings. We are currently preparing an energy study for Peckham and Nunhead looking at the most effective way of using local energy networks. This includes the potential to link developments to a decentralised energy network which could provide heat. It also considers linking different sites together to create a heat and power network. We will set out the energy strategy, infrastructure requirements and appropriate local target in the preferred option. We may also propose the use of section 106 planning agreements to secure funding to provide energy and other infrastructure depending on the outcomes of the study.

#### Fact Box Energy Hierarchy

- Reduce energy consumption through building design and efficiency measures
- Connect to local community heating or CHP networks where possible
- Use renewable technologies

## 4.6 Theme 6 - Design and heritage: Attractive places full of character

### Policy 30: Design

To ensure high quality design to protect and enhance the different character areas illustrated in figure 18 in line with the visions to strengthen the different places by requiring:

- High quality, sustainable building materials and processes.
- Clearly defined streets and spaces with varied character and uses.
- Inclusive design which promotes mobility for people with disabilities.
- Developments that are in keeping with the existing streetscape. This includes preventing provision of off-street parking within existing terraces.

Figure 26 sets out the character which sets the context for design in each of the character areas



### **Peckham town centre**

To encourage development that increases the vitality, accessibility and activity of the town centre to achieve the vision set out in section 3 and illustrated in Figure 9 by:

- Requiring mixed uses, active frontages, and improvements to shop frontages along Rye Lane and Peckham High street.
- Increasing green spaces, children’s play, sports facilities and green routes.
- Providing more and improved public realm, squares and spaces that are safe and busy.
- Creating fine grained, distinctive blocks in large developments that have a varied architectural design and style, an interesting and varied roofline, that are permeable with interesting routes and are built so that they provide strong edges by directly fronting onto main roads.
- Using heritage as a historic asset.

### **Queen’s Road**

To encourage development that increases the vitality, accessibility and activity along Queen’s Road to achieve the vision set out in section 3 and illustrated in Figure 10 by:

- Requiring development to contribute to a local activity cluster around Queen’s Road station and also as part of the development of the former Wooddene site with mixed uses, active frontages, and improvements to shop fronts.
- Increasing green spaces, children’s play, sports facilities and green routes.
- Providing more and improved public realm, squares and spaces that are safe and busy improving pedestrian links to Peckham town centre.

### **Peckham neighbourhoods**

To encourage development that increases safety, accessibility and retains the low scale to achieve the vision set out in section 3 and illustrated in Figure 11 by:

- Requiring mixed uses, active frontages, and improvements to shop frontages along Queens Road, Bellenden Road, Peckham Park Road and Meeting House Lane.
- Protecting and enhancing open spaces such as Central Venture park, Warwick gardens, Jowett street park and Brimington estate allotments along with creating green routes.
- Requiring development to be low scale (2 to 4 storeys) in residential areas.
- Using heritage as a historic asset.

### **Nunhead town centre**

To encourage development that increases safety, accessibility and retains the low scale to achieve the vision set out in section 3 and illustrated in Figure 12 by:

- Requiring mixed uses, active frontages, and improvements to shop frontages along Evelina Road, Nunhead lane and Gibbon Road.
- Protecting and enhancing open spaces such as Nunhead Green along with creating green routes.
- Increasing accessibility by improving pedestrian and cycling connections and wayfinding along with access around Nunhead station.
- Requiring development to be low in scale (2 to 4 storeys).
- Using heritage as a historic asset.

### **Peckham Rye and Nunhead neighbourhoods**

To encourage development that increases safety, accessibility and retains the low scale to achieve the vision set out in section 3 and illustrated in Figure 13 by:

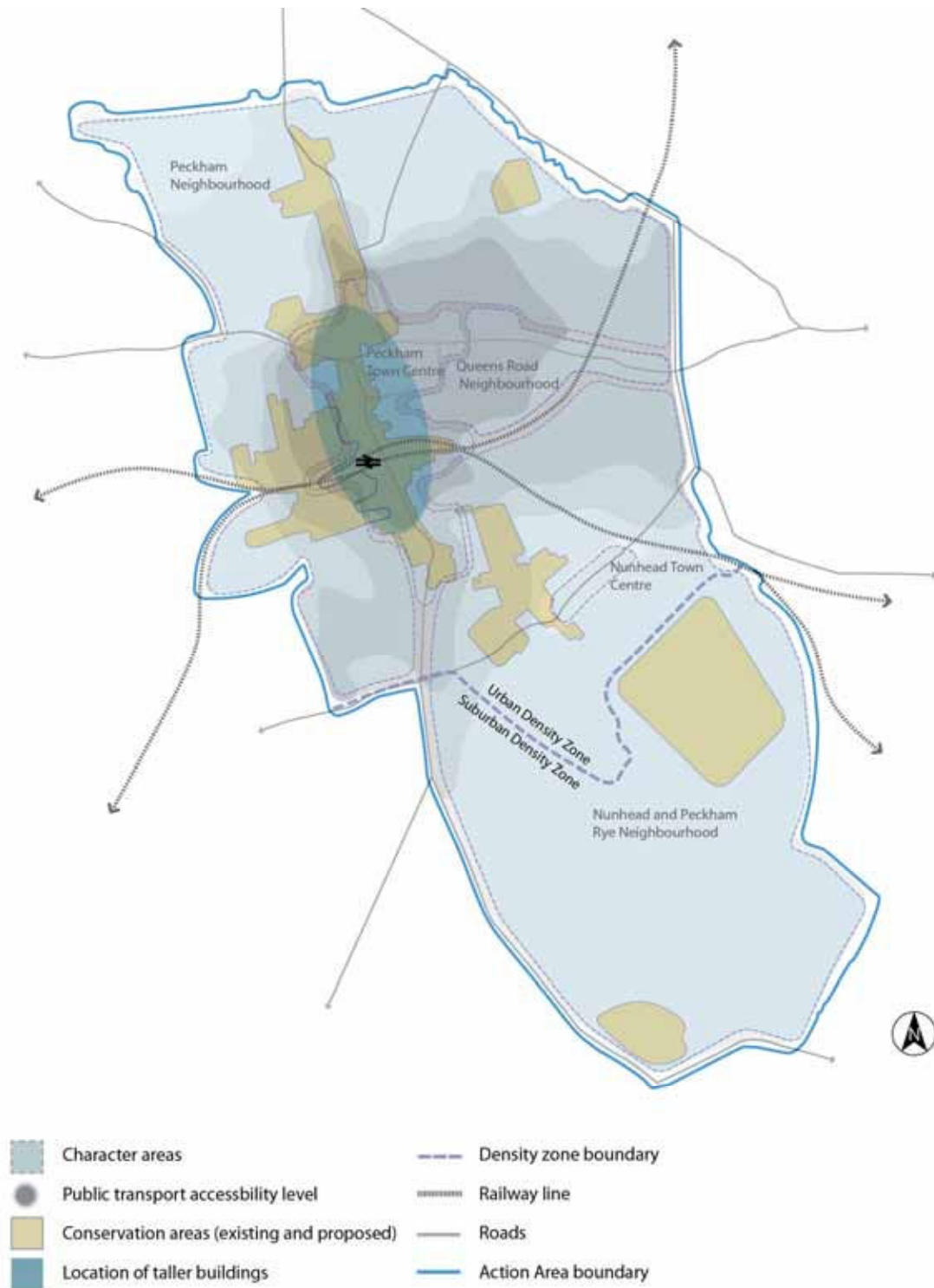
- Requiring mixed uses, active frontages, and improvements to shop frontages along Forest Hill Road and Barry parade.
- Protecting and enhancing open spaces such as Brayards Green, Buchan hall sports pitches and extensions to Cossall Park along with creating green routes.
- Increasing accessibility by improving pedestrian and cycling connections and wayfinding.
- Requiring development to be low in scale (2 to 4 storeys).
- Using heritage as a historic asset.

This is the preferred option.

### **We are doing this because**

Well designed streets, blocks and spaces with a mix of uses in keeping with existing scale and character help to create distinctive, safe and attractive neighbourhoods with a variety of uses for people to live, work, travel and socialise in. We already require the highest possible standards of design in the Core strategy. This AAP needs to be in line with the core strategy. We also use the Southwark Design Review Panel to assess design quality, require design and access statements and encourage Building for Life Assessments, heritage impact assessments and archaeological desk-based assessments and evaluations, where necessary.

Figure 26 Context in design



### **Policy 31: Building heights**

To retain the current character of places with new development being similar to existing heights by:

- Requiring development of 2 to 4 storeys in the Peckham and Nunhead action area.
- Allowing some sites on landmark locations that mark a gateway point within the action area core to be taller (6 to 10 storeys). These are illustrated in figures 28-31 as the Wooddene, Aylesham Centre and Copeland Industrial Park and sites to the north: Industrial land off Copeland Road & Bournemouth Road, Land between the railway east of Peckham Rye station, Cinema/multi-storey car park of Moncrieff Place).

This is our preferred option.

#### **We are doing this because**

More new homes, shops, businesses and services can be provided where there are taller buildings without developing on open space. They can act as landmarks as they can be seen from areas outside Peckham, gateways letting people know they have arrived in Peckham and they can help people find their way about. People who live and work in taller buildings can benefit from exciting views. Taller buildings can also harm the character of areas if they are not well designed or where they are out of context. Most of the buildings in Peckham and Nunhead are between 2 and 4 storeys. Therefore we will require new development to be generally this height in keeping with the surrounding area and context of lower public transport accessibility, considerable open space and urban and suburban character.

There are some taller building with some 5 and 6 storey towers together with taller buildings such as the 20 storey tower at Witcombe Point on Clayton Street. Our testing of building heights found that 3 areas within the core action area could be suitable for a taller landmark building as set out in the policy. The most appropriate height range for these based on the character and context is between 6 and 10 storeys.

### **Policy 32: Heritage conservation**

To strengthen the character of Peckham and Nunhead by:

- Conserving or enhancing Southwark's heritage assets, their settings and wider historic environment in the conservation areas illustrated in figure 27.

This is our preferred option.

We are also consulting on two new conservation areas for parts of Peckham Town Centre and Peckham Hill Street as illustrated in figure 27. These will be added if they are adopted by the council in the preferred option.

### **We are doing this because**

We already protect much of this historic place through conservation areas and archaeological priority zones as illustrated in figure 27. There are five adopted conservation areas which cover approximately 11% of the action plan area (Caroline Gardens, Holly Grove, Nunhead Green, Nunhead Cemetery and Honor Oak Rise). A small part of Sceaux gardens conservation area also falls within the boundary of the AAP. The Peckham AAP needs to be in line with the protection set out in the Core strategy policies.

We are also consulting on two new conservation areas for Peckham town centre and Peckham Hill Street alongside the consultation on this AAP. Our joint consultation plan sets out the consultation we will be carrying out. If these are agreed they are planned to be adopted in October 2011. The new conservation areas will ensure we protect the valuable historic buildings on Rye Lane and Peckham Hill Street whilst also facilitating new development. This will assist and guide all those involved in development and change in the area. Rather than restricting development they will provide a clear indication of our approach to the preservation and enhancement of the special character. This will ensure development takes places whilst also enhancing and preserving character. This is a similar approach that taken successfully in Bermondsey Street conservation area in SE1.

### **Policy 33: Locally listed buildings**

To protect buildings with local value because they make a positive contribution to the character or appearance of Peckham or Nunhead due to their architectural or historic interest, or because they form part of an interesting group. The proposals are shown on figure 28 and are listed in appendix B.

This is our preferred option.

### **We are doing this because**

Within Peckham there are some beautiful buildings from different periods with different architectural designs, some of which are listed. National guidance (Planning Policy Statement 5) encourages us to locally list buildings based upon a suitable set of criteria. We have identified buildings that meet these criteria to protect and enhance their local interest.

The list is not exhaustive and we may add more buildings to the list at the preferred option.

**Fact box Listed buildings**

A listed building is a building, object or structure that is of national, historical or architectural interest. Development on a listed building should preserve the building and its features of special interest. There are three levels of national listing: Grade I buildings are those of exceptional interest; Grade II\* are particularly important buildings of more than special interest and; Grade II are of special interest, warranting every effort to preserve them. All the listed buildings already in the action area are Grade II or II\* listed. These are shown on figure 27 and are listed in appendix A.

Figure 27 Heritage conservation

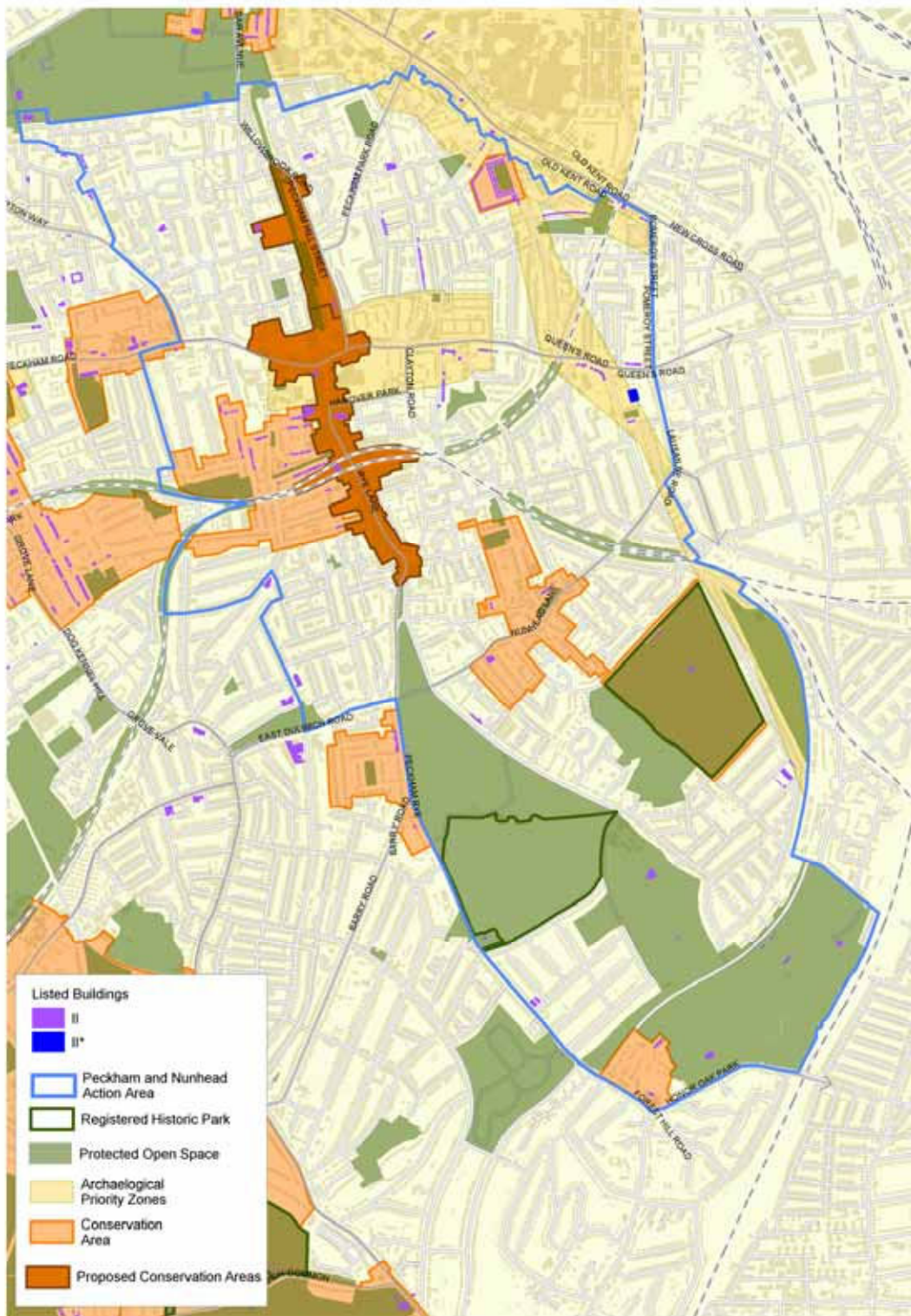
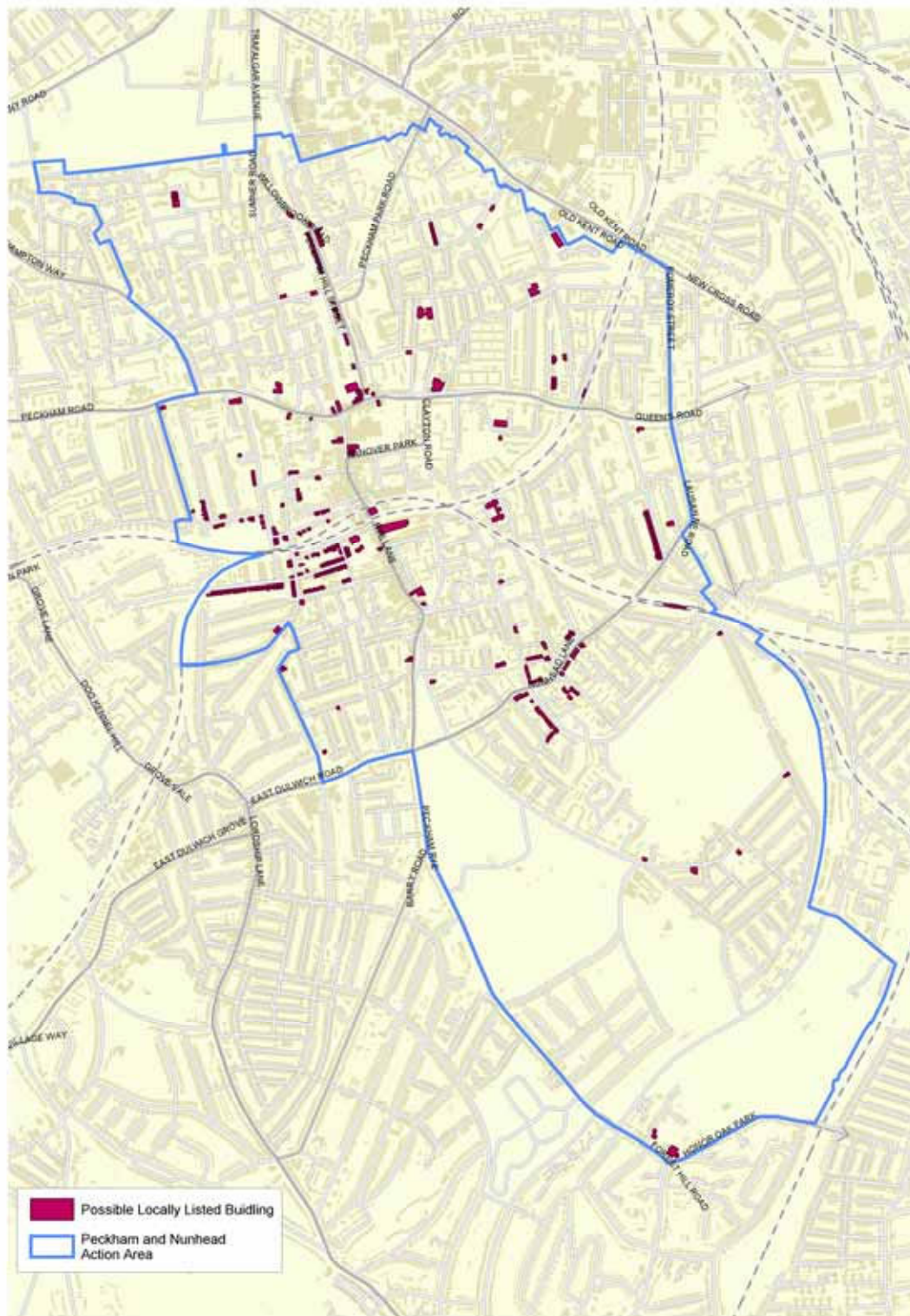


Figure 28: Possible locally listed buildings





## Section 5

### Sites in Peckham and Nunhead

#### 5.1 Existing proposals sites

The Southwark proposals map allocates major development sites for particular land uses (required and acceptable) and development capacities. Table 2 sets out whether we are proposing to save or replace each of the existing Southwark proposals map sites.

**Table 2: Southwark Plan proposals sites**

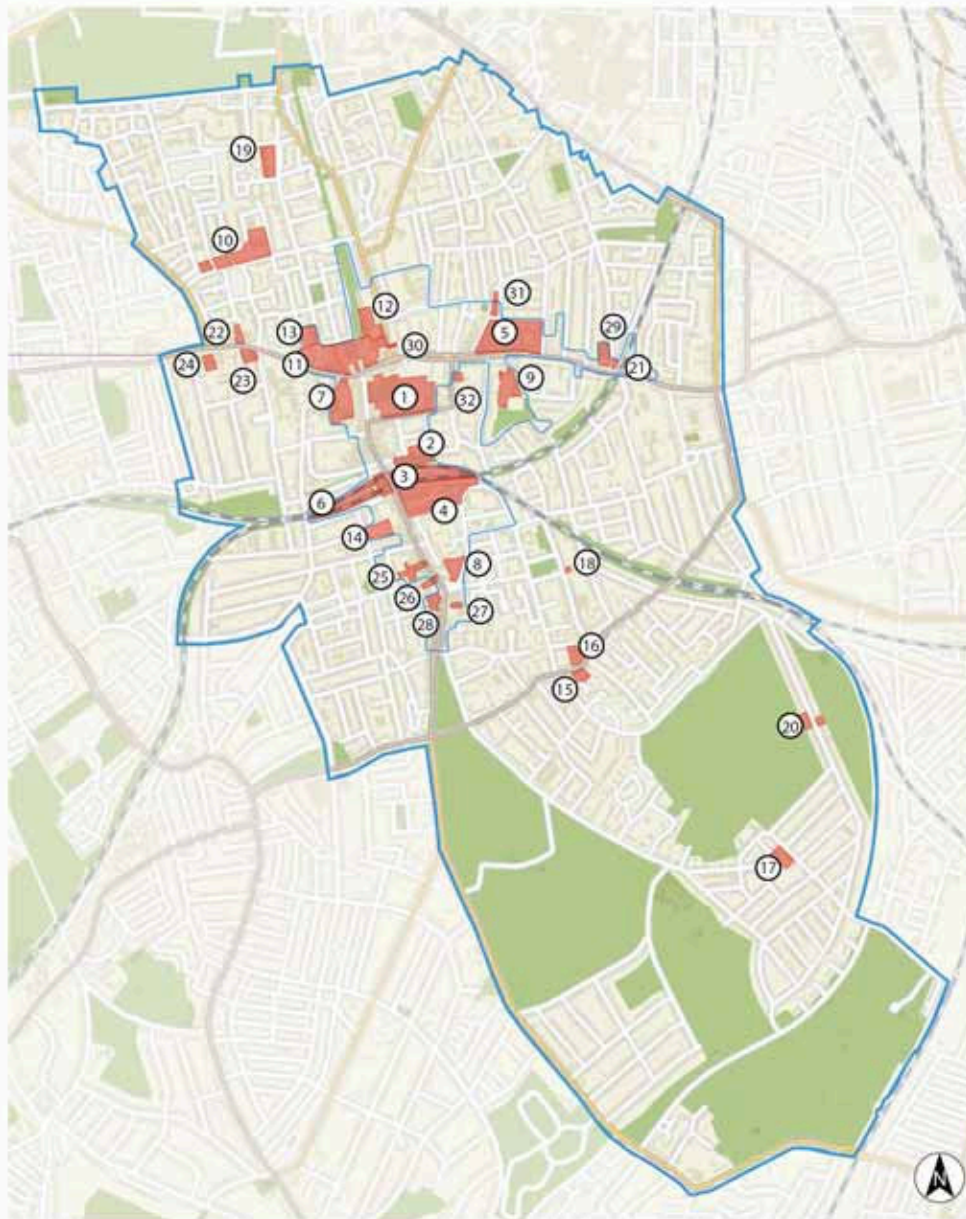
Southwark Plan proposals site number	Address	Saved as a proposal site?	Replaced by the AAP?
60P	Units 1-3 Samuel Jones Industrial Estate	No	No. This site has been built.
61P	Oliver Goldsmith School Extention	Yes	No. This site has been built.
62P	Cator Street, Commerical Way	Yes	This is now site 9.
63P	Sumner House	Yes	This is now site 12
64P	Flaxyards Site, 1-51 Peckham High Street	Yes	This is now site 10.
65P	Peckham Wharf, Peckham Hill Street	Yes	This is now site 11.
68P	Peckham Rye Station Environs including all of Station Way, 2-10 Blenheim Grove, 3 Holly Grove and 74-82a Rye Lane	Yes	This is now site 6.
69P	Cinema Site and multi-storey car park, Moncrieff Street	Yes	This is now site 2,
70P	Tuke School and 2 Wood's Road	Yes	This is now site
71P	Copeland Road bus garage, 117-149 Rye Lane, 1-27 Bournemouth Road, 133-151 Copeland Road	No	This is now sites 3 and 4.
72P	Copeland Road car park and site on corner of Copeland Road and Rye Lane	Yes	This is now site 7.

#### 5.2 Sites for major development

We consulted on 27 major sites that have the potential to stimulate regeneration at issues and options. We have removed some of these as they have been developed. We are now consulting on the remaining sites along with some additional sites identified through consultation and research. New development on these sites will help facilitate further changes and regeneration. We provide guidance on appropriate development, maximum

capacities, phasing and ownership. For some of the sites we set out options where we will still need to make decisions. Where there are long term plans for the development of sites we will consider allowing an interim use such as arts and culture, restaurants and galleries. This may help to encourage further permanent development and activity. Where we set out capacities for retail and business space these are net figures to take into account existing retail and business space on each site. We will be carrying out further capacity testing of each site for the next stage of consultation. Planning permission will be granted for proposals in accordance with the new allocations once they are agreed in the AAP. Further information on the sites and site selection is set out in our background paper and a full list can be found in 29.

**Figure 29: Peckham and Nunhead development sites**

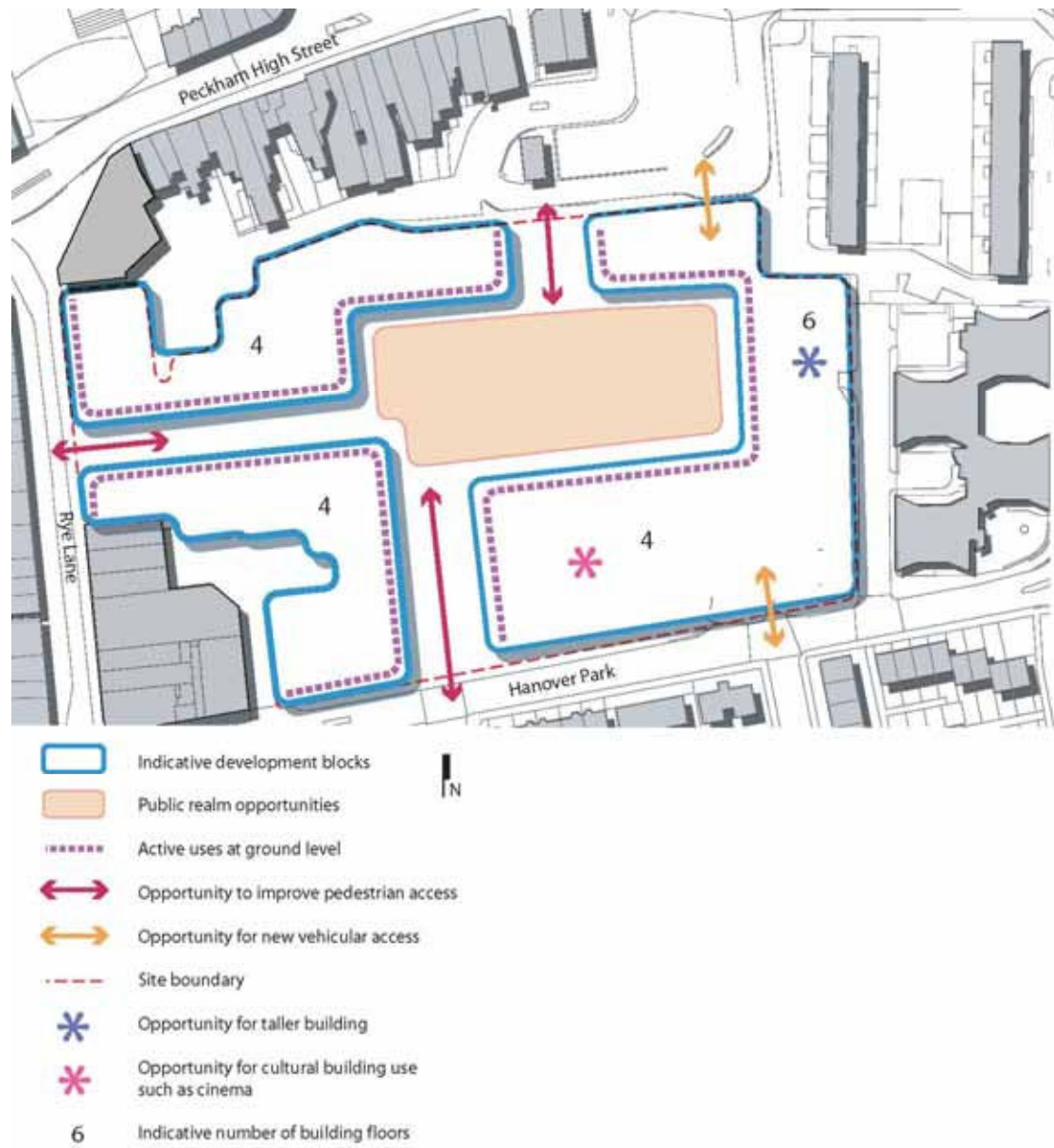


- Peckham and Nunhead Action Area
- core Action Area
- Development sites

Refer to the following tables for site details.

<b>Site 1. Aylesham Centre</b>		<b>Estimated capacity</b>
<b>Required land uses</b>	<ul style="list-style-type: none"> <li>Retail use (Classes A1, A2, A3, A4)</li> <li>Business use (Class B1), Leisure and cultural uses (Class D2), Community uses (Class D)</li> <li>Residential use (Class C3)</li> <li>Public realm, green space</li> </ul>	21,000 sqm (existing estimated floorspace: 7,210sqm 'A' Class use)  4,000 sqm  730 units
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>Student accommodation (sui generis) subject to core strategy policy 8 requiring 35% of student housing to be affordable housing (a mixture of social rented and intermediate housing)</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>Replacing the existing supermarket facility</li> <li>Ensuring links to the bus station</li> <li>Whether to replace the existing car parking and whether the car parking is shared for the rest of the town centre</li> </ul>	
<b>Key opportunities</b>	<ul style="list-style-type: none"> <li>Town centre mixed use development offering retail, leisure and community uses</li> <li>Opportunity to improve pedestrian access to the bus station</li> <li>Opportunity for provision of shared visitor parking</li> <li>Public realm/green space opportunities</li> <li>Possible alternative location for cinema</li> <li>Opportunity to diversify retail offer in the town centre with a range of unit sizes</li> <li>Opportunity for provision of small/flexible business units</li> </ul>	
<b>Phasing &amp; implementation</b>	5-10 years	
<b>Ownership</b>	Tiger Developments	

Figure 30: Aylesham Centre



<b>Site 2. Cinema/multi-storey car park</b>		<b>Estimated capacity</b>
<b>Required land uses</b>	<ul style="list-style-type: none"> <li>Leisure/community uses (Class D)</li> <li>Retail use (Classes A1, A2, A3, A4)</li> <li>Business use (Class B1)</li> <li>Residential use (Class C3)</li> <li>Public realm, green space</li> </ul>	4,200 sqm 3,360 sqm 840 sqm 125 units
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>Student accommodation (sui generis) subject to core strategy policy 8 requiring 35% of student housing to be affordable housing (a mixture of social rented and intermediate housing)</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>Decision to refurbish existing building or demolish existing building and build a new building.</li> <li>Ensure reprovision of cinema in the town centre</li> <li>Surrounding residential area</li> </ul>	
<b>Key opportunities</b>	<ul style="list-style-type: none"> <li>Opportunity for a mixed development with small scale businesses, cultural, leisure and retail elements within a location which is very accessible.</li> <li>Ensure reprovision of cinema in the town centre if the site is developed.</li> <li>Potential for new/refurbished cinema and art gallery on the site.</li> <li>Reconfigure market stalls along Moncrieff street, opening up frontages.</li> <li>Part of trio of sites which provide an opportunity to create an alternative North South</li> <li>links through site from Copeland Road Industrial Park through to Cerise Road and East West links off Rye Lane via Moncrieff Street.</li> <li>Opportunity to diversify retail offer in the town centre with a range of unit sizes.</li> <li>Potential location for tall building.</li> </ul>	
<b>Phasing &amp; implementation</b>	<ul style="list-style-type: none"> <li>0-5 years</li> </ul>	
<b>Ownership</b>	<ul style="list-style-type: none"> <li>Southwark Council</li> </ul>	

<b>Site 3. Land between railway (East of Rye Lane including railway arches)</b>		<b>Estimated capacity</b>
<b>Required land uses</b>	<ul style="list-style-type: none"> <li>Retail use (Classes A1, A2, A3, A4)</li> <li>Business use (Class B1)</li> </ul>	7,400 sqm 3,200 sqm
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>Open space</li> <li>Leisure/community uses (Class D)</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>Long narrow site bounded by railway, level changes may mean it may be difficult and expensive to develop access through railway/arches</li> </ul>	

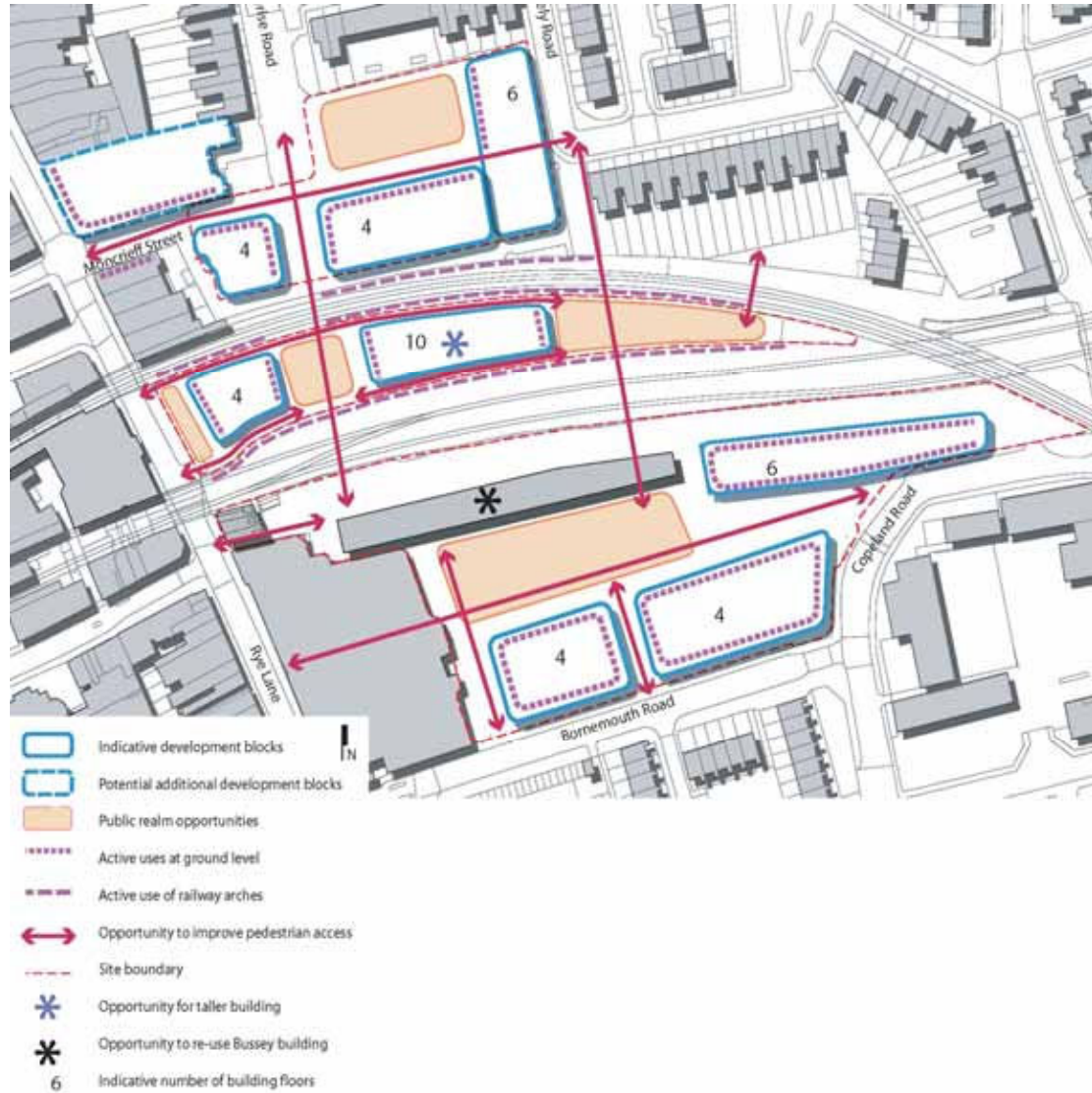
	<ul style="list-style-type: none"> <li>• Noise/proximity to rail track</li> </ul>
<b>Key opportunities</b>	<ul style="list-style-type: none"> <li>• Part of trio of sites which provide an opportunity to create an alternative North South links through site from Copeland Road Industrial Park through to Cerise Road</li> <li>• Opportunity for provision of small/flexible business units</li> <li>• Potential location for tall building</li> <li>• Potential location for public space</li> </ul>
<b>Phasing &amp; implementation</b>	<ul style="list-style-type: none"> <li>• 0-5 years</li> </ul>
<b>Ownership</b>	<ul style="list-style-type: none"> <li>• Network Rail</li> </ul>

<b>Site 4. Copeland Road Industrial park (Bournemouth Road)</b>		<b>Estimated capacity</b>
<b>Required land uses</b>	<ul style="list-style-type: none"> <li>• Cultural/Leisure/community uses (Class D)</li> <li>• Retail use (Classes A1, A2, A3, A4)</li> <li>• Business use (Class B1)</li> </ul>	7,000 sqm across A, B1 and D use classes
	<ul style="list-style-type: none"> <li>• Residential use (Class C3)</li> </ul>	300 units
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>• Possibly new cinema if relocated from current location</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>• Train line to the north of the site inhibits access to the site</li> <li>• Local noise pollution</li> <li>• Access to the site is generally limited and hidden from view from Rye Lane</li> <li>• Existing pedestrian linkages limited from Bournemouth Rd and along Copeland Road</li> <li>• Existing buildings along Rye Lane should be retained, however sheds and exposed services at the rear of the buildings will require consideration</li> <li>• Existing housing on Rye Lane does not currently have an active frontage onto this site</li> </ul>	
<b>Key opportunities</b>	<ul style="list-style-type: none"> <li>• Opportunity to create a cultural quarter</li> <li>• Retain and reuse Bussey building with a possibility to extend top floor</li> <li>• Opportunity for provision of small/flexible business units</li> <li>• Potential location for a tall building</li> <li>• High quality mixed use development with leisure/cultural/community uses on a large underused site which will provide key links and activity attracting people to the southern end on the town centre</li> <li>• Create better linkages between site and Rye Lane,</li> </ul>	

	<p>with better links along Bournemouth Road and Copeland Road</p> <ul style="list-style-type: none"> <li>• Part of trio of sites which provide an opportunity to create an alternative North South links through site from Copeland Road Industrial Park through to Cerise Road</li> <li>• Opportunity to diversify retail offer in the town centre with a range of unit sizes and types of retail to include non-food retail</li> <li>• New public square created in land to south of the Bussey Building including possible demolition of sheds to the rear of Rye Lane buildings</li> <li>• Should the Bussey Building be retained, new public space will create a forecourt to the building, enabling increased access and views across the site to the Bussey building</li> <li>• Opportunity for new retail development created under railway arches</li> </ul>
<b>Phasing &amp; implementation</b>	<ul style="list-style-type: none"> <li>• 0-5 years</li> </ul>
<b>Ownership</b>	<ul style="list-style-type: none"> <li>• CIP Limited and Southwark Council (the Bournemouth Road area housing offices)</li> </ul>

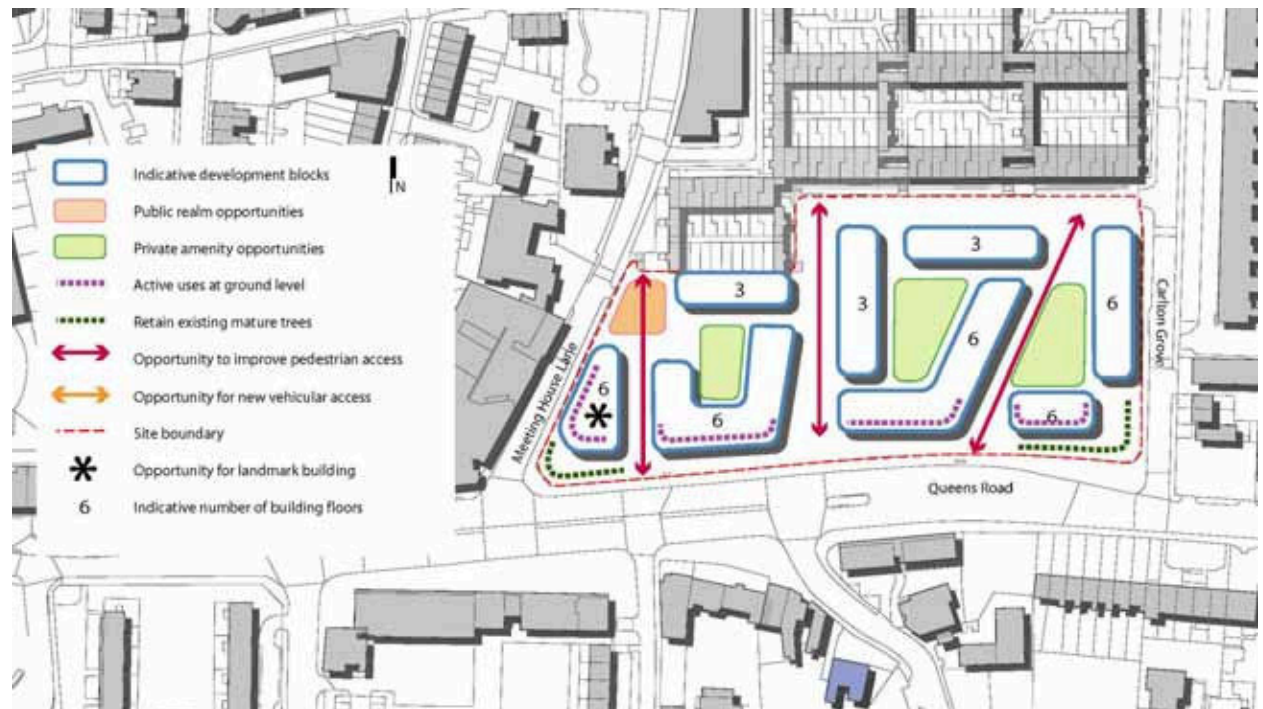


**Figure 31: Cinema/multi-storey car park, land between railway and Copeland Road industrial park**



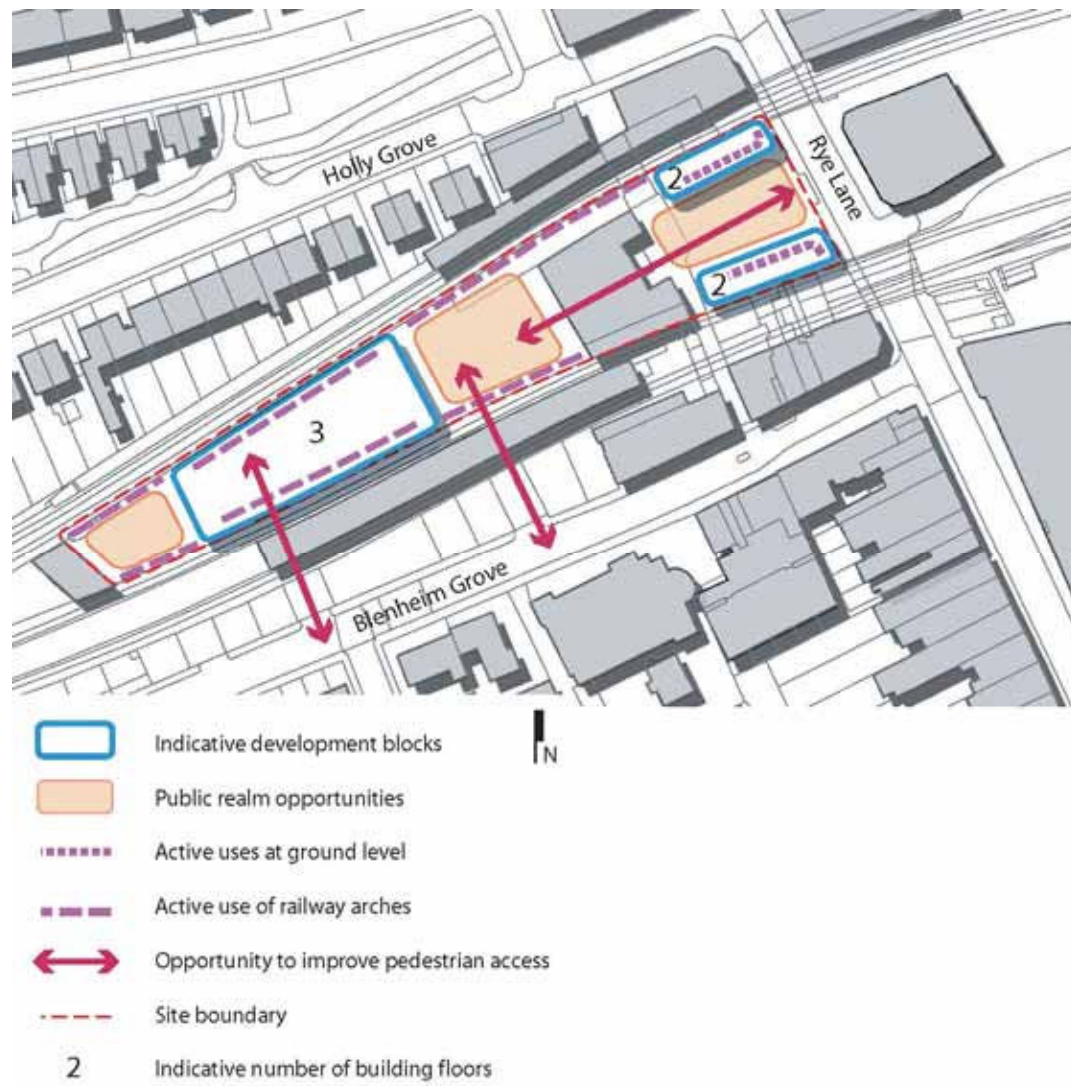
<b>Site 5. Site of the former Wooddene estate</b>		<b>Estimated capacity</b>
<b>Required land uses</b>	<ul style="list-style-type: none"> <li>Residential use (Class C3)</li> <li>Retail use (Classes A1, A2, A3, A4)</li> <li>Business use (Class B1)</li> </ul>	360 units
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>Leisure/community uses (Class D)</li> <li>Student accommodation (sui generis) subject to core strategy policy 8 requiring 35% of student housing to be affordable housing (a mixture of social rented and intermediate housing)</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>Existing substations on site will need to be relocated</li> <li>Existing residential estates to the north and east of the site</li> </ul>	
<b>Key opportunities</b>	<ul style="list-style-type: none"> <li>Potential for landmark residential housing with a mix of family housing and flats</li> <li>Active frontages (shops/cafe/community/employment) onto Queens Road</li> <li>Potential location for taller buildings fronting Queens Road to link into the existing Queens Road streetscape</li> <li>Possible landmark building on the corner of Queens Road and Meeting House Lane</li> <li>New development should relate to the heights and character of adjoining residential estates to the north and east of the site</li> <li>New public play space</li> <li>Potential to open up new routes to connect the site back into the wider street network</li> <li>Improve pedestrian links along Queens Road between Queens Road station and Peckham High Street and Peckham Square</li> <li>Existing mature trees along Queen's Road to be retained</li> </ul>	
<b>Phasing &amp; implementation</b>	<ul style="list-style-type: none"> <li>0-5 years</li> </ul>	
<b>Ownership</b>	<ul style="list-style-type: none"> <li>Southwark Council</li> </ul>	

Figure 32: Site of the former Wooddene estate



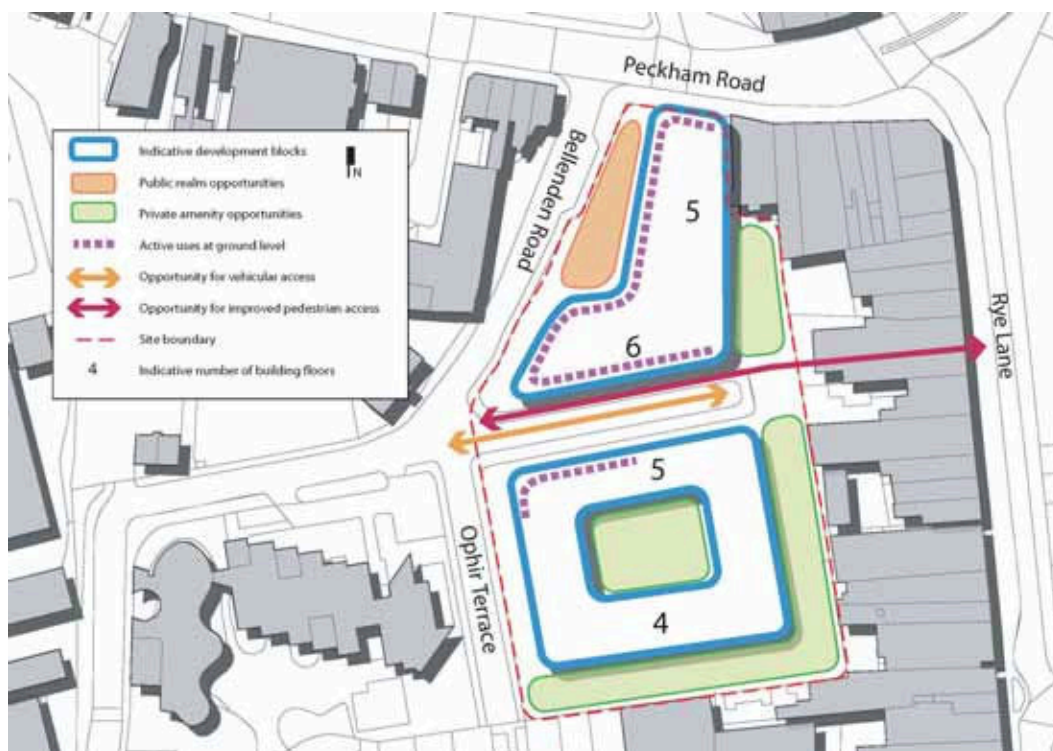
<b>Site 6. Peckham Rye station</b>		<b>Estimated capacity</b>
<b>Required land uses</b>	<ul style="list-style-type: none"> <li>• Business use (Class B1)</li> <li>• Retail use (Classes A1, A2, A3, A4)</li> <li>• Community/cultural uses (Class D)</li> <li>• Public realm</li> </ul>	2,500sqm 2,500sqm  (existing estimated floorspace: 1,570sqm 'A' class use; 50sqm 'D' Class use )
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>• Interim solution – clean and repaint arcade</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>• Relocation of current small-scale retail/business usage</li> </ul>	
<b>Key opportunities</b>	<ul style="list-style-type: none"> <li>• Entrance the arrival point into Peckham.</li> <li>• Opportunity for provision of small/flexible business units</li> <li>• New public square in front of station</li> <li>• Grade II listed building</li> </ul>	
<b>Phasing &amp; implementation</b>	<ul style="list-style-type: none"> <li>• 5-10 years</li> </ul>	
<b>Ownership</b>	<ul style="list-style-type: none"> <li>• Network Rail</li> </ul>	

Figure 33: Peckham Rye station



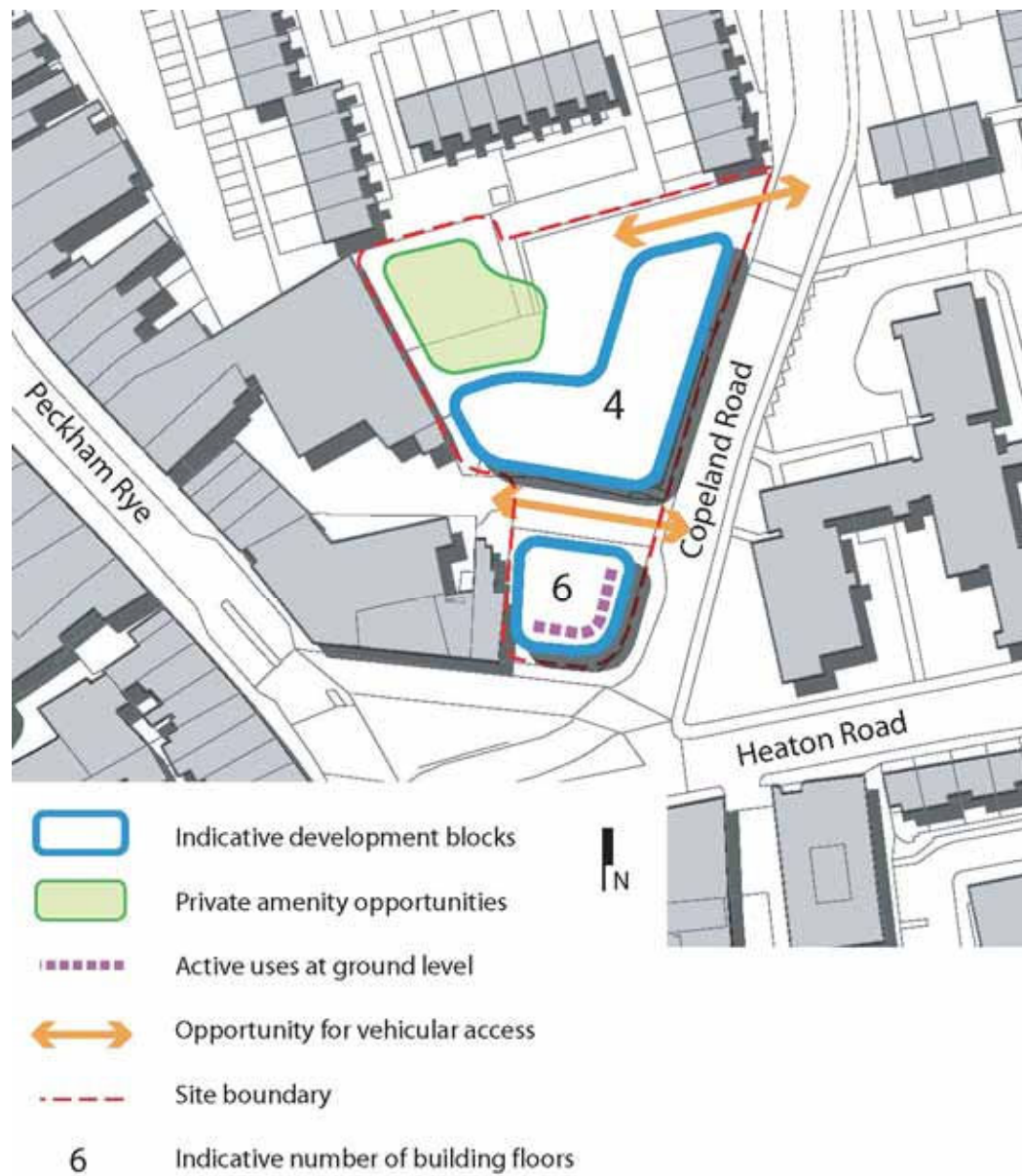
Site 7. Bellenden Road retail park including Lidl site		Estimated capacity
<b>Required land uses</b>	<ul style="list-style-type: none"> <li>Residential use (Class C3)</li> <li>Retail use (Classes A1, A2, A3, A4)</li> <li>Business use (Class B1)</li> </ul>	177 units 2,700sqm 400sqm  (existing estimated floorspace: 2,700sqm 'A' Class use)
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>Limited site exposure from Peckham Road</li> </ul>	
<b>Key opportunities</b>	<ul style="list-style-type: none"> <li>Provide new vehicular access to extend Bellenden Road into site &amp; split site into smaller parcels of land.</li> <li>Provide new public space along Bellenden Road to allow greater exposure from Peckham Road to non-residential uses.</li> <li>Provide pedestrian access to Rye Lane.</li> </ul>	
<b>Phasing &amp; implementation</b>	<ul style="list-style-type: none"> <li>10-15 years</li> </ul>	
<b>Ownership</b>	<ul style="list-style-type: none"> <li>Private owner</li> </ul>	

Figure 34: Bellenden Road retail park including Lidl site



<b>Site 8. Copeland Road car park</b>		<b>Estimated capacity</b>
<b>Required land uses</b>	<ul style="list-style-type: none"> <li>Residential use (Class C3)</li> <li>Retail use (Classes A1, A2, A3, A4)</li> <li>Business use (Class B1)</li> </ul>	95 units 360sqm 240sqm
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>Student accommodation (sui generis) subject to core strategy policy 8 requiring 35% of student housing to be affordable housing (a mixture of social rented and intermediate housing)</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>Existing play facility attached to the Atwell estate to the north</li> <li>Retain access to southern side of site from Rye Lane</li> <li>Relatively well used car park at present</li> </ul>	
<b>Key opportunities</b>	<ul style="list-style-type: none"> <li>Southern gateway to Rye Lane</li> <li>Landmark corner site strengthening axis between Peckham Square and Rye Lane South</li> </ul>	
<b>Phasing &amp; implementation</b>	<ul style="list-style-type: none"> <li>5-10 years</li> </ul>	
<b>Ownership</b>	<ul style="list-style-type: none"> <li>Southwark Council</li> </ul>	

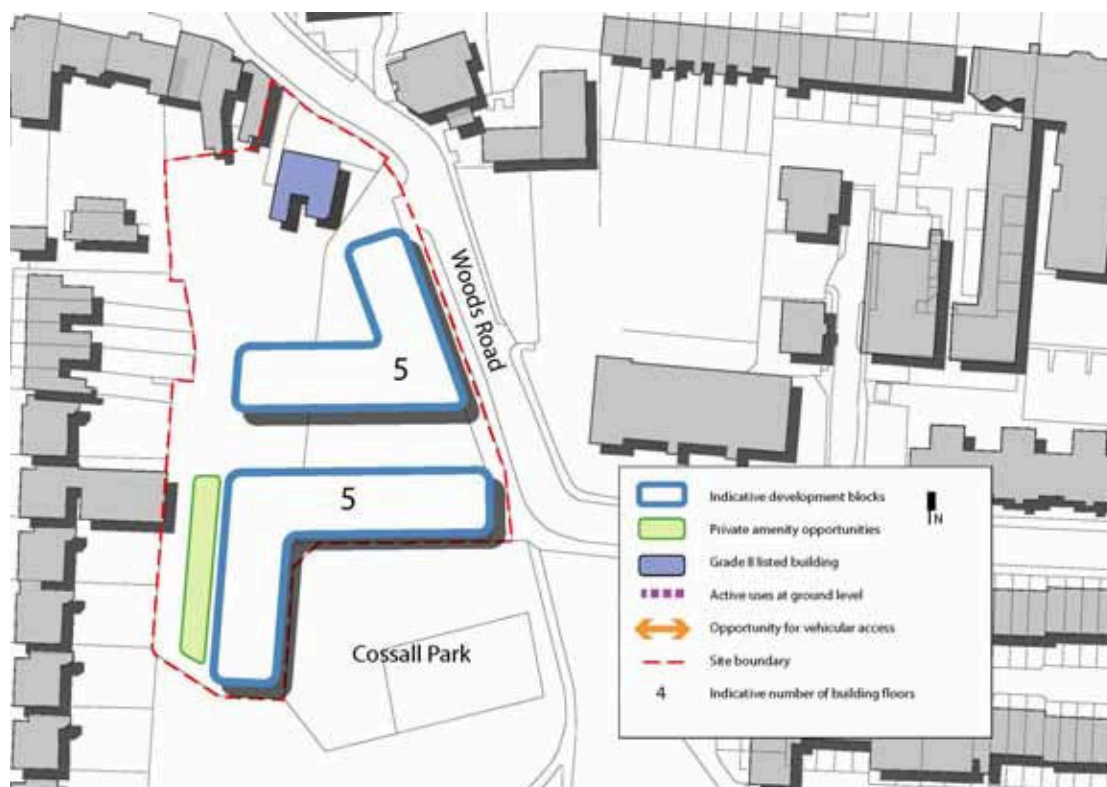
Figure 35: Copeland Road car park





Site 9. Former Tuke School		Estimated capacity
Required land uses	<ul style="list-style-type: none"> <li>Residential use (Class C3)</li> </ul>	125 units
Other acceptable land uses	<ul style="list-style-type: none"> <li>None</li> </ul>	
Key constraints	<ul style="list-style-type: none"> <li>Existing Grade II listed building on the site</li> </ul>	
Key opportunities	<ul style="list-style-type: none"> <li>Refurbish existing Grade II building</li> <li>Maximise development fronting Cossall Park</li> <li>Restore and improve Cossall Park, returning areas annexed into previous Tuke School playground to the park</li> </ul>	
Phasing & implementation	<ul style="list-style-type: none"> <li>0-5 years</li> </ul>	
Ownership	<ul style="list-style-type: none"> <li>Southwark Council and private owner</li> </ul>	

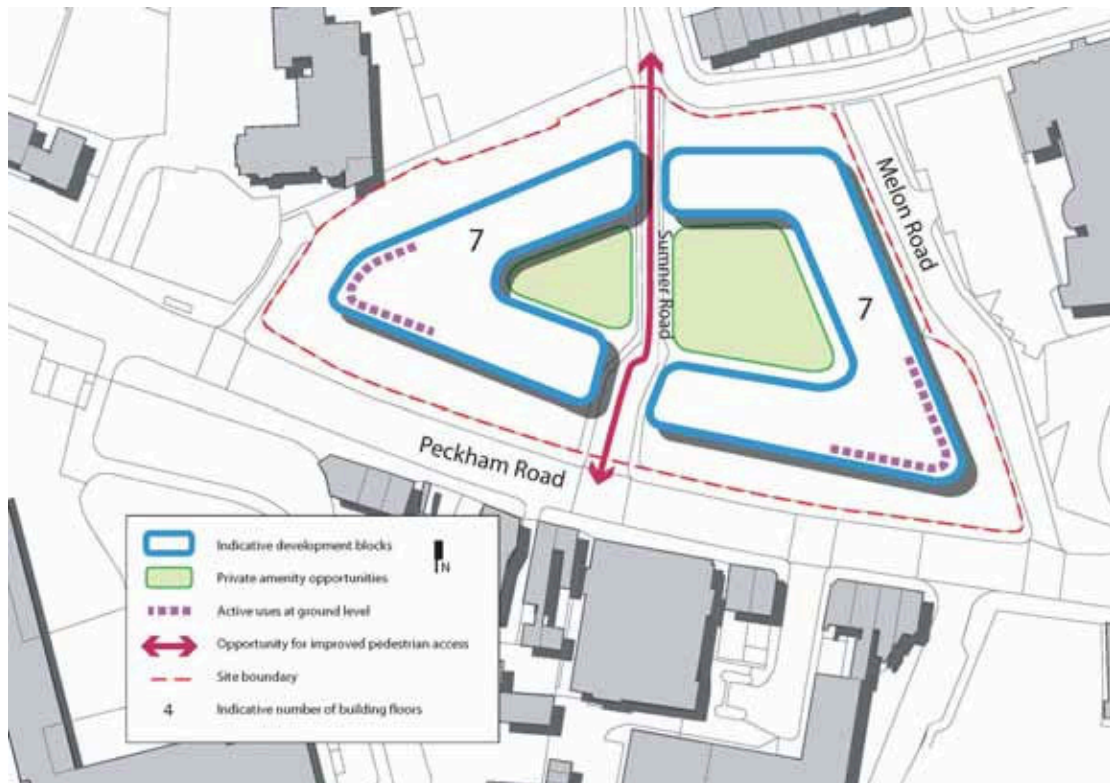
Figure 36: Former Tuke School



<b>Site 10. Cator Street/ Commercial Way</b>		<b>Estimated capacity</b>
<b>Required land uses</b>	<ul style="list-style-type: none"> <li>• Residential use (A3)</li> <li>• Community/leisure/cultural uses (Class D)</li> <li>• Small Business (Class B1)</li> </ul>	270 units
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>• Retail use (Classes A1, A2, A3, A4)</li> <li>• Business use (Class B1)</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>• Surrounding context is 2-3 storeys, so development should be in keeping with this scale</li> <li>• Existing training use on the site</li> <li>• Whether to incorporate the surrounding sites which include a sports centre and vacant sites currently used for car parking</li> </ul>	
<b>Key opportunities</b>	<ul style="list-style-type: none"> <li>• Community, space for small businesses with some education and offices</li> <li>• Opportunities for some small-scale shops along Commercial Way</li> </ul>	
<b>Phasing &amp; implementation</b>	<ul style="list-style-type: none"> <li>• 0-5 years</li> </ul>	
<b>Ownership</b>	<ul style="list-style-type: none"> <li>• Southwark Council</li> </ul>	

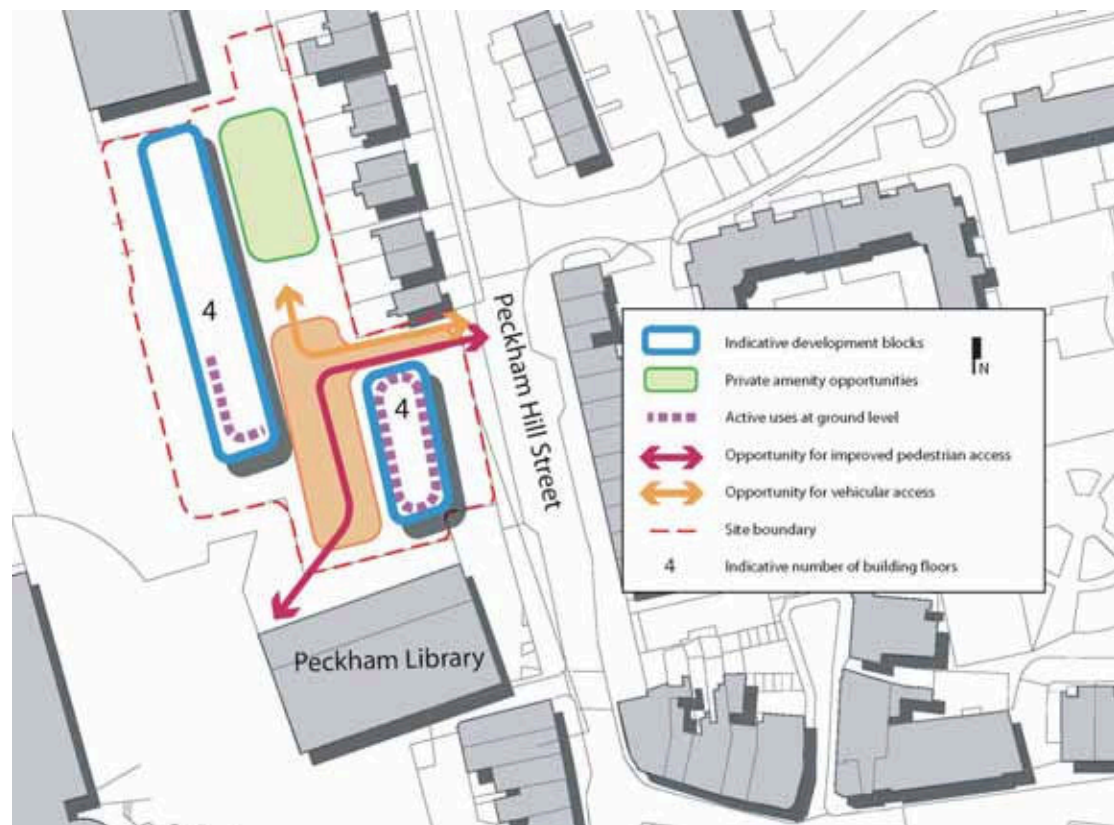
**Figure 37: Cator Street/Commercial Way**

Site 11. Land at south of Sumner Road (Flaxyards site)		Estimated capacity
<b>Required land uses</b>	<p>There are two options for this site as set out in policy 18:</p> <ul style="list-style-type: none"> <li>• Option 1. Possible terminus for the Cross River Tram or an alternative to link Peckham with north London. The site would be safeguarded and therefore there could not be other development on the site.</li> <li>• Option 2. A mixed use scheme. This could include: <ul style="list-style-type: none"> <li>○ Residential use (Class C3)</li> <li>○ Retail use (Classes A1, A2, A3, A4)</li> <li>○ Business use (Class B1)</li> </ul> </li> </ul>	<p>200 units 110 sqm 740 sqm</p> <p>(existing estimated floorspace: 2,260sqm 'A' Class use, 290sqm 'D1' class use, 210sqm Sui Generis, 400sqm Club use)</p>
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>• Leisure/community uses (Class D), open space</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>• Possible terminus for the Cross River Tram or an alternative to link Peckham with north London</li> <li>• Existing housing and shops fronting Peckham High street</li> </ul>	
<b>Key opportunities</b>	<ul style="list-style-type: none"> <li>• Linkages to Peckham Square and Surrey Canal Walk</li> </ul>	
<b>Phasing &amp; implementation</b>	<ul style="list-style-type: none"> <li>• 5-10 years</li> </ul>	
<b>Ownership</b>	<ul style="list-style-type: none"> <li>• Southwark Council</li> </ul>	

**Figure 38: Land at South of Sumner Road (Flaxyards Site)**

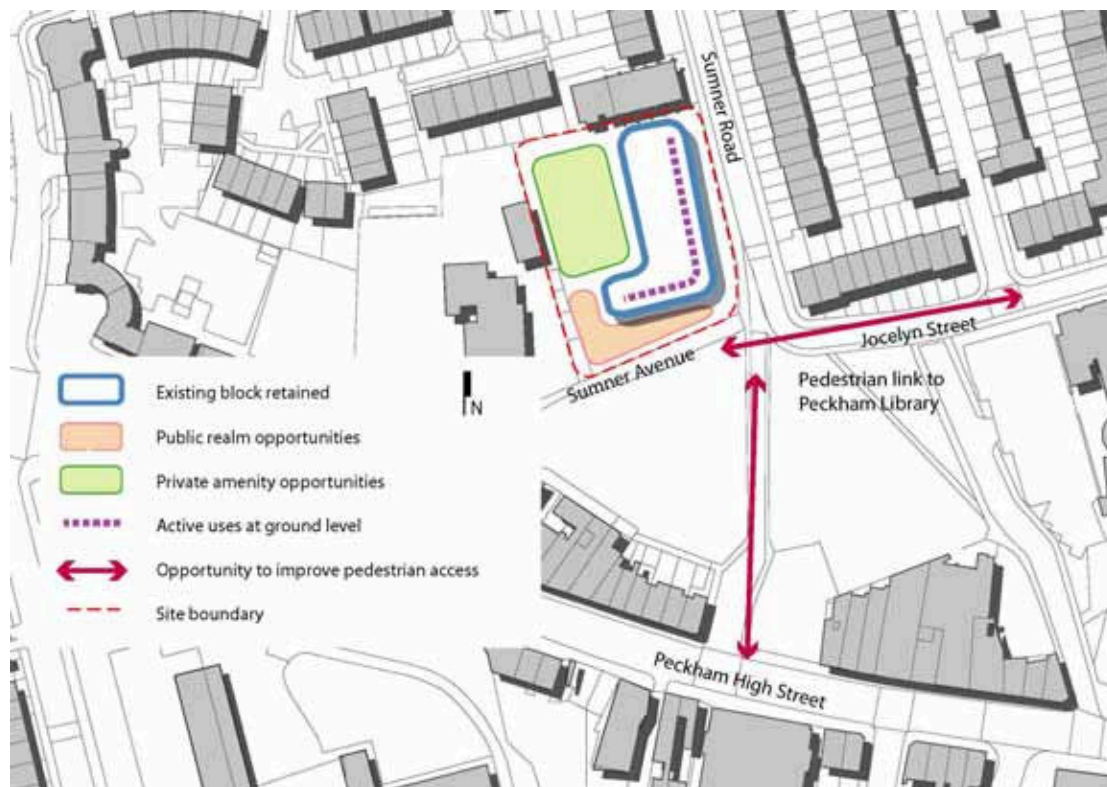
<b>Site 12. Peckham Square/Eagle Wharf</b>		<b>Estimated capacity</b>
<b>Required land uses</b>	Eagle Wharf: <ul style="list-style-type: none"> <li>• Residential use (Class C3)</li> <li>• Retail use (Classes A1, A2, A3, A4)</li> <li>• Leisure/community uses (Class D)</li> </ul> Peckham Square <ul style="list-style-type: none"> <li>• Public realm/open space</li> </ul>	50 units 330sqm 330sqm
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>• Business use (Class B1)</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>• Possible Cross River Tram or alternative terminus on neighbouring site</li> <li>• Timber yard to the back of Eagle Wharf.</li> </ul>	
<b>Key opportunities</b>	Eagle Wharf: <ul style="list-style-type: none"> <li>• Residential block with views to Burgess Park and Peckham Square with some retail/business/leisure/community use at ground floor</li> <li>• Residential use (Class C3)</li> </ul> Peckham Square <ul style="list-style-type: none"> <li>• Cultural, arts, leisure and entertainment uses to add to existing Peckham Space and library facility</li> <li>• Potential new cinema if relocated from current location</li> <li>• Potential location for new art gallery</li> <li>• Gateway to Peckham town centre</li> <li>• Public space improvement</li> </ul>	
<b>Phasing &amp; implementation</b>	0-5 years	
<b>Ownership</b>	Southwark Council	

Figure 39: Peckham Square/Eagle Wharf



Site 13. Sumner House		Estimated capacity
<b>Required land uses</b>	<ul style="list-style-type: none"> <li>Residential use (Class C3)</li> <li>Retail use (Classes A1, A2, A3, A4)</li> </ul>	130 units 280sqm
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>Community uses (Class D)</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>Maintain building</li> </ul>	
<b>Key opportunities</b>	<ul style="list-style-type: none"> <li>Enhance building</li> <li>Linkages to Peckham Square</li> </ul>	
<b>Phasing &amp; implementation</b>	<ul style="list-style-type: none"> <li>0-5 years</li> </ul>	
<b>Ownership</b>	<ul style="list-style-type: none"> <li>Southwark Council</li> </ul>	

Figure 40: Sumner House





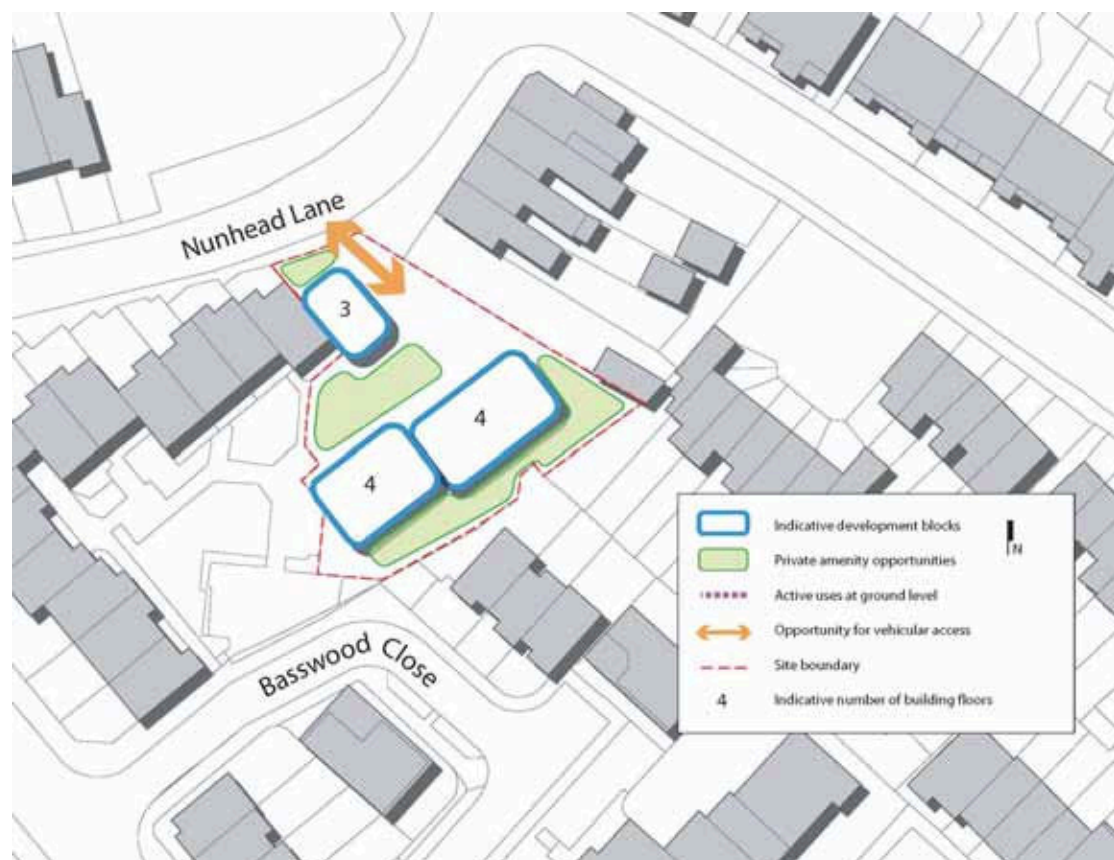
Site 14. Choumert Grove Car Park		Estimated capacity
Required land uses	<ul style="list-style-type: none"> <li>Residential use (Class C3)</li> </ul>	30 units
Other acceptable land uses	<ul style="list-style-type: none"> <li>Retail use (Classes A1, A2, A3, A4)</li> </ul>	
Key constraints	<ul style="list-style-type: none"> <li>Retain existing right of way from Rye Lane</li> </ul>	
Key opportunities	<ul style="list-style-type: none"> <li>Reinstate the existing streetscape along Choumert Grove</li> <li>Create a new mews type street with publically accessible amenity space along the north of the site</li> </ul>	
Phasing & implementation	<ul style="list-style-type: none"> <li>5-10 years</li> </ul>	
Ownership	<ul style="list-style-type: none"> <li>Southwark Council</li> </ul>	

Figure 41: Choumert Grove car park



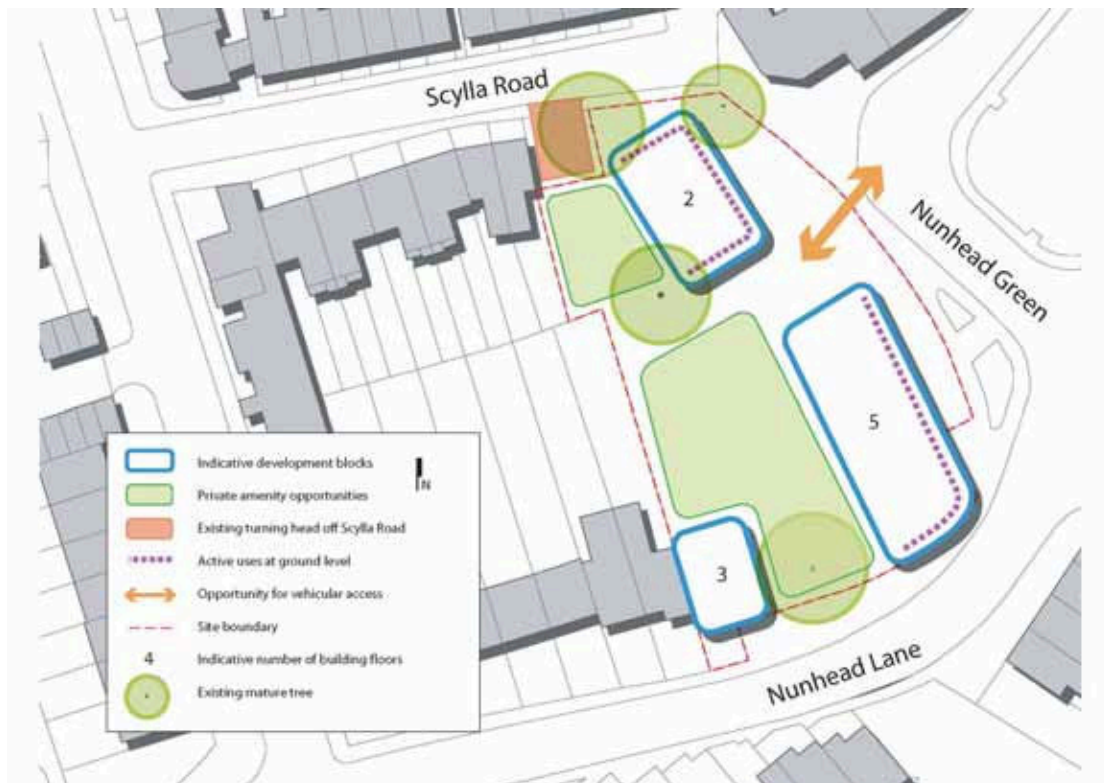
Site 15. Nunhead housing site (Previously Nunhead Community Centre site)		Estimated capacity
Required land uses	<ul style="list-style-type: none"> <li>Residential use (Class C3)</li> </ul>	15 units
Other acceptable land uses	<ul style="list-style-type: none"> <li>None</li> </ul>	
Key constraints	<ul style="list-style-type: none"> <li>Unusual shape of site and existing access to residential units on site</li> <li>High traffic flows on Nunhead Lane</li> </ul>	
Key opportunities	<ul style="list-style-type: none"> <li>Previously was the Nunhead community centre but this is being rebuild on site 16</li> <li>Reinstate the existing streetscape along Nunhead Lane</li> <li>Create a new mews type street</li> </ul>	
Phasing & implementation	<ul style="list-style-type: none"> <li>0-5 years</li> </ul>	
Ownership	<ul style="list-style-type: none"> <li>Southwark Council</li> </ul>	

Figure 42: Nunhead Housing Site

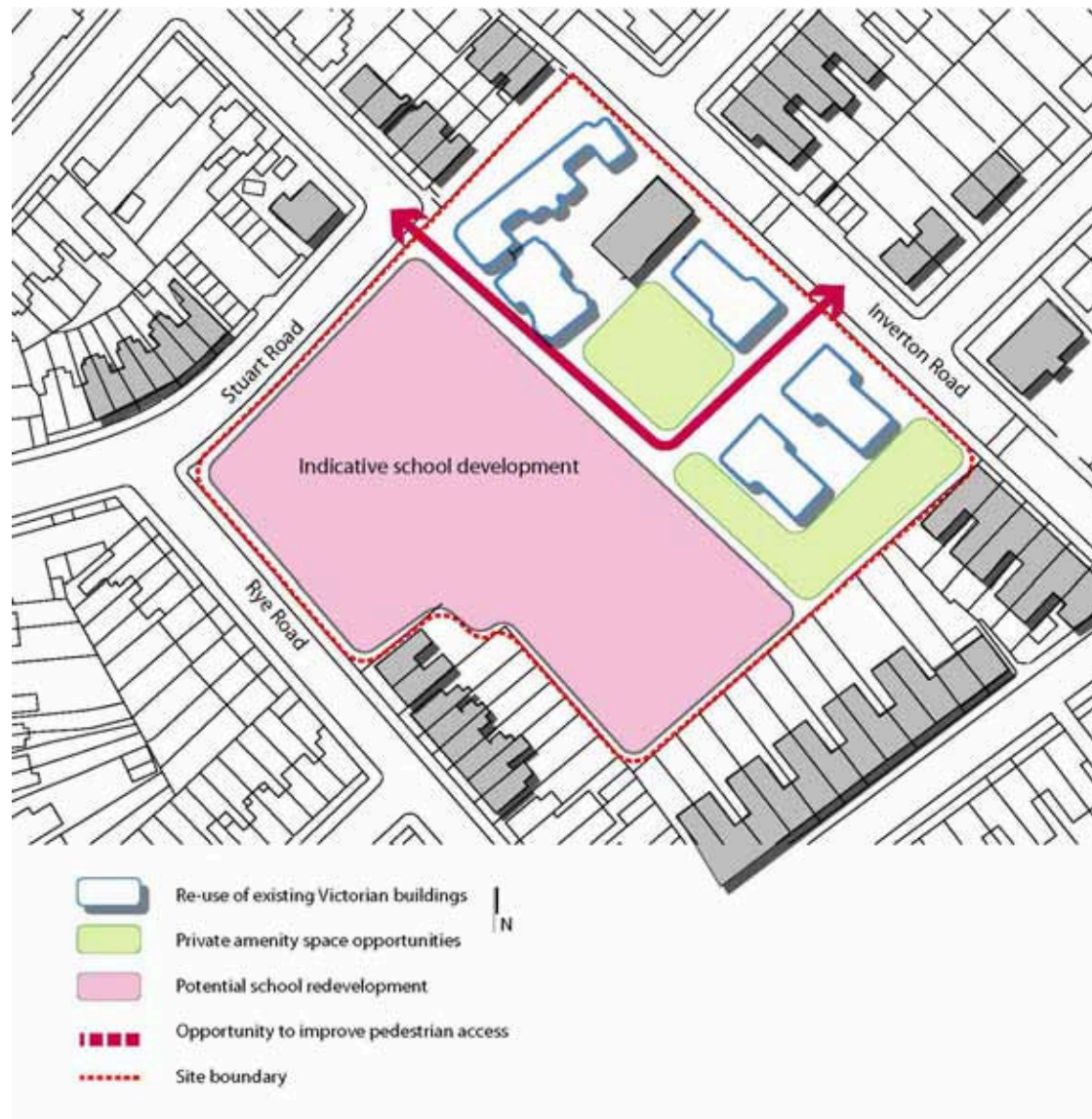


Site 16. Nunhead community centre and housing(Previously Nunhead Early Years Centre)		Estimated capacity
<b>Required land uses</b>	<ul style="list-style-type: none"> <li>Residential use (Class C3)</li> <li>Community uses (Class D)</li> </ul>	28 units 220sqm
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>Retail use (Classes A1, A2, A3, A4)</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>Existing mature trees on site</li> <li>High traffic flows on Nunhead Lane</li> <li>Clear access needs to be retained to the turning head off Scylla Road.</li> </ul>	
<b>Key opportunities</b>	<ul style="list-style-type: none"> <li>Create a new landmark on the corner of Nunhead Green</li> </ul>	
<b>Phasing &amp; implementation</b>	<ul style="list-style-type: none"> <li>0-5 years</li> <li>A planning application will be submitted for this site in 2011</li> </ul>	
<b>Ownership</b>	<ul style="list-style-type: none"> <li>Southwark Council</li> </ul>	

Figure 43: Nunhead community centre and housing



<b>Site 17. Bredinghurst School</b>		<b>Estimated capacity</b>
<b>Required land uses</b>	<ul style="list-style-type: none"> <li>Residential use (Class C3)</li> <li></li> </ul>	20 units
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>Remainder of land redeveloped as school</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>Residential development predominantly within existing Victorian building footprint</li> </ul>	
<b>Key opportunities</b>	<ul style="list-style-type: none"> <li>Bredinghurst School will be rebuilt on the existing site with new facilities available for community use outside of school hours. The remainder of the site will be redeveloped</li> <li>Key opportunities for the development and reuse of the old Victorian school buildings for housing including family housing</li> </ul>	
<b>Phasing &amp; implementation</b>	<ul style="list-style-type: none"> <li>0-5 years</li> </ul>	
<b>Ownership</b>	<ul style="list-style-type: none"> <li>Southwark Council</li> </ul>	

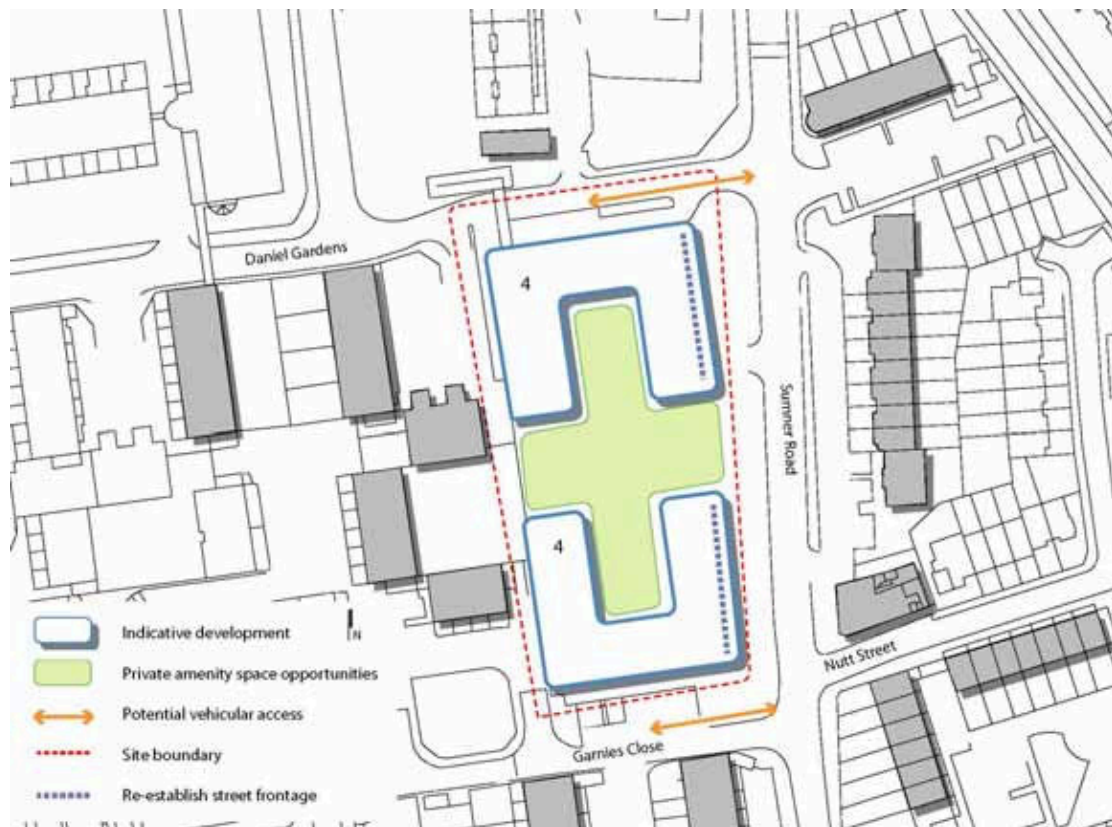
**Figure 44: Bredinghurst School**

<b>Site 18 . 151-161 Gordon Road</b>		<b>Estimated capacity</b>
<b>Required land uses</b>	<ul style="list-style-type: none"> <li>Residential use (Class C3)</li> <li></li> </ul>	7 units
<b>Other acceptable land uses</b>	<ul style="list-style-type: none"> <li>None</li> </ul>	
<b>Key constraints</b>	<ul style="list-style-type: none"> <li>Buildings will need to be in keeping with surrounding residential development</li> <li>Small site would allow minimal amenity space</li> <li>Site is currently owned by LBS and Wandle Housing. Agreement of site ownership needs to be reached</li> <li>Off street parking requirements may reduce number of units on site</li> <li>Located within a Conservation Area</li> </ul>	
<b>Key opportunities</b>	<ul style="list-style-type: none"> <li>2-3 storey residential units or townhouses. Buildings either side are 2 storeys with 3 storey block opposite</li> <li>Potential to amalgamate with surrounding block (155-159 Gordon Road)</li> <li>Reinstate the streetscape with consistent frontages</li> <li>Location opposite Dr Harold Moody Park provides close open space</li> </ul>	
<b>Phasing &amp; implementation</b>	<ul style="list-style-type: none"> <li>0-5 years</li> </ul>	
<b>Ownership</b>	<ul style="list-style-type: none"> <li>Site divided and owned separately by Wandle Housing Association and Southwark Council</li> <li>(Note. The site will be developed as a single site)</li> </ul>	

**Figure 45: 151-161 Gordon Road**

Site 19. Sumner Road workshops		Estimated capacity
Required land uses	<ul style="list-style-type: none"> <li>Residential (Class C3)</li> </ul>	80 units
Other acceptable land uses	<ul style="list-style-type: none"> <li>Partial ground floor retail</li> <li>Community use (Class D1)</li> </ul>	
Key constraints	<ul style="list-style-type: none"> <li>Surrounding character confines height to 4 storeys</li> <li>Provision of off street car parking</li> </ul>	
Key opportunities	<ul style="list-style-type: none"> <li>New frontage to Sumner Road</li> <li>3-4 storey flatted development</li> </ul>	
Phasing & implementation	<ul style="list-style-type: none"> <li>0-5 years</li> </ul>	
Ownership	<ul style="list-style-type: none"> <li>Southwark Council</li> </ul>	

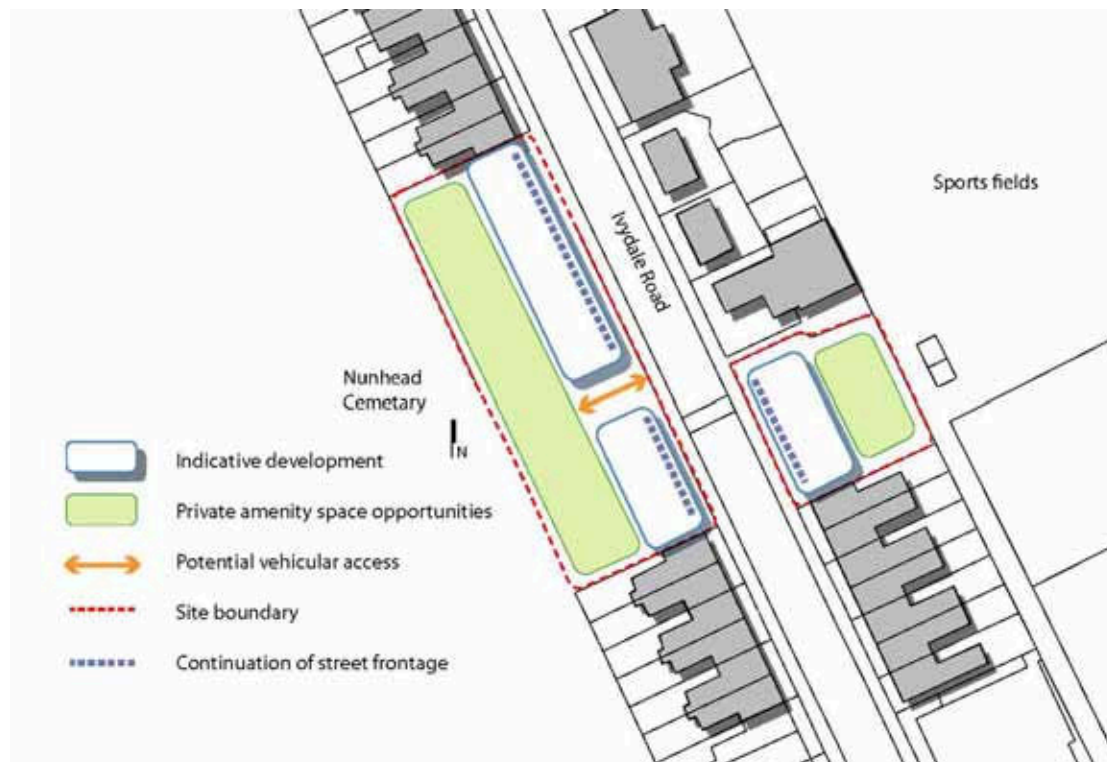
Figure 46: Sumner Road workshops





Site 20. 107-119 and 122-148 Ivydale Road		Estimated capacity
Required land uses	<ul style="list-style-type: none"> <li>Residential (Class C3)</li> </ul>	4 units at 107-119 14 units at 122-148
Other acceptable land uses	<ul style="list-style-type: none"> <li>None</li> </ul>	
Key constraints	<ul style="list-style-type: none"> <li>Adjacent to conservation area and Metropolitan Open Land</li> <li>Provision of off-street parking will reduce the number of units</li> </ul>	
Key opportunities	<ul style="list-style-type: none"> <li>Existing pre-fab housing could be rebuilt to fit in with the surrounding streetscape</li> <li>Re-establishment of street frontage</li> </ul>	
Phasing & implementation	<ul style="list-style-type: none"> <li>0-5 years</li> </ul>	
Ownership	<ul style="list-style-type: none"> <li>Southwark Council</li> </ul>	

Figure 47: 107-109 and 122-148 Ivydale Road



### 5.3 Other development sites

Table 3 sets out smaller development sites which have the potential to make local improvements. We have set out proposals for land use and we are currently preparing information on capacity that is set out in the background papers.

**Table 3: Other development sites**

#### **Site 21 Land to west of Queens Road station (occupied by a timber yard)**

Options for land use	Open space and new entrance to the station.
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#### **Site 22 Land to west of Lister Primary Care Centre, 97 Peckham Road**

Options for land use	Housing, otherwise community or business use.
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#### **Site 23 Peckham Lodge (110 Peckham Road)**

Options for land use	Housing (renovate existing building) or possibly keep for hotel use and/or provide student accommodation subject to core strategy policy 8 requiring an element of affordable housing.
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#### **Site 24 Former Kennedy Sausage Factory**

Options for land use	Housing, retail and business use.  Planning application approved for this site for 44 residential units, and 202sqm of A1, A2 or B1 (retail, financial and professional services and offices) and a central amenity open space.
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#### **Site 25 Netto Supermarket**

Options for land use	Redevelopment of site. This could include an additional floor above the existing building or a whole new redevelopment for a mix of uses including housing and business space with a large retail unit at the ground floor.
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#### **Site 26 190 Rye Lane**

Options for land use	Retail frontage at ground floor.
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	Housing, business or community uses elsewhere on the site.
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#### **Site 27 Land to south of Co-op House, 267 Rye Lane**

Options for land use	Retail frontage at ground floor. Housing, business or community use elsewhere on the site.
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#### **Site 28 Peckham Rye Baptist Church 234 Rye Lane**

Options for land use	Keep church/community use. Housing, business or community use elsewhere on the site
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#### **Site 29 133 to 139 Queens Road and land to rear**

Options for land use	Retail frontage at ground floor. Housing, business or community use elsewhere on the site.
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#### **Site 30 Former Peckham Library, south of 165 Peckham Hill Street**

Options for land use	Community use, offices, business space, retail or housing
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#### **Site 31 Acorn Neighbourhood Office, Meeting House Lane**

Options for land use	Community uses, offices or housing.
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#### **Site 32 Garages adjacent to Clayton Arms Pub, Clayton Road**

Options for land use	Housing or keep as garages.
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### **5.4 Potential housing sites**

Policy 22 sets out our proposed housing target. Much of the new housing will be delivered in the core action area as identified in the development site section above. We have a development capacity assessment which identifies potential housing sites across the whole of Southwark. However there are always additional sites that are proposed for development that we have not picked up. The development capacity assessment is a tool that we use to estimate potential future housing capacity. It provides additional information to the Strategic Housing Land Availability Assessment 2009 (SHLAA) produced by the Greater London authority. These assessments are not based on discussions with site owners. They are a desk top assessment of potential sites that may help us to deliver our housing targets over the time period of our planning documents. This is not a definitive list of sites that will come forward and it does not mean that every site on our development capacity assessment will be developed for housing.

To assess the housing capacity for Southwark we have set out the following in table 4 and figure 48:

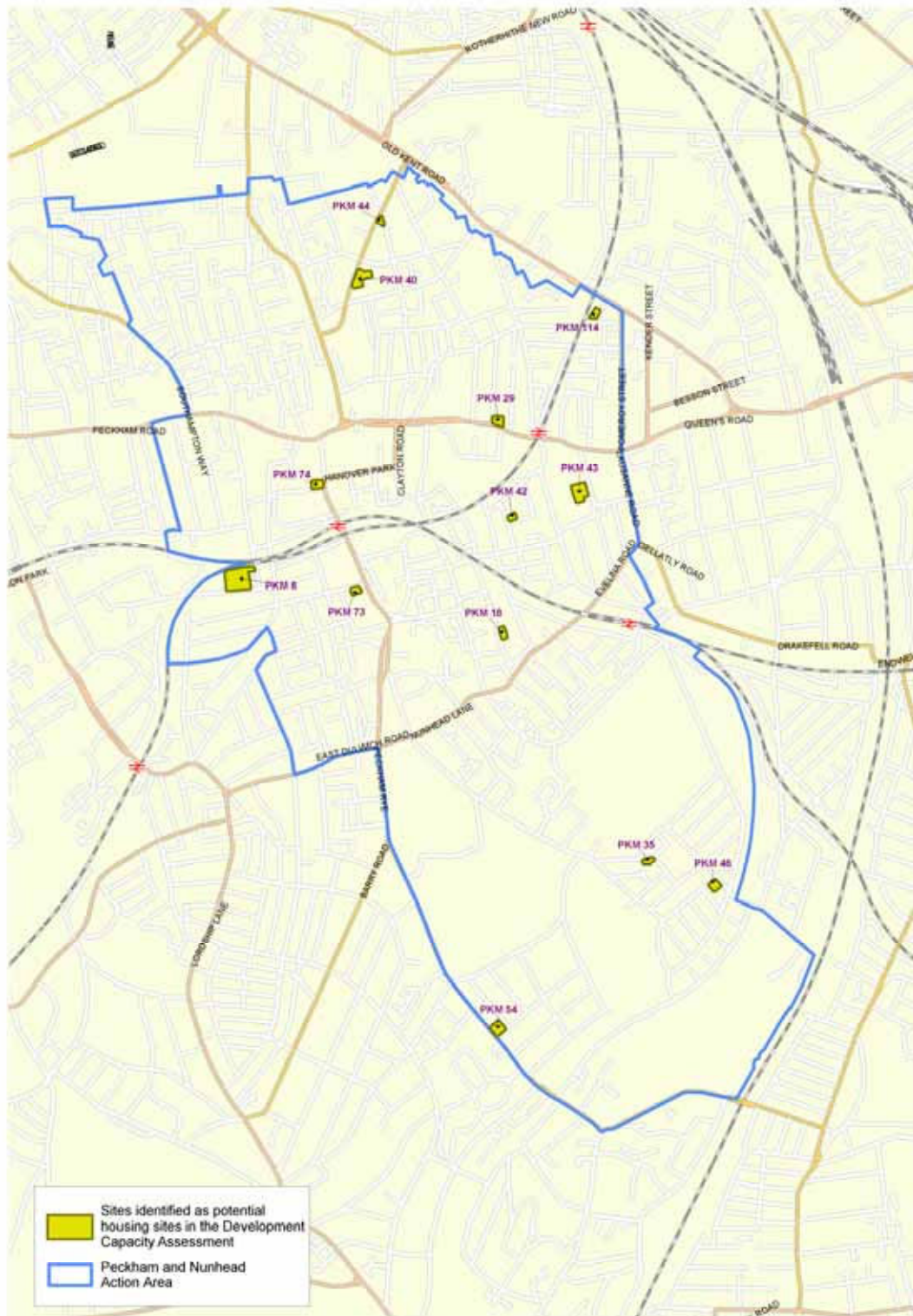
- Major development sites (10 units or more) identified in our development capacity assessment over the AAP 15 year time period.
- Whether the site already has planning permission and our indicative capacity for each site.
- Excluded sites under construction as they are likely to be completed before the AAP is adopted.
- Excluded potential proposals sites as these are included in section 5.

At the next stage of consultation we will set out more detail based on further analysis and discussions with land owners to help inform our housing trajectory. This will help us to demonstrate how we will meet our housing target.

**Table 4: Possible housing sites**

Site address	Planning permission	Indicative capacity (residential units)
Brayards Garage site, Corner of Caulfield Road & Firbank Road	Yes	10
Land to west of Queens Road station, Queens Road & Asylum Road	Yes	31
Telephone Exchange, St Marys Road	No	51
327-337 Ivydale Rd	Yes	14
187-189 Gordon Road	Yes	25
Garage & nursery site, Lindley Est. Peckham Park Rd	No	16
50 Stuart Road	Yes	13
The Swan, 59 Peckham Park Road	No	10
Honour Oak Baptist church, Forest Hill Road & Mundania Road	Yes	14
2-8 The Market, Choumert Road	Yes	12
32-36 Rye Lane	Yes	11
25-35 Chesterfield Way	Yes	13
APS Printing (Print Village)	No	108

Figure 48: Possible housing sites



## **Section 6 Delivering: working together to make it happen**

This section sets how we will monitor and implement the objectives and policies of the AAP.

### **6.1 Delivery/Implementation objectives**

- To have a clear, flexible and realistic long-term framework for change to provide the justification for development and investment decisions
- To build on the strengths and opportunities of places.
- To positively transform the image of Peckham and make it a place where developers and landowners will continue to invest over the long term and help to pay for the improvements needed.
- To work with key stakeholders including the local community, Transport for London, Network Rail, the Greater London Authority, NHS Southwark, landowners and developers to deliver the AAP
- To monitor and review the delivery of AAP policies annually to inform phasing of future development and delivery of infrastructure.

### **6.2 Delivering the objectives**

Southwark core strategy sets out our overall approach to implementation and monitoring. The PNAAP preferred option will set out more detail on how we will deliver the policies in the AAP. This will include:

- **Working with our partners**

We cannot deliver the AAP vision and objectives alone. It is essential that we continue to engage with local people and community groups in Peckham and Nunhead to make the most of our community resources and to ensure development meets the needs of local people and groups. Our statement of community involvement sets out how we involve the community in the planning process. Our consultation strategy and plan set out how we are involving the community in the preparation of this AAP. We are working closely with our local strategic partnership, the Southwark Alliance. The Southwark Alliance brings together the council and other statutory organisations (including health, policies, schools and employment) with voluntary, business, faith and community sector organisations.

We will bring forward our council owned land for development and we will work with landowners to facilitate new development. The largest landowners in Peckham and Nunhead alongside the council are Tiger Developments, CIP Limited and Network Rail. We will meet with these major landowners as part of the preparation of the AAP. We will also work with Transport for London, Network Rail and other transport providers to bring forward transport improvement to benefit the core and surrounding area. We will also work with other organisations to deliver the objectives of the AAP including NHS Southwark, Safer Southwark Partnership, the Homes and Communities Agency and the Greater London Authority.

- **Planning obligations**

At the next stage of consultation we will provide a clear preferred approach to the use of section 106 planning obligations to ensure the delivery of key infrastructure and to mitigate the impact of development. We have an approved planning obligations supplementary planning document which explains our section 106 policies in more detail. The fact box below sets out further information on planning obligations. We may set out our priorities for section 106 obligations at the next stage of consultation for Peckham and Nunhead. The Government has recently consulted on introducing a community infrastructure levy. Our current standard charges in our supplementary planning document may change based on the new requirements that may be introduced. We will set out further information at the next stage of consultation. The fact box below provides further information on the community infrastructure levy.

- **Infrastructure and implementation plan**

We will need improved and new infrastructure to support an increase in homes, shops and businesses. Our plan will set out a schedule of proposed infrastructure improvements over the 15 years of the AAP, including how they are delivered, timing and funding mechanisms.

**Fact box : Planning obligations**

These are agreements made between a developer and the council to help reduce the harm caused by a development. Planning obligations can be in the form of money provided to the council to fund things like open space improvements and community facilities, or a requirement for something to be provided in scheme such as affordable housing or business space. By law, obligations must be related to reducing the impacts that the development will have. The law which allows planning obligations to be made is Section 106 of the Town and Country Planning Act. This is why they are sometimes called “section 106 agreements”.

**Fact box: Community Infrastructure levy**

The Community Infrastructure Levy (CIL) will be a new charge on development which local planning authorities can choose to set and which is designed to help fund needed infrastructure identified in their plans. It will be paid primarily by owners or developers of land which is developed. CIL should be used to fund the infrastructure needs of development. Development can be unlocked and made sustainable by the provision of very different types of infrastructure, such as transport, schools and health centres, flood defences, energy, telecoms and utilities, play areas, parks and other green spaces, many of which are already funded in part by the existing system of developer contributions.

### 6.3 Monitoring

Once the AAP has been adopted we will monitor indicators in our Annual Monitoring Report to ensure that our policies are meeting their objectives. We will provide indicators for comment in the preferred option. They will measure how targets are being achieved, and whether policies need updating.

## Appendices

### Appendix A: Existing listed buildings in the Peckham and Nunhead Action Area

This is a list of our existing listed building in the Peckham and Nunhead Action Area as referred to in policy 35.

Building Name	Street No	Street Name	Building Name	Street No	Street Name
Former church of St George		Wells Way		26	Elm Grove
	6, 8 and 10	Queens Road		58	Peckham High Street
	2	Queens Road	Baptist chapel		Rye Lane
Queens House	4A and 4B	Queens Road		35 and 37	Lyndhurst Way
Former Peckham fire Station	82	Peckham Road		39 and 41	Lyndhurst Way
	106-108	Peckham Hill Street		98-102	Bellenden Road
	102 and 104	Peckham Hill Street		120-128	Bellenden Road
	98 and 100	Peckham Hill Street		32 and 33	Holly Grove
	153, 155 and 157	Friary Road		89-91	Bellenden Road
	127-151	Friary Road	St James's House	45	Elm Grove
	121 and 123	Friary Road	Numbers 21-24 and attached handrails	21-24	Holly Grove
	80-98	Furley Road		19 and 20	Holly Grove
Numbers 34-40 and attached handrails	34-40	Peckham Hill Street		17 and 18	Holly Grove
Former St Luke's church of England primary school (Camden schools)	161	Sumner Road	Numbers 15 and 16 and handrails and garden railings	15 and 16	Holly Grove
St Luke's Church		Diamond Street	Numbers 11-14 and attached hand rails and area railings	Nov-14	Holly Grove
	218	Commercial Way	Numbers 9 and 10 and area railings	9 and 10	Holly Grove



	122 and 124	Peckham Park Road	Numbers 7 and 8 and area railings	7 and 8	Holly Grove
	118 and 120	Peckham Park Road		11 and 11A	Blenheim Grove
Wall and gateposts to number 116		Peckham Park Road	Numbers 5 and 6 and area railings	5 and 6	Holly Grove
	116	Peckham Park Road		9	Blenheim Grove
	112 and 114	Peckham Park Road	Peckham Rye Station		Station Way
Willowbrook urban studies centre	48	Willowbrook Road		144	Bellenden Road
	108 and 110	Peckham Park Road		111	Bellenden Road
Church of our Lady of Seven Colours		Bird In Bush Road		101	Bellenden Road
Celestial church of Christ and attached wall and railings		Glengall Road	Girdlers almshouses	01-May	Choumert Road
	6-22	Newent Close	Walls, gates and railings to Girdlers almshouses		Choumert Road
St Mary's Court	156 and 158	Queens Road	K2 telephone kiosk outside white horse public house (White Horse public house not included)		Nigel Road
	152	Queens Road	K2 telephone kiosk at junction with Scylla Road		Peckham Rye
	146 and 148	Queens Road		17	Consort Road
Numbers 142 and 144 and attached railings	142 and 144	Queens Road		15	Consort Road
Numbers 237, 239 and 241 and attached handrails	237, 239 and 241	Queens Road	Number 13 and attached wall	13	Consort Road
Number 235 and attached handrails	235	Queens Road	Number 11 and attached wall	11	Consort Road

Numbers 223-233 and attached handrails to numbers 225, 231 and 233	223-233	Queens Road	Number 9 and attached wall	9	Consort Road
	2	Woods Road	Number 7 and attached wall	7	Consort Road
	52	Queens Road	Number 5 and attached wall	5	Consort Road
	46	Queens Road		1	Consort Road
Numbers 30-42 and attached handrails K2 telephone kiosk outside Montpelier Arms public house (public house not included)	30-42	Queens Road	K2 telephone kiosk outside Shergar public house (Shergar public house not included)		Consort Road
		Queens Road	Beestons gift almshouses		Consort Road
Carlton Cottages	10 and 12	New Cross Road	Gates, piers and railings to Beestons gift almshouses		Consort Road
Carlton Cottages Numbers 1-50 and attached railings	6 and 8	New Cross Road	Water pump to Beestons gift almshouses		Consort Road
Licensed Victuallers Benevolent Institution (Caroline Gardens)	Jan-50	Clifton Crescent	Beer and wine trade homes	1-6	Nunhead Green
	111-176	Asylum Road	Charlton House	2	St Marys Road
	880, 882 and 884	Old Kent Road		4 and 6	St Marys Road
	12 and 14	Asylum Road	Southwark adult education institute		St Marys Road
	864 and 866	Old Kent Road	Sassoon House		St Marys Road
Office, licensed victuallers almshouses	10	Asylum Road	The Scottish martyrs memorial, Nunhead Cemetery		Linden Grove

Licensed Victuallers Benevolent Institution (Caroline Gardens)	1-100	Asylum Road	West Lodge, Nunhead Cemetery	Linden Grove
South lodge to Licensed Victuallers Benevolent Institution (Caroline Gardens)		Asylum Road	Entrance gate piers, gates and railings to Nunhead cemetery	Linden Grove
Railings and gates to Caroline Gardens		Asylum Road	East lodge, Nunhead Cemetery	Linden Grove
	302 and 304	Commercial Way		141-153 Peckham Rye
Licensed Victuallers Benevolent Institution (Caroline Gardens)	101-110	Asylum Road	St John's and St Clements school	Adys Road
North lodge to Licensed Victuallers Benevolent Institution (Caroline Gardens)		Asylum Road	Chapel of Nunhead cemetery	Linden Grove
Doddington cottages	326 and 328	Commercial Way	Monument to Sophia Kempton, Nunhead Cemetery	Linden Grove
Doddington place	330 and 332	Commercial Way	Monument to Henry Daniel, Nunhead Cemetery	Linden Grove
Penshurst Place	68, 70 and 72	Lyndhurst Way	Church of St Antholin	Nunhead Lane
	4 and 5	Lyndhurst Square	Monument to Thomas Humphreys, Nunhead Cemetery	Linden Grove
	2 and 3	Lyndhurst Square	Monument to Maria Poom, Nunhead Cemetery	Linden Grove
	6 and 7	Lyndhurst Square	Gates, piers and railings, Camberwell new cemetery	Brenchley Gardens

	1	Lyndhurst Square	Mortuary chapels, Camberwell New Cemetery	Brenchley Gardens
	10	Lyndhurst Square	Lodge, Camberwell New Cemetery	Brenchley Gardens
Penshurst Place	74 and 76	Lyndhurst Way	Crematorium, Camberwell New Cemetery	Brenchley Gardens
Penshurst Place	78	Lyndhurst Way	Valve House to honor oak pumping Station	Cheltenham Road
Ewbank grove K2 telephone kiosk opposite Lyndhurst Square	82 and 84	Lyndhurst Way	The Elms	Peckham Rye
		Lyndhurst Way	Waiting room, Camberwell New Cemetery	Brenchley Gardens
Lyndhurst Terrace	21-29	Lyndhurst Way	Honor oak pumping station	Cheltenham Road
	31 and 33	Lyndhurst Way	Ivydale road school, caretakers cottage, related buildings and wall	Ivydale Road
	31-41	Highshore Road	Monument to Vincent Figgins, Nunhead Cemetery	Linden Grove
	25	Highshore Road	Monument to John Allan, Nunhead Cemetery	Linden Grove
	21 and 23	Highshore Road	Stearns mausoleum, Nunhead Cemetery	Linden Grove
	16 and 18	Highshore Road	Monument to Oppenheim and Schroeter, Nunhead Cemetery	Linden Grove
	34	Elm Grove	Honor oak Baptist church and attached walls and railings	Forest Hill Road

Post office depot	17 and 19	Highshore Road	Woodville Hall, part of Sacred Heart convent school		Forest Hill Road
	32A and 32B	Elm Grove Highshore Road	Church of St Augustine		Honor Oak Park
	Aug-14			30 and 32	Honor Oak Rise
	30	Elm Grove Highshore Road		34 and 36	Honor Oak Rise
				38 and 40	Honor Oak Rise
	7, 9 and 11	Highshore Road	Church hall to Honor Oak Baptist church		Mundania Road
	28A and 28B	Elm Grove			

## Appendix B: Possible locally listed buildings

These are buildings that we could potentially locally list in Peckham and Nunhead, as set out in policy 37.

Building Name	Street No	Street Name	Building Name	Street No	Street Name	
The Prince Albert House	108	Asylum Road	The Prince Albert House	32	Highshore Road	
	110	Asylum Road		30	Highshore Road	
	111	Bellenden Road		28	Highshore Road	
	89	Bellenden Road		31	Holly Grove	
	91	Bellenden Road		30	Holly Grove	
	154	Bellenden Road		28	Holly Grove	
	160	Bellenden Road		26	Holly Grove	
	148	Bellenden Road		25	Holly Grove	
	150	Bellenden Road		15	Holly Grove	
	162	Bellenden Road		Cabrini House	2	Honor Oak Rise
	152	Bellenden Road		The Waverly Arms Public House	202	Ivydale Road
	158	Bellenden Road		4	King's Grove	
	146	Bellenden Road		6	King's Grove	
	156	Bellenden Road		8	King's Grove	
	164	Bellenden Road		10	King's Grove	
	144	Bellenden Road		12	King's Grove	
166	Bellenden Road	14	King's Grove			
101	Bellenden Road	16	King's Grove			
120	Bellenden Road	34	King's Grove			
126	Bellenden Road	36	King's Grove			
122	Bellenden Road	38	King's Grove			
124	Bellenden Road	40	King's Grove			
128	Bellenden Road	5	Ledbury Street			
98	Bellenden Road	4	Ledbury Street			
100	Bellenden Road	3	Ledbury Street			
102	Bellenden Road	2	Ledbury Street			
The Faith Chapel	198	Bellenden Road	18	Ledbury Street		
The Bellenden Brasserie	68	Bellenden Road	17	Ledbury Street		
All Saints Church		Benheim Grove	16	Ledbury Street		
Sunday School		Bird in the Bush Road	15	Ledbury Street		
Glengall Tavern		Blenheim Grove	14	Ledbury Street		
All Saints Church	25	Blenheim Grove	13	Ledbury Street		
	31	Blenheim Grove	12	Ledbury Street		

	27	Blenheim Grove	11	Ledbury Street
	31	Blenheim Grove	10	Ledbury Street
	29	Blenheim Grove	9	Ledbury Street
	37	Blenheim Grove	8	Ledbury Street
	21	Blenheim Grove	7	Ledbury Street
	19	Blenheim Grove	6	Ledbury Street
	33	Blenheim Grove	10-20	Linden Grove
	15	Blenheim Grove	2	Linden Grove
	17	Blenheim Grove	4	Linden Grove
	13	Blenheim Grove	36-40	Linden Grove
	53	Blenheim Grove	30-34	Linden Grove
	39	Blenheim Grove	26-28	Linden Grove
	43	Blenheim Grove	24	Linden Grove
	41	Blenheim Grove	22	Linden Grove
Gloucester Primary School		Burcher Gale Grove	4	Linden Grove
Goucester Primary School		Burcher Gale Grove	2	Linden Grove
	115	Bushey Hill Road	86	Lyndhurst Grove
	25	Chadwick Road	98	Lyndhurst Grove
	23	Chadwick Road	68-74	Lyndhurst Grove
	21	Chadwick Road	76	Lyndhurst Grove
	19	Chadwick Road	78	Lyndhurst Grove
	17	Chadwick Road	80	Lyndhurst Grove
	15	Chadwick Road	96	Lyndhurst Grove
	13	Chadwick Road	94	Lyndhurst Grove
	41	Chadwick Road	104	Lyndhurst Grove
	37	Chadwick Road	106	Lyndhurst Grove
	35	Chadwick Road	108	Lyndhurst Grove
	33	Chadwick Road	53-59	Lyndhurst Grove
	31	Chadwick Road	9	Lyndhurst Square
	29	Chadwick Road	8	Lyndhurst Square
	27	Chadwick Road	59	Lyndhurst Way
	32	Chadwick Road	51	Lyndhurst Way
	34	Chadwick Road	47	Lyndhurst Way
	30	Chadwick Road	49	Lyndhurst Way
	41	Chadwick Road	52	Lyndhurst Way
	43	Chadwick Road	54	Lyndhurst Way
	52	Chadwick Road	58	Lyndhurst Way
	75	Chadwick Road	56	Lyndhurst Way
	79	Chadwick Road	62	Lyndhurst Way
	77	Chadwick Road	60	Lyndhurst Way
	71	Chadwick Road	53	Lyndhurst Way
	81	Chadwick Road	55	Lyndhurst Way
	83	Chadwick Road	63	Lyndhurst Way
	69	Chadwick Road	61	Lyndhurst Way
	63	Chadwick Road	57	Lyndhurst Way
	67	Chadwick Road	88	Lyndhurst Way
	65	Chadwick Road	94	Lyndhurst Way
	73	Chadwick Road	92	Lyndhurst Way
	103	Chadwick Road	74	Marmont Road

101 Chadwick Road	St John's Church	Meeting House Lane
113 Chadwick Road		2-4 Nunhead Green
93 Chadwick Road		10-22 Nunhead Green
89 Chadwick Road		15 Nunhead Green
107 Chadwick Road		29-37 Nunhead Green
109 Chadwick Road		39 Nunhead Green
97 Chadwick Road		26-38 Nunhead Green
99 Chadwick Road		40-44 Nunhead Green
85 Chadwick Road		30-36 Nunhead Grove
87 Chadwick Road		38-42 Nunhead Grove
91 Chadwick Road		6-18 Nunhead Grove
111 Chadwick Road		20-28 Nunhead Grove
95 Chadwick Road		89-99 Nunhead Lane
105 Chadwick Road		44-52 Nunhead Lane
115 Chadwick Road		54 Nunhead Lane
119 Chadwick Road		87 Nunhead Lane
	The Oglander Public House	
129 Chadwick Road		17 Oglander Road
137 Chadwick Road		32 Pckham High Street
135 Chadwick Road		14 Peckham High Street
	Bank Building	65 and 67 Peckham High Street
123 Chadwick Road		75-77 Peckham High Street
141 Chadwick Road		130 Peckham High Street
117 Chadwick Road		107 Peckham High Street
131 Chadwick Road		105 Peckham High Street
125 Chadwick Road		103 Peckham High Street
127 Chadwick Road		101 Peckham High Street
145 Chadwick Road		99 Peckham High Street
139 Chadwick Road		97 Peckham High Street
143 Chadwick Road		93 Peckham High Street
121 Chadwick Road		91 Peckham High Street
133 Chadwick Road		95 Peckham High Street
147 Chadwick Road		
	The Greyhound Public House	
153 Chadwick Road		109 Peckham High Street
149 Chadwick Road		119 Peckham High Street
151 Chadwick Road		116 Peckham High Street
155 Chadwick Road		126 Peckham Hill Street
11 Chadwick Road		128 Peckham Hill Street
	Peckham Library	
9 Chadwick Road		122 Peckham Hill Street
7 Chadwick Road		1-11 Peckham Hill Street
5 Chadwick Road		13-23 Peckham Hill Street
3 Chadwick Road		2-8 Peckham Hill Street
1 Chadwick Road		10-16 Peckham Hill Street
22 Chadwick Road		18-20 Peckham Hill Street
28 Chadwick Road		22-30 Peckham Hill Street
26 Chadwick Road		58a-62 Peckham Hill Street
24 Chadwick Road		78-88 Peckham Hill Street
8 Chadwick Road		64-66 Peckham Hill Street
18 Chadwick Road		110-114 Peckham Hill Street
12 Chadwick Road		56 Peckham Hill Street



	10 Chadwick Road	St George's Terrace	53 Peckham Hill Street
	14 Chadwick Road		110 Peckham Lodge
	6 Chadwick Road		62-66 Peckham Road
	16 Chadwick Road	The Rye	29 and 31 Peckham Rye
	4 Chadwick Road		44 Peckham Rye
	2 Chadwick Road		46 Peckham Rye
	20 Chadwick Road		48 Peckham Rye
	54 Choumert Grove		259 Peckham Rye
	52 Choumert Grove	Queens Road Station	Queen's Road
	50 Choumert Grove		164a to e Queen's Road
	48 Choumert Grove		1-41 Rye Lane
	13 Choumert Grove		45 Rye Lane
	11 Choumert Grove		14-16 Rye Lane
	9 Choumert Grove		12 Rye Lane
	4 Choumert Grove		47 Rye Lane
	7 Choumert Grove		114 Rye Lane
	2 Choumert Grove		116 Rye Lane
	5 Choumert Grove		117-125 Rye Lane
	3 Choumert Grove		135 Rye Lane
	1 Choumert Grove		213 Rye Lane
	84 Choumert Grove	The Nag's Head Public House	231 Rye Lane
	82 Choumert Grove		69-73 Scylla Road
The Wishing Well Public House	79 Choumert Road		83-89 Scylla Road
	98 Choumert Road		91-103 Scylla Road
	96 Choumert Road		104-115 Scylla Road
	94 Choumert Road		64 St Mary's Road
	92 Choumert Road		66 St Mary's Road
	90 Choumert Road		68 St Mary's Road
	88 Choumert Road		70 St Mary's Road
	80 Choumert Road		72 St Mary's Road
	74 Choumert Road		74 St Mary's Road
	72 Choumert Road		76 St Mary's Road
	86 Choumert Grove		78 St Mary's Road
	78 Choumert Road		80 St Mary's Road
	103-109 Commercial Way		82 St Mary's Road
Commercial Way Bridge	Commercial Way		84 St Mary's Road
Commercial Way Bridge	Commercial Way		86 St Mary's Road
	320 Commercial Way		88 St Mary's Road
	290-292 Commercial Way		90 St Mary's Road
	314-318 (even) Commercial Way		92 St Mary's Road
Consort Road Clinic	Consort Road		94 St Mary's Road
	177-181 Consort Road		96 St Mary's Road
	119 Consort Road		98 St Mary's Road

St John's Vicarage	62	East Dulwich Road	100	St Mary's Road
	48	Elm Grove	102	St Mary's Road
	50	Elm Grove	104	St Mary's Road
	52	Elm Grove	106	St Mary's Road
	54	Elm Grove	108	St Mary's Road
	56	Elm Grove	110	St Mary's Road
	58	Elm Grove	112	St Mary's Road
	27	Elm Grove	114	St Mary's Road
	25	Elm Grove	116	St Mary's Road
	23	Elm Grove	118	St Mary's Road
	19	Elm Grove	120	St Mary's Road
	17	Elm Grove	122	St Mary's Road
	15	Elm Grove	124	St Mary's Road
	13	Elm Grove		Bredinghurst School Stuart Road
	11	Elm Grove	40	The Ivy House PH St James The Great Catholic Primary School Stuart Road
	9	Elm Grove		Sumner Avenue
St Francesca Cabrini Primary School		Forest Hill Road and Honor Oak Park	108	Talfourd Road
	7	Forester Road	104	Talfourd Road
	5-6	Forester Road	94	Talfourd Road
	1-4	Forester Road	106	Talfourd Road
Peckham Park Primary School		Friary Road	92	Talfourd Road
The Emmanuel Miracle Temple	36-38	Gautrey Road	102	Talfourd Road
Grenier Apartments	18	Gervase Street	100	Talfourd Road
Nunhead Station Sculpture Library		Gibbon Road Gordon Road	96	Talfourd Road
			98	Talfourd Road
	20	Gordon Road		Willowbrook Bridge John Donne Primary School Willowbrook Road
The Gowlett Public House	62	Gowlett Road		Woods Road
	13	Highshore Road	8-14	Woods Road
	15	Highshore Road	20-22	Woods Road
	34	Highshore Road	177	Peckham Police Station Peckham High Street

## Appendix C: Links to the Core Strategy and saved Southwark Plan Policies

<b>PNAAP Policy</b>	<b>Core Strategy policy</b>	<b>Southwark Plan saved policy</b>
Policy 1 Peckham town centre	Strategic Policy 1 – Sustainable development	Policy 1.7 –Development within town and local centres
	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.8 –Location of Developments for Retail and other Town Centre Uses
Policy 2 Culture, tourism and the evening economy	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.11 - Arts, Culture and Tourism Uses
Policy 3 Hot food takeaways	Strategic Policy 3 – Shopping, leisure and entertainment	
Policy 4 Space above shops	Strategic Policy 3 – Shopping, leisure and entertainment	
Policy 5 Markets	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.5 - Small Business Units
Policy 6 Local shopping centres, parades, protected shopping frontages and individual shops	Strategic Policy 3 – Shopping, leisure and entertainment	Policy 1.5 - Small Business Units
		Policy 1.9 - Change of use within protected shopping frontages
Policy 7 Small scale shops, restaurants and cafes outside the town centre, local centres and protected shopping frontages		Policy 1.10 Small scale shops and services outside the town and local centres and protected shopping frontages
Policy 8 Business space	Strategic Policy 10 – Jobs and businesses	
Policy 9: Open spaces	Strategic Policy 11 – Open spaces and wildlife	
Policy 10: Community facilities	Strategic Policy 4 – Places for learning, enjoyment and healthy lifestyles	Policy 2.1 – Enhancement of Community Facilities
		Policy 2.2– Provision of new Community Facilities
Policy 11 Schools	Strategic Policy 4 – Places for learning, enjoyment and healthy lifestyles	
Policy 12: Young people	Strategic Policy 4 – Places for learning, enjoyment and	Policy 1.1 – Access to Employment Opportunities

<b>PNAAP Policy</b>	<b>Core Strategy policy</b>	<b>Southwark Plan saved policy</b>
	<b>healthy lifestyles</b>	
<b>Policy 13: Health</b>	<b>Strategic Policy 4 – Places for learning, enjoyment and healthy lifestyles</b>	
<b>Policy 14: Leisure and sports facilities</b>	<b>Strategic Policy 4 – Places for learning, enjoyment and healthy lifestyles</b>	
<b>Policy 15: Walking and cycling</b>	<b>Strategic Policy 2 – Sustainable transport</b>	
<b>Policy 16: Public transport</b>	<b>Strategic Policy 2 – Sustainable transport</b>	
<b>Policy 17: Safeguarding land for further future public transport development</b>	<b>Strategic Policy 2 – Sustainable transport</b>	<b>Policy 5.4 - Public Transport Improvements</b>
<b>Policy 18 The road network</b>	<b>Strategic Policy 2 – Sustainable transport</b>	
<b>Policy 19 Parking for town centre uses in the town centre</b>	<b>Strategic Policy 2 – Sustainable transport</b>	<b>Policy 5.6 - Car Parking</b>
<b>Policy 20 Residential parking</b>	<b>Strategic Policy 2 – Sustainable transport</b>	
<b>Policy 21 Providing new homes</b>	<b>Strategic Policy 5 – Providing new homes</b>	<b>Policy 4.2 - Quality of Residential Accommodation Policy 4.2 - Quality of Residential Accommodation</b>
<b>Policy 22 Density</b>	<b>Strategic Policy 5 – Providing new homes</b>	<b>Policy 4.2 - Quality of Residential Accommodation</b>
<b>Policy 23 Affordable homes</b>	<b>Strategic Policy 6 – Homes for people on different incomes</b>	<b>Policy 4.4 - Affordable Housing</b>
<b>Policy 24 Private homes</b>	<b>Strategic Policy 6 – Homes for people on different incomes</b>	
<b>Policy 25 Family homes</b>	<b>Strategic Policy 7 – Family homes</b>	
<b>Policy 26 Dwelling sizes</b>	<b>Strategic Policy 5 – Providing new homes</b>	<b>Policy 4.3 - Mix Of Dwellings</b>

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