

Council Assembly

Wednesday 26 November 2014

7.00 pm

Harris Academy Peckham, 112 Peckham Road, London SE15 5DZ

Supplemental Agenda No.1

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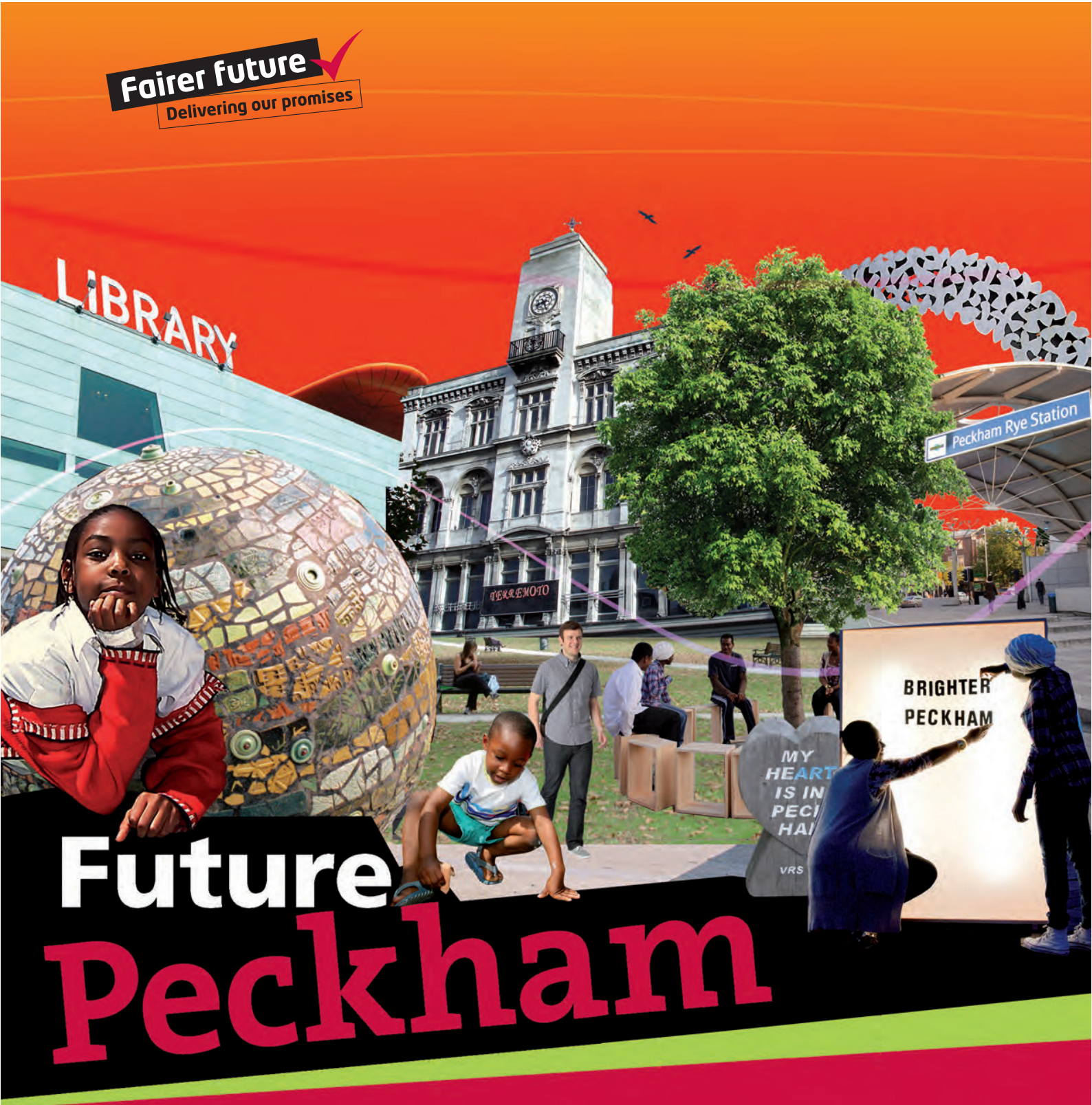
Date: 17 November 2014

Peckham and Nunhead Area Action Plan

Development Plan Document

November 2014

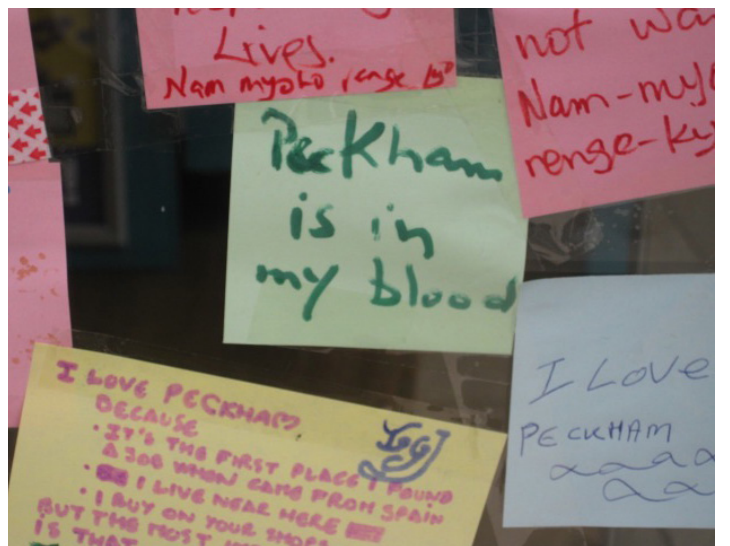
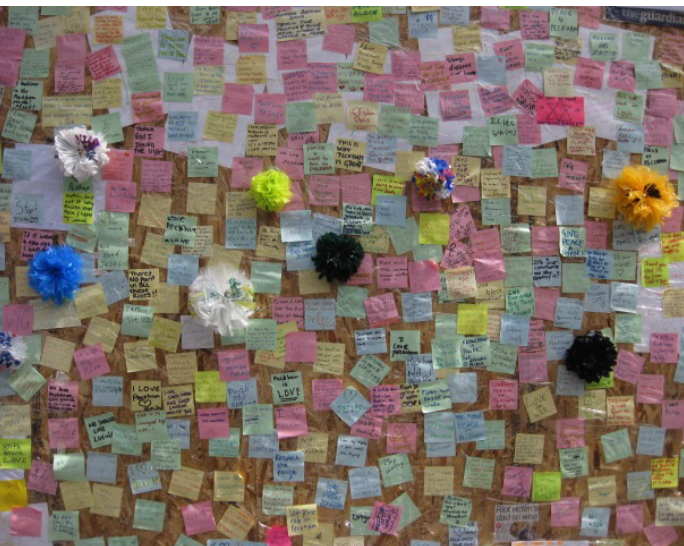
Fairer future ✓
Delivering our promises



Future Peckham



I ♥ Peckham
because you
can smash our
windows but don't
take our freedom.



Forward



The regeneration of Peckham and Nunhead continues to be a key priority for Southwark Council. This Area Action Plan will help guide development and provide much needed new jobs, retail space and homes - including new affordable homes – for local residents. The AAP has been consulted on extensively with local residents, businesses and community groups over a number of years and will help deliver the continued regeneration of Peckham and Nunhead.

In the past few years we have seen the Peckham Partnership deliver 2,000 new homes and three new parks in north Peckham, we also have the iconic Peckham Library, Peckham Pulse Leisure Centre and Bellenden Area Renewal programme. We are now developing plans for the Peckham Rye Station Square and Network Rail are working up plans for the arches to the east and west. We have also secured Heritage Lottery Funding for shop front improvements around Rye Lane, the redevelopment of the Wooddene Estate will soon begin and there have been real improvements at Queens Road Peckham Station and the surrounding area. We must continue to build on these improvements and maintain momentum to deliver the jobs, homes, creative industries, and shops that our residents need.

We want to help create a successful place where people want to live, work and visit and which includes good housing, well-used public places, good connections as well as successful schools, shops, health and leisure facilities. This AAP sets out how we will do this, and makes sure that the ongoing regeneration of the area works for local residents, and builds on the successes and distinctive character of Peckham and Nunhead.

Cllr Mark Williams
Cabinet Member for Regeneration, Planning and Transport

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Section 1

Introduction

1.1 What is the Peckham and Nunhead Area Action Plan (AAP)?

- 1.1.1 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 ten to 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.
- 1.1.2 The AAP sets planning policies for Peckham and Nunhead to include
- The look and function of Peckham 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 their location.
 - The impact of new development on the environment and traffic.
 - The infrastructure needed to ensure growth in the area can be accommodated sustainably, including improvements to open spaces, schools, health facilities and leisure facilities.
- 1.1.3 The AAP will be part of our framework of planning documents. It will be a material planning consideration in deciding planning applications in the action area. It will help ensure that the council makes decisions transparently, providing clarity for members of the public and giving more confidence to developers to invest in the area.

1.2 Where are the boundaries of the AAP?

- 1.2.1 Figure 1 shows where Peckham and Nunhead are located within Southwark and London. Figure 2 shows the boundaries of the AAP. The AAP tackles issues within Peckham and Nunhead community council area. The 'wider action area' covers the majority of the community council area. A small part within Livesey ward is not covered by the AAP as it is part of the Old Kent Road action area. Similarly a small part within Peckham Rye ward is not covered by the AAP as it is covered by the Dulwich supplementary planning document. Their characters are more similar to those of Old Kent Road and Dulwich.
- 1.2.2 We have identified a 'wider action area' and a 'core action area', both of which we have refined through the preparation of the AAP. These areas are shown on the adopted policies map.
- 1.2.3 The focus of development and physical change will take place in and around Peckham town centre. We call this 'Peckham core action area', and the boundaries are shown in figure 2. This area is most suitable for more development and change due to its:

Figure 1: Location of the Peckham and Nunhead action area

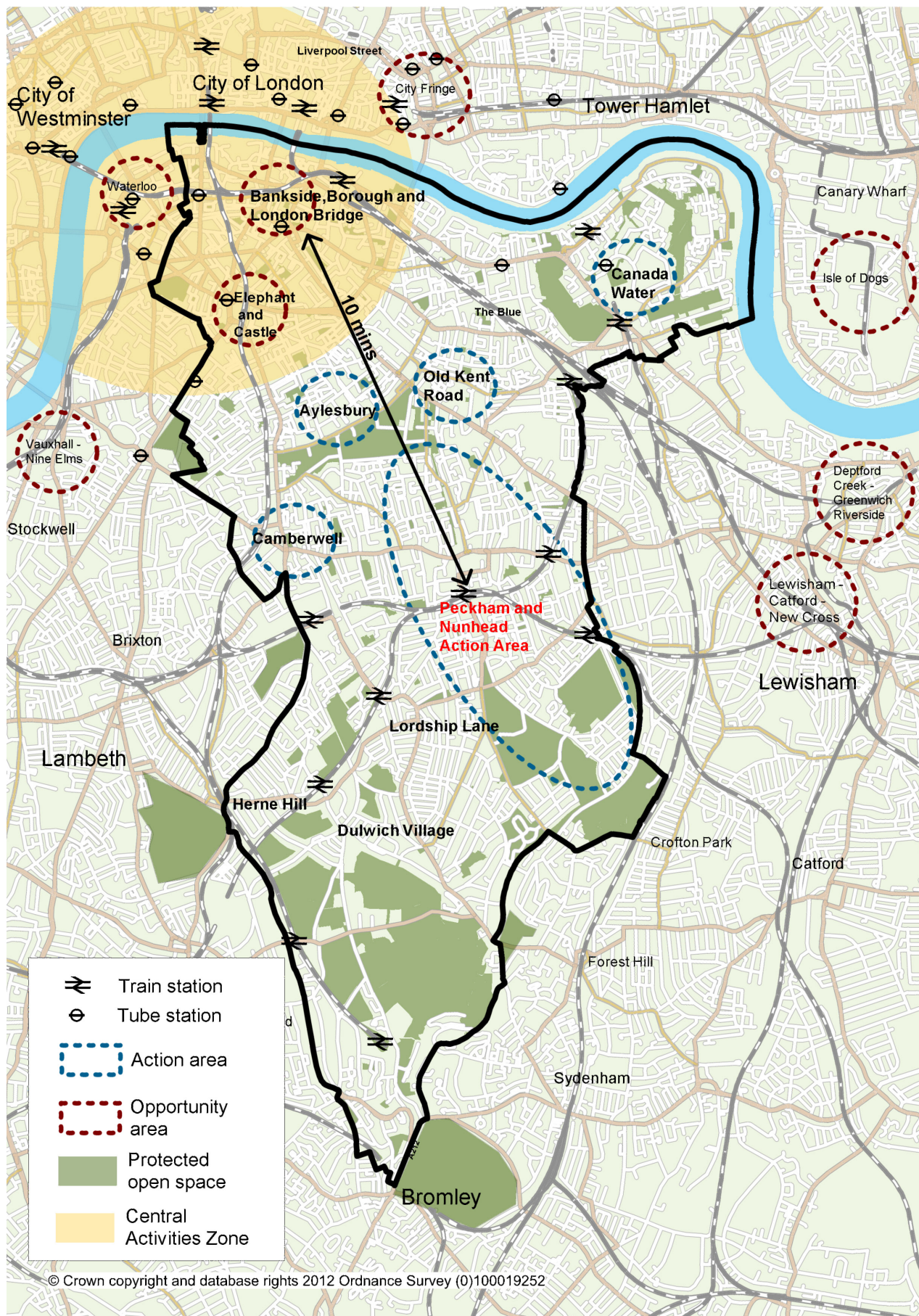


Figure 2: The boundaries of the AAP



- Character

The character of Peckham core action area is very different to the surroundings. The differences in scale, grain and land use between the core action area and the wider area is very marked. Peckham core action area is predominantly town centre uses. These are retail and light industrial uses, alongside important community and leisure facilities including the cinema, the library and Peckham Pulse leisure centre. There are also some homes within the core action area, mostly flats along Queens Road just outside the town centre boundary.

In contrast the wider area is predominantly residential along with important local shopping parades, providing for residents' day to day needs. There are a range of different housing types including large amounts of council housing and Victorian terraced housing. Towards the south there are more semi-detached and detached homes with gardens. There is also a lot of open space within the wider action area, especially within the Nunhead, Peckham Rye and Honor Oak character areas.

- Public transport accessibility levels

Peckham core action area has high levels of public transport accessibility with good links by bus and train. Improvements to public transport including the extension of the London Overground network to Peckham Rye and Queens Road stations in December 2012 have further increased public transport accessibility. The wider action area is less accessible than Peckham core action area, with much of the area relying on the bus network as its main means of public transport.

- Opportunity and capacity for growth

There are concentrations of large development opportunities with the capacity to contribute significantly to the regeneration of Peckham and Nunhead. These will provide more homes, shops, businesses and community uses. We have allocated many of these sites as proposals sites, as set out in section 6 and appendix C. The vast majority are within Peckham core action area.

- 1.2.4 The wider action area will experience much smaller scale change than the core action area. There will be improvements to parks, transport links and local shopping parades. Residents in the wider area will benefit from the changes in Peckham core action area and will continue to use the facilities in the core action area especially those in the busy town centre.

1.3 Related documents

- 1.3.1 The AAP is one of a set of planning documents used to make decisions on planning applications. The Core Strategy (April 2011) is currently our strategic planning document for Southwark. It provides our long term vision, spatial strategy and strategic policies to deliver sustainable development.

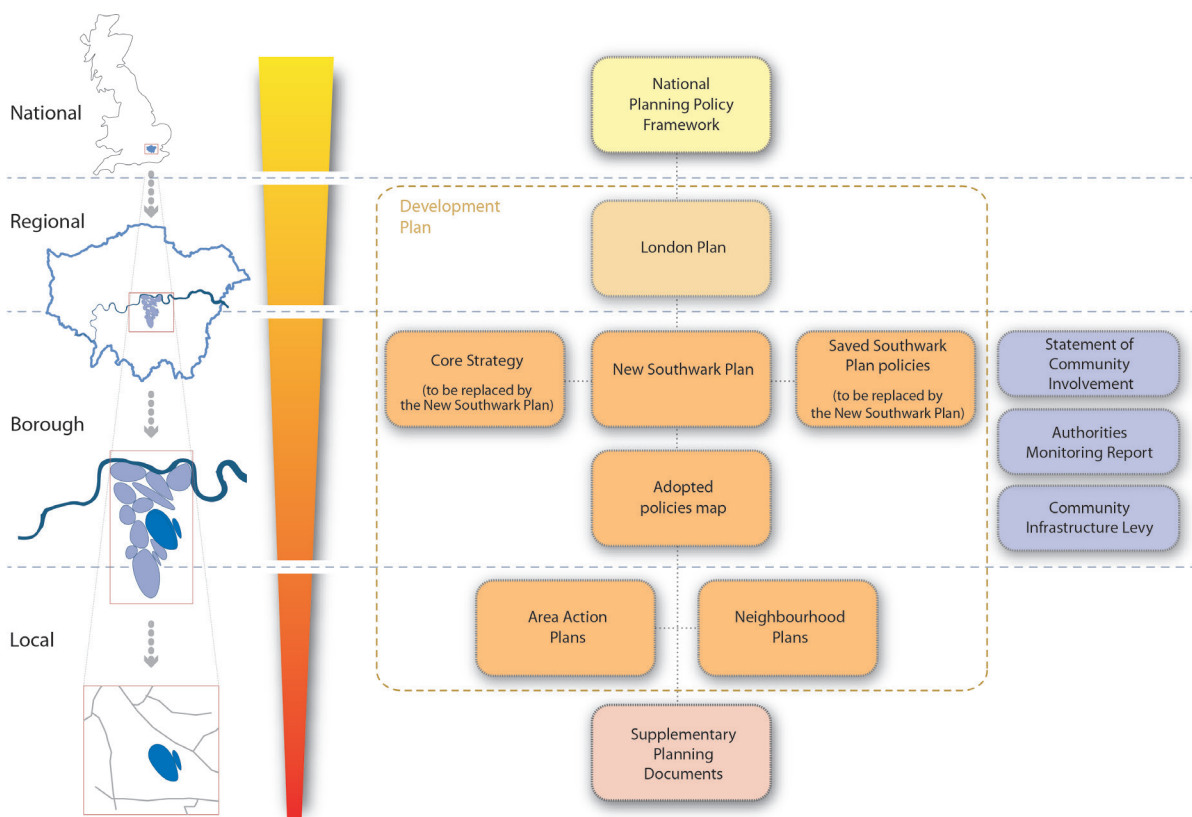


- 1.3.2 The Southwark Plan (2007) is another important planning document, setting out more detailed borough-wide policies. We have “saved” the majority of the Southwark Plan policies. Southwark Plan policies are being replaced as we adopt the Core Strategy and area action plans.
- 1.3.3 We are currently reviewing our planning policies in light of the National Planning Policy Framework and updates to the London Plan and Mayoral supplementary planning guidance. We are preparing a Local Plan called the New Southwark Plan, which will include site allocation and development management policies, replacing the saved Southwark Plan, and incorporating and reviewing the Core Strategy. Appendix A sets out more detail on this process.
- 1.3.4 The AAP must be broadly consistent with the policies in the Core Strategy and the saved Southwark Plan. It can make variations to the borough-wide policies where there is a specific local issue to require an area-specific policy. The AAP also needs to be consistent with the policies in the London Plan (2013) and national guidance in the National Planning Policy Framework (NPPF) (2012).
- 1.3.5 We also have a number of supplementary planning documents which provide more detailed guidance on specific areas of the borough such as Dulwich and important topics such as affordable housing and residential design standards.

- 1.3.6 Figure 3 shows the relationship between these different policies and guidance. Appendix A shows the relationship between this AAP, the Core Strategy, the saved Southwark Plan, the London Plan, and our supplementary planning documents. More information can be found on our website at: <http://www.southwark.gov.uk/planningpolicy>

1.4 How was the AAP prepared?

Figure 3: The inter-relationships between spatial scale and our policies and guidance



- 1.4.1 A lot of work has already been undertaken in planning for Peckham and Nunhead. We have collated evidence to inform and justify the AAP as follows:
- We have used information gathered from consultation to shape our vision and policies for Peckham and Nunhead. The consultation plan and strategy set out how we carry out consultation. The consultation report sets out summaries of the comments we received at each stage of consultation as well as officer comments on every representation we received, showing how we have taken each comment into account. It summarises the consultation we have carried out on each stage of the AAP.
 - We have worked with many of our partners (such as the GLA and English Heritage), and also our neighbouring boroughs throughout the AAP process. Our background paper on the Duty to Cooperate sets out further information.
 - We have prepared a number of evidence documents on key issues such as housing, retail, open spaces and employment. These documents have informed the preparation of the AAP.
 - We have also prepared a number of background papers which set out some information on the key evidence and statistics that have informed the AAP. They set out more detailed justifications to some of the policies.
 - The sustainability appraisal ensures that the AAP has a positive social, environmental and economic impact.
 - The equality analysis examines how the AAP meets the needs of the whole community and makes sure that the AAP does not disadvantage anyone in the community.
 - The appropriate assessment has been carried out under the EU Habitats Directive assessing the impact of the AAP on EU Protected wildlife habitats.
 - The schedule of changes to the adopted policies map shows the changes the AAP will make to our adopted policies map. These designations are shown on our adopted policies map.
- 1.4.2 All of these documents can be viewed on our website at:
www.southwark.gov.uk/futurepeckham

1.5 How to find your way around this document

Section	Content
Section 1 Introduction and background	This section provides an overview of the location of the action area in relation to London and Southwark. It explains the purpose of the AAP and its relationship to other planning documents.
Section 2 Peckham and Nunhead today, challenges and opportunities.	Section 2 sets out facts about the action area, explaining how Peckham and Nunhead looks today. It sets out the main challenges and opportunities which will help drive the regeneration of the area and provides information on working with our neighbouring boroughs.
Section 3 Vision, themes and objectives	Section 3 sets out our vision for the action area and our themes and objectives for new development.
Section 4 Area-wide strategies and policies	This section sets out our action area-wide strategies for uses such as shopping, business, open space, design and housing.
Section 5 Character areas in Peckham and Nunhead	We have divided the action area into five character areas. This section sets out specific policies for each character area.
Section 6 Sites in Peckham and Nunhead	This section sets out our policies for proposals sites.
Section 7 Delivering: working together to make it happen	This section sets out how we will deliver the AAP, including information on infrastructure, the community infrastructure levy and section 106 contributions.
Appendices	The appendices set out: A: Table of linkages between the AAP, Southwark Plan, London Plan and other Southwark SPDs B: Southwark Plan proposals sites C: Schedule of proposals sites D: Monitoring framework

Section 2

Peckham and Nunhead today, challenges and opportunities

2.1 Peckham and Nunhead today

- 2.1.1 Peckham and Nunhead are located in the middle of the London Borough of Southwark in south east London, shown on figure 1. There have been many changes in the last few decades, particularly within Peckham. As part of the Peckham Partnership programme over 2,000 new homes and three new parks (Central Venture Park, Jowett Street Park and Calypso Gardens) have been developed in north Peckham. A new library and the Peckham Pulse leisure centre have also been built at Peckham Square. The award winning Bellenden Area Renewal programme and other housing renewal programmes have been successfully completed resulting in more high quality housing and streetscape improvements. There have also been improvements to the local schools including an extension to Oliver Goldsmith Primary School and the rebuilding of Tuke School.
- 2.1.2 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, Nunhead Lane and Gibbon 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, The Lane, Nunhead and parts of Livesey and Peckham Rye wards. The ward boundaries are shown in figure 4.

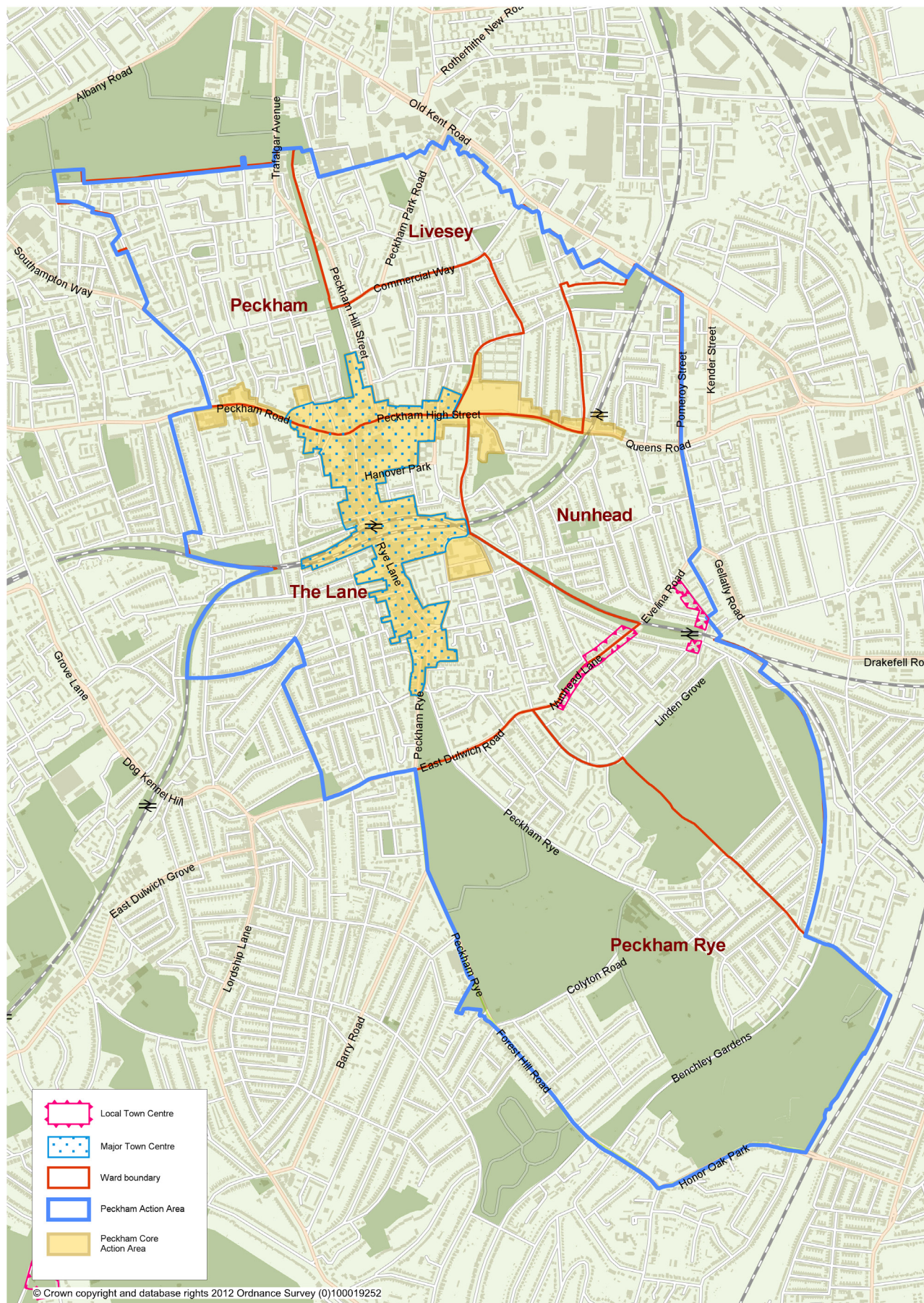
Parks and open spaces

- 2.1.3 Around 25% of the AAP 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 a Site of Importance for Nature Conservation. This is the second largest open space in Peckham and Nunhead. There are also a number of smaller parks and open spaces which are important to local residents including Warwick Gardens, Central Venture Park and One Tree Hill. The south of the action area has a much higher number of open spaces which are much larger in size than those in the north. However, Burgess Park borders the north of the AAP area, enabling residents to benefit from the recent £8 million refurbishment.

Built environment

- 2.1.4 Building heights and residential densities are generally higher in the centre of the AAP area around Rye Lane and Peckham High Street and lower in the surrounding areas. Much of the action area outside the core action area is residential with a mixture of mostly council housing and Victorian terraces. There are seven conservation areas which cover approximately 15% of the action area. These are: Caroline Gardens, Holly Grove, Nunhead Green, Nunhead Cemetery, Honor Oak Rise, Rye Lane Peckham and Peckham Hill Street. A small part of Sceaux Gardens conservation area also falls within the boundary of the AAP.

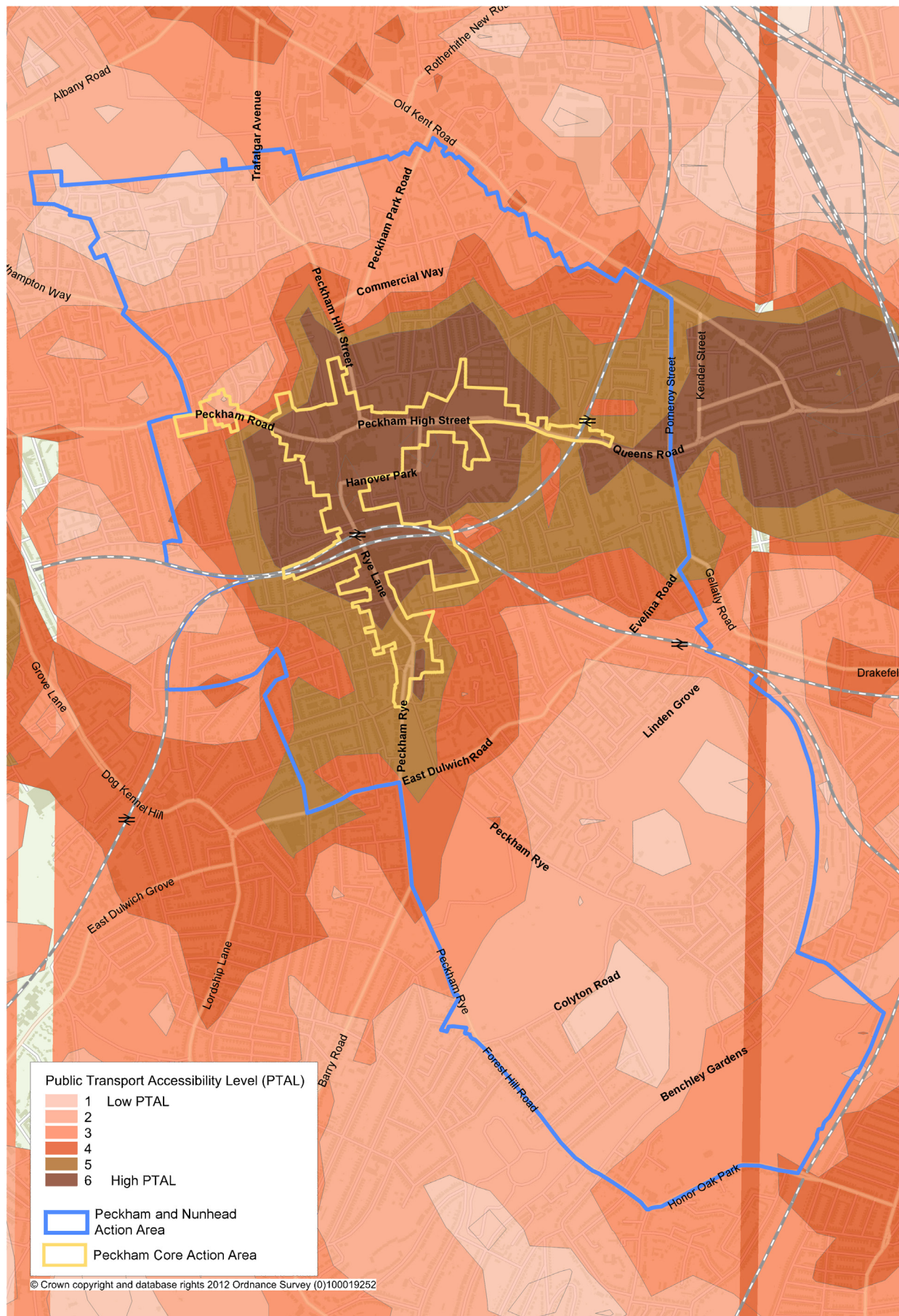
Figure 4: Peckham and Nunhead ward boundaries



Pedestrian and cycle movement, traffic and transport

- 2.1.5 Rye Lane is the focus of pedestrian movement and links to this key destination and thoroughfare are of variable quality. Rye Lane suffers from congested footways, particularly around the station and at the junction with Peckham High Street. There are a significant number of recorded collisions involving pedestrians on Rye Lane and improving safety on our roads will continue to be pursued through our Transport Plan. There are attractive 'green links' around the town centre fringe.
- 2.1.6 The Peckham Rye / Rye Lane corridor serves a large number of cyclists travelling to / from central London and making use of Surrey Canal Walk north of the town centre which provides a pleasant, motor vehicle free environment. The introduction of Cycle Superhighway Route 5 along Peckham High Street/Queens Road will also make the town centre a significant through route for cyclists.
- 2.1.7 Access to public transport is high around the town centre and Peckham core action area but as you move away from the core access to public transport falls, as shown on figure 5. Peckham and Nunhead have historically low levels of car ownership coupled with a higher usage level of bus services.
- 2.1.8 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 Station. Journeys from Peckham Rye Station to Victoria take approximately 15 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. The London Overground extension to Peckham Rye and Queens Road stations began operating in December 2012, providing links to east London and Clapham and better links towards Canary Wharf and connections with Crossrail for Heathrow.
- 2.1.9 There are a large number of bus routes providing services into central London, New Cross Gate, Lewisham, Crystal Palace and Croydon. Delays to buses in Rye Lane create onward problems and increase bus journey times, therefore reliability needs to be improved on these routes through working with Transport for London.
- 2.1.10 Peckham High Street/Queens Road which runs east to west is a strategic road forming part of Transport for London's road network and links the south east of England with central London. The High Street carries approximately 25,000 vehicles on an average weekday. Rye Lane which runs north to south through the town centre is also a significant route and is at times congested with buses, goods vehicles, private cars, cyclists and pedestrians. As many of the properties only have access onto Rye Lane, this route supports delivery and loading for these businesses.

Figure 5: Public transport accessibility



- 2.1.11 Streets serving the needs of the residential communities surrounding the town centre differ significantly from Rye Lane and Peckham High Street, with a smaller range of uses and generally less activity. Some of these streets, however, do carry traffic passing through the area as well providing the setting for retail and community uses and residents parking. They also provide alternative routes for walking and cycling and many include traffic calming measures.

Town and local centres

- 2.1.12 Peckham town centre has the largest amount of shopping floorspace in Southwark (around 75,000sqm). The town centre has many smaller shops along Rye Lane as well as the Aylesham Centre which includes a large Morrisons supermarket with 338 car parking spaces. There are a number of markets including Peckham Rye Market, Choumert Road, Atwell Road, Parkstone Road, Highshore Road, Moncrieff Place, Elm Grove and Collyer Place.
- 2.1.13 There are a number of smaller shopping areas, including Nunhead local centre which has shops along Nunhead Green, Evelina Road and Gibbon Road. It is a thriving local centre with high quality independent shops and businesses including bakers, a deli, fishmongers, florists, greengrocers and pubs.
- 2.1.14 Bellenden Road developed a distinctive character through the Bellenden Road area renewal investment which included streetscape improvements. It is a successful and thriving area offering a range of shops, cafes, restaurants, pubs and businesses.
- 2.1.15 There are valued smaller shopping parades at Queens Road, Nunhead Lane, Peckham Park Road, Gibbon Road, Barry Parade and Forest Hill Road, as well as a few shops on Cheltenham Road, Commercial Way and Meeting House Lane. These parades meet people's day-to-day shopping needs.

Jobs and businesses

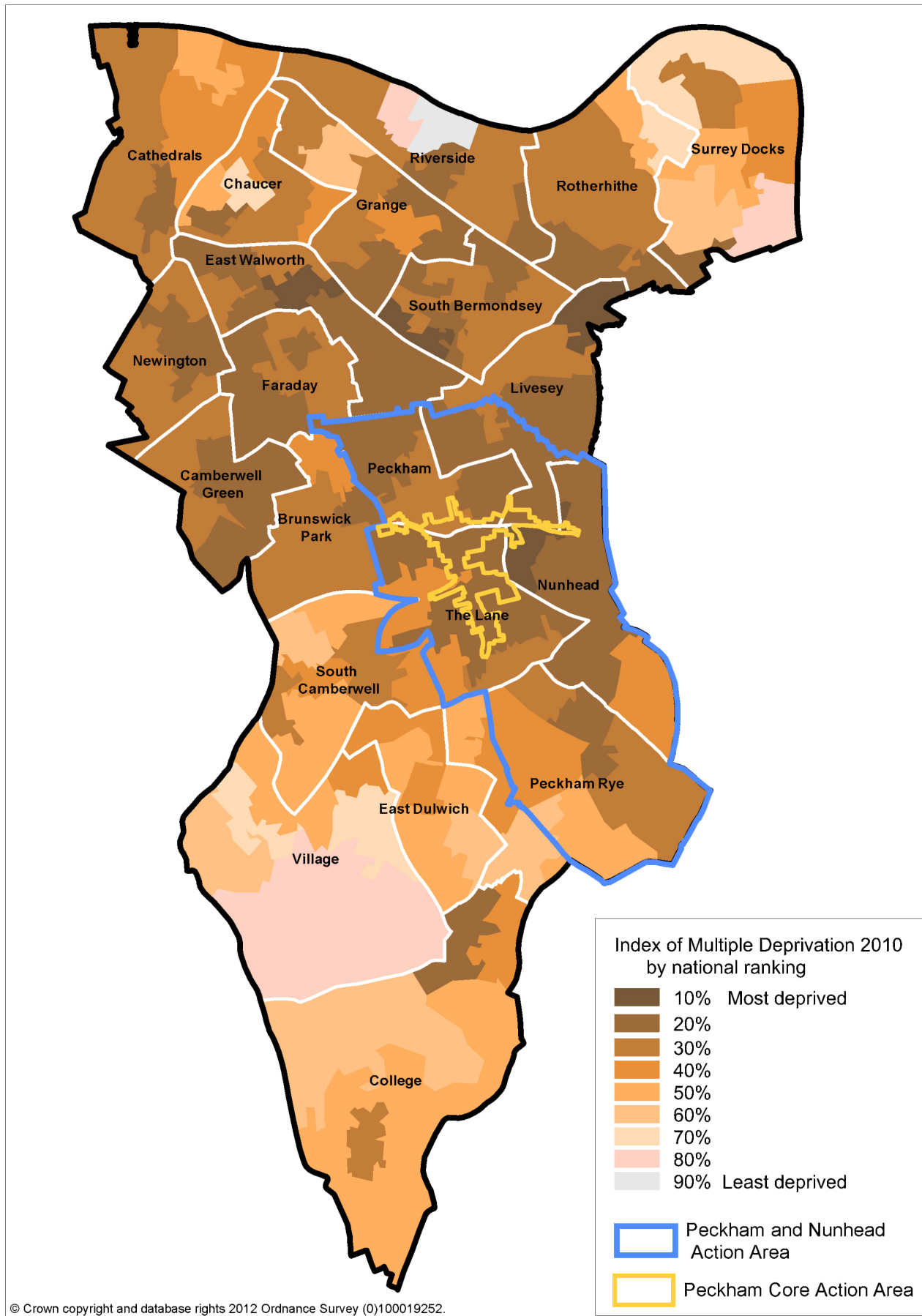
- 2.1.16 There are approximately 750 VAT registered businesses based in the AAP area. Self-employment and new business start up rates are strong in Peckham town centre with The Lane ward consistently having the highest rate of start-ups south of the Central Activities Zone since 2009. 87.1% of all businesses 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.
- 2.1.17 In 2010 there were 0.57 jobs per working age resident in Peckham and Nunhead, compared to 1.08 in Southwark as a whole and 0.9 in London. While there had been some employment growth in the area in the five years to 2008, the recession has disproportionately impacted

employment levels. The number of employee jobs shrunk by 29.2% between 2008 and 2010 in Peckham and Nunhead. Southwark's employment shrunk by a much lower amount of 1.5% within the same period. The strongest industry sector for both Peckham and Nunhead is health, which provides 21.0% of all employee jobs in Nunhead and 34.4% of all employee jobs in Peckham; both figures are higher than the industry's 11.6% share in Southwark. However Peckham and Nunhead are otherwise rather different with regards to their most prominent industries. 13.5% of employee jobs in Nunhead are provided by the construction industry, 13.9% are in information and technology; comparative figures for Peckham are 2.2% and 1.7% respectively. Peckham has 13.1% of employee jobs in arts, entertainment, recreation, and other services; and 10.7% of jobs in business administration and support services. Comparative figures for Nunhead are 5.1% and 8% respectively. A higher than average proportion of Peckham and Nunhead residents have low or no formal qualifications and work in elementary occupations.

Homes and population

- 2.1.18 71,552 people (Census 2011) live in 28,800 households in Peckham and Nunhead with a high number of people of ethnic origin. Peckham ward has the highest with 50% of its population from black or black British ethnicities, followed by Livesey ward (44%). This compares to a Southwark average of 27% and the inner London average of 17%.
- 2.1.19 The population of Peckham and Livesey wards 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, The Lane and Peckham Rye wards 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 trend in Nunhead, The Lane and Peckham Rye wards is similar to the rest of Southwark, whilst the trend in Peckham and Livesey wards differs. The area has become far more mixed as young professional families have been attracted in by the affordability of family homes compared to neighbouring areas.
- 2.1.20 The area covered by Peckham and Livesey wards has a similar housing type to the Southwark average; 73% of the properties are flats, 23% are terraced housing and 0.9% detached and semi-detached homes. Nunhead, The Lane and Peckham Rye wards have a lower percentage of flats (61%) and a higher amount of terraced housing (28%) and detached and semi-detached housing (5%). The 2011 Census shows that Livesey and Peckham wards have some of the highest levels of affordable housing in Southwark, with 68% social rented, and 63% respectively. Nunhead and The Lane wards have 49% and 45% respectively, more similar to the Southwark average of 46%, whilst Peckham Rye ward has below the Southwark average for social rented housing with 27%.

Figure 6: Indices of multiple deprivation



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- 2.1.21 The Index of Multiple Deprivation (2010) (figure 6) shows that there have been considerable improvements during the six years to 2010. However, large parts of the wards remain in the 20% and Nunhead ward remains within the 10% most deprived areas in the country. The number of people claiming out of work benefits (February 2012) is higher than the Southwark average (14.5%) with 20.3% in Peckham, 22.6% in Nunhead, and 16.8 % in the Lane. However, in Peckham Rye ward it is lower than the borough average at 12.8%. 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 (except Peckham Rye) there are more people on ESA/ incapacity benefit than people on Job Seekers Allowance indicating above average levels of ill-health and disability.
- 2.1.22 Crime levels are around the Southwark average despite its reputation as a crime hotspot. 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 wards is a result of higher than average recorded offences of anti-social behaviour and violence against the person.

Social and community infrastructure

- 2.1.23 There is a great deal of variation in child wellbeing levels according to the Child Wellbeing Index 2009. The north, covered by Peckham and Livesey wards, includes some of the most deprived pockets of the borough. In contrast, areas around Peckham Rye Common in the south of the action area are amongst the least deprived.
- 2.1.24 There are three nurseries, 14 primary schools, seven secondary schools (of which four are special schools), and one pupil referral unit. 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 that provide a range of childcare, health and educational support to parents and young children. These are Ann Bernadt, Ivydale, Nell Gwynn, Rye Oak and The Grove.
- 2.1.25 The award winning Peckham Library and Peckham Pulse leisure centre are located at Peckham Square. In addition, there are a wide range of activities for children and young people, including numerous playgrounds and play groups, and facilities such as the extensive facilities at the Damilola Taylor Centre in north Peckham. There are three well-used supervised adventure playgrounds at Leyton Square, Central Venture Park and Peckham Rye and a range of sporting opportunities in the extensive open spaces in the south of the action area boundary as well as in neighbouring Burgess Park.

- 2.1.26 There are eight GP surgeries in Peckham and Nunhead. Peckham and Nunhead have 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, respiratory disease and mental health problems. Generally, the detection and management of long term conditions such as heart disease and diabetes can be improved.
- 2.1.27 The area also has a prominent and diverse faith community, with a broad range of religious groups and organisations operating in the area. Engaging with these faith groups is important for the AAP to reflect the wishes of the this section of the local community. The role of these groups, their current and future needs are important issues for Peckham, Nunhead and more broadly for south east London over the lifetime of the AAP.

The impact of the 2011 civil disturbance

- 2.1.28 In August 2011 parts of London and the rest of England experienced civil disturbances with people rioting in the streets. Southwark was one of the areas affected, with 140 businesses reporting direct damage, looting and disruption to trade as a result of disturbances. Over 50 of the reports were in Peckham, with many more businesses experiencing the effects of the riots including reduced footfall arising from road closures and reduced demand.
- 2.1.29 In the immediate aftermath of the civil disorder Southwark Council announced an emergency small business relief fund of £100,000 to help small businesses get back on their feet. Some of this money has gone to Peckham businesses to ensure that businesses and market traders affected by the riots received priority support.

2.2 Challenges and opportunities

- 2.2.1 This section sets out the main challenges and opportunities that the AAP addresses. These are based on what people have told us during consultation and through partnership working, as well as our own research and knowledge. We set out some of the key issues the AAP vision and policies seek to address to bring long-lasting improvements to Peckham and Nunhead.
- 2.2.2 The main challenges and opportunities are:

Enterprise and activity: A vibrant town centre and local centres

- Peckham town centre is currently the largest town centre in Southwark with around 75,00sqm of retail floorspace. Whilst it is a vibrant and busy centre, our retail study shows that most people in Southwark go outside the borough to shop for things like clothes, shoes, music, books and electronic equipment (comparison goods). Peckham town centre has lots of small shops selling day to day goods, specifically ethnic food and currently a limited range of comparison shops for a town of this size. There is the potential to increase the range of goods offered in the town centre

whilst ensuring the specialist function also continues. Key development opportunities at the Ayesham Centre, Copeland Industrial Park and 1-27 Bournemouth Road, Peckham Rye Station and the land between the railway arches on the east of Rye Lane could increase and improve the retail offer.

- Peckham town centre has developed a reputation as a creative and cultural hub. There is ample opportunity to expand this through an improved cultural space at Eagle Wharf and Peckham Square and at Copeland Industrial Park and 1-27 Bournemouth Road.
- Historically Peckham has had a negative reputation, focusing on high crime levels and feelings of the area not being safe. The AAP will help to change this image, including through encouraging developers and landowners to bring forward sites for development. This includes developing the council's many own sites.
- There is the opportunity to support local economic growth by providing new and improved business space for new small businesses and street trading sites. The AAP needs to ensure it addresses the potential issue of local businesses and the population being displaced due to rising property and rental costs as the area improves.
- The shops in Nunhead local centre along Nunhead Green, Evelina Road and Gibbon Road should be improved as the second largest shopping centre within the AAP. Work has already taken place through the Improving Local Retail Environments (ILRE) scheme to improve shopfronts on Gibbon Road and this has continued through funding secured in 2012 as part of the Mayor's Outer London Fund.

Community well being: Improving individual life chances

- Population growth will create additional need for a range of facilities, including health, education, leisure and spaces that can be used by local community groups. This will need to be kept under review over the plan period.
- We need to address the inequality in child well being by continuing to provide a wide range of activities for children and young people and focussing on improving levels of education and school performance at Ofsted.
- We need to address local issues of lower life expectancy in Nunhead and higher rates of childhood obesity in Peckham. This should include overcoming health issues such as cardiovascular disease, diabetes and mental health problems.

Transport and traffic: Improved connections

- We need to improve key routes to make active travel easier, safer and a more attractive travel choice.
- Peckham core action area already has very good public transport accessibility but the wider area can be more difficult to access and is more reliant on bus services.

- We need to ensure that everyone gets the most out of the committed and possible public transport improvements (Peckham Rye Station, Queens Road Station, the London Overground, Bakerloo Line extension and Cross River Tram).
- We should reduce traffic congestion in the town centre and surrounding streets by improving the road network.

High quality homes: Providing more and better homes

- The AAP needs to provide a range of housing to meet the diverse needs of our community. This includes providing family housing, housing for first-time buyers, student housing, social rented, intermediate and different types of housing such as flats and houses.
- New homes should provide a high standard of accommodation including generously sized rooms and meeting the Lifetime Homes Standards.

Natural environment: Sustainable use of resources

- The AAP should help 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.
- There is little opportunity to provide new open space. Development should protect existing open spaces and maximise the potential for enhancing the quality and accessibility of protected open spaces to deliver a wider network of green infrastructure.
- New development should seek to improve the biodiversity value of both protected open spaces and the development sites themselves.
- We need to make sure new development has a minimal impact on the environment including reducing noise and improving air quality through improvements to the road network and encouraging alternative ways of travel. New development should also follow the energy hierarchy and meet our environmental targets set out in the Core Strategy.

Design and heritage: Attractive places full of character

- The AAP should ensure that most of the development in the wider area will be small scale infill development, in keeping with the existing character.
- Peckham and Nunhead's wider historic environment should be optimised as part of its regeneration.
- Peckham core action area will see more change with the potential for taller buildings and denser development. The major development sites, particularly in the core action area provide opportunities for improved design and public realm improvements and the enhancement of the heritage assets.

Delivery: Working together to make it happen

- We need to set out a vision that is deliverable, and make sure the AAP policies can be implemented.
- We need to continue to work with our many partners, including our neighbouring boroughs, the Greater London Authority and Transport for London to make sure we have a joined up approach to cross boundary issues.
- We must ensure that there are adequate infrastructure improvements to support the increased development and number of people living in Peckham and Nunhead.

2.3 Working with our neighbouring boroughs

- 2.3.1 The Localism Act 2011 introduced a specific requirement for local planning authorities to engage with key stakeholders and public bodies throughout the production of planning policy documents. This requirement is called the Duty to Co-operate. The National Planning Policy Framework (NPPF) (2012) gives further guidance on the requirements of the Duty, including that meaningful, constructive engagement with neighbouring authorities should be carried out where appropriate to address strategic planning issues that cross administrative boundaries. This could include housing, employment, transport and the delivery of infrastructure.
- 2.3.2 Throughout the production of the AAP, including prior to the Localism Act and the NPPF we have continuously engaged with our many partners including neighbouring boroughs, the GLA and a range of other statutory organisations, such as English Heritage and NHS Southwark to ensure effective engagement and a deliverable AAP. Their views, along with those of local residents, businesses and interest groups, have helped to shape the content of the AAP. Further detail on our engagement with our many partners, including how we have met the requirements of the Duty to Co-operate, is set out in our Duty to Cooperate background paper and our consultation report.

Section 3

Vision and objectives

3.1 Vision

- 3.1.1 To help create a successful place where people want to live, work and visit and which includes good housing, safe and attractive public realm, well-used open spaces, good connections, successful schools, shops, health and leisure facilities, it is important to have a strong vision and a set of objectives.
- 3.1.2 We prepared a vision for Peckham and Nunhead as part of our Core Strategy. We have amended and updated this vision to focus in more detail on local characteristics, policies and implementation. Our vision is set out below and illustrated in figure 7.

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 around 2,000 new homes will be built and there is the capacity for an increase of around 4,000sqm of business space and 8,000sqm of retail space. Most of this growth will take place in and around Peckham town centre within the Peckham core action area. Growth will be higher within Peckham core action area 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 (and its successor body Southwark Clinical Commissioning Group) 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 large 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 and affordable 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 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, the Greater London Authority, Transport for London and the train operating companies to help deliver improvements to areas around Peckham Rye and Queens Road stations and railway lines. This includes

delivering significant change to the setting of Peckham Rye Station, reviving the splendour of the station building and creating a public square. The improved station and forecourt will provide a new focal point, enhancing the station entrance, increasing the footfall and encouraging people to spend time in Peckham.

Development and activity in Peckham core action area 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 core action area 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 to existing buildings except in Peckham core action area where there could be some taller buildings and more intense development on five sites. Heritage will be celebrated and used to stimulate regeneration, particularly at Rye Lane Peckham conservation area. Peckham will be a leading low carbon zone, having previously been identified as a Low Carbon Zone and with the potential for the creation of a local energy network.

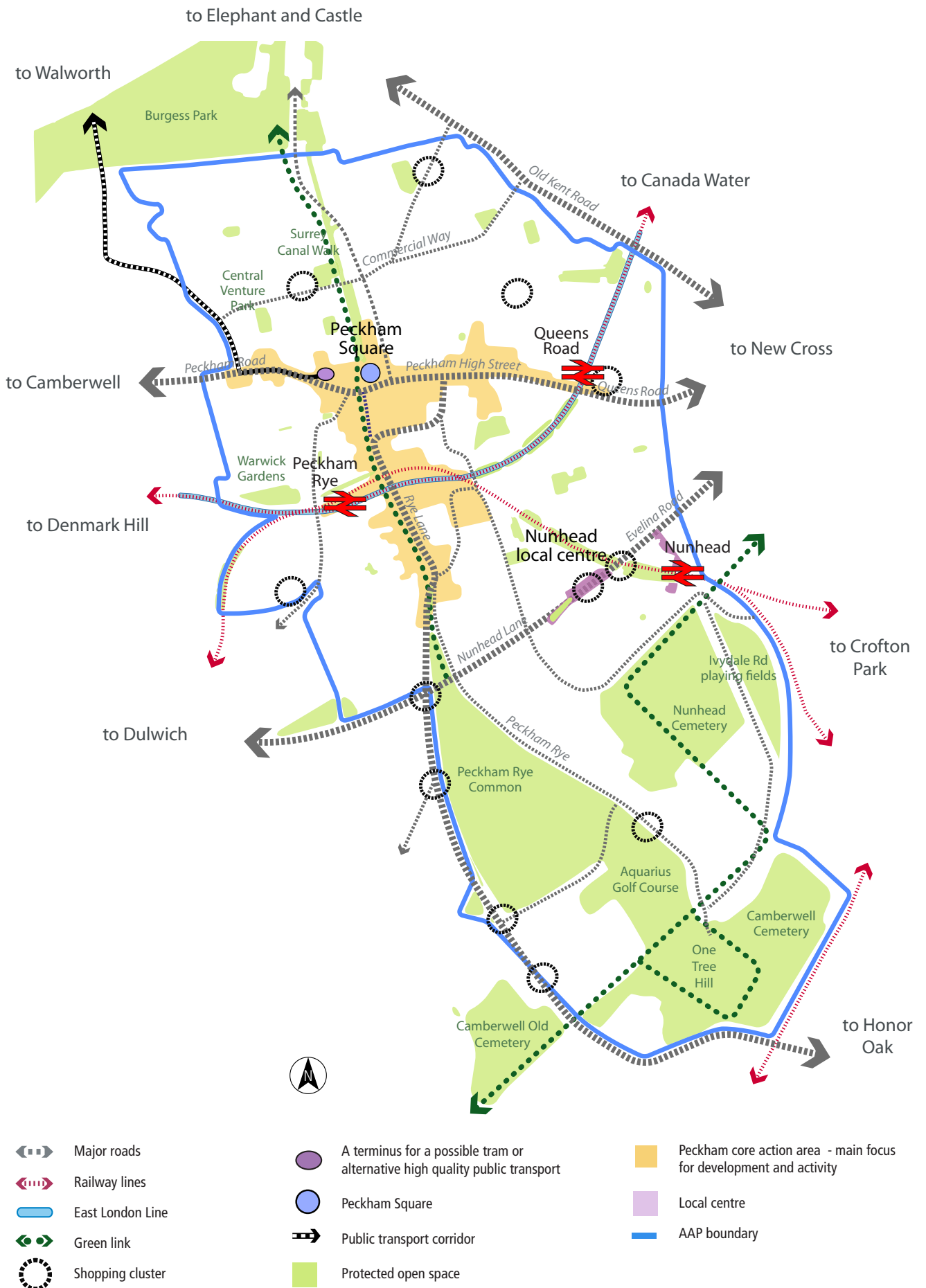
Nunhead

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 limited capacity for major development. There is capacity for very minor development of small infill sites for housing. All of the remaining prefabricated 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 centre 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, fishmongers, florists, deli, 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 Victorian Bredinghurst House.

Traffic speeds will be managed so that streets are safer and more welcoming for walking and cycling. 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, including providing a new One'O'Clock club. There will also be improvements at nearby Homestall Road Playing Field. Further small open spaces, such as Brayards Green will be protected and improved.

Figure 7: Peckham and Nunhead vision



3.2 Objectives

3.2.1 To help us achieve our vision we have set out objectives that guide the policies and proposals. Each of the policies in the AAP 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, with our monitoring table set out in appendix D.

3.2.2 The objectives have been tested using our sustainability appraisal to make sure that they are working together to create a sustainable place.

3.2.3 Our objectives are:

3.2.4 Theme 1: Enterprise and activity: A vibrant town centre and local centres, and shopping areas

- E1: 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.
- E2: Ensuring mixed-use development in the town centre helps to increase the range of shops, restaurants and cafes.
- E3: Protecting and enhancing local shopping areas in Peckham and Nunhead so that they are successful and meet local needs.
- E4: Ensuring development in town and local centres supports successful business of different types and sizes including, offices, workshops and creative industries.
- E5: Supporting development that provides employment and businesses opportunities for local people.
- E6: Supporting improving cultural opportunities.

3.2.5 Theme 2: Community wellbeing: Improving individual life chances

- C1: 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.
- C2: 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.
- C3: 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, have a positive future, and succeed into adulthood.
- C4: Promoting the health and well-being of local people by supporting active lifestyles and reducing health inequalities.

- C5 Ensuring that developments contribute positively to the health of the population and that negative impacts are mitigated.
- C6 Seeking to reduce the overconcentration of any use type that detracts from the ability to adopt healthy lifestyles or undermines community well-being

3.2.6 Theme 3: Traffic and transport: Improved connections

- T1: Making Peckham and Nunhead a more convenient and comfortable place to access and move around by walking and cycling.
- T2: Encouraging active travel to school.
- T3: Supporting enhancements to public transport and public transport services.
- T4: Encouraging local journeys.
- T5: Discouraging car use.
- T6: Managing the traffic network to improve access to the town centre and improve network efficiency.
- T7: Directing large developments to parts of Peckham and Nunhead that are very accessible by walking, cycling and public transport.

3.2.7 Theme 4: High quality homes: Providing more and better homes

- H1: Maximising housing choice for local people and a growing population.
- H2: Providing new homes for people on different incomes and household sizes.
- H3: Providing affordable homes of an appropriate type and size to meet the identified needs of the borough.
- H4: Improving our existing housing stock.

3.2.8 Theme 5: Natural environment: Sustainable use of resources

- N1: Protecting, maintaining and improving the quality and accessibility of open space.
- N2: Promoting opportunities for wildlife and protecting sites of nature conservation value.
- N3: Reducing the impact of development on the environment and helping to tackle climate change, air quality, pollution, noise, waste and flood risk.

3.2.9 Theme 6: Design and heritage: Attractive places full of character

- D1: Ensuring new development is built to the highest quality design.
- D2: Ensuring the design, scale and location of new buildings respects the character of places and helps create attractive streets and neighbourhoods.
- D3: Conserving and enhancing the historic environment and use the heritage of places as an asset to promote positive change
- D4: Creating places where everyone feels safe and secure.



3.2.10 Theme 7: Delivery: Working together to make it happen

- W1: Having a clear, flexible and realistic long-term framework for change to provide the justification for development and investment decisions.
- W2: Building on the strengths and opportunities of places.
- W3: Positively transform the image of Peckham and Nunhead 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.
- W4: Work with key stakeholders including the local community, Transport for London, Network Rail, the Greater London Authority, NHS Southwark (and its successor body Southwark Clinical Commissioning Group), utility providers, landowners and developers to deliver the AAP.
- W5: Monitoring and reviewing the delivery of the AAP policies annually to inform phasing of future development and delivery of infrastructure.

Section 4

Area-wide policies and strategies

4.1 Introduction

4.1.1 This section sets out our area-wide policies and strategies to achieve our vision and objectives. We begin each section by setting out the theme and objectives that the policies will help deliver.

4.2 Theme 1 - Enterprise and activity: A vibrant town centre and local centres, and shopping areas

4.2.1 This section sets out our approach to shopping, employment and cultural uses. We set our approach to maintaining and enhancing Peckham's status as a major town centre and address the importance of ensuring that local residents have access to day-to-day shops and facilities including at Nunhead local centre and within other smaller shopping parades.

4.2.2 These policies help deliver the following objectives:

- E1: 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.
- E2: Ensuring mixed-use development in the town centre helps to increase the range of shops, restaurants and cafes.
- E3: Protecting and enhancing local shopping areas in Peckham and Nunhead so that they are successful and meet local needs.
- E4: Ensuring development in town and local centres supports successful business of different types and sizes including, offices, workshops and creative industries.
- E5: Supporting development that provides employment and businesses opportunities for local people.
- E6: Supporting improving cultural opportunities.



Policy 1: Peckham town centre shopping

We will encourage new retail (Use Classes A1/A2/A3/A4) development in Peckham town centre to help maintain and enhance its status as a major town centre in our retail hierarchy.

We will do this by:

1. Working with landowners to support the improvement of existing and development of additional shopping floorspace. Most of the new retail provision will be on the following sites:
 - Aylesham Shopping Centre (site PNAAP 1)
 - Copeland Industrial Park and 1-27 Bournemouth Road (site PNAAP 4)
 - Land between the railway arches (site PNAAP 3)
 - Peckham Rye Station (site PNAAP 6)
2. Encouraging a range of different sized shops. We will put a restriction on larger retail units through planning conditions to prevent future sub-division below 500 sqm.
3. Strengthening the existing retail parades on Rye Lane and Peckham High Street by promoting and maintaining a vibrant balance of uses and improving the shopping environment to appeal to a wider catchment.
4. Supporting the setting up of new markets and street trading areas to increase the versatility of the retail offer.

We are doing this because

- 4.2.3 Peckham is currently the largest town centre in Southwark, with approximately 75,000 sqm of retail floorspace. It has a diverse range of shops and services, but with an emphasis on convenience shopping (such as food, confectionary, tobacco, newspapers etc.). The centre comprises primarily of two main shopping streets (Rye Lane and Peckham High Street). There are also a number of street markets which play a key role in helping new independent businesses establish themselves.
- 4.2.4 Our retail capacity study (2009) confirms that Peckham town centre is currently functioning as a viable and vital major town centre and the existing retailers in the centre are performing adequately. The study also suggests retail floorspace can be expanded throughout the borough without harming the vitality of centres either within Southwark or in neighbouring boroughs. It found that most people who live in Southwark do not shop for items such as clothes, shoes, music, books etc in the borough. Only about 16% of the expenditure available for these kinds of goods (comparison goods) is spent in the borough. It confirms that there is scope to increase the comparison goods shopping and also provide a small amount of additional convenience goods shopping within Peckham town centre to retain and strengthen its market share.

- 4.2.5 Our strategy is to enable the provision of additional and improved retail floorspace (Use Classes A1/A2/A3/A4) to strengthen the role of the town centre as a shopping destination. The fact box on A Use Classes sets out the types of development that fall within each use class. We are not encouraging more A5 Use Class (hot food takeaways) for the reasons set out in policy 4.
- 4.2.6 Through our work looking at the indicative capacity of our proposals sites, we think that there is capacity for around 8,000sqm of additional retail floor space in Peckham core action area, most of which will be within the town centre. New retail floorspace would help to ensure that local people have access to a better range of shops and services and will reduce the need to make trips to other centres outside the borough such as Croydon and Lewisham.
- 4.2.7 Our studies show that most of this additional floorspace could be developed/redeveloped on two sites:
- **The Aylesham Centre (PNAAP 1).**
Located at the northern end of Rye Lane, the Aylesham Centre could be redeveloped to dramatically increase the amount and type of retail provision in Peckham town centre. There is capacity for around 1,500sqm of additional non-residential use, the majority of which would be retail floorspace. This is in addition to reprovding the existing retail floorspace.
 - **Copeland Industrial Park and 1-27 Bournemouth Road (PNAAP 4).**
This large site south of the railway line currently has a mix of uses, including light industrial, art galleries, churches and office use. Redevelopment and refurbishment of some of the buildings and space on this site will strengthen and improve the shopping environment at the middle-southern end of Rye Lane. There is capacity for around 6,000sqm of non-residential use. We estimate that around 1,800sqm of this would be retail use, alongside other uses to include business space and community/cultural/leisure use.
- 4.2.8 There are also opportunities for improvements at and around Peckham Rye Station (PNAAP 6) and the land between the railway arches (PNAAP 3) which will help create enhanced retail and business provision. There is also the capacity for smaller amounts of new retail space on some of our other proposals sites. Section 6 and appendix C set out more detailed information for all our proposals sites.
- 4.2.9 We want to maintain a balance of uses to ensure Peckham town centre can thrive. We need to ensure that some uses do not become too dominant as this can harm the vitality of shopping centres. We are aware that the number of betting shops and pay-day loan shops is increasing. At the moment we are not able to control this effectively using the planning system but we are continuing to look at opportunities to change this in the future. We recently responded to a government consultation on this matter urging the government to give local planning authorities greater control over this issue.

4.2.10 Shop units in Peckham town centre are generally small. Over the past few years, many of the larger units have been subdivided into a number of smaller units. At present there are few suitable sites for retailers wanting larger shop units to accommodate large multiple chain retailers. Feedback from consultation has consistently told us that local people want a range of shops in Peckham town centre, including large multiple chain retailers alongside smaller, independent stores. By putting a restriction on the subdivision of new larger format stores within future developments we will ensure that a range of unit sizes are provided which can accommodate a range of different types of retailers. This strategy is supported through national planning policy guidance.

Fact box: Town centre uses

Town centre uses are uses which will attract a lot of people. The main town centre uses set out in the National Planning Policy Framework (NPPF) (2012) are set out below. We use this definition in Southwark.

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

The NPPF states that the needs for main town centre uses should be met in full and not compromised by limited site availability.

Whilst residential use is not defined as a main town centre use within the NPPF, it does state that residential development can play an important role in ensuring the vitality of town centres and should be encouraged on appropriate sites.

Fact box: A (retail) class

The Town and Country Planning (Use Classes) Order 1987 (as amended) (UCO) puts uses of land and buildings into various categories known as 'Use Classes'. The UCO provides that a move between a type of use within the same class is not development and therefore does not require planning permission. The Town and Country Planning (General Permitted Development) Order 1995 (as amended) (GPDO) provides further flexibility by classifying certain moves between the Use Classes as permitted development, which also does not require planning permission.

The following list gives an indication of the types of uses which may fall within the use class 'A':

- A1 Shops - Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes.
- A2 Financial and professional services - Financial services such as banks and building societies, professional services (other than health and medical services) including estate and employment agencies and betting offices.
- A3 Restaurants and cafes - For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.
- A4 Drinking establishments - Public houses, wine bars or other drinking establishments (but not night clubs).
- A5 Hot food takeaways - For the sale of hot food for consumption off the premises (also see fact box in Policy 4)

Policy 2: Arts, culture, leisure and entertainment

We will encourage a mix of complementary arts, cultural, leisure and entertainment uses in Peckham town centre which help contribute to supporting a lively and vibrant centre.

We will do this by:

1. Promoting the development of additional arts, cultural, leisure and entertainment floorspace in the following locations:
 - Peckham Rye Station (site PNAAP 6)
 - Copeland Industrial Park and 1-27 Bournemouth Road (site PNAAP 4)
 - Eagle Wharf (site PNAAP 10)
 - Land between the railway arches (site PNAAP 3)
2. Promoting Peckham Square as the focus for cultural events.
3. Supporting the continued provision of a cinema in Peckham town centre.
4. Working with businesses and landowners to facilitate the provision of more cafes and restaurants, making Peckham a better place to go out in the evening.
5. Supporting proposals for new hotels in Peckham town centre.

We are doing this because

- 4.2.11 Peckham has a positive reputation as a creative hotspot and is home to many successful businesses and organisations and a thriving multi-cultural arts scene. The area around Peckham Station, along Blenheim Grove and the Copeland Industrial Park currently hosts a number of local artists' studios, gallery space and entertainment uses.
- 4.2.12 We want to continue to build upon this reputation which will help to generate new jobs and contribute towards the vitality of the town centre by creating a more diverse offer for local people and visitors as well as creating opportunities for training and learning.
- 4.2.13 We have identified that there are opportunities to provide new spaces at both the north and the centre of the town centre. We want to continue to promote Peckham Square, including the Eagle Wharf proposals site (PNAAP 10) as a centre for cultural events whilst also building on the many creative activities taking place in and around the Copeland Industrial Park and Peckham Rye Station. We will work with landowners and developers to identify and secure occupants for new art, cultural, leisure and entertainment space.
- 4.2.14 Feedback from consultation tells us that people like having a cinema in Peckham and so we will seek to maintain a cinema either on its existing site or an alternative site within Peckham core action area. We have identified other appropriate sites where a cinema could be located to include Eagle Wharf (site PNAAP 10) and Copeland Industrial Park and 1-27 Bournemouth Road (site PNAAP 4).

- 4.2.15 The 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. We want to promote more cafes and restaurants in the town centre which will help to contribute to the day-time economy as well as the evening economy, supporting the predominately shop provision in the town centre. Different but complementary uses during the day and in the evening can reinforce each other, making town centres more attractive to local residents, shoppers and visitors.
- 4.2.16 The development of the evening and night-time economy will help keep the town centre lively and safe at different times of the day and provide more leisure opportunities for local people, visitors and people working in Peckham and Nunhead. It will also boost the local economy by generating additional spending and inward investment in other businesses and providing an increased number of employment opportunities. Careful consideration needs to be given to mitigate any potential negative impacts associated with evening economy uses to protect the amenity of nearby residents.
- 4.2.17 The provision of new hotel bed spaces in Peckham town centre will contribute its diversity. The GLA's Hotel Demand Study 2006 identifies the need for around 2,500 rooms (net) for Southwark to be provided over the period 2007-2026. New bed spaces in the town centre will contribute towards meeting Southwark and London's needs.

Fact box: Evening and night-time economy

The economy can be broadly split into three phases which currently provide different offers that appeal to distinctive market segments.

- The day time economy (7.00am-5.00pm)
- The evening economy (5.00pm-10.00pm)
- The late night economy (10.00pm-4.00am)

The day-time economy refers to the types of uses which are usually open before 5pm. These typically include convenience and comparison goods shops, but also restaurants and cafes (A3 uses) and arts and cultural venues (D1 uses).

The evening and night –time economy refers to the use of the town centre after 5pm and into the early hours of the following day. The evening and night economy refers to bars and pubs (A4 uses), night clubs and casinos (sui generis uses), restaurants and cafes (A3 uses) and take-aways (A5 uses) that are open outside normal shopping hours, in some cases up to 24 hours a day. It also includes theatres (sui generis), cinemas, concert halls and live music venues (D2 uses), and arts and cultural venues (D1 uses) that are open in the evening.



Policy 3: Local shops and services

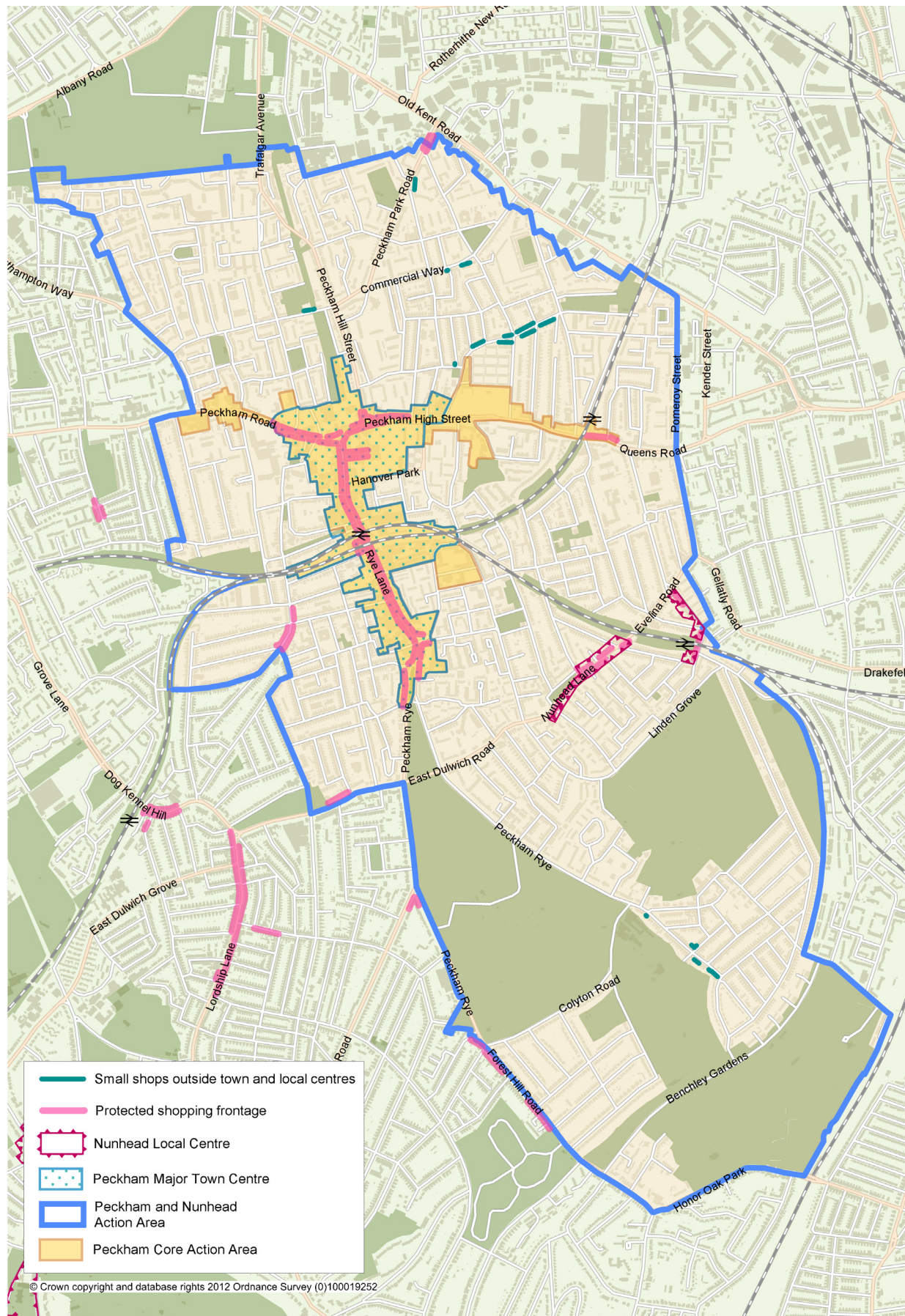
We will provide local shops and services to meet residents day-to-day needs by:

1. Maintaining the status of our larger shopping parades as “protected shopping frontages” and supporting the provision of shops, cafes and restaurants within these protected shopping frontages. Development should provide active ground floor uses and maintain a vibrant mix of retail uses within the protected shopping frontages.
2. Protecting individual shops outside Peckham town centre, Nunhead local centre and the protected shopping frontages, where there are no similar shops in the nearby area in accordance with our borough-wide policies.
3. Encouraging the provision of small scale shops within locations where we have identified a need for more shops, outside the existing protected parades. The character area policies in section 5 set out these shops and services and they are shown on figure 8 and listed in the fact box.
4. Continuing to use borough-wide policies to protect our local shops and services.

We are doing this because

4.2.18 The shopping parades shown in figure 8 (listed in the fact box and set out within the character area policies in section 5) designated as “protected shopping frontages” on the adopted policies map provide shops for local residents. All parades with more than 10 shops are designated as protected shopping frontages. Saved Southwark Plan Policy 1.9 sets out that planning permission for a change of use from A1 Use Class (shops) will only be allowed in protected shopping frontages 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. The protected shopping frontages include both Peckham town centre and Nunhead local centre, and smaller shopping frontages

Figure 8: Shopping Parades



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throughout the area. We will continue to promote the provision of a mix of retail uses in these areas and promote improvements in the smaller parades through streetscape and shopfront schemes including the Improving Local Retail Environments programme (ILRE), area renewal funding and the Mayor's Outer London Fund.

- 4.2.19 The AAP extends some of the protected shopping frontages. The boundaries for these amended protected shopping frontages are shown on the schedule of proposed changes to the adopted policies map. All of these protected shopping frontages will be included on our adopted policies map following the adoption of the AAP.
- 4.2.20 Small scale shops and services are shown on Figure 8. Saved Southwark Plan Policy 1.10 protects essential local services 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.

Fact box: Peckham and Nunhead protected shopping frontages

This fact box lists all of our protected shopping frontages and groups of small shops.

Protected shopping frontages

- Rye Lane (Peckham Town Centre)
- Peckham High Street (Peckham Town Centre)
- Peckham Park Road
- Peckham Hill Street (Peckham Town Centre)
- Bellenden Road
- East Dulwich Road
- Blenheim Grove (Peckham Town Centre)
- Queens Road
- Gibbon Road (Nunhead Local Centre)
- Evelina Road (Nunhead Local Centre)
- Nunhead Green (Nunhead Local Centre)
- Nunhead Lane (Nunhead Local Centre)
- Nunhead Grove (Nunhead Local Centre)
- Kirkwood Road (Nunhead Local Centre)
- Forest Hill Road
- (Barry Parade) Barry Road

Small scale shops and services

- Peckham Park Road
- Commercial Way
- Meeting House Lane
- Cheltenham Road

Policy 4: Hot food takeaways

We will encourage a healthy population and vibrant town and local centres by controlling the amount and location of hot food takeaways (Class A5).

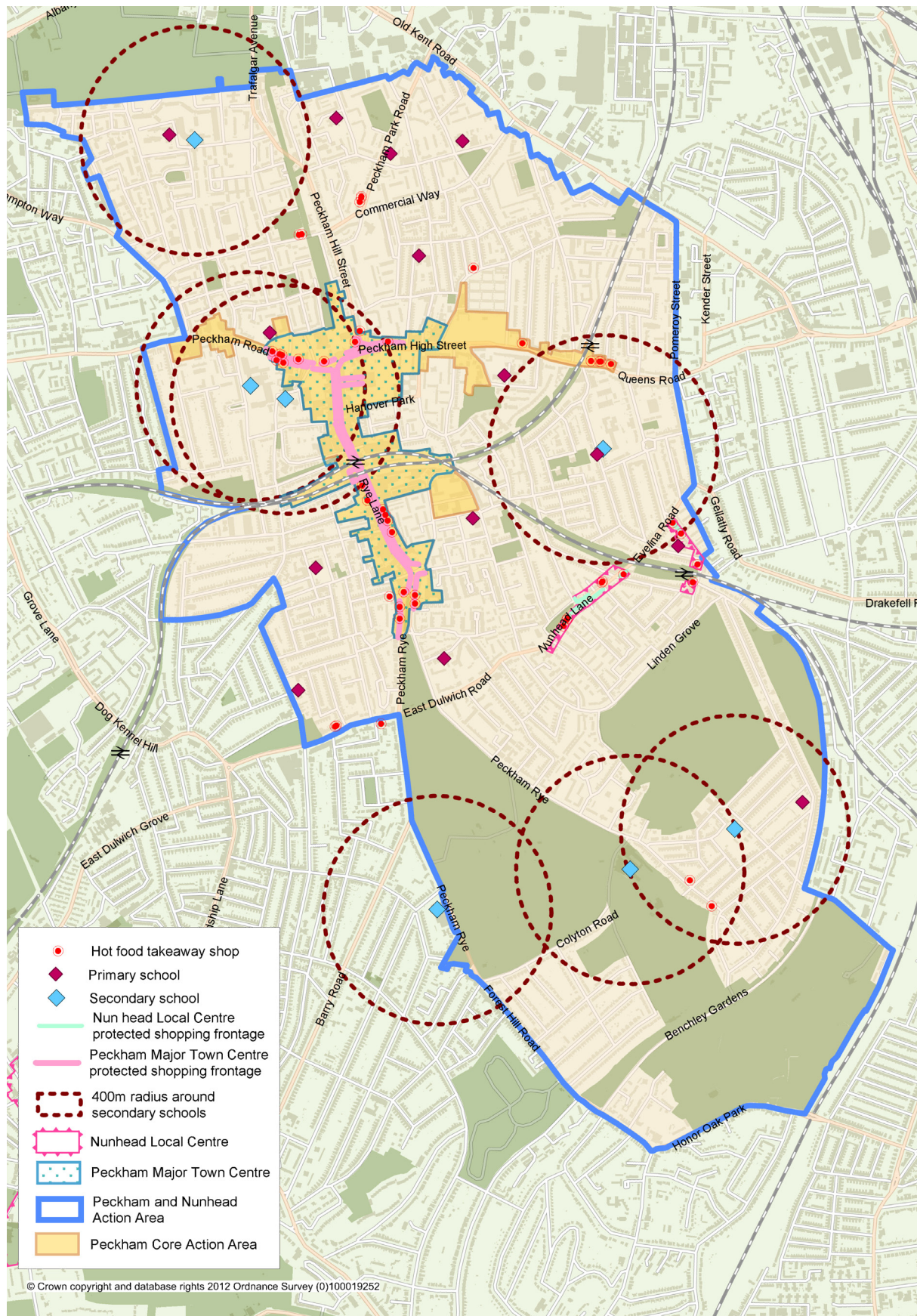
We will do this by:

1. Ensuring that the proportion of units which are hot food takeaways does not rise above 5% in Peckham town centre and Nunhead local centre protected shopping frontages. In those frontages which have already reached the 5% saturation, we will not allow any further A5 use. In addition:
 - No more than two A5 units should be located adjacent to each other.
 - No less than two non-A5 units should be located between a group of hot food takeaways.
2. Defining a 400 metre exclusion zone for new hot food takeaway use around secondary schools. Proposals for new hot food takeaways within 400m of a secondary school will not be supported. The current indicative location of secondary schools and approximate 400m exclusion zone around each are shown on figure 9.

We are doing this because

- 4.2.21 Hot food takeaway shops (A5 Use Class) can offer a popular service to local communities, support the local economy and provide employment opportunities. However, both the proliferation of A5 uses and their clustering together can dominate the local retail food offer and an overconcentration can affect the viability and vitality of a retail centre, undermining its predominantly retail function and collectively impacting upon the amenity of the surrounding area. These problems can be added to where there are cafes, restaurants and pubs in the vicinity, especially where they also provide a takeaway service.
- 4.2.22 Diet is a key determinant both of general health and obesity levels. Some evidence suggests that hot food takeaways can encourage people to eat unhealthily and this can be a particular problem with children and teenagers. Takeaway food tends to be high in calories and low in nutrients, which can contribute to obesity levels and poor health. Childhood obesity has been identified as an issue in the AAP area, and unhealthy takeaway food may add to this problem.
- 4.2.23 NHS Research indicates that children in the AAP area have higher overweight and obesity levels compared to the national average. The National School Measurement Programme weighs and measures children in Reception and Year 6 annually. Compared to the national figures, Southwark has very high rates for children of unhealthy weight and Peckham has some of the highest rates in the borough. In 2011, 19.4% of children in Peckham schools were overweight and 21.1% were obese. The corresponding figures for children in Nunhead and Peckham Rye schools were 14.9% overweight and 17.1% obese.

Figure 9: Hot food takeaway (Class A5) exclusion zone within a 400 metre radius of secondary schools and within Peckham town centre and Nunhead local centre protected shopping frontages
 This is an indicative figure



- 4.2.24 In the interests of the health of residents, particularly children, as well as ensuring a range of shop uses in our centres, the proliferation of A5 uses needs to be carefully controlled. Our consultation tells us that people support this strategy, particularly NHS Southwark (and its successor body Southwark Clinical Commissioning Group) and local GPs. Our policy would limit the number of hot food takeaways to not more than 5% of the total number of units in Peckham town centre and Nunhead local centre protected shopping frontages. These are listed in the fact box to policy 3. The number of A5 uses in both of these protected shopping frontages has already gone beyond the saturation point of 5% and we will not allow any further A5 use. We will also restrict clustering of hot food takeaways to ensure that there is not an overconcentration of takeaways within parts of a protected shopping frontage.
- 4.2.25 Pupils in primary education should not be allowed out of school premises during the school day, and most primary school pupils will be accompanied home by an adult. Secondary school pupils have more freedom during school hours and hot food takeaways located within walking distance of secondary schools are considered a contributing factor to the rising levels of obesity in children. It is for this reason that the exclusionary zone is set at 400m from secondary schools only (10 minute walk). This is shown on figure 9. The proximity of the exclusion zones around secondary schools to primary schools, and the restriction of growth of A5 use in the protected shopping frontages, will also assist in limiting the number of hot food takeaways located near primary schools.
- 4.2.26 We will also use saved Southwark Plan policies 1.9 and 3.2 to assess the impact of a new hot food takeaway use on the amenities of surrounding occupiers and the contribution towards the attractiveness and vitality of the shopping frontage.

Fact Box: A5 Use (Hot food takeaway)

Shops which sell hot food for eating off the premises. A5 use is determined by looking at the amount of space in the shop which is used for hot food preparation when compared with the numbers of tables and chairs to be provided for customer use.

Examples of shop types falling within the A5 Use Class

Chicken shops
Fish and chip shops
Pizza shops
Kebab shops
Chinese, Indian or other takeaway shops
Drive-through shops

Examples of shop types NOT within the A5 Use Class

Restaurants
Cafes
Public houses
Wine bars
Night clubs

Policy 5: Markets

We will support the provision of new markets and street trading areas in the action area to increase the variety of retail on offer by:

1. Establishing a site for markets in a new location in Peckham town centre, possibly on land to the rear of Peckham Rye station (site PNAAP 6) and/or on land between the railway arches (site PNAAP 3).
2. Establishing market stall pitches as part of the Queens Road station refurbishment.
3. Supporting regular markets on Peckham Square and an occasional market on Nunhead Green.

We are doing this because

- 4.2.27 Markets can help enliven town centres, reinforce the identity of an area and help provide a more varied shopping experience. They also have other benefits, such as giving more people access to fresh fruit and vegetables, supporting local producers, reducing air-freighting and creating a route to set up small businesses. Markets are part of the overall retail economy of the area and we will consider how they work with other forms of retail to enhance the economy of the area rather than compete with it or detract from it.
- 4.2.28 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 Street Trading and Markets Strategy (2010) 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 which will help 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 (site PNAAP 6) and the land between the railway arches (site PNAAP 3) to bring forward space for new markets.
- 4.2.29 There is already a regular Sunday market on Peckham Square and other occasional markets. These add to the diversity and cultural identity of Peckham. New markets and trading areas in Peckham town centre would increase the variety of the retail offer in the area. An occasional market on Nunhead Green could help support shops in Nunhead and extend choice for local people.
- 4.2.30 The street trading and markets team will seek funding to upgrade the existing market infrastructure and the public realm in and around market areas in and around Peckham town centre and explore the feasibility of providing additional stall pitches in front of the cinema and on Atwell Road, Blenheim Grove, Choumert Road and Highshore Road.

Policy 6: Business space

We will encourage the generation of new jobs and businesses in Peckham core action area, Peckham town centre and Nunhead local centre by:

1. Supporting the provision of new business floorspace in Peckham core area and town centre.
2. Supporting new small scale business floorspace in Nunhead local centre.
3. Requiring existing business floorspace to be retained unless an exception can be demonstrated in accordance with our borough-wide employment policies.
4. Protecting the Print Village Industrial Estate on Chadwick Road within the Peckham South character area for employment uses through allocating this site as proposals site PNAAP 2. Any redevelopment of this site will require replacement of business space.
5. Supporting a range of A, B and D Use Classes in the railway arches, in accordance with saved Southwark Plan policy 1.5. This may include artistic and creative enterprises, small business space and light industrial uses.
6. Requiring new business space to be designed flexibly to accommodate a range of unit sizes including where appropriate, units suitable for occupation by artistic and creative enterprises.

We are doing this because

- 4.2.31 There are currently over 1,400 businesses in Peckham and Nunhead, most of them small in size. Many of these are industrial uses including workshops, builders yards and light manufacturing. There are also a growing number of artists and creative enterprises which contribute to Peckham's multi-cultural arts scene. The range of business space adds to the vitality of Peckham town centre, supports a mixed local economy and provide jobs for many local people.
- 4.2.32 In addition to the presence of large and international office occupiers in the north of the borough, there are a considerable and growing number of SMEs that create 'localised' demand for B1 floorspace. Outside of the SE1 financial services-type office market, our Employment Land Review (2010) (ELR) identified that there is demand for around 25,000 to 30,000 sqm of additional B1 office floorspace up to 2026. The forecast demand is for smaller B1 office units that will accommodate the needs of SMEs. The ELR also recognised that demand for B2 is expected to decline over the plan period, however there still remains an overall gross demand for B2 and B8 uses within Southwark. There is a need to ensure that the forecasted long term demand can be accommodated in appropriate locations in the Peckham action area.
- 4.2.33 We have carried out an up to date survey of the amount of vacant business floorspace. The vacancy level across Peckham and Nunhead is low. Our ELR confirms that this is due to the low volume of stock rather than high demand, particularly in Peckham town centre, where the quality of stock is low (i.e. older town house conversions or lower quality post-war offices) and demand for good quality modern or refurbished premises is high.

- 4.2.34 Our ELR has identified Peckham town centre and Nunhead local centre as demonstrating strong suitability to accommodate B1 uses for the needs of SMEs. We want to continue to protect business floorspace to maintain a mix of different uses in Peckham town centre, Peckham core action area and Nunhead local centre. We also want to encourage new business space in Peckham town centre as part of new developments to help provide employment opportunities for local people.
- 4.2.35 We have identified that there is capacity for around 4,000sqm of new additional business space in Peckham town centre. The majority of this capacity could be accommodated on the large development sites, to include: the Aylesham Centre (PNAAP 1) and Copeland Industrial Park and 1-27 Bournemouth Road (PNAAP 4). There is also the potential to improve existing business space, particularly in and around Peckham Rye Station (PNAAP 6) and the land between the railway arches (PNAAP 3). Section 6 and appendix C sets out further information on each site.
- 4.2.36 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. This will be achieved through the provision of space that is 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.
- 4.2.37 We assess the promotion and retention of business floorspace in accordance with our borough-wide policies. Core Strategy strategic policy 10 protects business space in specified locations, including town and local centres, action area cores and classified roads. We will assess the acceptability of a loss of business floorspace on a site with our saved Southwark Plan policy 1.4 which provides criteria to assess exceptions for the loss of business floorspace.
- 4.2.38 Our Employment Land Review (2010) recognises that the Print Village Industrial Estate on Chadwick Road is a well-functioning business estate that accommodates SMEs. The estate does not have any adverse impact on the surrounding residential area. Therefore it will be important to retain business use on this site to continue to promote and maintain local employment as part of any mixed-use redevelopment proposal. By allocating the site as a proposals site (PNAAP 2) we can ensure that any redevelopment for mixed-use re-provides the existing B Class floorspace. We set out more detailed policies and guidance for this site in our schedule of proposals sites (appendix C).
- 4.2.39 Peckham and Nunhead does not contain any Preferred Industrial Locations (PILs), however the railway arches located along the Inner South London railway line running through Peckham town centre, accommodate B2, B8, light industrial and sui generis uses. A number of the premises are served by single lane cul de sacs, which make servicing of businesses difficult and sometimes inappropriate for B2/B8 uses, and a number of the units are vacant. We promote through saved Southwark Plan policy 1.5 the use of the railway arches for either A, B or D uses to ensure the

spaces can meet the needs of a wide range of occupiers. Railway arch premises in the north of the borough accommodate some B1 office workspace, and creative and cultural industries. Some of these businesses occupy premises refurbished to a high standard and, on this basis, there would appear to be strong evidence that creative and cultural industries can be adequately accommodated in railway arch premises elsewhere in the borough.

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 Employment Land Review reports that the majority of locally based businesses are searching for facilities of between 200 sqm and 500 sqm.

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.

4.3 Theme 2 - Community wellbeing: Improving individual life chances

- 4.3.1 This section sets out our approach to addressing the provision of community facilities. It is important to ensure that social and community infrastructure such as schools, health and other community facilities are enhanced or provided to support a growing population. Section 7 of the AAP sets out more detail on how we deliver this important infrastructure.
- 4.3.2 These policies help deliver the following objectives:
- C1: 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.
 - C2: 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.
 - C3: 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, have a positive future and succeed into adulthood.

- C4: Promoting the health and well-being of local people by supporting active lifestyles and reducing health inequalities.
- C5 Ensuring that developments contribute positively to the health of the population and that negative impacts are mitigated.
- C6 Seeking to reduce the overconcentration of any use type that detracts from the ability to adopt healthy lifestyles or undermines community well-being.



Policy 7: Community facilities

Our strategy is to locate local facilities together so that the services required by the community including services for young people, health centres and community space are provided in accessible locations in a way in which different facilities can complement and support each other.

We will do this by:

1. Locating facilities in Peckham core action area.
2. Providing for facilities where there is a particular need outside Peckham core action area in accessible locations.
3. Encouraging better use of community facilities that are currently under-used and requiring flexible community space in new developments so that different groups can share the spaces to meet a wide range of needs.
4. 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.
5. Delivering a new community centre in Nunhead.

We are doing this because

- 4.3.3 Peckham and Nunhead have a diverse, growing population that creates a challenge to providing community facilities to meet all the different needs. 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. It is important that the AAP retains flexibility to enable the provision of a wide range of well used community facilities to be kept under review.
- 4.3.4 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. Sharing spaces and facilities makes them more convenient for the public to visit and helps make them become more viable. This will 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.

- 4.3.5 We are committed to improving the range, quality and suitability of activities for children and 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.
- 4.3.6 Our current section 106 planning obligations supplementary planning document provides a set of standard charges which we require from all new major developments. It includes charges for school places, health facilities, employment support and training, strategic transport infrastructure, open spaces, play facilities, sports facilities, community facilities and public realm. We are currently preparing our borough wide Community Infrastructure Levy (CIL), which will largely replace the use of section 106 planning obligations to fund strategic and local infrastructure when new development takes place.

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 8: Schools

We will deliver improvements to schools by working with our partners to:

1. Provide additional places at primary schools to meet anticipated demand for increased pupil places.
2. Support and encourage schools to promote and provide services for the community.
3. Rebuild and refurbish existing schools to improve educational opportunities.

We are doing this because

- 4.3.7 Schools will be working together and with partners to ensure that 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.
- 4.3.8 We have developed a robust methodology for planning for school places and this is delivered through the council's capital plans (Building Schools for the Future and Primary Schools Expansion programmes). There is projected pressure for primary school places in the Peckham, and Nunhead and Peckham Rye planning areas. Our strategy is to meet the pressure with temporary expansion classes and permanent expansions at popular, good and outstanding schools.
- 4.3.9 Secondary school place planning is carried out on a borough wide basis. There is a pressure for new secondary places which we are planning to meet by the provision of the new 5FE Aylesbury Academy in Walworth and a new 5FE academy in Rotherhithe, which is currently the subject of negotiations with the Department of Education. Further expansion of existing secondary schools and one or more new secondary schools in the area may be required.
- 4.3.10 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 facilities at schools outside of school hours.

Policy 9: Health facilities

We will work with NHS Southwark (and its successor body Southwark Clinical Commissioning Group) to improve the health of current and new residents in Peckham and Nunhead by:

1. Considering opportunities to improve local health services presented by new developments in Peckham and Nunhead.
2. Supporting and encouraging GPs to promote and provide services for the community.

We are doing this because

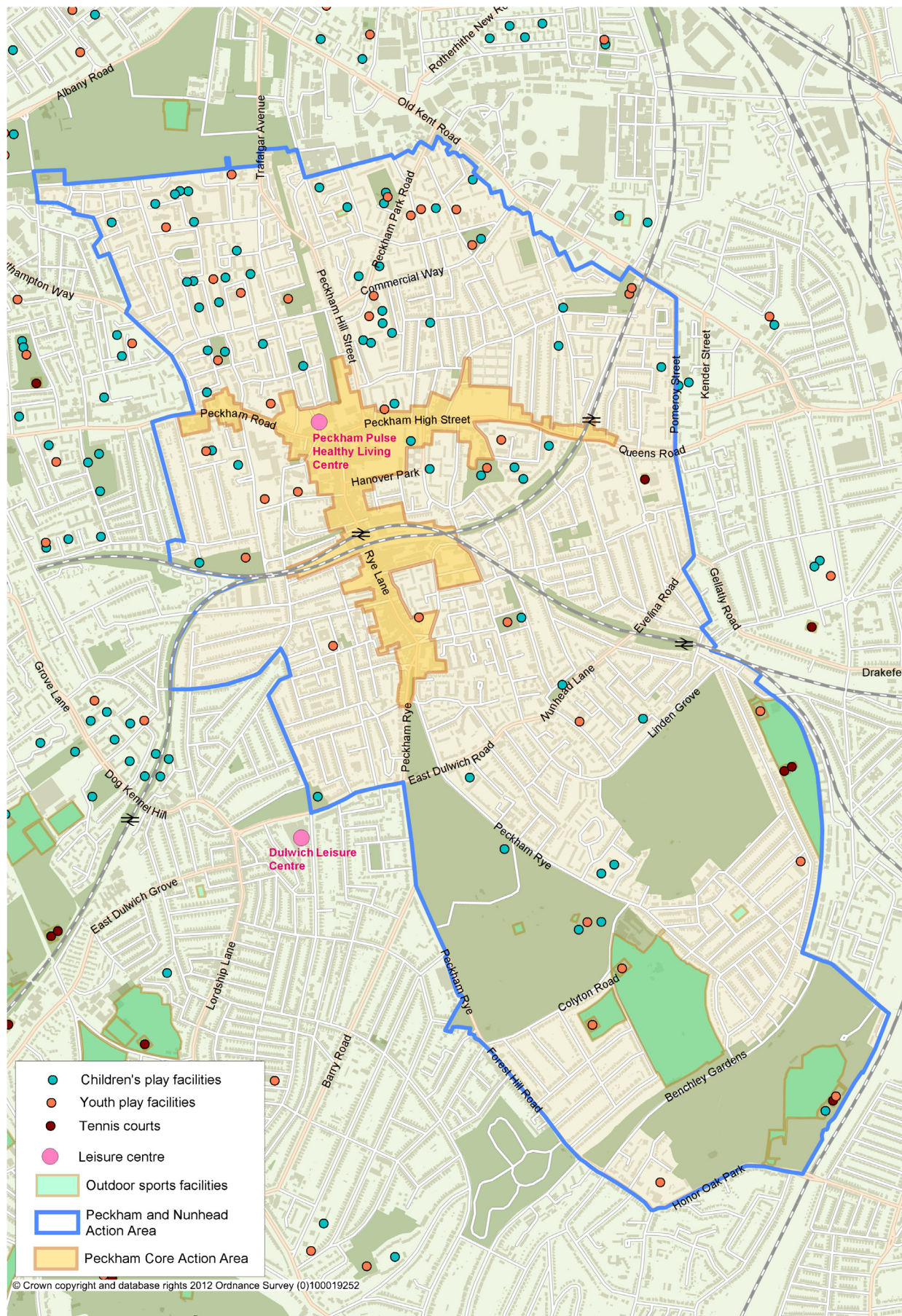
- 4.3.11 We will continue to work with NHS Southwark (and its successor body Southwark Clinical Commissioning Group) to improve the health of people in Southwark and reduce health inequalities.
- 4.3.12 The Peckham and Nunhead AAP policies work together, alongside borough-wide policies to encourage healthy 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 life of the AAP there will be a need to improve health facilities and expand them to meet the needs of the growing population.
- 4.3.13 The Lister Health Centre at 101 Peckham Road already operates as a health hub with a number of different health services and four GP practices. The Sunshine House Children's Services on Peckham Road, just outside the AAP boundary in Camberwell, also provides a number of health services. We will look to develop further improved services in the area as opportunities arise.

Policy 10: Sports facilities

We will support improvements to sports facilities in the area to meet the needs of an increasing population by:

1. Locating facilities in Peckham core action area 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 10 shows our existing facilities for children and youth play areas and other leisure and sports facilities.
2. Making sure that new sports facilities provided in schools are made available to the community for use outside school hours. Also encouraging better use of facilities that are currently underused so that different groups can share the spaces to meet a wide range of needs.
3. Improving the play and sports facilities in Peckham Rye, Homestall Road Playing Field, Bells Gardens and the Damilola Taylor Centre.

Figure 10: Existing leisure and sports facilities



We are doing this because

- 4.3.14 As more people live, work and visit Peckham and Nunhead we need to provide more facilities to meet the increasing and more diverse needs. Sports and leisure facilities also help to create vibrant town centres by encouraging people to visit and spend more time in them. 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 and are effective at encouraging sporting activity by people of all ages. Figure 10 shows where existing leisure and sports facilities are located.
- 4.3.15 Current priority projects are identified in the infrastructure plan in section 7. Further priorities will be identified over the plan period, in consultation with local people.
- 4.3.16 We will continue to use section 106 planning contributions along with other sources of funding to improve leisure and sports facilities in the area. We are currently preparing our borough wide community infrastructure levy (CIL), which will largely replace the use of section 106 planning obligations to fund strategic and local infrastructure when new development takes place.

4.4 Theme 3 - Transport and traffic: Improved connections

- 4.4.1 This section sets out our approach to providing a high quality transport network in Peckham and Nunhead so that residents, workers and visitors can move around conveniently, safely and by a range of transport options.
- 4.4.2 These policies help deliver the following objectives:
- T1: Making Peckham and Nunhead a more convenient and comfortable place to access and move around by walking and cycling.
 - T2: Encouraging active travel to school.
 - T3: Supporting enhancements to public transport and public transport services.
 - T4: Encouraging local journeys.
 - T5: Discouraging car use.
 - T6: Managing the traffic network to improve access to the town centre and improve network efficiency.
 - T7: Directing large development to parts of Peckham and Nunhead that are very accessible by walking, cycling and public transport.

Policy 11: Active travel

We will work with Transport for London, developers and other stakeholders to provide a high quality network to support active travel.

We will:

1. Work with partners to deliver the Cycle Superhighway along Queens Road, Peckham High Street and Peckham Road.
2. Lobby for the extension of the Mayor's cycle hire scheme to Peckham and Nunhead.
3. Prioritise improvements to links between key destinations within the action area such as Peckham town centre and Nunhead local centre, stations, schools and open spaces, as well as adjoining areas including Camberwell and Dulwich.
4. Support and look for further opportunities to fund cycling and pedestrian improvements, including allocating resources through our Transport Plan.

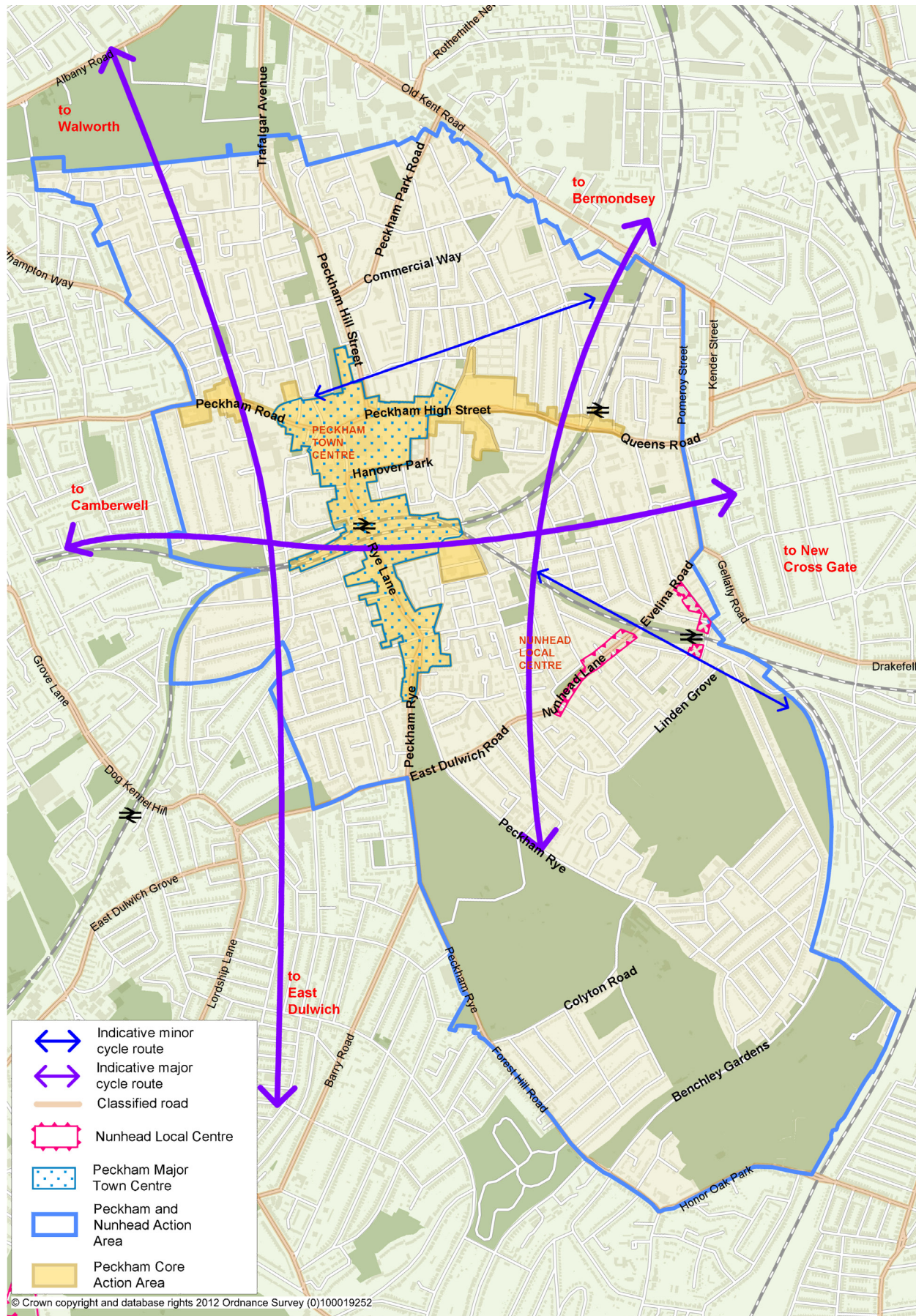
Development in the action area should:

5. Provide and promote linkages that are safe, attractive, direct and convenient for pedestrians and cyclists throughout the action area.
6. Be designed so that the built form and general layout positively contributes to wayfinding.
7. Provide convenient, secure cycle parking that meets or exceeds the minimum standards in our development plan, including our borough-wide policies and London Plan policies.
8. Contribute towards strategic and local transport improvements through community infrastructure levy and/or section 106 planning obligations

We are doing this because

- 4.4.3 We want to encourage more active travel in Peckham and Nunhead and for people to feel safe and enjoy travelling in this way. Active travel includes walking, jogging, cycling, skating and scootering. Improving active travel opportunities will 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 in Peckham and Nunhead. Increased levels of active travel will also make a significant contribution to reducing congestion and air pollution, creating a more pleasant environment. By prioritising improvements to routes between key destinations, we hope to create an attractive, safe network that provides genuine travel choice for local residents, employees and visitors, as highlighted in figure 11.

Figure 11: Indicative cycle routes



- 4.4.4 Our Transport Plan 2011 commits to making Southwark a 20mph borough on Southwark controlled roads, as a means of improving road safety for pedestrians and cyclists. The intention is that 20mph becomes the default maximum traffic speed, with any streets having a higher maximum speed limit being the exception to this rule. We will look at a range of options to determine the type of action that is most appropriate to help to reduce vehicle speeds and encourage more active travel in Peckham and Nunhead. We will continue to lobby and work with Transport for London to improve safety on roads that are part of the Transport for London Road Network (TLRN), for which they have responsibility.
- 4.4.5 Accessible and secure cycle parking needs to be provided as part of new developments to encourage people to cycle. Cycle parking standards are currently set out in the Southwark Plan and we encourage developers to exceed these standards where possible. We may review our standards through our New Southwark Plan, which will review the policies in the saved Southwark Plan. See appendix A for more information.
- 4.4.6 By securing section 106 planning obligations or through a community infrastructure levy, we will be able to fund many transport improvements, especially those identified in our Transport Plan. Improvements to encourage more active travel will be wide ranging and could include planting to 'green' routes, improved signage and information or physical interventions to create new and improved links. Further information is included in the section 7 of the AAP on infrastructure.

Policy 12: Public transport

We will continue to work with Transport for London, Network Rail and other stakeholders to improve the frequency, quality and reliability of public transport.

Our key priorities are:

1. The extension to the Bakerloo line.
2. The Cross River Tram, or an alternative high quality public transport service to link Peckham to north London, by safeguarding both:
 - Land at the south of Sumner road (Flaxyards site) (site PNAAP 9) as a terminus for a possible tram or alternative high quality public transport. If this site is not required for a terminus the site will be developed for mixed-use development in accordance with section 6 and appendix C of the AAP.
 - A potential route from the Flaxyards site through the Aylesbury Estate and Elephant and Castle up to Waterloo, as adopted through our borough-wide policies.

These priorities are shown in figure 12.



We are doing this because

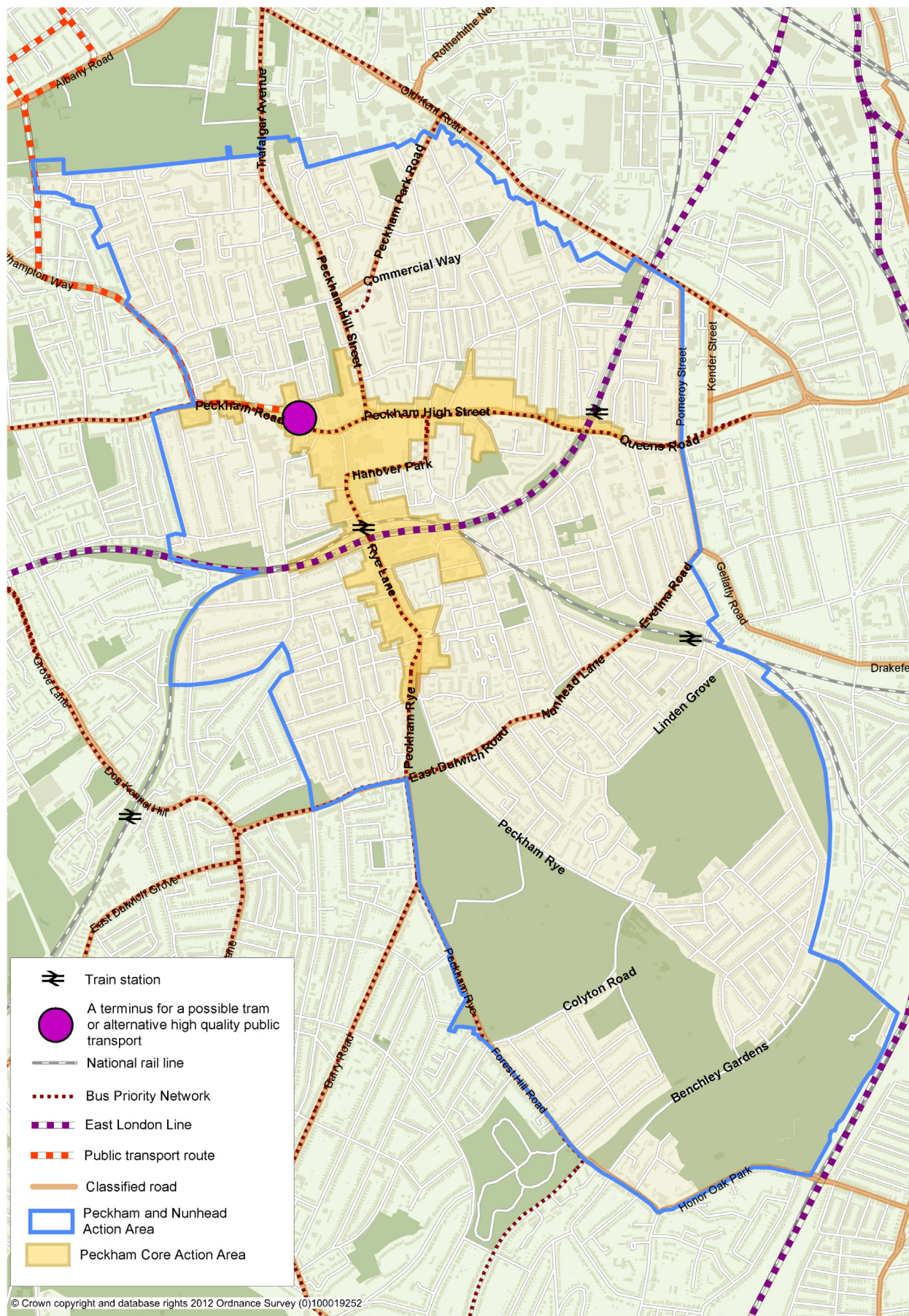
4.4.7 Although Peckham core action area is highly accessible by public transport, the wider area is less accessible. More people living, working and visiting Peckham and Nunhead over the next 10-15 years will also increase the demand for public transport use. By further improving the key transport nodes, we will ensure that there is improved access throughout the wider area. This will be particularly important in terms of travel by bus, which large parts of the action area are reliant on. We will continue to work with Transport for London to improve the reliability, coverage and regularity of bus services throughout the action area.

4.4.8 Major public transport improvements have already been committed to Peckham town centre. In December 2012, the East London Line extension began operating to Queens Road Peckham and Peckham Rye Stations, increasing public transport accessibility with east London and Clapham Junction. Figure 12 shows its route. We will continue to work with Transport for London, Network Rail and the transport operators to improve public transport provision, including improvements to

mitigate the loss of the Southern service between London Bridge and Victoria.

- 4.4.9 We support and continue to lobby for the extension of the Bakerloo line, and for the Cross River Tram. Although the Bakerloo extension is included in the London Plan as a long term priority, there is currently no identified funding from Transport for London for either of these schemes. In the case of the Cross River Tram, we will continue to protect a site for a terminus and a potential route. The route is already protected by the Core Strategy strategic policy 2 and identified on the adopted policies map. This will ensure that the option of the tram reaching Peckham remains if funding is made available in the future. We will continue to monitor the likelihood of funding coming forward to support the Cross River Tram or an alternative scheme. If this is not forthcoming, then our alternative proposal is to promote the Flaxyards site for a mixed-use development. Further guidance is set out in section 6.

Figure 12: Public transport improvements: committed and possible



Policy 13: The road network

We will manage the traffic network to improve access to the town centre and improve network efficiency by:

1. Continuing to work with Transport for London and other partners to manage traffic movement and congestion and to improve accessibility and safety for all.
2. Requiring proposals to make sure that developments can be adequately and safely serviced. They must demonstrate that they can mitigate their impact on the highway network through a transport assessment.
3. Continuing to require development to contribute towards strategic and local transport improvements through section 106 planning obligations and/or the community infrastructure levy to make sure developments do not have negative impacts on the road network.

We are doing this because

- 4.4.10 Better management of the traffic network will improve access to the town centre and Peckham core action area, improving network efficiency. Residents have commented that they would like improvements to parts of the road network and have expressed a clear priority for transport improvements to our town centres. Our traffic model shows that targeted improvements in the area can help to reduce congestion and make our streets safer and accessible to all.
- 4.4.11 Improvements to the road network will be carried out with regard to the road user hierarchy, as set out in the Transport Plan. The hierarchy considers the needs and experiences of different road users and the likely impact of increased road use on residents. The hierarchy sets out that schemes will be prioritised where they can demonstrate clear benefits for pedestrians and cyclists, as opposed to solely vehicular traffic. Physical interventions in the road network will continue to be one part of a broad range of transport initiatives aiming to improve traffic flows and travel choice in Peckham and Nunhead.
- 4.4.12 Servicing and deliveries to retail premises on Rye Lane often contribute to congestion and a reduction in parking spaces at peak times. As well as having a negative impact on vehicle flows, this can create a hazard for pedestrians and cyclists. It is important that opportunities are maximised to provide bespoke access for servicing delivery vehicles if the redevelopment of sites allows for this. This, and a number of other issues including trip generation and parking demands, should be addressed in a transport assessment. Further detail about the level and type of information required is set out in our Sustainable Transport SPD.
- 4.4.13 Improvements can be funded through section 106 planning obligations and/or the community infrastructure levy and through allocating resources in our Transport Plan. Key projects are identified in the infrastructure plan in section 7 and this will be updated over the plan period as schemes are delivered and new priorities emerge. We will continue to work with residents and local businesses to

identify particular projects that will improve the functioning of the road network, help resolve local issues and create a more inviting, safe environment for pedestrians and cyclists.

Policy 14: Parking for shoppers and visitors

We will continue to provide enough car parking to make Peckham town centre an accessible and vibrant shopping area by:

1. Retaining Choumert Grove car park.
2. Supporting the redevelopment of car parks which are currently under-used for alternative uses.
3. Allowing the Copeland Road car park (site PNAAP 7) to be developed for alternative uses.
4. Supporting the redevelopment of the Aylesham Centre (site PNAAP 1), Asda site and the Bellenden Road retail park (including Lidl) (site PNAAP 14). As set out below, redevelopment on these sites needs to take into account the need for car parking for town centre uses.

These car parks are shown in figure 13.

Where development takes place, we will:

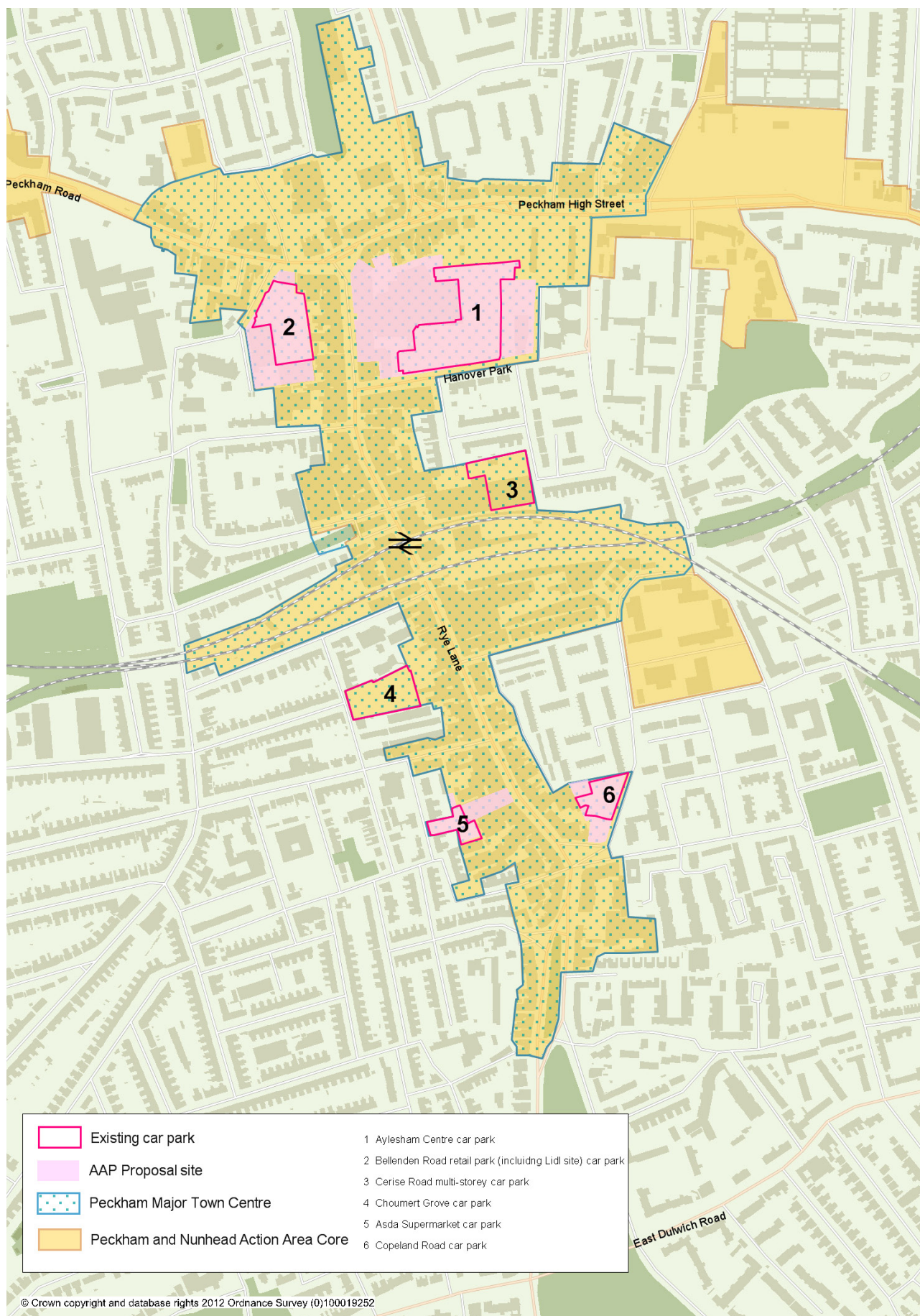
5. Determine the level of on-site car parking on a site-by-site basis in accordance with our borough-wide policies.
6. Maximise opportunities to ensure that parking spaces for town centre uses are used efficiently throughout the day and evening, taking into account availability of public parking elsewhere in the centre.
7. Make sure that any car parks are advertised by appropriate on-site signage. We may seek financial contributions towards provision of off-site signage.
8. Require proposals to be accompanied by a car parking management strategy.

We are doing this because

- 4.4.14 This approach ensures that we provide enough car parking, in convenient locations, to continue to serve shops, services and businesses in the town centre, whilst at the same time making better use of car parks that are underused and encouraging more sustainable modes of travel. There are currently six car parks serving the town centre, as shown in figure 13. The council owns Choumert Grove car park, Copeland Road car park and the multi-storey car park on Cerise Road.

- 4.4.15 Our Peckham car parking study (2010) examined the future demand for parking resulting from different levels of growth in Peckham and Nunhead. The study identified 2,225 car parking spaces in and around Peckham town centre, consisting of on-street spaces, off-street council owned car parks and supermarket car parks. The study showed that less than half the off-street car parking spaces are used during the week, rising to 60% at the weekend. In addition, it highlighted that even taking possible forecasted growth of shops and businesses in Peckham over the next 10 years into account, there would still be an excess of car parking spaces in all but the highest growth scenario.
- 4.4.16 In particular, the study highlights that the Cerise Road multi-storey car park is under-used. It was regularly observed during the study as having only 10% of its spaces in use. Choumert Grove car park was identified as having spare capacity, but due to its central location, its use is expected to increase as the town centre grows. Consultation over previous stages of the AAP has highlighted an overwhelming level of local support for not developing Choumert Grove car park. Copeland Road car park has higher levels of use during the week, but lower levels of use at the weekend. The supermarket car parks at Lidl, Asda (formerly Netto) and Morrisons tend to be well used.
- 4.4.17 Of the council owned car parks, our intention is to retain Choumert Grove car park as a car park and to develop Copeland Road car park (site PNAAP 7). We will consider the Cerise Road multi-storey car park through the preparation of the New Southwark Plan. We have also identified the non-council owned Aylesham Centre, which includes the Morrisons car park (site PNAAP1), the Bellenden Road Retail Park, which includes the Lidl car park (site PNAAP 14) and the Asda site (site PNAAP 22) as proposals sites. This approach is illustrated in figure 13 and our policies for these development sites are set out in section 6 and appendix C.
- 4.4.18 We will look at the need for car parking for shoppers and visitors when determining planning applications for the Aylesham Centre, Bellenden Road Retail Park (including Lidl), Asda site, Copeland Road car park and multi-storey car park in accordance with the policies in the saved Southwark Plan and the forthcoming New Southwark Plan. This approach will ensure that there are sufficient car parking spaces to meet current and projected demand in the town centre, whilst making under-used land available for development to boost the town centre.
- 4.4.19 We will continue to monitor demand for car parking over the action plan period to ensure that there is an appropriate level of car parking to serve the town centre.

Figure 13: Peckham town centre car parks



Policy 15: Residential parking

We will ensure development provides the appropriate amount of car parking.

In Peckham core action area, we will:

1. Encourage residential development to be car free, aside from the required provision of parking for disabled persons and car club spaces.
2. Allow development within Peckham core action area to include a maximum of 0.3 spaces per unit with the level justified in a transport assessment.

In the wider area, we will:

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

All car free developments will need to be accompanied by a parking management strategy.

We are doing this because

- 4.4.20 Core Strategy strategic policy 2 sets out our strategy to promote walking and cycling by creating a safer, more attractive environment, with less traffic and pollution. Providing residential car parking can encourage people to use the car more regularly, even where public transport links are very good. Streets that are dominated by parked cars are likely to be less inviting for pedestrians and cyclists. It is important to strike a balance between promoting more sustainable forms of transport, such as walking, cycling and public transport, with the needs of families and with current trends in car use and ownership.
- 4.4.21 Not all of the wider area is well connected by car. Therefore we propose some limited car parking provision will be acceptable in the wider area where a developer can justify a need for spaces through a transport assessment. The 2001 Census indicates that car ownership levels in Peckham and The Lane wards equate to a car for approximately 70% of households. Establishing a maximum standard of 1 space per unit is consistent with this and also recognises our commitment to improve public transport and opportunities for active travel. A higher level of car parking is more appropriate in the suburban zone, to reflect its character of this area and accessibility by public transport. Through the Core Strategy and saved Southwark Plan policies, we will continue to ensure that larger developments that are likely to generate more trips are located in the most accessible locations. Most of the residential development in Peckham and Nunhead is expected to be in Peckham core action area.



4.4.22 All development will be expected to include measures that promote alternatives to private car use, such as cycle parking, improvements to walking and cycling routes and/or car club spaces. In accordance with the saved Southwark Plan, development will also need to provide an appropriate level of disabled parking spaces.

4.5 Theme 4 - High quality homes: Providing more and better homes

4.5.1 This section sets out our approach to providing high quality homes that meet the range of needs for people who want to live in Peckham and Nunhead. In accordance with the overarching Core Strategy policies we need to balance new housing with other types of development and protect open spaces, as well as the ensuring that existing housing is improved.

4.5.2 These policies help deliver the following objectives:

- H1: Maximising housing choice for local people and a growing population.
- H2: Providing new homes for people on different incomes and household sizes.
- H3: Providing affordable homes of an appropriate type and size to meet the identified needs of the borough.
- H4: Improving our existing housing stock.

Policy 16: New homes

We will seek to meet the housing needs of people who want to live in Peckham, Nunhead and Southwark.

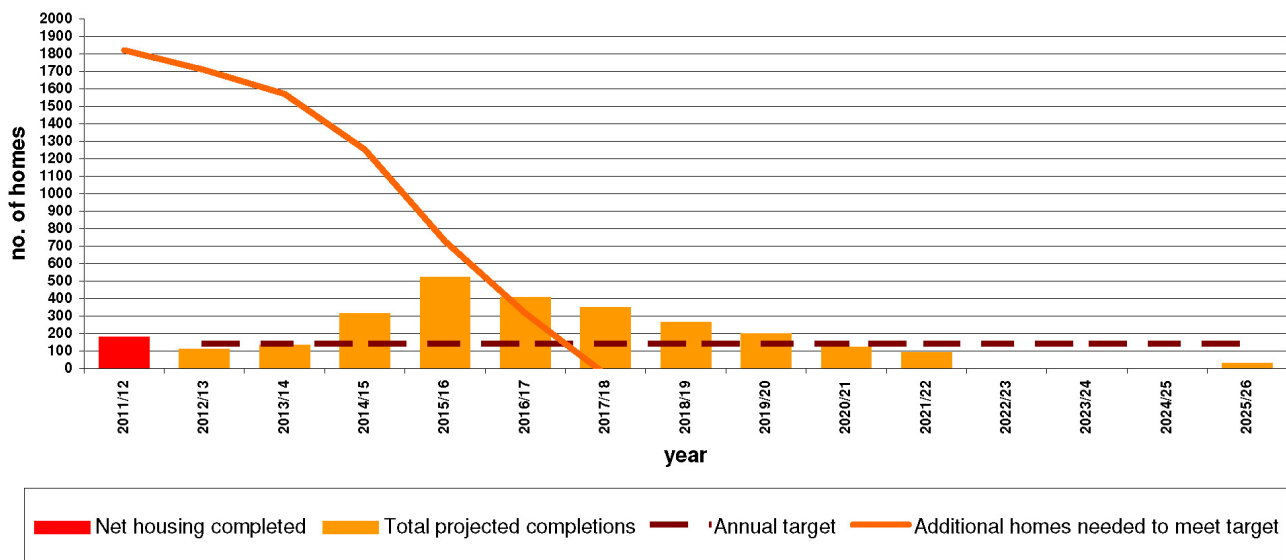
We will:

1. Provide a minimum of 2,000 net new homes between 2011 and 2026. We expect at least 1,500 of these homes to be within Peckham core action area. The majority of these homes will be on proposals sites.
2. Require residential density to comply with the following ranges, taking into account matters which include the quantity and impact of any non-residential use:
 - Urban density zone: 200-700 habitable rooms per hectare
 - Suburban density zone: 200-350 habitable rooms per hectare
 - Peckham core action area: the maximum density of 700 habitable rooms per hectare may be exceeded where developments are of an exemplary standard of design.

We are doing this because

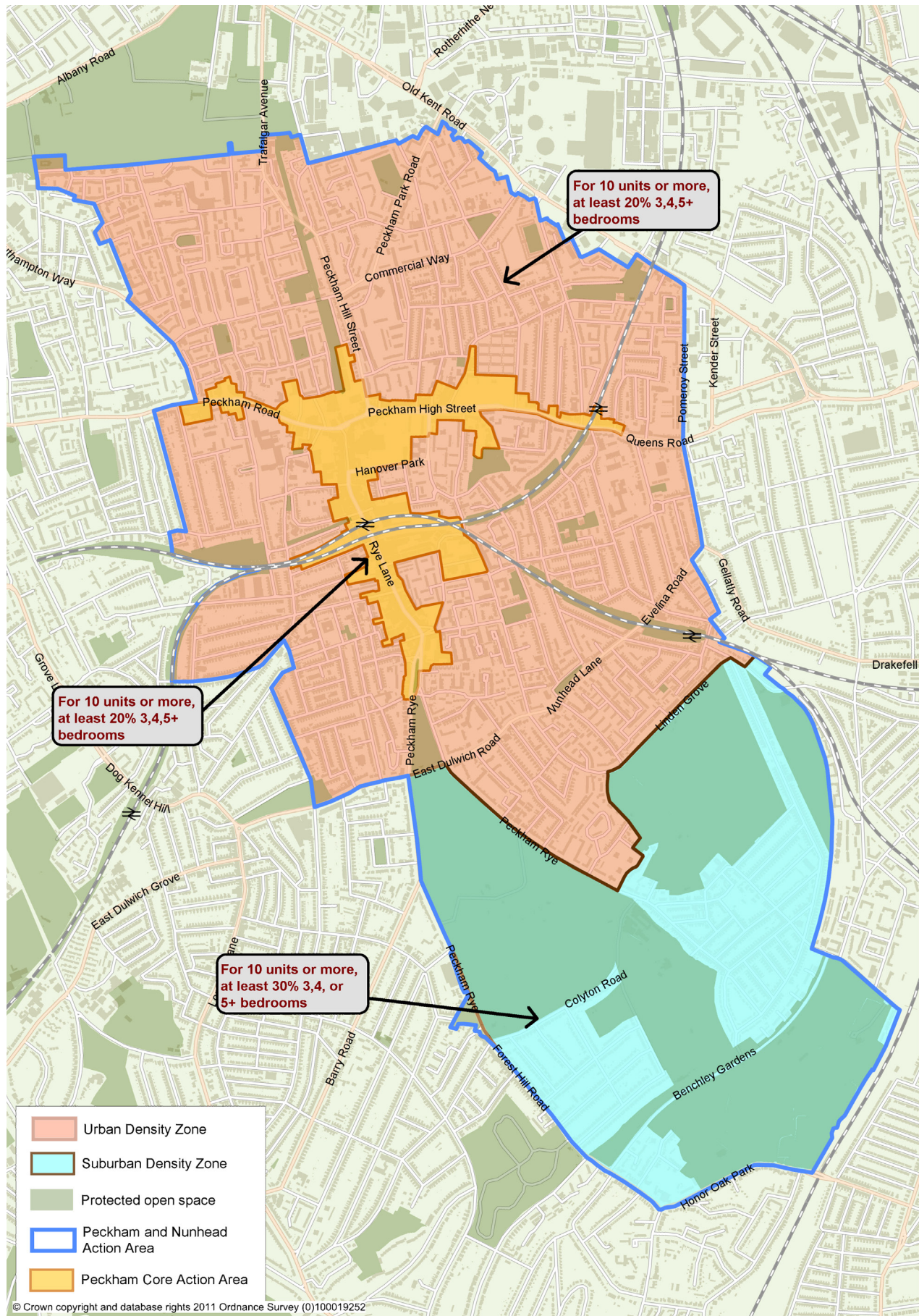
- 4.5.3 Our Sustainable Community Strategy, Southwark 2016 and Core Strategy highlight the need to provide more and better homes. Evidence within our strategic housing market assessment (2010) and our housing requirements study (2009) also both demonstrate the need to provide more homes to meet the needs of local people and those wanting to live in the borough.
- 4.5.4 The Core Strategy sets a housing target of 24,450 net new homes in Southwark between 2011 and 2026, which equates to 1,630 homes a year. The London Plan (2011) introduces a higher target of 20,050 net new homes between 2011 and 2021, which equates to an annual target of 2,005 homes. Whilst neither plan sets a target for Peckham and Nunhead, the Core Strategy identifies the area as a growth area, capable of delivering more homes. It is important that more homes are delivered in Peckham and Nunhead to help meet our borough-wide housing target and the underlying substantial housing need. The Core Strategy vision for the area sets out that we will set a target for new homes in this AAP.
- 4.5.5 We have set a target of a minimum of 2,000 net new homes for the 15 years from 2011 to 2026, of which at least 1,500 will be within the action area core. These are the same timescales as our Core Strategy borough-wide housing target for consistency. Most of the housing will be delivered on proposals sites and will be within Peckham core action area. Section 6 and appendix C set out information on the sites we are allocating as proposals sites and the indicative housing capacities for each of these sites. We have already delivered 274 of these new homes between 2011 and 2012.

Figure 14: Peckham and Nunhead housing trajectory



- 4.5.6 Our housing trajectory (figure 14) illustrates that we expect to meet our minimum 2,000 new homes target by 2017. Our trajectory includes: all our proposals sites (as set out in appendix C), all sites with planning permission, and our development capacity assessment sites. Key proposals sites which we expect to deliver a large number of new homes are the former Wooddene estate (site PNNAP 5), the cinema/multi-storey car park site (site PNNAP 2) and the Aylesham Centre (site PNAAP1). We have also indentified some smaller sites which will contribute to meeting our housing target through our development capacity assessment and sites already with planning permission. Whilst the trajectory illustrates that we may meet our target early within the plan period, past experience tells us that just because we designate a site as a proposal site or identify it within our development capacity assessment, there is no certainty that each site will come forward within our estimated time frame. Similarly sites with planning permission do not always get built. Therefore, our target needs to be reasonable and achievable, taking into account the current recession and that not all sites identified will necessarily come forward within the plan period. There may also be other schemes which come forward over the lifetime of the plan, and so we will update this trajectory as part of our Authorities Monitoring Report. Further information is set out in our housing background paper.
- 4.5.7 We want to maximise the number of new homes whilst also protecting our open spaces, encouraging other development such as retail and employment and improving existing housing. We want to protect the local and historic character of Peckham and Nunhead by ensuring that new development is of an appropriate density for the local character. Other policies are considered alongside housing policies when considering density to ensure that new development incorporates good design quality and protects the heritage.

Figure 15: Density and family housing



- 4.5.8 Core Strategy strategic policy 5 sets out the density strategy for the whole borough, seeking to ensure that the right amount of development happens in the right places. The AAP follows the same approach, as shown in figure 15. This policy is used alongside saved Southwark Plan policy 3.11 Efficient use of land. Within the urban area we will allow a larger amount and scale of development than within the suburban area (areas shown on figure 15). Within the suburban area, development will be of similar scale to existing development to help protect the character of these areas. The character area policies provide more detail on the type of development that is appropriate in each area. Within Peckham core action area we may allow higher densities providing that developments are of an exemplary standard of design, meeting the criteria set out in section 2.2 of the Residential Design Standards supplementary planning document (2011).

Fact box: Density

Density is the measure of the amount (intensity) of development. Both residential and mixed-use residential development should be within our density ranges. Our residential design standards supplementary planning document sets out how we calculate density.

Policy 17: Affordable and private homes

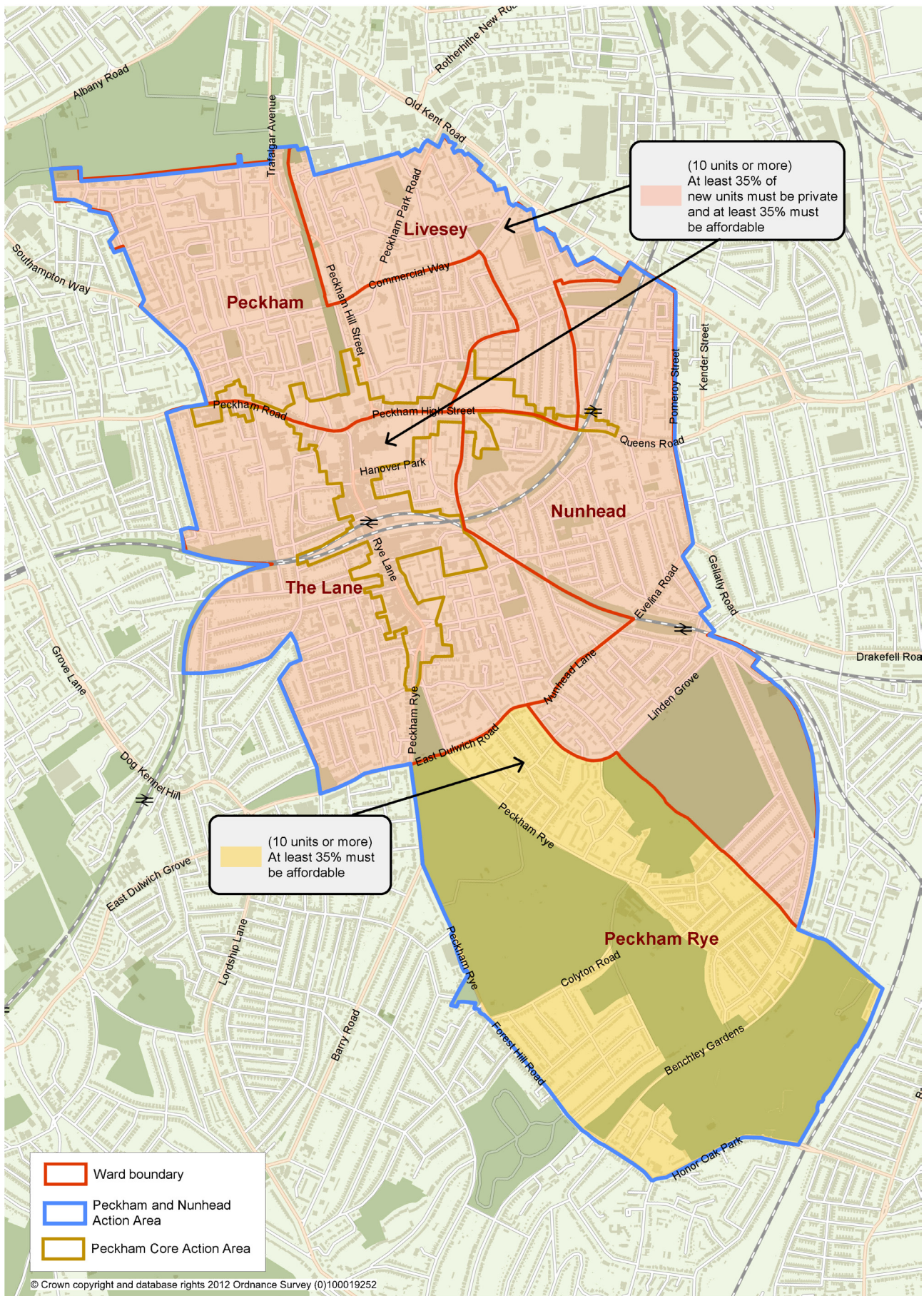
We will provide a range of homes for people on different incomes to meet the identified needs of the borough by:

1. Providing a minimum of 700 affordable homes and 700 private homes.
2. Requiring developments of 10 or more units to provide a minimum of 35% affordable housing across the whole action area subject to financial viability
3. Requiring affordable housing to be an appropriate mix of dwelling type and size to meet the identified needs of the borough.
4. Requiring development within Livesey, Peckham, Nunhead and The Lane wards to provide a minimum of 35% private homes as shown within figure 16.

We are doing this because

- 4.5.9 Southwark's Sustainable Community Strategy (Southwark 2016), Core Strategy, strategic housing market assessment (2010) and housing requirements study (2009) all demonstrate the need for more affordable homes (both social rented and intermediate) and also more private homes in Peckham and Nunhead.

Figure 16: Affordable and private homes



- 4.5.10 In accordance with Core Strategy strategic policy 6, our strategy is to provide different types of new housing to meet diverse needs and offer a choice of housing. Historically much of Peckham and Nunhead is characterised by a predominance of social rented housing, particularly in the north of the action area. Our housing requirements study (2009) shows that 65% of Peckham and Livesey wards and 40% of Peckham Rye, Nunhead and The Lane wards is social rented housing. The more recent 2011 Census information confirms that there remains a concentration of social rented housing, at its highest in Livesey Ward (67%). Our authority monitoring reports also show that with the exception of the Peckham Rye ward, 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.
- 4.5.11 Alongside the need for more private housing, there remains a need for more affordable housing. Our housing requirements study shows that the average household income is very low, with the median average in Peckham and Livesey wards as £14,300 and the median in Peckham Rye, Nunhead and The Lane wards as £16,800. This makes it difficult for many people living in these areas to afford market housing. For example 69% of the households in Peckham and Livesey wards who want or need to move can only afford social rented housing.
- 4.5.12 Our approach is to offer a range of housing types, seeking to meet some of the affordable housing need whilst also offering a choice of housing for those who want or need market housing. In line with Core Strategy strategic policy 6, we require a minimum of 35% of new development to be private housing and a minimum of 35% to be affordable housing across four of the five wards. We have set minimum targets of 700 new homes for each of these types of housing. Together this approach seeks to achieve a balance of different housing types and meet local need. The areas where the private housing policy applies are set out in figure 16.
- 4.5.13 Our housing studies demonstrate that requiring a minimum of 35% affordable housing is a deliverable and achievable amount of affordable housing. In accordance with Core Strategy strategic policy 6, developments of 10 or more units are required to provide as much affordable housing as is financially viable. Our Affordable Housing supplementary planning document sets out further guidance on how this is assessed through a financial appraisal.
- 4.5.14 It is important to ensure that the affordable housing provided meets the needs of people wanting and needing to live in Peckham and Nunhead. It must therefore be of an appropriate type and size to meet the needs identified in our housing studies.

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 defined in the National Planning Policy Framework (NPPF March 2012) is provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

There are different types of affordable housing, as defined in the glossary of the NPPF:

Social rented housing is owned by local authorities and private register providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime.

Intermediate housing is homes for sale or rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Affordable rent: Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

The NPPF replaced the updated Planning Policy Statement 3 which introduced affordable rent as a new type of affordable housing. We are reviewing our approach to affordable rent and considering its implications for Southwark through the preparation of the New Southwark Plan and an update to the Affordable Housing supplementary planning document. In the meantime, the tenure split for affordable housing in saved Southwark Plan policy 4.4 will continue to be applied.

Policy 18: Mix and design of new homes

We will provide homes of appropriate size and type to meet our housing needs by requiring:

1. Developments of 10 or more units to provide the following mix of unit sizes, illustrated in figure 15:
 - A minimum of 20% 3, 4 and 5+ bedroom units in the urban zone and Peckham core action area.
 - A minimum of 30% 3, 4 and 5+ bedrooms units in the suburban zone.
2. All developments to meet or exceed the minimum dwelling standards set out in table 1.
3. All 3, 4 and 5+ units must have direct access to private amenity space.
4. All development generating potential for 10 or more children to provide play space for children and young people as part of the scheme.
5. All development should be built to Lifetime Homes standards.

We are doing this because

- 4.5.14 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. Core Strategy strategic policy 7 sets the requirement for family housing across the borough and this AAP follows that approach. The Core Strategy sets out that we will consider through the AAP whether we should vary the level of family housing for Peckham and Nunhead. We are following the same approach as set out in the Core Strategy, where the requirement for family housing is based on the density zones set out in figure 15. These zones take the existing character of the area into account and acknowledge that certain areas are more suited to providing amenity space for family housing. Denser, more urban areas have less potential to accommodate enough private and communal amenity space for families.
- 4.5.15 We want all new development to be high quality with good living conditions and adequate amounts of space. Compared with the rest of Europe, the UK builds homes to a far smaller space standard which, as evidence shows, can have a negative effect on health. The minimum floor area standards in table 1 will help to ensure pleasant and healthy living environments, providing enough space to play, work and study, as well as sufficient space for storage and circulation. We encourage all developments to exceed these standards. More information on our design standards for new homes can be found in our Residential Design Standards SPD 2011. This is also a priority for the Mayor, who has minimum space standards in the London Plan.

- 4.5.16 Our Residential Design Standards supplementary planning document (2011) sets the minimum requirements for outdoor amenity space for all types of new homes, which includes 50sqm of communal amenity space for new flat developments. To ensure that family sized homes include enough space for children to play safely, units with 3 or more bedrooms must include a minimum of 10sqm of private amenity space. New housing developments which generate the potential for 10 or more children must also provide additional communal play areas for children, as required by the Mayor's Supplementary Planning Guidance on Providing for Children and Young People's Play and Informal Recreation.
- 4.5.17 Requiring Lifetime Homes standards, in accordance with saved Southwark Plan policy 4.3, increases the quality of homes and makes it easier for people to remain in their homes for as long as possible. Lifetime Homes are ordinary homes designed to accommodate the changing needs of occupants throughout their lives. Habinteg'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.

Table 1: Minimum dwelling sizes

Development type	Dwelling type (bedroom/ persons)	Essential GIA (sq m)
Flats	Studios	36
	1b2p	50
	2b3p	61
	2b4p	70
	2b average	66
	3b4p	74
	3b5p	86
	3b6p	95
	3b average	85
	4b5p	90
	4b6p	99
	4+b average	95
	2 storey houses	2b4p
3b4p		87
3b5p		96
3b average		92
4b5p		100
4b6p		107
4+b average		104
3 storey houses	3b5p	102
	4b5p	106
	4b6p	113
	4+b average	110

When designing homes for more than six persons developers should allow approximately 10 sq m per extra person.

4.6 Theme 5 - Natural environment: Sustainable use of resources

- 4.6.1 This section sets out our approach to providing a network of high quality green infrastructure that meets the needs of people living and working in Peckham and Nunhead. It sets out how we will ensure new development minimises its impact on the environment.
- 4.6.2 These policies help deliver the following objectives:
- N1: Protecting, maintaining and improving the quality and accessibility of open space.
 - N2: Promoting opportunities for wildlife and protect sites of nature conservation value.
 - N3: Reducing the impact of development on the environment and helping tackle climate change, air quality, pollution, noise, waste and flood risk.

Policy 19: Open space and sites of importance for nature conservation (SINCS)

We will protect and improve our open space and sites of importance for nature conservation, shown in figure 17. We will provide an accessible, high quality green infrastructure network for residents and visitors to enjoy that strengthens local character, promotes nature conservation, exercise and food growing opportunities.

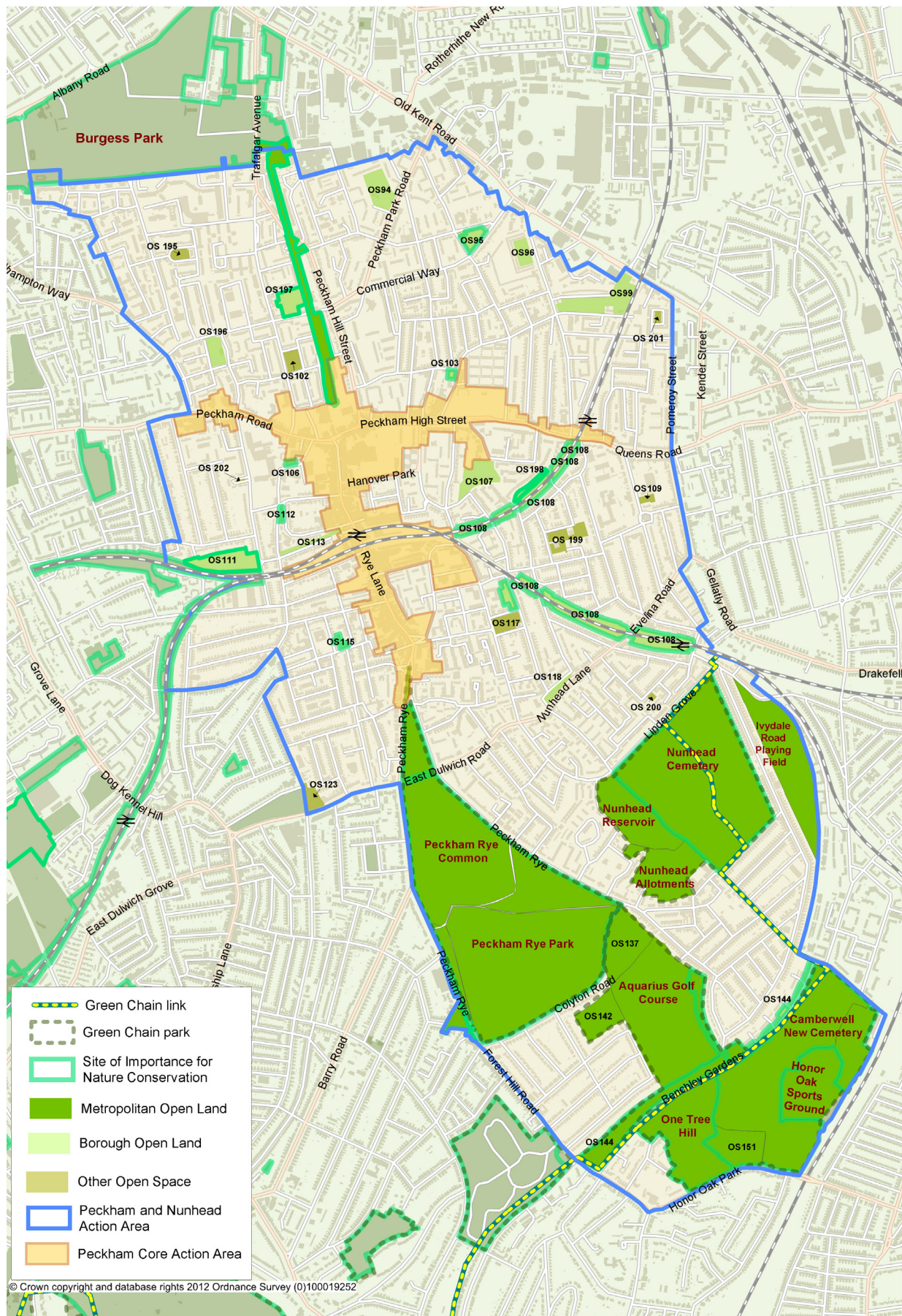
We will do this by:

1. Protecting Metropolitan Open Land, Borough Open Land and Other Open Space on our adopted policies map (shown in figure 17 and listed in the fact box) from inappropriate development and improve the quality of these open spaces where they are of below average quality.
2. Ensuring a provision of public parks of at least 0.72ha per 1000 people.
3. Protecting sites of importance for nature conservation from inappropriate development and ensuring that development does not result in a loss of biodiversity.
4. Requiring new development to improve the overall greenness of the area, through planting street trees, creating living roofs and walls and providing habitats for wildlife which increase biodiversity.
5. Increasing accessibility to open spaces by active travel and public transport and by improving entrances and making spaces more attractive.
6. Promoting strategic green routes as set out in figure 17 to provide a wider network of open spaces and supporting the proposals set out in the Mayor of London's All London Green Grid supplementary planning guidance.
7. Expecting major developments to provide opportunities for food growing.
8. Expecting new development to provide adequate play facilities for children and young people.

We are doing this because

- 4.6.3 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.
- 4.6.4 The Open Space Strategy sets out our approach to ensure that all open spaces are of good quality and provide a range of facilities associated with the size and type of each space. The Open Space Strategy recommends a standard of 0.72ha of public park provision per 1,000 population across Southwark. Peckham and Nunhead have a relatively high level of public park provision, currently with a standard of 1.1ha per 1,000 population. This will fall to 0.96ha per 1,000 population in 2026. However, this remains higher than borough-wide standard of 0.72ha per 1,000 population.
- 4.6.5 As part of the Open Space Strategy, we carried out a resident's survey consisting of 750 telephone surveys across the borough and held a number of workshops. The results of the telephone survey indicated that although the perception of quality of open space in Peckham and Nunhead was relatively high, the level of satisfaction with open space in general is one of the lowest in the borough. This suggests that there are concerns either with the quantity or range of open space provision. During the site audits, open space spaces in Peckham and Nunhead generally scored lower in terms of quality than other spaces in the borough. This may reflect the varied character of the area between Peckham in the north which has higher population densities and smaller parks compared to Nunhead in the south which has lower population densities and larger parks such as Peckham Rye Park and Peckham Rye common. We will use the results of this audit to identify open spaces in Peckham and Nunhead that we will focus on for improvements.
- 4.6.6 The AAP protects new spaces that have been identified through the Open Space Strategy and by local residents as being important to the community and worthy of protection. Following the adoption of the AAP, these new spaces will also be included on our adopted policies map and these changes are set out in the schedule of proposed changes to the adopted policies map.
- 4.6.7 Some open spaces are particularly important for nature conservation due to their wildlife and biodiversity value. SINCS provide valuable habitats and opportunities for experiencing nature. These are important in helping local plant and animal species to survive. The Southwark Biodiversity Action Plan (BAP) is a partnership document that identifies the priorities for biodiversity in Southwark and sets out a programme of action to improve biodiversity value across the borough. This plan should be referred to by developers seeking to promote increased biodiversity as part of new development. Designating sites as SINCS means that decisions affecting these open spaces need to ensure that their special nature conservation value is not damaged. The AAP protects some additional SINCS. Following the adoption of the AAP, these new spaces will also be allocated on our adopted policies map and these changes are set out in the schedule of proposed changes to the adopted policies map.

Figure 17: Open spaces and SINCS within Peckham and Nunhead



- 4.6.8 The Open Space Strategy identifies open spaces that are important natural greenspaces. Natural greenspaces include areas of woodland (coniferous, deciduous, mixed) and scrub, grassland (e.g. downland, meadow), heath or moor, wetlands (e.g. marsh, fen), open and running water, and wastelands (including disturbed ground). Natural greenspaces provide valuable habitat for wildlife and significantly contribute to the level of biodiversity in an area. The Open Space Strategy recommends a standard of 1.5ha of natural greenspace per 1,000 population. Peckham and Nunhead currently has a standard of 1.92ha per 1,000 population. This will fall to 1.67ha per 1,000 population in 2026. However, this remains higher than the borough-wide standard of 1.5ha per 1,000 population. We will seek to maintain and improve the quality of the existing natural greenspaces in Peckham and Nunhead and continue to look at opportunities for new SINC's to help achieve the 1.5ha per 1,000 population across the borough as a whole.
- 4.6.9 Consultation has highlighted the importance of links between open spaces and area of activity. New development in Peckham and Nunhead will be expected to strengthen links between open spaces whilst also improving the nature conservation value of sites through measures such as living roofs and walls, tree planting and landscaping. Improvements to the biodiversity of sites can be measured through a Code for Sustainable Homes or BREEAM assessment.
- 4.6.10 The Open Space Strategy identifies a number of green links across Peckham and Nunhead. Improving links to and between open spaces is particularly important to promote walking and cycling. Green routes, which are shown indicatively on figure 17, can have a variety of different functions and characteristics depending on their size and location. These can include:
- Green links which link one green space to another by extending the amount of green between the two. These can form pedestrian pathways and woodland edges. These links can improve biodiversity by providing habitats and enabling wildlife to move between open spaces.
 - Quiet green routes which are lightly trafficked roads and streets used by cyclists with trees and other planting designed to slow car traffic and to improve and green the overall environment. Creating them can involve widening or building out pavements and planting more trees and other forms of greenery.
 - Greened main roads, these are often already heavily planted with mature trees. In many cases this planting is part of the historic townscape which contributes significantly to their character and reinforces the perception of them as pleasant and attractive routes.
- 4.6.11 The council also supports the proposals set out in the Mayor of London's All London Green Grid SPG including the promotion of the Central London link which connects a number of important open spaces going north from Crystal Palace Park, including Peckham Rye Common and Park and on towards Burgess Park in central London.

Fact box: Protected open spaces in Peckham and Nunhead

There are three levels of protection for our open spaces. Metropolitan Open Land is protected by the Mayor of London and as 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 very local level are protected as Other Open space.

This fact box shows all of our protected open spaces in the AAP area.

Metropolitan Open Land:

OS98	Surrey Canal
OS124	Peckham Rye Park and Peckham Rye Common
OS125	Nunhead Reservoir
OS126	Nunhead Cemetery
OS127	Ivydale Road Playing Field
OS132	Water Works
OS133	Nunhead Allotments
OS137	Harris Girls Academy East Dulwich
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:

OS94	Leyton Square
OS95	Bird-in-Bush Park
OS96	Caroline Gardens
OS99	Brimmington 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
OS196	Central Venture Park
OS197	Jowett Street Park
OS198	Kirkwood Road Nature Garden

Other Open Space:

OS102	Sumner Park
OS107	Cossall Park
OS109	St Mary's Frobishers
OS117	Dr Harold Moody Park
OS123	Goose Green Playground
OS195	Calypso Garden
OS199	Brayards Green
OS200	Buchan Hall sports pitch
OS201	Montague Square
OS202	Lyndhurst Square

Fact box: SINCS in Peckham and Nunhead

OS95	Bird-in-Bush Park
OS98	Surrey Canal Walk
OS103	Goldsmiths Road Nature Garden
OS106	Bellenden Road Tree Nursery
OS108	Nunhead Railway Embankments
OS111	Warwick Gardens
OS115	McDermott Road Nature Garden
OS116	Consort Park
OS124	Peckham Rye Park and Peckham Rye Common
OS126	Nunhead Cemetery
OS143	Aquarius Golf Course
OS144	Brenchley Gardens
OS145	Camberwell New Cemetery
OS150	One Tree Hill
OS197	Jowett Street Park
OS198	Kirkwood Road Nature Garden

Policy 20: Trees

We will protect, maintain and improve the provision of trees in Peckham and Nunhead by:

1. Expecting development to retain and enhance trees and canopy as part of the urban forest. Where trees are lost, they should be replaced by new trees which result in a net improvement in canopy cover as measured by stem girth. If this is not possible, s106 planning obligations will be sought to improve tree planting elsewhere in the opportunity area. Valuation of trees will be calculated using the Capital Asset Value for Amenity Trees (CAVAT) methodology.
2. Requiring a tree survey to be submitted with all development proposals where trees are affected both on and adjacent to the site.
3. Using street trees to green streets and reinforce planting where trees are integral to the historic townscape. Streets should have at least 60% canopy cover. Where this is constrained by the presence of utilities or other services, it may be resolved through suitable street design such as build-outs or median strips.

We are doing this because

- 4.6.12 Trees have many benefits which include softening the landscape, providing habitats for biodiversity, providing shading and reducing the urban heat island effect. Trees can also help wayfinding and are an integral part of the historic townscape. Trees should be used to reinforce and enhance the character of neighbourhoods in line with the guidance set out in the conservation area appraisals. We will encourage development to retain and enhance trees and canopy cover wherever possible. Where trees are lost, they should be replaced by new trees. If this is not possible, developer

contributions will be sought for the value of the tree using the Capital Asset Value for Amenity Trees (CAVAT) methodology which is available on the London Tree Officers Association website at <http://www.ltoa.org.uk/resources/cavat>.

- 4.6.13 The council's Tree Strategy sets out our approach to maintaining the existing tree stock. We will not fell trees unless the trees are dead, dying, diseased or dangerous.

Policy 21: Energy

We will reduce the energy use of new developments and support the provision of an efficient energy network for Peckham and Nunhead by:

1. Expecting development to apply the energy hierarchy as set out in the London Plan.
2. Requiring major developments to evaluate the feasibility of connecting to existing heating and cooling networks and Combined Heat and Power (CHP) systems. Where a new CHP system is appropriate proposals should also assess the feasibility of extending the system beyond the site boundary to adjacent sites. Where practical and viable, developments will be required to connect to existing or future networks.
3. Requiring development to be future proofed and designed to be capable of connecting to a future CHP/communal heating network.
4. Requiring development to meet high environmental standards in line with our borough-wide policies.

We are doing this because

- 4.6.14 The council aims to reduce borough-wide CO₂ by 22.4% by 2020 and 80% by 2050 and promote the use of CHP and district heating networks as the main means of tackling CO₂ emissions from buildings. We will ensure that developments cut CO₂ emissions by at least 44% beyond the requirements of the Building Regulations. This will rise in future years as the government has announced that development should be zero carbon by 2016. Southwark's sustainable design and construction SPD provides further guidance on compliance with the energy hierarchy.
- 4.6.15 We have prepared an energy study (2012) for Peckham and Nunhead to demonstrate how this could be delivered. 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. The energy study provides further support for the policy set out in this AAP to require developers to create or connect to district heating systems. The energy study demonstrates that a district heat network in the Peckham core action area would be feasible and deliverable. We will explore the option of developer contributions and the legal and practical issues around identifying and collecting potential developer contributions for connection to or creation of a district heating scheme.



- 4.6.16 In accordance with our sustainable design and construction supplementary planning document, where a development will be completed prior to the completion of the district CHP/CCHP system, an efficient gas or bio-fuel boiler system should be used temporarily. The development should be designed so that it can quickly switch to the public CHP or CCHP system once it is completed. Where the use of bio-fuels is proposed, this will only be supported if an air quality assessment is submitted which demonstrates that the use of the bio-fuel will not have a detrimental impact on air quality in the area, and that the development is 'air quality neutral.'

Fact Box: Energy Hierarchy

1. Use less energy through building design and efficiency measure
2. Supply energy efficiently by connecting to local community heating or CHP networks where possible; and
3. Use renewable sources of energy.

Policy 22: Waste, water, flooding and pollution

We will require development to reduce pollution and damage to the environment by:

1. Requiring development to reduce water use and use water as efficiently as possible. To achieve Code for Sustainable Homes Level 4, residential developments should reduce potable water consumption below 105L per person per day.
2. Requiring development to include highly efficient water saving fixtures, fittings and appliances and connect to a local water supply where this is available.
3. Requiring developments to help reduce flood risk by reducing water run-off and using sustainable urban drainage systems.
4. Ensuring that development includes adequate provision of recycling, composting and residual waste disposal, collection and storage facilities.
5. Identifying areas that are at higher risk of surface water flooding and reduce this risk through measures set out in the our Surface Water Management Plan.
6. Requiring high standards of development as set out in our borough-wide policies, and supporting measures for reducing air, land, water, noise and light pollution and avoiding amenity and environmental problems.
7. Requiring development to meet high environmental standards our borough-wide policies.

Our Sustainable Design and Construction SPD provides further guidance on how new development should reduce water and waste consumption and meet the environmental standards set out in our borough-wide policies.

We are doing this because

- 4.6.17 The majority of Peckham and Nunhead (with a small exception to the north of the AAP) is not within a flood risk zone, however development should still be made safe from surface water flooding through the site layout and the design of buildings. We will identify areas that are at higher risk of surface water flooding and identify measures for reducing this flood risk through the council's Surface Water Management Plan. New development will be required to incorporate drainage measures to help reduce and slow the amount of run-off leaving a site.



- 4.6.18 We will require new developments to manage surface run off as close to the source as possible through sustainable urban drainage systems (SUDS). These should mimic natural drainage processes and aim to achieve green field run-off rates using the options listed below in order of preference.
1. Harvest rainwater for use at a later time.
 - Infiltration techniques where soil condition will permit.
 - Use ponds or open water features to attenuate rainwater for gradual release after the storm.
 - Attenuate rainwater by storing in tanks sealed water features for gradual release after the storm.
 - Discharge rainwater direct to a watercourse where possible.
 - Discharge rainwater to the sewer network.
- 4.6.19 Areas at higher risk of surface water flooding and ground water flooding have been identified through our Preliminary Flood Risk Assessment (PFRA). Measures identified for reducing the risk of surface water flooding are also outlined in our Surface Water Management Plan (SWMP).
- 4.6.20 The amount of growth in Peckham and Nunhead is likely to result in more waste being created. The way we manage waste should follow the waste hierarchy, which means reducing, reusing, recycling and recovering. Avoiding creating waste will help us save energy and natural resources. Also, rubbish sent to landfill can lead to water and air pollution and land contamination, and takes away land that could be used for habitat or other uses. Methane produced in landfill contributes to climate change.
- 4.6.21 As well as avoiding waste, we need to be more responsible by processing it locally rather than sending it long distances and make better use of waste as a resource such as by recycling it or using it to generate energy. Our Waste Management Strategy sets out a sustainable approach to dealing with waste from different sources across the borough.

- 4.6.22 Noise and air pollution and environmental nuisance can be caused by traffic, commercial and industrial uses, boilers and artificial lighting. This can cause short and long term health impacts, make places less pleasant to be in and disturb habitat and wildlife. Pollution can also damage buildings. Southwark has particularly high levels of air pollution, mainly caused by traffic. As a result, the entire borough north of the A205, including Peckham and Nunhead has been declared an Air Quality Management Area. We will continue to ensure that new development does not result in an rise in pollution levels or environmental nuisance.
- 4.6.23 Environmental targets set out in the Core Strategy are minimum targets and new development is expected to achieve the highest possible environmental standards. This should include seeking to achieve higher than Code for Sustainable Homes Level 4 on all new residential developments.

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

- 4.7.1 This section sets out our policies for ensuring good quality design and protecting our important heritage. They will ensure that new development improves the look and feel of Peckham and Nunhead.
- 4.7.2 The policies will help deliver the following objectives:
- D1: Ensuring new development is built to the highest quality design.
 - D2: Ensuring the design, scale and location of new buildings respects the character of places and helps create attractive streets and neighbourhoods.
 - D3: Conserving and enhancing the historic environment and using the heritage of places as an asset to promote positive change.
 - D4: Creating places where everyone feels safe and secure.

Policy 23: Public realm

We will work with the GLA, Transport for London, English Heritage, developers and the community to provide a high quality design of public squares, streets and spaces, including both new and existing public realm.

Public realm should:

1. Contribute positively to the creation of clearly defined streets and spaces which help create a sense of place and encourage a variety of activity.
2. Sustain or enhance local distinctiveness of Peckham and Nunhead, ensuring that materials and features used reflect the identity of the local surroundings, taking into consideration the local historic environment.
3. Create new links to direct pedestrians and cyclists to key destinations such as Peckham town centre and Nunhead local centre, stations and schools.
4. Provide and promote linkages that are safe, direct and convenient for pedestrians and cyclists.
5. Be designed so that the built form and general layout positively contributes to wayfinding.
6. Create environments that are inclusive and follow Secured by Design principles such as ensuring spaces are well lit, overlooked and feel safe at different times of the day and in the evening.
7. Use high quality and durable materials and street furniture and reduce existing street clutter.
8. Support adaptation to climate change and help reduce the urban heat island effect.

We are doing this because

- 4.7.3 Good public realm helps to define an area's identity, sense of place and attractiveness as a neighbourhood. Different public spaces will have different functions, depending on their location and the use of the buildings that surround them. A public space that is well used during the day and evening provides a sense of safety through constant surveillance by those using the space. This in turn makes these spaces more attractive and well used. Developments should seek to improve community safety and crime prevention, allowing the safe undertaking of everyday activities such as walking and cycling while providing for the movement of buses, cars and trucks through it and to surrounding areas. This may include designing developments so that open spaces are overlooked by windows, avoiding dark secluded areas and ensuring buildings face onto streets. This may include obtaining Secured by Design certification. The area action plan envisages an increase in the number of people living, working and shopping in Peckham core action area over the next fifteen years. It is important that public spaces are provided that allow people to socialise, move through easily or relax in.

- 4.7.4 There is a wealth of local history and character in the streets and spaces of Peckham and Nunhead, and each area is defined by the cultural and social history of the community and the buildings, streetscapes, materials and planting which have created these spaces. Our Peckham and Nunhead AAP urban design background paper, Peckham and Nunhead characterisation study and the appraisals of the local conservation areas set out the character and quality of the public realm and how public spaces, building frontages, setbacks and street trees contribute to our appreciation of local character.
- 4.7.5 Our urban design background paper and characterisation study also identify areas where there are opportunities for reinforcing or enhancing the public realm by creating new public spaces, pedestrian and cycle links and other public realm improvements such as planting opportunities. Some areas have already seen improvements in the public realm, such as the streetscape improvements in Bellenden Road, which have drawn on the surrounding local features and materials and added new elements such as artist designed bollards to greatly enhance the quality of the public realm.
- 4.7.6 Sites which have been identified for potential development, such as at Peckham Rye Station offer opportunities to create new public realm. We have secured funding to improve the area around Peckham Rye station and the removal of the existing forecourt buildings between the station and Rye Lane will allow the creation of a new public space which will open up this area to Rye Lane, providing better visual and pedestrian connections for commuters and local residents.
- 4.7.7 The environment of the town centre and surrounding neighbourhoods contributes to the success of the public realm. Proposals should support adaption to climate change and help reduce the urban heat effect as well as consider policies 21: Waste, water, flooding and pollution and 22: Trees, as well as the guidance set out in the Sustainable Design and Construction SPD in public realm and streetscape design. Greening of the public realm, including introducing green walls and the planting of appropriate street trees, following a 'right tree, right location' approach can make public spaces more attractive, increase biodiversity, extend green links to open spaces and make urban microclimates more comfortable. Stormwater and microclimate management such as incorporating permeable paving and sustainable urban drainage systems (SUDs) can help reduce the risk of localised flooding, improves water quality in natural water sources and can increase levels of comfort in public spaces, as well as provide attractive focal points within the public realm.

Policy 24: Heritage

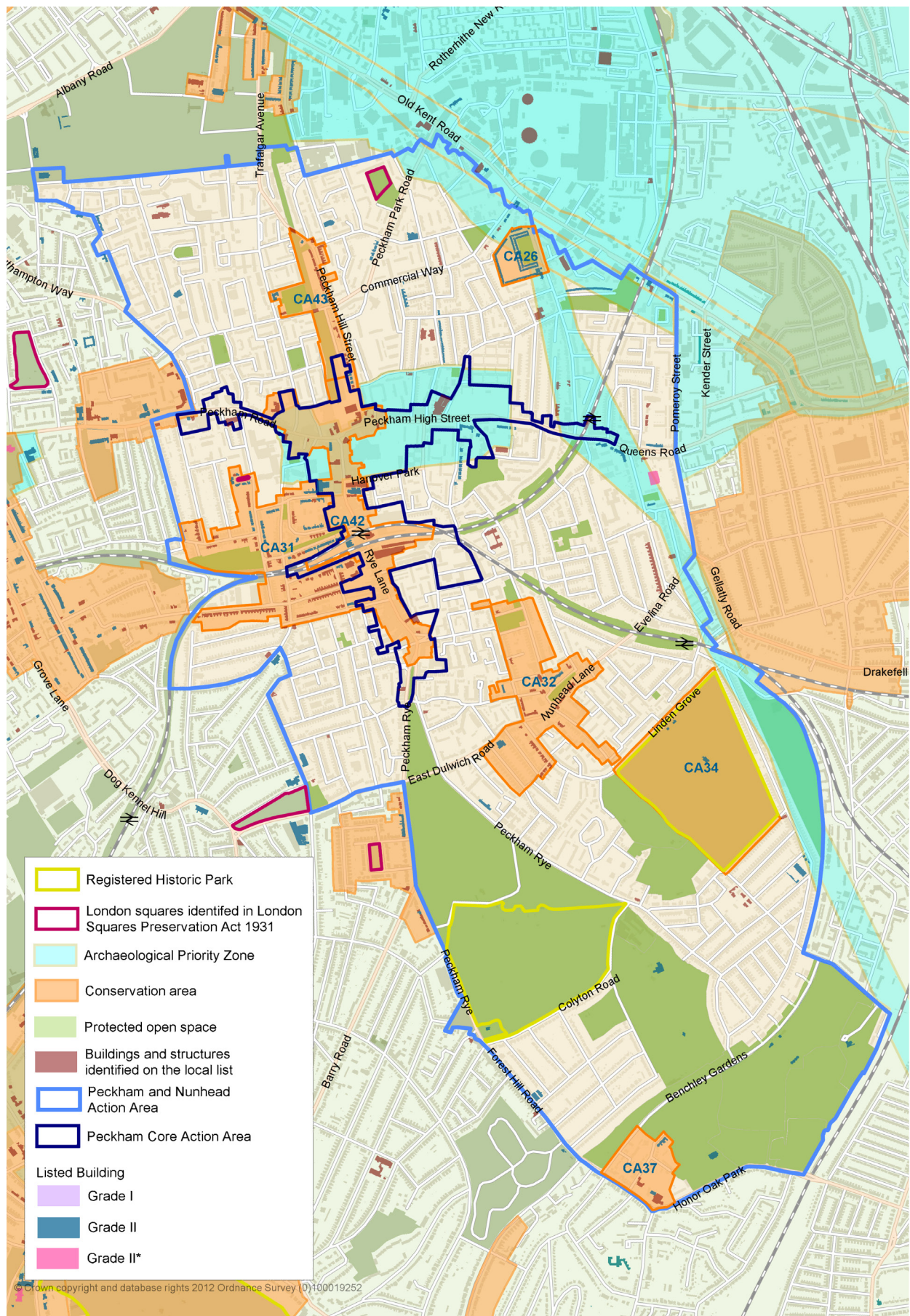
We will strengthen the character of Peckham and Nunhead by requiring development to:

1. Sustain and enhance the significance of Peckham and Nunhead's heritage assets, their settings and wider historic environment.
2. Respond to the individual and distinctive character and significance of the assets and their settings, including the conservation areas, listed and locally listed buildings, archaeology and registered parks and gardens.
3. Put heritage assets to viable uses consistent with their conservation.

We are doing this because

- 4.7.8 We already protect much of this historic place through conservation areas and archaeological priority zones as illustrated in figure 18. Our urban design background paper, Peckham and Nunhead characterisation study, conservation area appraisals, listing information and other area based studies set out more detailed information about the heritage assets in the action area. An heritage asset and its setting will be sensitive to new development that is proposed within or around the setting and proposals will need to consider the potential impact on the asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.
- 4.7.9 There are seven adopted conservation areas which cover approximately 15% of the action area as set out in table 2 and shown in figure 18. A small part of Sceaux Gardens conservation area also falls within the boundary of the AAP. Adopted conservation appraisals set out guidance and principles for managing change which will need to be considered by any new development in a conservation area or within its setting. Information on conservation areas and copies of adopted and draft appraisals can be viewed on the council's webpages at: http://www.southwark.gov.uk/info/511/conservation_areas.
- 4.7.10 The significance of the heritage assets within Peckham and Nunhead are defined by many different histories, materials and features. For example, the Rye Lane Peckham and Peckham Hill Street conservation areas cover a linear streetscape setting in a very urban context in and around the town centre. Outside of the town centres, conservation areas such as The Gardens has residential buildings fronting a protected square, whilst Holly Grove and Honor Oak Rise conservation areas are defined by their terraced housing and open spaces. Listed and locally listed buildings, structures or tombs, historic squares, parks and gardens are features that contribute to the significance of these conservation areas.
- 4.7.11 Most development will take place within Peckham core action area, much of which is protected by the Rye Lane Peckham and Peckham Hill Street conservation areas. The associated conservation area appraisals set out detailed guidance to manage change. These appraisals acknowledge the need to balance the potential for new development and improvements in and around Peckham town centre,

Figure 18: Heritage and conservation



with the desire to sustain, enhance or better reveal the area's local history and historic features and where possible efforts are taken to positively improve heritage assets and their settings. This is a similar approach to that applied successfully in Bermondsey Street conservation area in SE1.

- 4.7.12 There are also a number of beautiful buildings and structures from different periods with different architectural designs which contribute to our appreciation of the history of Peckham and Nunhead. There are 150 listed buildings and structures in the action area, including grade II* St. Mary's Road and grade II Peckham Rye Station, the Baptist Chapel on Rye Lane as well as shopfronts and terraces along Queens Road and Peckham Hill Street. In preparing the AAP we have also identified buildings which are worthy of being added to the council's local list. The local list identifies buildings and structures with local value which make a positive contribution to character or appearance due to their architectural, cultural or historic interest, or because they form part of an interesting group. Buildings identified on the local list in Peckham and Nunhead include the former Jones & Higgins Department Store, Peckham Library and Peckham Police Station. More detail on the listed and local listed buildings and structures in each character area are set out in the Peckham and Nunhead characterisation study.
- 4.7.13 Views are important for understanding the character of an area. These views may relate to particular routes or views established through history. They may also be views of a specific focal point, such as a landmark or a space, or may be wider ranging views from high points in the area. In Peckham and Nunhead a number of views have been identified through our characterisation study, in conservation area appraisals and other area based studies. Some of the views identified include panoramic views of the London skyline from high points of Nunhead Cemetary and Honor Oak Park from which the dome of St. Paul's can be seen, or the view of the centre of London from Peckham Square. Other views allow us to understanding the character and streets and spaces and include views within conservation areas, of heritage assets and their settings, or views of local landmarks. These include townscape views along Rye Lane conservation area towards focal points such as Jones & Higgins clock tower, the view east up Blenheim Grove to Rye Lane and views towards Nunhead Green.
- 4.7.14 The historic value of the open and green spaces of Peckham and Nunhead also contribute to our appreciation of the area. There are two registered historic parks, grade II* Nunhead Cemetery (All Saints) and grade II Peckham Rye Park. There are four London Squares of local historic interest; Brunswick Park, Leyton Square, Lyndhurst Square and The Gardens which are protected under the London Squares Preservation Act (1931), which seeks to protect certain squares, gardens and enclosures in Greater London by limiting use of the squares and restricting building in these spaces.

- 4.7.15 We value the heritage of Peckham and Nunhead and are continually looking at ways to enhance, improve and protect the important heritage assets. We have received a Stage 1 pass for funding from the Townscape Heritage Initiative programme that will, in conjunction with support from local community groups, help deliver building repair, conservation and improvements for the Rye Lane Peckham Conservation Area allowing a better understanding and appreciation of the built heritage in the Peckham town centre. This project will complement public funding with private investment to highlight the value of heritage assets, and invest in repairs and architectural reinstatement of historic and listed buildings and spaces and compliment the proposed investment in a new square in front of Peckham Rye Station.
- 4.7.16 We also successfully submitted a bid for the Mayor's Outer London Fund for improvements to Nunhead. This funding is targeting the area around the green and the shopping parade, much of which is in a conservation area. The proposed works will include new shop fronts, new highway and feature lighting, support for traders as well as festivals and events. The proposals will link to other proposals currently under development for development sites, the Nunhead housing site (PNAAP11) and Nunhead community centre and housing (PNAAP12).

Fact Box: Listed buildings

A listed building can be a building, object or structure that is of national, historical or architectural interest. These buildings are identified on a statutory listings of buildings and structures for the borough, as identified by English Heritage and the Secretary of State for their special architectural or historic significance. All listed buildings are of special architectural and historic interest and they are classified in grades to show their relative importance. The grades are I, II* and II. Grade I buildings are of exceptional interest, sometimes considered to be internationally important and grade II* are particularly important buildings of more than special interest, Grade II buildings nationally important and of special interest.

Fact Box: Locally listed buildings

National Planning Policy Framework definition of a heritage asset includes locally listed buildings. English Heritage's Good Practice Guidance for Local Listing sets out best practice guidance for the criteria which can be used to identify these local heritage assets for inclusion in the Southwark 'Local List' and include buildings, objects or structures of local significance. The criteria for identification includes :

- Age and rarity
- Aesthetic value and landmark status
- Group value
- Historic, evidential, communal and social value
- Archaeological interest
- Associations with designed landscapes

Table 2: Conservation areas in Peckham and Nunhead

Conservation Area	Name	Character area
CA26	Caroline Gardens	Peckham East
CA31	Holly Grove	Peckham South
CA37	Honor Oak Rise	Nunhead, Peckham Rye and Honor Oak
CA34	Nunhead Cemetery	Nunhead, Peckham Rye and Honor Oak
CA32	Nunhead Green	Nunhead, Peckham Rye and Honor Oak
CA42	Rye Lane Peckham	Peckham Core Action Area
CA43	Peckham Hill Street	Peckham East, Peckham North

Policy 25: Built form

We will ensure that high quality design and architecture make a positive contribution to local character and distinctiveness of the character areas.

New development should:

1. Help to create a sense of place and distinctive neighbourhoods, sustaining, enhancing or better revealing elements of the existing local and historic environment which have good character and improving the townscape in areas where its quality is poor.
2. Enhance the setting of public realm and public spaces by fronting onto those spaces and help generate activity around them.
3. Ensure that materials and features reflect the identity of the local surroundings, taking into consideration the local historic environment.
4. Retain the proportions, rhythm and form of important frontages and provide facades that add interest to the streetscape.
5. Apply inclusive design principles for all buildings and spaces which promote access and improve mobility for the elderly and people with disabilities.
6. Integrate large numbers of car parking spaces (more than 20) within the building design.

The design or refurbishment of shopfronts and other non-residential frontages should:

7. Incorporate generous window sizes or areas of glazing if appropriate to the heritage and character of the building.
8. Resist the use of solid external shutters. If security shutters are needed, solid external shutters are not desirable, particularly within conservation areas.
9. Retain features which reinforce character and contribute positively to the host building and wider context.
10. Contribute to a consistent building line.
11. Ensure that signage design responds to the scale of the street.
12. Incorporate flexibility in the design, which permits the space to be fitted out for multiple uses and makes it easy to adapt for other uses in the future without fundamental restructuring or rebuilding work.

We are doing this because

- 4.7.17 Peckham and Nunhead is a diverse area which varies in the quality and character of buildings, streets and spaces. We want to ensure that development makes a positive contribution to its local character and distinctiveness.

- 4.7.18 Our urban design background paper and characterisation study have considered the different character and histories, the aspects that contribute positively and where there is potential for improvement. The principles identified through our background studies and other guidance in conservation area appraisals is reflected in policy 25 to ensure the development makes a positive contribution to Peckham and Nunhead's character. By requiring proposals to consider what is important in the existing streetscape, the design of buildings can enhance or better reveal these elements and also improve the quality of the surroundings, responding to the opportunities identified in the characterisation study.
- 4.7.19 Further policies for each character area are set out in section 5. For the larger proposals sites we also set out more detailed policies and guidance in the schedule of proposals sites in appendix C, where opportunities for enhancing the character of the sites, including potential for new public realm, pedestrian and cycle links and active frontages are identified.

Policy 26: Building heights

We will ensure development contributes positively to local character by requiring development to:

1. Be similar to existing heights outside Peckham core action area (2 to 4 storeys).
2. Be similar to existing heights inside Peckham core action area (up to 7 storeys) except where a local landmark is required to provide definition. This will be encouraged on the following sites:
 - Copeland Industrial Park and 1 - 27 Bournemouth Road (site PNAAP 4) up to 15 storeys
 - Former Wooddene estate (site PNAAP 5) up to 15 storeys
 - Copeland Road car park (site PNAAP 7) up to 8 storeys
 - Aylesham Centre (site PNAAP 1) up to 20 storeys

We will expect this taller element to be distinctive, of exceptional quality and exemplary design. It should sustain and enhance the significance of Peckham's heritage assets, their settings and the wider historic environment, including conservation areas and listed and locally listed buildings, having regard to both individual and cumulative impacts on the surrounding area.

On the larger sites of Copeland Industrial Park and 1-27 Bournemouth Road (site PNAAP4), former Wooddene estate (PNAAP5) and Aylesham Centre (PNAAP1), the taller element should be linked to an improved and generous public realm. It should be designed to improve local legibility, to act as a local landmark within a public space of its own and as a focus on routes across the site.

3. Comply with our borough-wide policies, specifically Southwark Plan policy 3.20 and Core Strategy strategic policy 12.

We are doing this because

- 4.7.20 Across the action area building heights are generally low scale, between 2 to 4 storeys. There are some slightly taller buildings within Peckham core action area, mostly on frontages along the main roads of Rye Lane, Peckham High Street and Queens Road, with building heights generally 3 to 5 storeys. Within the wider action area, to ensure that new development responds to the existing context and character, we would expect new development to generally be no taller than the existing heights.
- 4.7.21 Within Peckham core action area there is the potential for some taller landmark buildings to help regenerate and mark the significance of Peckham. There are already a number of prominent, well designed taller buildings and features such as Peckham Library, the tower of the former Jones and Higgins building, the Bussey Building and Co-Operative House. Each of these buildings currently marks a focal point at the convergence of main routes in and out of Peckham and/or is a landmark making a positive contribution to the landscape.
- 4.7.22 Not all taller buildings currently add to Peckham's character, for example the 20 storey residential tower at Witcombe Point, located on the edge of the core just off Queens Road. Due to the height and design of the tower, the building is prominent on the skyline and when seen in local views. The scale, massing and design of the building as well as the lack of usable public realm make this an example of a feature which does not contribute positively to enhancing the local character.
- 4.7.23 Our vision for Peckham and Nunhead identifies the Peckham core action area as the main focus for development and activity. Our plan for delivering new town centre uses includes redevelopment of larger sites in parts of the core action area which could benefit from improvements to attract people to these locations and encourage more activity, balanced with the objective to protect the heritage, particularly the newly designated conservation areas around Rye Lane and Peckham Hill Street. Taller local landmarks could enhance the character of the core action area, by creating new focal points when seen in local views and on the skyline, reinforcing wayfinding and legibility and highlighting Peckham as a centre for change.
- 4.7.24 Our Core Strategy identifies broad locations where taller buildings could be located, which includes core action areas. This policy provides further guidance on which sites within Peckham core action a taller building may be appropriate. Our urban design background paper has identified that taller buildings may be suitable on the following proposals sites:
- The Aylesham Centre (PNAAP 1)
 - Copeland Industrial Park and 1-27 Bournemouth Road (PNAAP 4)
 - Copeland Road car park (PNAAP 7)
 - The former Wooddene estate (PNAAP 5)

- 4.7.25 The Aylesham Centre, the former Wooddene estate and Copeland Road car park are all gateways to Peckham, and a taller building offers the opportunity to act a focal point, highlighting either the entrances to the town centre, or in the case of the Aylesham Centre the corner of the two busy shopping streets of Rye Lane and Peckham High Street. All four sites have the potential to improve wayfinding and permeability through Peckham core action area and through each individual site, and proposals for taller buildings will need to justify that the taller element increases permeability and wayfinding. Each of the identified sites offer many opportunities to increase permeability for pedestrian and cyclist, providing relief from the congestion on Rye Lane and Queens Road.
- 4.7.26 It is important that taller buildings not only are of exceptional design, but also contribute significantly to improving public realm and offering new public space. Proposals for taller buildings at all four sites will need to justify this. In particular the three largest sites (Aylesham Centre, Copeland Industrial Park and 1-27 Bournemouth Road and the former Wooddene estate) provide opportunities for significant amounts of meaningful public space, to be used by residents and visitors alike.
- 4.7.27 Whilst our testing in our urban design background paper, demonstrates that there are opportunities within the criteria set out in saved Southwark Plan policy 3.20 for a taller building, proposals will need to clearly demonstrate that all the criteria are met in their design and layout. They must demonstrate how the height, location on the site and design of the building meets the policies and aspirations of the AAP as well as how it would achieve the criteria set out here in saved Southwark Plan policy 3.20 and Core Strategy strategic policy 12. Any taller building proposed for these sites will need to demonstrate, through a qualitative assessment, the effect that taller heights will have on the surrounds, responding to the character, streetscape and skyline of the area. Proposals should seek to minimise impacts on sensitivities including views and settings of local heritage asset, particular in and around the Rye Lane Peckham and Peckham Hill Street Conservation areas. Applicants will also need to take into consideration the requirements set out in schedule of proposals sites (appendix C) for each of the sites identified for taller buildings.

Fact Box: Tall buildings

Southwark Core Strategy defines tall buildings as those which are higher than 30 metres (or 25 metres in the Thames Policy Area) and/or which significantly change the skyline. 30 metres is approximately the height of a 10 storey block of flats or a 7-10 storey office building. In areas which have a low scale character, any building that is significantly higher than surrounding buildings will be regarded as a tall building even if it is lower than 30 metres.

Section 5

Character areas in Peckham and Nunhead

5.1 Introduction

- 5.1.1 As explained in section 1.2 we have divided the AAP into Peckham core action area (where most of the change will take place) and the wider action area (which will see much smaller scale change). This boundary is based on:
- Character
 - Public transport accessibility levels
 - Opportunity and capacity for growth
- 5.1.2 Across the wider action area there are similar levels of public transport accessibility (lower than in the core) and similar limited capacity for growth as most of the proposals sites are within the core. However, the character of the wider area varies greatly, with many distinct places and different opportunities. Therefore we have divided the wider area into four character areas, which sit alongside Peckham core action area. These are:
- Nunhead, Peckham Rye and Honor Oak
 - Peckham South
 - Peckham North
 - Peckham East
- 5.1.3 Our characterisation study (2012) and urban design background paper (2012) informed our decisions on how to draw these boundaries. As is set out in these studies, we looked at different aspects of all five character areas to include land use, historical development, heritage assets, urban structure, townscape/built form, views and landmarks and public realm. The character area boundaries are shown in figure 19.
- 5.1.4 The following section sets out our policies for each of the five character areas which must be read alongside the area-wide policies in section 4. For each character area we set out:
- Character
 - Opportunities
 - Policies: land use, transport and movement, built environment, natural environment.

Figure 19: Peckham and Nunhead character areas

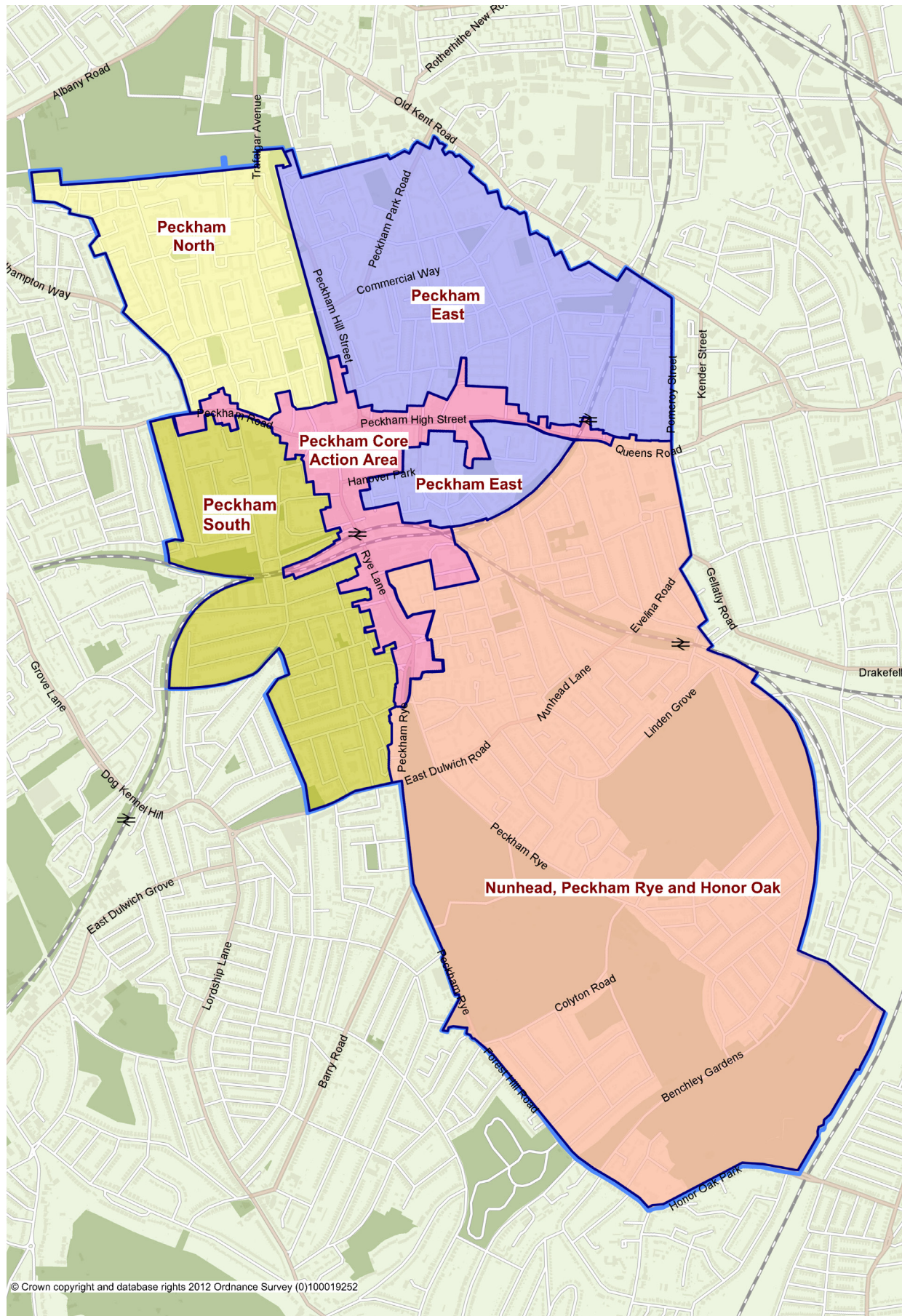
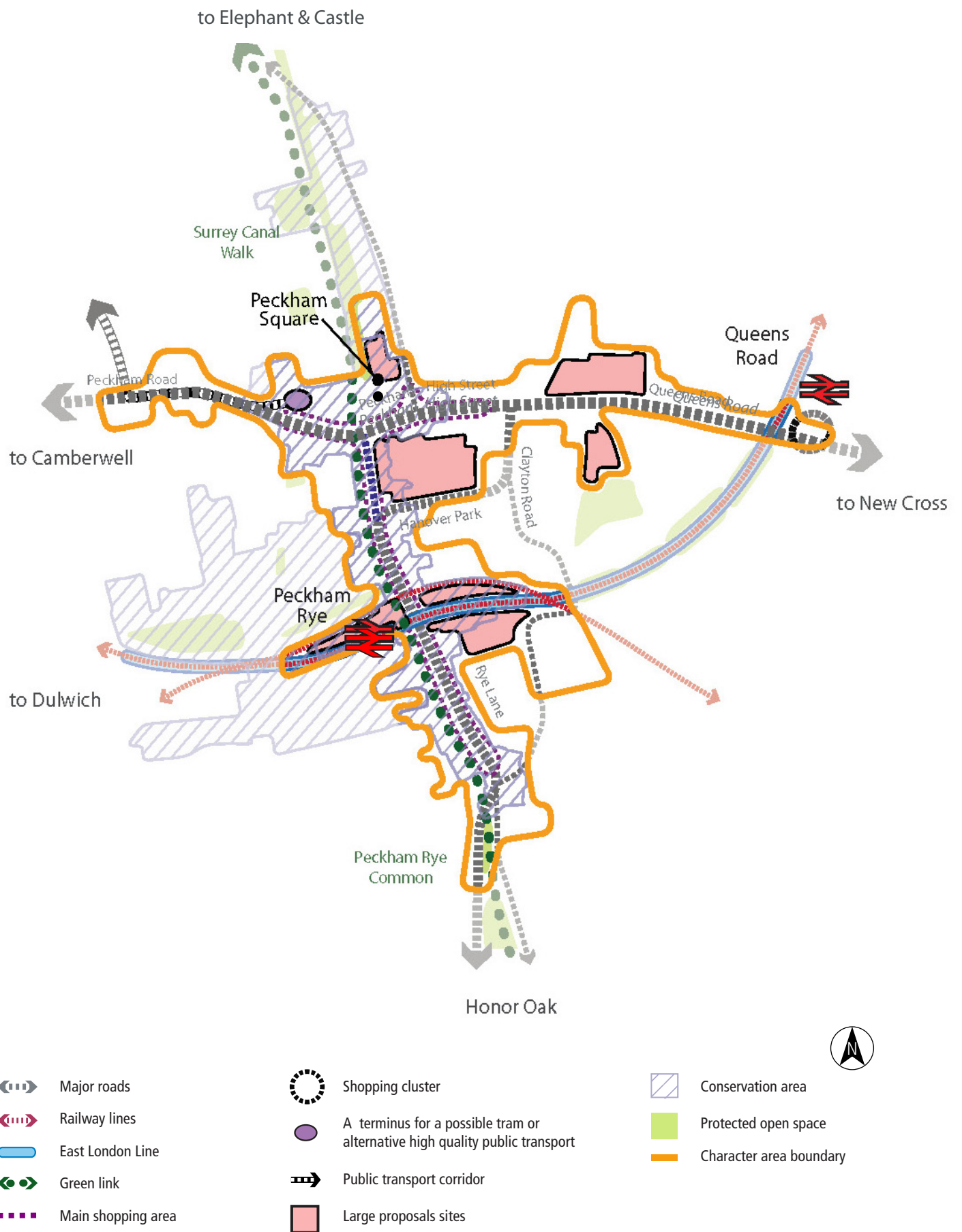


Figure 20: Peckham core action area vision



5.2 Peckham core action area

Character

- 5.2.1 Peckham core action area is focused around Peckham town centre, extending east to just past Queens Road Station and to include the Woods Road site south of Queens Road, west to the former Kennedy's Sausage Factory and former Peckham Fire Station on Peckham Road and south east to include the area around the Transport for London bus garage on Copeland Road. Peckham Rye Station is located in the centre of the core action area, Queens Road Station is located at the far east.
- 5.2.2 The town centre is focused around Rye Lane and Peckham High Street. It is currently Southwark's largest town centre, with much activity in the daytime, particularly along Rye Lane where there are numerous shops, including some multiple retailers at the north of Rye Lane (including Mothercare, Argos and Boots) but mostly shops selling day-to-day goods (including a large number of ethnic food shops, hairdressers and nail salons). The Aylesham Centre at the north of Rye Lane is Peckham's largest indoor shopping centre, anchored by a Morrisons supermarket. The west of the town centre includes the Bellenden Road Retail Park, which is focused around a Lidl supermarket. There are also both indoor and outdoor market stalls adding to the variety of the retail offer.
- 5.2.3 There are a number of other town centre uses within Peckham core action area, most notably the cinema just off Rye Lane, the library and Peckham Pulse leisure centre, both fronting onto Peckham Square. Six car parks currently serve the town centre. There are limited other town centre uses, with very few cafes, restaurants and pubs.
- 5.2.4 The area to the east of Peckham Rye Station and to the east of Rye Lane is more industrial, with a range of activities. Within Copeland Industrial Park and 1-27 Bournemouth Road, and the land between the railway arches east of Rye Lane, there are a mixture of uses, including council offices, a gallery, a bar, churches, industrial uses and some underused and vacant buildings. Further east lies the TfL bus garage on Copeland Road.
- 5.2.5 The railway arches running east to west across Rye Lane are a significant feature through the centre of the character area, with many used for light industrial uses. The arches currently act as a barrier to movement with only one arch currently open to vehicle and pedestrian movement.
- 5.2.6 The A202 running from Peckham Road to Peckham High Street to Queens Road runs east-west through the core action area crossing Rye Lane. The road includes a range of town centre uses along the Peckham High Street and parts of the Peckham Road section including a number of small shops, the Lister Health Centre and Peckham Square. The Queens Road section of the A202 is a mixture of uses, mostly non-residential use, with some small shops, a couple of pubs, a dental surgery, a day centre and some new office buildings opposite Queens Road Station. There is also some residential use along the south side of Queens Road. The vacant former Wooddene Estate on the north of Queens Road currently creates a major gap in Queens Road street frontage. It is a busy road, dominated by traffic and currently not inviting for pedestrians and cyclists.

- 5.2.7 Whilst there is high pedestrian activity in the daytime, Peckham core action area is not well used in the evening as there are very few cafes, restaurants or pubs in the core action area, meaning there are limited reasons for people to visit Peckham in the evening.
- 5.2.8 Much of Peckham's history can still be seen in the present day town centre and surrounds. Parts of Rye Lane, Peckham High Street and Peckham Hill Street were designated as conservation areas in October 2011, with Holly Grove conservation area bordering Peckham core action area to the west of Rye Lane towards Bellenden Road.
- 5.2.9 Peckham developed initially as a medieval village, with parts of the core action area such as Shard's Terrace, east of Peckham Square dating back to the 18th century, standing within the site of the medieval village. The Grand Surrey Canal and subsequent introduction of the railway linking Peckham with Victoria and London Bridge helped Peckham to grow as a commercial centre.
- 5.2.10 As a result much of Peckham town centre was developed in the mid to late 19th century, with Rye Lane becoming an established major shopping street in the late 1870s. There are many important buildings remaining from this era including the much loved former Jones and Higgins department store on the corner of Rye Lane and Peckham High Street, which opened in 1867 and closed in 1980. The building, with its prominent clock tower added in the 1930s is an important landmark used to help people find their way.
- 5.2.11 Peckham continued to prosper as a shopping centre in the early 20th century, with a number of arcades and covered markets built, some of which can still be seen today. The second half of the 20th century saw Peckham town centre enter a period of decline, with the closing of the Grand Surrey Canal in 1971, the fall in spending power, and the change in shopping habits as supermarkets began to replace the shopping precincts. The 1980s saw the building of the Aylesham Centre and the multi-storey car park and cinema.
- 5.2.12 Much of the post war development does little to add to Peckham's character. One of the most significant recent changes has been the creation of Peckham Square which was created on the head of the Grand Surrey Canal. The award winning Will Alsop designed Peckham Library and the Peckham Pulse Leisure Centre form part of the square.
- 5.2.13 The Copeland Industrial Park and TfL bus garage areas on Copeland Road and Bournemouth Road developed as industrial areas, with the legacy of number 133 Rye Lane (the Bussey building), dating back to gun and rifle manufactory and at the turn of the 20th century to developing sporting goods. This area varies in style with industrial buildings of different eras and architectural design.
- 5.2.14 There is a strong linear character along Rye Lane, although there are some key destinations such as the cinema which are tucked away and set back from the road. Rye Lane has a tightly defined street

pattern, with a strong sense of enclosure and generally 3 storey building heights. Queens Road has more of a mixed character than Rye Lane, being much less enclosed and generally between 1 and 5 storeys.

- 5.2.15 Whilst parts of Rye Lane have a strong character and identity, particularly when you look up above the shop frontages, much of Peckham core action area has suffered from neglect and is in need of some investment. The linear Peckham Road/Peckham High Street/Queens Road has suffered from decline, with many run-down buildings. The demolished former Wooddene Estate adds to the feeling of neglect along this road.

Opportunities

- 5.2.16 Peckham core action area is where we expect most change to take place, with many opportunities to improve its character. The recent designation of parts of Rye Lane, Peckham High Street and Peckham Hill Street as conservation areas will help to ensure that new development conserves and enhances the historic character. Figure 20 illustrates our vision for Peckham core action area.
- 5.2.17 Forthcoming transport improvements offer huge opportunities to not only increase Peckham and Nunhead's accessibility, but also to improve the look and feel of the area. These improvements offer significant opportunities to encourage further investment and development. The forecourt in front of Peckham Rye Station will be opened up, creating a new square giving people a place to linger and a focal entry point to the town centre. There will also be improvements to the station building including delivering a new cycle hub alongside the removal of the 1930s forecourt. Queens Road Station will also see improvements, with a new entrance and station piazza on the west side of the railway viaducts as well as new commercial lets in the railway arches.
- 5.2.18 There are a number of large development sites offering significant potential for change, improving both the character of Peckham core action area and the range of facilities it offers. The largest sites, which including the Aylesham Centre, Copeland Industrial Park and 1-27 Bournemouth Road, the cinema/multi-storey car park and Eagle Wharf have the potential to dramatically improve Peckham town centre. They will increase the retail offer and provide a range of non-residential uses including community, leisure, cultural and business.
- 5.2.19 There is also much potential for new housing in Peckham core action area, taking advantage of the improved transport links. The former Wooddene Estate will provide over 300 new homes. Other large sites such as Copeland Road car park and Woods Road also have capacity to provide more new homes. We expect more people to live in Peckham town centre and the core action area.

- 5.2.20 There is the potential to create a more integrated town centre and core action area, increasing linkages both north-south and east-west. The development of the Copeland Industrial Park and 1-27 Bournemouth Road, the cinema/multi-storey car park, and the land between the railway arches is key to improving east-west linkages with Rye Lane. This will maximise opportunities to increase pedestrian and cycle links with the improved Peckham Rye Station and new public square. Development on these sites also offers the potential to create an alternative route to busy Rye Lane, creating a new north-south pedestrian and cycle link through the railway arches.
- 5.2.21 Opportunities to improve the look and feel of Queens Road should be maximised, especially as part of the former Wooddene development. This will make the street more welcoming for pedestrians and cyclists. The delivery of the Cycle Superhighway will help encourage cyclists to use this route.

Policies

Policy 27: Land use

We will encourage a range of activities throughout the day and evening for both residents and visitors. Peckham town centre will continue to play a major role within Southwark, offering a range of shops, restaurants, cultural and business opportunities. We will provide opportunities for more people to live in Peckham core action area with at least 1,500 new homes.

We will do this by:

Retail

1. Supporting additional retail use, including Classes A1, A2, A3 and A4 in the town centre in accordance with policy 1 and policy 3.
2. Maintaining the status of the following existing and extended shopping parades as “protected shopping frontages”:
 - Peckham town centre.
 - Rye Lane
 - Peckham High Street
 - Blenheim Grove
 - Queens Road
3. Encouraging the provision of small scale shops on the site of the former Wooddene estate (PNAAP 5).

Arts/cultural/leisure/entertainment

4. Encouraging additional floorspace for arts/cultural/leisure/entertainment on the sites identified in policy 2.
5. Retaining a cinema in Peckham core action area.

Hot food takeaways

6. Ensuring that the proportion of hot food takeaways (A5 Class) does not rise above 5% in the Peckham town centre protected shopping frontages. We will not allow any further A5 uses in those frontages which have already reached the 5% saturation threshold.

Markets

7. Supporting the provision of new markets and street trading areas in Peckham core action area with the potential for new market areas at:

- The rear of Peckham Rye Station (site PNAAP 6)
- Land between the railway arches (site PNAAP 3)
- Queens Road Station

8. Supporting regular markets on Peckham Square.

Business

9. Supporting the provision of new and improved business floorspace. Most of this will be on the following sites:

- Copeland Industrial Park and 1-27 Bournemouth Road (site PNAAP 4).
- Peckham Rye Station (site PNAAP 6)
- Land between the railway arches (site PNAAP 3)

10. Supporting a range of A, B and D Use Classes in the railway arches, in accordance with saved Southwark Plan policy 1.5. This may include artistic and creative enterprises, small business space and light industrial uses.

11. Requiring existing business floorspace to be retained unless an exception can be demonstrated in accordance with our borough-wide employment policies.

Community facilities

12. Locating community facilities in Peckham core action area.

We are doing this because

5.2.22 Peckham core action area will be the focus of change and regeneration, with an improved range of activities and more people living in and around the town centre. The majority of the proposals sites fall within the core action area, providing capacity for over 1,500 new homes, up to 8,000sqm of new retail space and up to 4,000sqm of new employment space.

- 5.2.23 Peckham town centre, located at the heart of Peckham core action area, is currently predominately retail with the focus on Rye Lane and Peckham High Street. The core action area around the town centre also includes elements of industrial use, cultural use and a small amount of residential use.
- 5.2.24 Encouraging more retail use (Classes A1/A2/A3/A4) and arts/cultural/leisure/entertainment use (Class D use) will help regenerate Peckham town centre, providing attractions for everyone to enjoy. Encouraging new and protecting existing business space (Class B) will help provide employment opportunities for local people. We have identified development opportunity sites where there could be more or improved business space and/or retail space.
- 5.2.25 We have amended the boundaries of the Rye Lane protected shopping frontage to align it with the town centre boundary at the south of Rye Lane/Peckham Rye.

Policy 28: Transport and movement

We will ensure that Peckham core action area continues to be accessible by walking, cycling and public transport, whilst also having an improved road network.

We will:

Active travel

1. Prioritise improvements to links between key destinations including schools, the stations and Nunhead local centre.
2. Work with partners to deliver the Cycle Superhighway along Queens Road/Peckham High Street/Peckham Road.

Public transport

3. Improve Peckham Rye and Queens Road stations.

Residential car parking

4. Encourage residential development to be car free, aside from the required provision of parking for disabled persons and car club spaces.
5. Allow development within Peckham core action area to include a maximum of 0.3 spaces per unit with the level justified in a transport assessment.

We are doing this because

- 5.2.26 Many people currently feel that it can be difficult to cycle and walk through Peckham core action area, particularly Rye Lane as it is very congested and busy. Improved links are needed between key destinations in the action area. Whilst there have been some recent improvements to Rye Lane more high quality links are needed, particularly east-west through the town centre to make active travel more convenient, enjoyable and safe. Queens Road also creates problems for cyclists as it is a busy and fast main road. East-west links along Queens Road (A202) have improved with measures associated with Cycle Superhighway route 5.

5.2.27 As shown on figure 5, Peckham core action area has excellent public transport accessibility, reducing the need for lots of car parking.

Policy 29: Built environment

Public realm

We will create a vibrant, successful and accessible Peckham core action area by:

1. Increasing east-west movement through the town centre by creating new pedestrian links and public spaces and improving existing ones.
2. Enhancing the visual connection between Rye Lane, Surrey Canal Walk and Peckham Square.
3. Improving the quality of existing major pedestrian thoroughfares such as Rye lane, Peckham High Street and Queens Road to provide a more pedestrian-friendly environment.
4. Improving street tree planting along arterial roads such as Peckham Road and Queens Road, and the southern end of Rye Lane.
5. Improving the quality and use of existing public spaces such as Moncrieff Place, Queens Road Station, Peckham Rye Station and Peckham Square.
6. Enhancing pedestrian and cycle movement by creating links through larger development sites and new public spaces on sites off the main roads, which can act as focal points for activity and create new places to linger. The locations identified with opportunities for creating new public space and/or improved public realm are:
 - Peckham Rye Station (site PNAAP 6)
 - Copeland Industrial Park and 1-27 Bournemouth Road (site PNAAP 4)
 - Eagle Wharf site (PNAAP 10)
 - Aylesham Centre (site PNAAP 1)
 - Land between the railway arches (site PNAAP 3)
 - Former Wooddene estate (site PNAAP 5)

Built Form and Heritage

We will encourage development that increases the vitality, accessibility and activity of Peckham core action area by:

7. Requiring new developments to sustain, enhance, or better reveal the significance of the local heritage assets, particularly:
 - The strong linear Edwardian and Victorian character of the Rye Lane Peckham conservation area considering the proportions and features of the existing shopfronts.
 - Grade II listed buildings including Peckham Rye Station and Baptist Church on Rye Lane.
 - Locally listed buildings and features.

8. Ensuring that development on large sites:

- Creates distinctive blocks that have architectural design styles that respond thoughtfully to the character of the area and provide landmarks where appropriate.
- Is designed so that its layout and appearance are of a “fine grain”, incorporates a variety of distinguishable buildings, presents an interesting and varied roofline, enhances permeability, provides new links to key roads and improves pedestrian connections.
- Is designed so that service and utility areas are located away from street frontages and that sites which face onto the rear or service areas of an adjoining property provide address this constraint.

9. Reinforcing and enhancing the existing character of Rye Lane and Peckham High Street by:

- Encouraging a mix of uses and active frontages.
- Maintaining the established rhythm and proportion of frontages and building entrances, including historic plot width, setback of upper floors, roofline and parapet heights.
- Improving the consistency and quality of shopfronts, ensuring that the design of new or refurbished shopfronts addresses policy 24 and relevant guidance in the Rye Lane Peckham conservation area appraisal.

10. Requiring the redevelopment of the former Wooddene site (site PNAAP 5) to provide mixed uses and active frontages along parts of Queens Road.

We are doing this because

- 5.2.28 There are significant opportunities to improve the core action area’s public realm, built form and heritage. For example, Peckham Square’s scale provides the opportunity for a major civic space, but requires more and varied use surrounding it for it to fully realise its potential. The development of Eagle Wharf could help to create a better used square. The many large development sites within Peckham core action area also provide the opportunity for new public realm, public spaces, pedestrian and cycle links.
- 5.2.29 Development needs to be mindful of the core action area’s heritage assets, especially in and around the conservation area and where development may impact on listed buildings and buildings identified on our local list. Requiring development to take into account guidance in the conservation area appraisals will help to ensure that the important heritage is sustained and enhanced.
- 5.2.30 Redevelopment also offers the opportunity to improve Rye Lane’s and Queens Road’s street frontages which currently are of varied quality. Gaps in the continuity of the streetscape interrupt the rhythm, form and activity of the street frontage and the roofline. Development of these sites and improvement to existing shop frontages will help to increase the attractiveness of the town centre. Proposals to redevelop a number of the existing units into larger retail footprints will need to respond to the existing scale and pattern of shopfronts.

Policy 30: Natural environment

We will provide an accessible, high quality green infrastructure network by requiring development to maximise opportunities to improve links to and between the open spaces in the wider action area.

We are doing this because

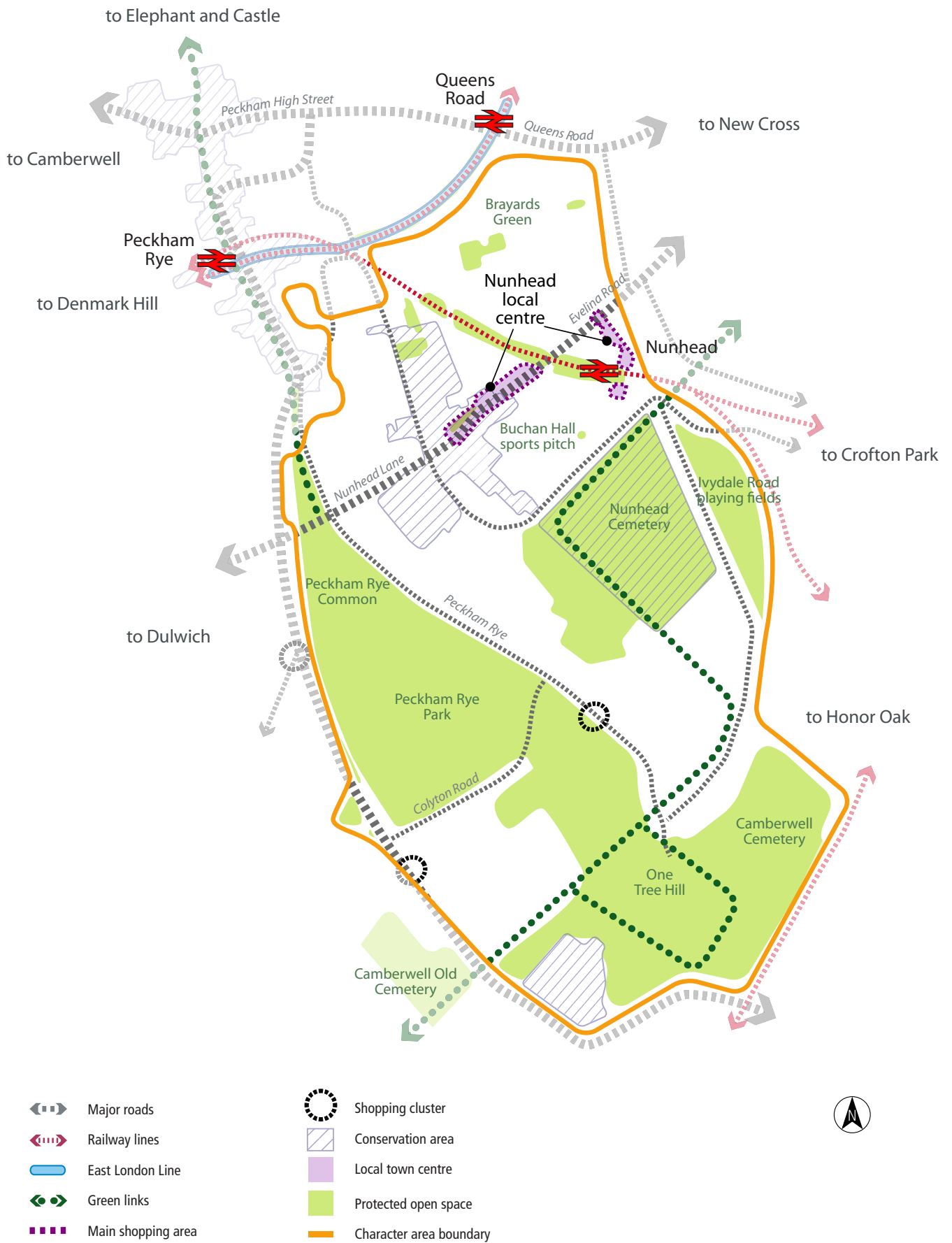
- 5.2.31 There are no protected open spaces within Peckham core action area as is often the case in town centres. The core action area land use is predominately a town centre use, with some flatted development. It is much higher density than the surrounding character areas, with the majority of the development sites and potential for change lying within the core action area. There are few opportunities for increasing open space within the core action area, and so it is important that the opportunities to improve links with the many open spaces just outside its boundaries are maximised.

5.3 Nunhead, Peckham Rye and Honor Oak

Character

- 5.3.1 Nunhead, Peckham Rye and Honor Oak character area lies to the south east of Peckham town centre. The area is bound by the South London Railway embankments to the north and east, the former Crystal Palace rail line, Forest Hill Road and Honor Oak Park to the south and the B238 to the west.
- 5.3.2 Parts of Peckham Rye ward, south-west of the character area are outside the boundary of the action area as its character is more similar to that of East Dulwich. Guidance for this part of the area is set out in the Dulwich supplementary planning document.
- 5.3.3 Nunhead, Peckham Rye and Honor Oak character area is predominantly residential, with a large amount of open space and a range of community facilities. The focal point of the character area is Nunhead local centre, focused around Nunhead Green, Evelina Road and Gibbon Road. This centre provides a range of shops for the local neighbourhood and its setting gives the local centre a 'village' character. Supporting community uses include Nunhead library, a number of schools and churches. Several local shops and parades throughout the character also provide for day-to-day needs.
- 5.3.4 The character area consists of a significant amount of open space particularly at the centre and to the south. It includes Peckham Rye Common and Park, Nunhead Cemetery, Camberwell New Cemetery, Honor Oak Rise, Brenchley Gardens, Honor Oak and Nunhead allotments, the Aquarius golf course and playing fields east of Ivydale Road. The undulating topography and dense vegetation of Nunhead Cemetery and Honor Oak Rise form a green backdrop and there are important views from Nunhead Cemetery northwards to central London.
- 5.3.5 The housing is a mix of predominately Victorian and post world war two homes set amongst a

Figure 21: Nunhead, Peckham Rye and Honor Oak vision



large amount of open space. Much of the character area is covered by conservation areas: Nunhead Green, Nunhead Cemetery and Honor Oak Rise. The street pattern is varied, with long grid patterns aligned to historic routes and mixed with newer, less formal urban developments. The building heights are predominately 2 to 4 storeys, with terraced streets in most of the character area, large Victorian villas along Peckham Rye and some larger semi and detached homes in the south.

- 5.3.6 There are some taller buildings scattered throughout such as the tower blocks on Caulfield Road, Firbank Road and Rye Hill Park. These can be seen from points across the area. The character area is divided east-west along the northern edges of Nunhead Cemetery and Peckham Rye Common and Park by a change in density levels, with urban density zones to the north of the character area and suburban density zone to the south (see figure 15). Areas within the urban density zone are generally more tightly developed, with smaller gardens and less open space. The suburban density areas have more detached and semi-detached housing, larger gardens and a significant amount of open space.

Opportunities

- 5.3.7 Figure 21 illustrates our vision for Nunhead, Peckham Rye and Honor Oak. There are opportunities to improve Nunhead local centre through shopfront and public realm improvements. The council has been awarded £325,000 to improve shopfronts and streetscapes and are working with shop owners of 24 units on Evelina and Gibbon roads to deliver these improvements with the help of architects. There is also the opportunity to provide better links towards Peckham town centre and from Nunhead Station to Evelina Road. Nunhead has also received funding from the GLA as part of the Mayor's Outer London Fund. £438,000 has been allocated to reinvigorating the shopping heart of Nunhead with support for local businesses, environmental and public realm improvements and support for a series of events and festivals in the area.
- 5.3.8 There are several small sites which have the opportunity for small scale housing development. Most of this development is infill development and the replacement of the remaining pre-fab homes. This includes the following proposals sites, as set out in detail in section 6 and appendix C.
- Site PNAAP 30 – 151-161 Gordon Road
 - Site PNAAP 31 – 117-119 and 122-148 Ivydale Road
- 5.3.9 There are also two key proposals sites around Nunhead Green:
- Site PNAAP 11 – Nunhead housing site
 - Site PNAAP 12 – Nunhead community centre (former early years centre)
- 5.3.10 Thomas the Apostle College is being rebuilt on its existing site and we are building a new special school at Bredinghurst School on Stuart Road. We will encourage the remainder of the site to be developed for housing, including retaining and converting the Victorian Bredinghurst House (PNAAP 32).

Policies

Policy 31: Land use

We will ensure Nunhead, Peckham Rye and Honor Oak character area continues to be a neighbourhood of low density housing and open spaces with a thriving shopping centre at Nunhead local centre by:

1. Supporting additional residential uses.
2. Supporting additional retail and business use within Nunhead local centre.
3. Maintaining the status of the following shopping parades as “protected shopping frontages”. We will support the provision of small scales shops, cafes and restaurants within these protected shopping frontages.
 - Nunhead local centre
 - Gibbon Road
 - Evelina Road
 - Nunhead Green
 - Nunhead Lane
 - Nunhead Grove
 - Kirkwood Road
 - Forest Hill Road
 - (Barry Parade) Barry Road
4. Protecting the local shops along Cheltenham Road.
5. Ensuring the proportion of hot food takeaways (A5 Class) does not rise above 5% in the Nunhead local centre protected shopping frontages. We will not allow any further A5 uses in those frontages which have already reached the 5% saturation threshold.

We are doing this because

- 5.3.11 Nunhead local centre lies at the centre of the character area and consists of a number of high quality independent shops and business including a bakers, fishmongers, florists, greengrocers and pubs. There are also a number of shops along Forest Hill Road, (Barry Parade), Barry Road and Cheltenham Road. Lordship Lane, within the neighbouring Dulwich community council area also provides a number of shops, restaurants and cafes for local resident in the south of the character area to enjoy. The public realm works and improvements to the shop fronts and footpaths of Evelina Road and Gibbon Road will reinforce Nunhead local centre, attracting more local residents and visitors and ensuring it continues to thrive.

- 5.3.12 The rest of the character area is predominantly residential and protected open space. Further small scale development and supporting uses would be in keeping with the character of the area and help meet the need for new homes.
- 5.3.13 We have amended the adopted policies map to adjust the boundary of Nunhead local centre with the boundary of the protected shopping frontages and also extend the protected shopping frontage along Evelina Road. We will protect the small group of shop on the corner of Evelina Road and Lausanne Road.
- 5.3.14 The proportion of hot food takeaways (A5 use) in Nunhead local centre is currently at 16%. In accordance with Policy 4 we will not permit any further A5 use in the protected shopping frontages to help maintain a vibrant and thriving local centre, and reduce obesity levels.

Policy 32: Transport and movement

We will improve connections to and through Nunhead, Peckham Rye and Honor Oak character area.

We will:

Active travel

1. Prioritise improvements to links between key destinations to include Peckham town centre, to schools and to Nunhead station.

Residential car parking

2. Allow the following maximum amounts of car parking with the level justification in a transport assessment. As shown in figure 15, parts of the character area falls within the urban zone, and parts of the character area fall within the suburban zone.
 - Within the urban zone, a maximum of 1 space per unit. These should be allocated to family units.
 - Allow development within the suburban zone to include a maximum of 1.5-2 spaces per unit.

We are doing this because

- 5.3.15 Improving linkages between key destinations will encourage more active modes of transport, as well as making it easier for people living in this character area to access the facilities in Peckham town centre.
- 5.3.16 Figure 5 shows the public transport accessibility levels across the action area. Whilst we encourage car free development in Peckham core action area, a higher level of car parking is more appropriate in the urban and suburban zones, to reflect the character of these areas and the fact that they are not as accessible by public transport.

Policy 33: Built environment

We will maintain and improve Nunhead, Peckham Rye and Honor Oak's character by requiring development to:

1. Upgrade shopping frontages and footpaths along Evelina Road, Nunhead Lane and Gibbon Road to improve the town centre environment and make it more attractive for shoppers and residents.
2. Relate to existing building heights which are predominantly 2 to 4 storeys.
3. Ensure that the design of new or refurbished shopfronts in Nunhead local centre addresses policy 24.
4. Sustain, enhance, or better reveal the significance of the local heritage assets particularly:
 - The established rhythm, pattern, plot width, scale and consistency of materials and features of the terraced housing of The Gardens and Honor Oak Rise conservation areas.
 - The open space and character of surrounding buildings and features of the Nunhead Green conservation area.
 - The contemplation spaces and listed buildings, tombs and features of the Nunhead Cemetary conservation area.
 - The historic registered parks: grade II* Nunhead Cemetary and grade II Peckham Rye Park.
 - The protected London square of The Gardens.
 - Listed and locally listed buildings and features.
5. Reinforce the existing streetscape and character of Nunhead Green. Development around Nunhead Green on sites PNAAP 11 and PNAAP 12 should highlight the corner on the west end to the green, creating a unified frontage and sense of enclosure.
6. Resist back-land development as it is generally not considered to be suitable due to the local character. There may be some exceptions where it may be acceptable where proposals meet all of the following criteria:
 - It is on previously developed land.
 - The development would not compromise historic plots that reflect the heritage, including the historic patterns of development and the cumulative impact of similar developments.
 - There is adequate convenient and safe access, suitable for the entry and egress of vehicles, cyclists and pedestrians.
 - The development would not contribute to parking problems in the area (we will usually require a local parking survey to demonstrate this).
 - There is no loss of privacy and amenity for adjoining houses and their back gardens.
 - Schemes larger than 1 dwelling will require space for refuse storage and collection and the separation of pedestrian and vehicular access.
 - Suitable consideration is given to the retention of tree canopy cover and mitigation of any loss.

We are doing this because

- 5.3.17 Nunhead, Peckham Rye and Honor Oak's heritage is evident throughout the character area. In order to sustain and enhance its important heritage, we will ensure development consider the heritage assets including: the three conservation areas, two registered historic parks, a protected London square (The Gardens), listed buildings and buildings identified on our local list.
- 5.3.18 The Nunhead, Peckham Rye and Honor Oak area is characterised by predominately residential development of two to four storeys in height and this prevailing height should be maintained. There are two sites at Nunhead Green: the Nunhead housing site (site PNAAP 11) and Nunhead community centre and housing site (site PNAAP 12), which offer the opportunity to enhance the character of Nunhead local centre and, alongside the associated public realm works, will help strengthen the centre by providing a sense of entry and focus onto Nunhead Green. Development within the rest of the area will be primarily infill residential development at a scale of two to four storeys, reflecting the surrounding building heights.
- 5.3.19 Back-land development sites are those located predominantly to the rear of existing dwellings, separated from the residential dwelling (e.g. not a conservatory or extension to the existing dwelling). Development on such sites includes garden buildings such as sheds and greenhouses and new residential units. Back-land development can have a significant impact on amenity, neighbouring properties and the character of the area. Nunhead, Peckham Rye and Honor Oak character area is generally not considered to be a suitable area for back-land development due to the character of the area and the large plot sizes which are characteristic of the area contributing to its historic value, particularly within the conservation areas.

Policy 34: Natural environment

We will provide an accessible, high quality green infrastructure network by:

1. Protecting the following open spaces from inappropriate development:

Metropolitan Open Land

- OS124 Peckham Rye Park and Peckham Rye Common
- OS125 Nunhead Reservoir
- OS126 Nunhead Cemetery
- OS127 Ivydale Road Playing Field
- OS132 Water works
- OS133 Nunhead Allotments
- OS137 Waverley School
- OS142 Homestall Road Playing Field
- OS143 Aquarius Golf Course
- OS144 Brenchley Gardens
- OS145 Camberwell New Cemetery
- OS150 One Tree Hill
- OS151 Honor Oak Allotments
- OS152 Honor Oak Sports Ground

Borough Open Land

- OS108 Nunhead railway embankments
- OS116 Consort Park
- OS118 Nunhead Green
- OS144 Brenchley Gardens

Other Open Space

- OS109 St Mary Frobisher Gardens
- OS117 Dr Harold Moody Park
- OS199 Brayards Green
- OS200 Buchan Hall Sports Pitch
- OS144 Brenchley Gardens
- OS145 Camberwell New Cemetery
- OS150 One Tree Hill

2. Protecting the following Sites of Importance for Nature Conservation to ensure that development preserves and enhances their biodiversity value:

- OS108 Nunhead Railway Embankments
- OS116 Consort Park
- OS124 Peckham Rye Park and Peckham Rye Common
- OS126 Nunhead Cemetery
- OS143 Aquarius Golf Course
- OS144 Brenchley Gardens
- OS145 Camberwell New Cemetery
- OS150 One Tree Hill

We are doing this because

- 5.3.20 Open space contributes greatly to this character area, providing a range of different types for use by residents and visitors.
- 5.3.21 Many of the borough's cemeteries fall within this character area. The Cemetery Strategy (2012) establishes the council's commitment to preserve cemetery land for use as burial grounds. Cemeteries are recognised as appropriate use of Borough Open Land and Metropolitan Open Land and are a valued resource.
- 5.3.22 The AAP protects additional open spaces at Brayards Green and Buchan Hall sport pitches. It also amends the existing Peckham Rye open space to show the distinction between Peckham Rye Common and Peckham Rye Park and amends the boundary of the Harris Girls Academy.

5.4 Peckham South

Character

- 5.4.1 Peckham South lies immediately to the west of the town centre and Rye Lane. Bellenden Road runs through its centre and includes a collection of attractive local shops and businesses. This street was part of the Bellenden Renewal Scheme (1997-2007) which transformed the whole area and helped the road to become a successful and thriving shopping street. There is also a small parade of shops running along East Dulwich Road to the south. The railway viaduct serving Peckham Rye Station runs east-west through the centre of the character area, with a cluster of commercial and industrial uses in the arches on either side of the raised tracks.

- 5.4.2 The rest of the character area is mainly residential consisting of attractive Edwardian and Victorian terraces and villas, with some later infill development including a housing estate off Grummant Road. There are a wide variety of houses, architectural styles and streetscapes, including a number of listed buildings and buildings on our local list. Part of the area is covered by Holly Grove conservation area. The topography changes in the western part of the area, rising up hill towards Camberwell. This is particularly noticeable along the sloped terraces of Chadwick and Lyndhurst roads.
- 5.4.3 Warwick Gardens is the largest open space. It runs along the route of the railway from Peckham Rye Station and uphill at its western end. Smaller open spaces include: Bellenden Road Tree Nursery, Highshore Road open space, Holly Grove Shrubbery, McDermott Road Nature Garden and the recently improved children's play facility at Goose Green Playground in the far south western tip of the area. Several of the houses in the area have front gardens, bounded by low brick walls which, along with the trees and parks, work together to give the area a green setting.

Opportunities

- 5.4.4 Figure 22 illustrates our vision for Peckham South. The key opportunity is to continue to protect and enhance its character, specifically the Holly Grove conservation area and the many historic buildings.
- 5.4.5 There are no proposals sites within the area, so future development is likely to be only small scale housing developments and possibly more local shops and services along Bellenden Road and East Dulwich Road.
- 5.4.6 The character area adjoins Peckham core action area and residents will benefit greatly from the improvements in and around Peckham town centre. Opportunities to improve linkages between Peckham South character area and Peckham town centre should be maximised.

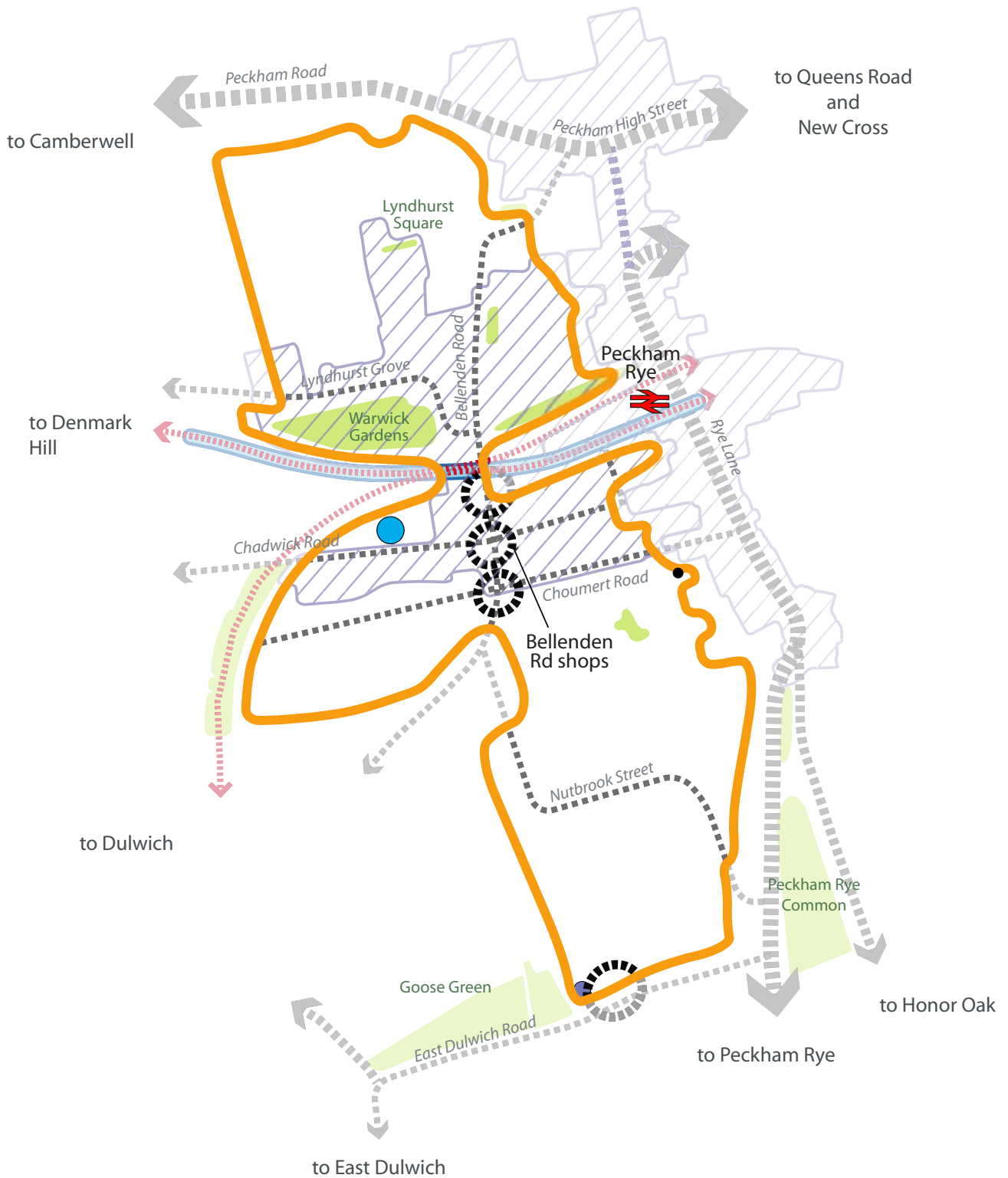
Policies

Policy 35: Land use

We will ensure that Peckham South continues to be a predominately residential area with successful local shops on Bellenden Road and East Dulwich Road and local employment opportunities by:

1. Supporting residential uses.
2. Maintaining the status of Bellenden Road and East Dulwich Road shopping parades as "protected shopping frontages." We will support the provision of small scale shops, cafes and restaurants within these protected shopping frontages.
3. Protecting the Print Village Industrial Estate on Chadwick Road (site PNAAP 2) for employment uses. Any redevelopment of this site will require replacement of business space.
4. Supporting a range of A, B and D Use Classes uses in the railway arches, in accordance with saved Southwark Plan policy 1.5. This may include artistic and creative enterprises, small business space and light industrial uses.

Figure 22: Peckham South vision



- Major roads
- Railway lines
- East London Line
- Shopping cluster
- Print Village Industrial Estate
- Conservation area
- Protected open space
- Character area boundary



We are doing this because

- 5.4.7 We want to maintain the predominantly residential character and will encourage development that respects the setting and surroundings. The shops along Bellenden Road and East Dulwich Road provide important day-to-day convenience facilities for local people and are protected shopping frontages. We will continue to promote the provision of a mix of retail units in these two streets.
- 5.4.8 The character area provides some important employment opportunities at the Print Village Industrial Estate (site PNAAP 2) and within the railway arches. Our Employment Land Review (2010) recognises that the Print Village is a well-functioning business estate that accommodates SMEs. The estate does not have any adverse impact on the surrounding residential area. Therefore it will be important to retain business use on this site to continue to promote and maintain local employment as part of any mixed use redevelopment proposal. Appendix C sets out our policies and guidance for the site. As set out in policy 6, we will also promote, through saved Southwark Plan policy 1.5, the use of the railway arches for A, B or D uses to ensure the spaces can meet the needs of a wide range of occupiers.

Policy 36: Transport and movement

We will improve connections to and through Peckham South character area.

We will:

Active travel

1. Prioritise improvements to links between key destinations including Peckham Rye Station, schools and the open spaces including Peckham Rye Park and Peckham Rye Common.

Residential car parking

2. Allow a maximum of maximum of 1 space per unit. These should be allocated to family units with the level justified in a transport assessment.

We are doing this because

- 5.4.9 Policy 11 sets out that we want to encourage active travel. There are opportunities to improve linkages with Peckham town centre, Peckham Rye Station, schools and important open spaces. The redevelopment of the forecourt outside Peckham Rye Station and creation of a new cycle hub could encourage more cycling in the local area.
- 5.4.10 Figure 5 shows the public transport accessibility levels across the action area. Whilst we encourage car free development in Peckham core action area, a higher level of car parking is more appropriate outside the core action area where public transport levels are not as good. Peckham South falls within the urban zone as shown in figure 15.

Policy 37: Built environment

We will maintain and improve Peckham South's character by:

1. Improving public realm at the western end of Holly Grove, linking across Lyndhurst Way to Warwick Gardens.
2. Retaining and improving street trees to link Holly Shrubbery to Warwick Gardens.
3. Sustaining, enhancing, or better revealing the significance of the local heritage assets particularly:
 - The established rhythm, pattern, plot width, scale and consistency of materials and features of the terraced housing of the Holly Grove conservation area.
 - The protected London square of Lyndhurst Square.
 - Listed and locally listed buildings and features.
4. Resisting back-land development as it is generally not considered to be suitable due to the local character. There may be some exceptions where it may be acceptable where proposals meet all of the following criteria:
 - It is on previously developed land;
 - The development would not compromise historic plots that reflect the heritage of the area, including the historic patterns of development and the cumulative impact of similar developments;
 - There is adequate convenient and safe access, suitable for the entry and egress of vehicles, cyclists and pedestrians;
 - The development would not contribute to parking problems in the area (we will usually require a local parking survey to demonstrate this);
 - There is no loss of privacy and amenity for adjoining houses and their back gardens;
 - Schemes larger than 1 dwelling will require space for refuse storage and collection and the separation of pedestrian and vehicular access;
 - Suitable consideration is given to the retention of tree canopy cover and mitigation of any loss.

We are doing this because

- 5.4.11 Much of Peckham South's character is focused around its heritage. Development must sustain and enhance this heritage, particularly Holly Grove conservation area, Lyndhurst protected London square, the many listed buildings and buildings identified on our local list.
- 5.4.12 The town centre currently has limited access to good quality open space and with no protected open spaces in Peckham core action area, residents rely on the surrounding character areas for open spaces. The opportunities within the Peckham South character area will benefit residents of both of Peckham core action area and Peckham South character areas. The opportunity to upgrade the public realm at the eastern end, in the town centre, will increase the use of the Holly Grove

shrubby open space that runs west towards Warwick Gardens. Improving this public realm link will increase the east-west pedestrian movement through the action area and enable more people to easily access Warwick Gardens.

- 5.4.13 Back-land development sites are those located predominantly to the rear of existing dwellings, separated from the residential dwelling (e.g. not a conservatory or extension to the existing dwelling). Development on such sites includes garden buildings such as sheds and greenhouses and new residential units. Back-land development can have a significant impact on amenity, neighbouring properties and the character of the area. Peckham South is generally not considered to be a suitable area for back-land development due to the character of the area and the large plot sizes which are characteristic of the area contributing to its historic value, particularly within the conservation areas.

Policy 38: Natural environment

We will provide an accessible, high quality green infrastructure network by:

1. Protecting the following open spaces from inappropriate development:

Borough Open Land

- OS106 Bellenden Road Tree Nursery
- OS110 Grove Park and East Dulwich railway cuttings and embankments
- OS111 Warwick Gardens
- OS112 Highshore Open Space
- OS113 Holly Grove Shrubbery
- OS115 McDermott Grove Nature Garden

Other Open Space

- OS123 Goose Green Playground
- OS202 Lyndhurst Square

2. Protecting the following Sites of Importance for Nature Conservation to ensure that development preserves and enhances their biodiversity value:

- OS106 Bellenden Road Tree Nursery
- OS110 Grove Park and East Dulwich railway cuttings and embankments
- OS111 Warwick Gardens
- OS112 Highshore Open Space
- OS115 McDermott Grove Nature Garden

We are doing this because

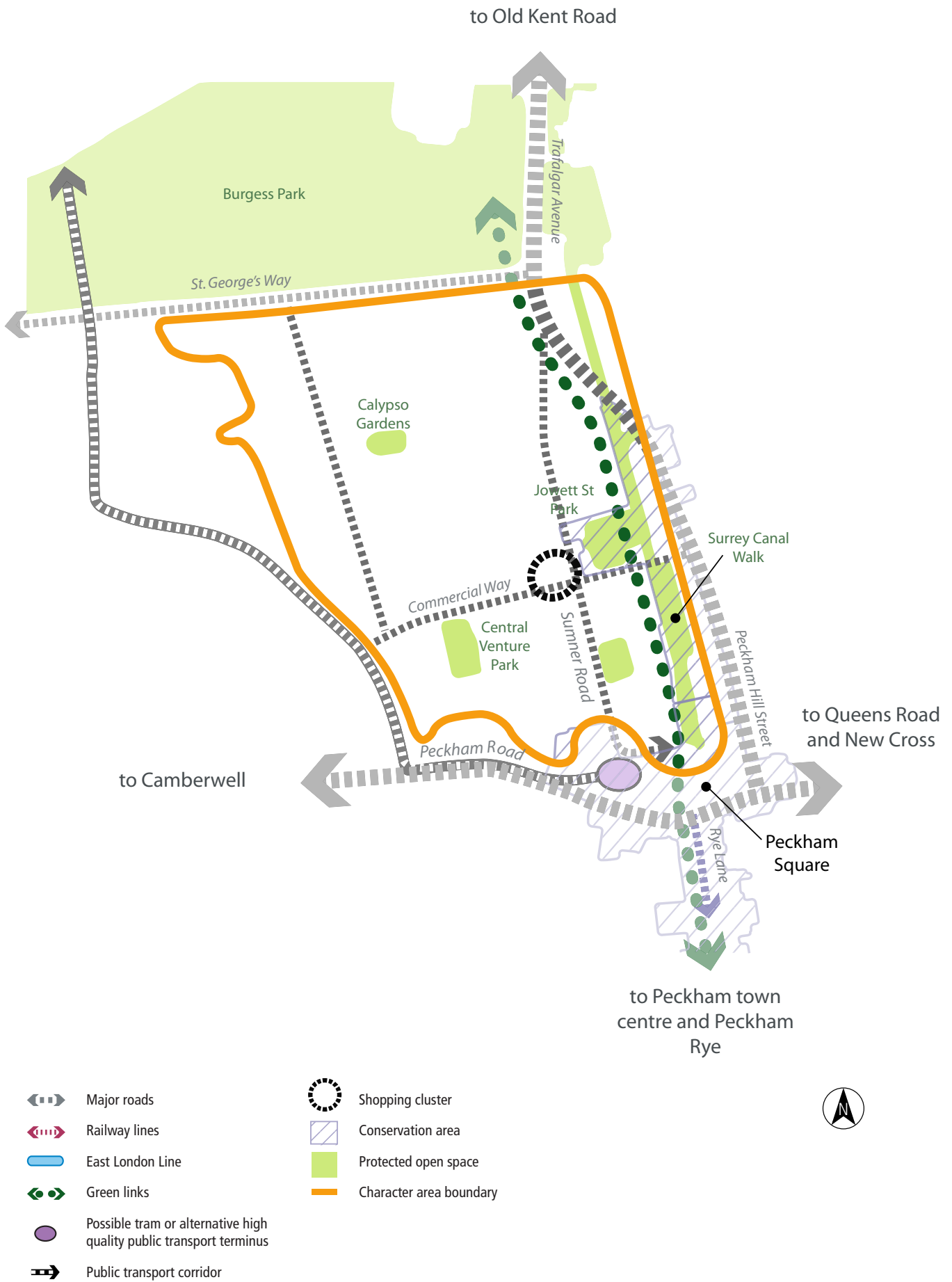
- 5.4.14 Open spaces are important to the character of the area, with Goose Green and Peckham Rye Common adjacent to the boundary of Peckham South giving it a green feel. Within the Peckham South character area, open spaces include McDermott Road Nature Garden, Highshore Road Open Space and Warwick Gardens.
- 5.4.15 The AAP protects additional open space at Lyndhurst Square and protects Warwick Gardens as a site of importance for nature conservation. The AAP factually amends the names of two existing protected open spaces; Bellenden Road Tree Nursery and Highshore Open Space. Further detail is set out in our open spaces and sites of importance for nature conservation background papers. The schedule of changes to the adopted policies map illustrates these changes. Once the AAP is adopted, these boundary changes and additional open spaces and SINCs will be shown on the adopted policies map.

5.5 Peckham North

Character

- 5.5.1 Peckham North lies to the north west of Peckham town centre and Peckham High Street. It is mainly a residential area with a mix of post world war two housing. The street pattern is varied, with most of the historic grid pattern having been replaced by more modern development of connected blocks, streets and paths. A large proportion of the area was redeveloped as part of the Peckham Partnership programme which involved building 2,200 new homes as well as community facilities and open spaces. Most of the homes are 2 or 3 storeys, although there are some blocks of flats that rise to 7 storeys in the centre. A small number of historic buildings remain such as the listed terrace on Newent Close on the north eastern boundary.
- 5.5.2 There is a scattering of small shops throughout the area, with a small cluster on Commercial Way. These shops provide important day-to-day convenience facilities for local people.
- 5.5.3 The area has access to two large open spaces - Burgess Park to the north and the Surrey Canal Walk to the east. Surrey Canal Walk runs from Peckham Square, up along the eastern edge of the area, through Burgess Park along the route of the Grand Surrey Canal which was filled in the 1970s. It is an important pedestrian and cycle link between the town centre, Burgess Park and the Aylesbury Estate. There are a number of important open spaces including Sumner Park and Central Venture Park.
- 5.5.4 The area is not served very well by public transport, as shown on figure 5. Peckham Rye Station and Queens Road Station are around a 20 minute walk from the northernmost parts of the area. Residents rely on the 343 bus that runs along Southampton Way connecting to London Bridge and Elephant and Castle in the north and Peckham town centre to the south.

Figure 23: Peckham North vision



Opportunities

- 5.5.5 Our vision for Peckham North is illustrated in figure 23. The main opportunities are small scale residential developments as a large proportion of the area has already been redeveloped. We have identified two major development sites set out in section 6 and appendix C:
- Cator Street / Commercial Way. This includes 3 large sites along commercial way. Opportunities at each site to include residential (Class C3) use as well as community/leisure/cultural (Class D1) uses. We estimate that there is capacity for approximately 180 residential units. There may also be an opportunity for some small scale shops along Commercial Way.
 - Sumner Road workshops. Opportunities on this site are for residential use (Class C3) as well as the potential for business use (Class B8) and community use (Class D). Any development on this site should improve the streetscape, particularly the frontage onto Sumner Road.
- 5.5.6 There is also an opportunity to encourage some retail uses along Commercial Way. There are currently very few shops and residents have commented that they would like more local shops to serve the new homes.
- 5.5.7 Jowett Street Park, Central Venture Park and Calypso Park were all created as part of the Peckham Partnership redevelopment of the area and have been completed since the Southwark Plan was adopted in 2007. We have taken the opportunity presented through the AAP to designate these as protected open spaces to protect them from unsuitable development and formally recognise their importance in this AAP.

Policies

Policy 39: Land use

We will ensure that Peckham North continues to be a residential area, whilst maximising the opportunities presented from the large development sites at Cator Street and Sumner Road workshop.

We will:

1. Support additional residential uses.
2. Protect the shops along Commercial Way, as shown in figure 8.
3. Encourage the provision of small scale shops along Commercial Way.

We are doing this because

- 5.5.8 Whilst the character area is close to the town centre, there is little retail provision within the area itself, especially towards the north of the area. The existing small parade of shops along Commercial Way could be extended through development at Cator Street/Commercial Way to help meet residents day-to-day needs.

Policy 40: Transport and movement

We will improve connections to and through Peckham North character area.

We will:

Active travel

1. Prioritise improvements to links between key destinations including Peckham town centre, Peckham Rye and Queens Road stations, schools and open spaces including Burgess Park and to the Cycle Superhighway along Queens Road/Peckham High Street/Peckham Road.

Public transport

2. Improve public transport links and supporting the provision of a Cross River Tram or similar high quality alternative to run through the area and terminate in Peckham town centre.

Car parking

3. Allow a maximum of 1 space per unit. These should be allocated to family units with the level justified in a transport assessment.

We are doing this because

- 5.5.9 We encourage active travel and by maximising opportunities to improve links between these important areas, it will be easier for residents to walk and cycle between these key destinations.
- 5.5.10 Whilst Peckham core action area is highly accessible, as shown in figure 5, Peckham North is much less accessible and is very reliant on buses. One of our key priorities for public transport is for the Cross River Tram to come to Peckham and we have saved the route on our adopted policies map, which goes through Peckham North. Due to its current lower levels of public transport accessibility, we allow a higher level of car parking than in Peckham core action area.

Policy 41: Built environment

We will maintain and improve Peckham North's character by requiring development to:

1. Sustain, enhance, or better reveal the significance of the local heritage assets particularly:
 - The established rhythm, pattern, plot width, scale and consistency of materials and features of the terraced housing and the surrounding open spaces of the Peckham Hill Street conservation area and,
 - the listed and locally listed buildings and features.

We are doing this because

5.5.11 Whilst the majority of the area has been recently developed, there is some important heritage remaining, the majority of which is protected by Peckham Hill conservation area. There are also some listed buildings and buildings identified on our local list. Development close and within the conservation area and listed buildings should seek to sustain and enhance these heritage assets.

Policy 42: Natural environment

We will provide an accessible, high quality green infrastructure network by:

1. Protecting the following open spaces from inappropriate development:

Metropolitan Open Land

- OS98 Surrey Canal Walk

Borough Open Land

- OS196 Central Venture Park
- OS197 Jowett Street Park

Other Open Space

- OS102 Sumner Park
- OS195 Calypso Gardens

2. Protecting the following Sites of Importance for Nature Conservation to ensure that development preserves and enhances their biodiversity value:

- OS98 Surrey Canal Walk
- OS197 Jowett Street Park

We are doing this because

5.5.12 The AAP protects additional open spaces at Calypso Gardens, Central Venture Park and Jowett Street Park. It also protects Surrey Canal Walk as a site of importance for nature conservation.

5.6 Peckham East

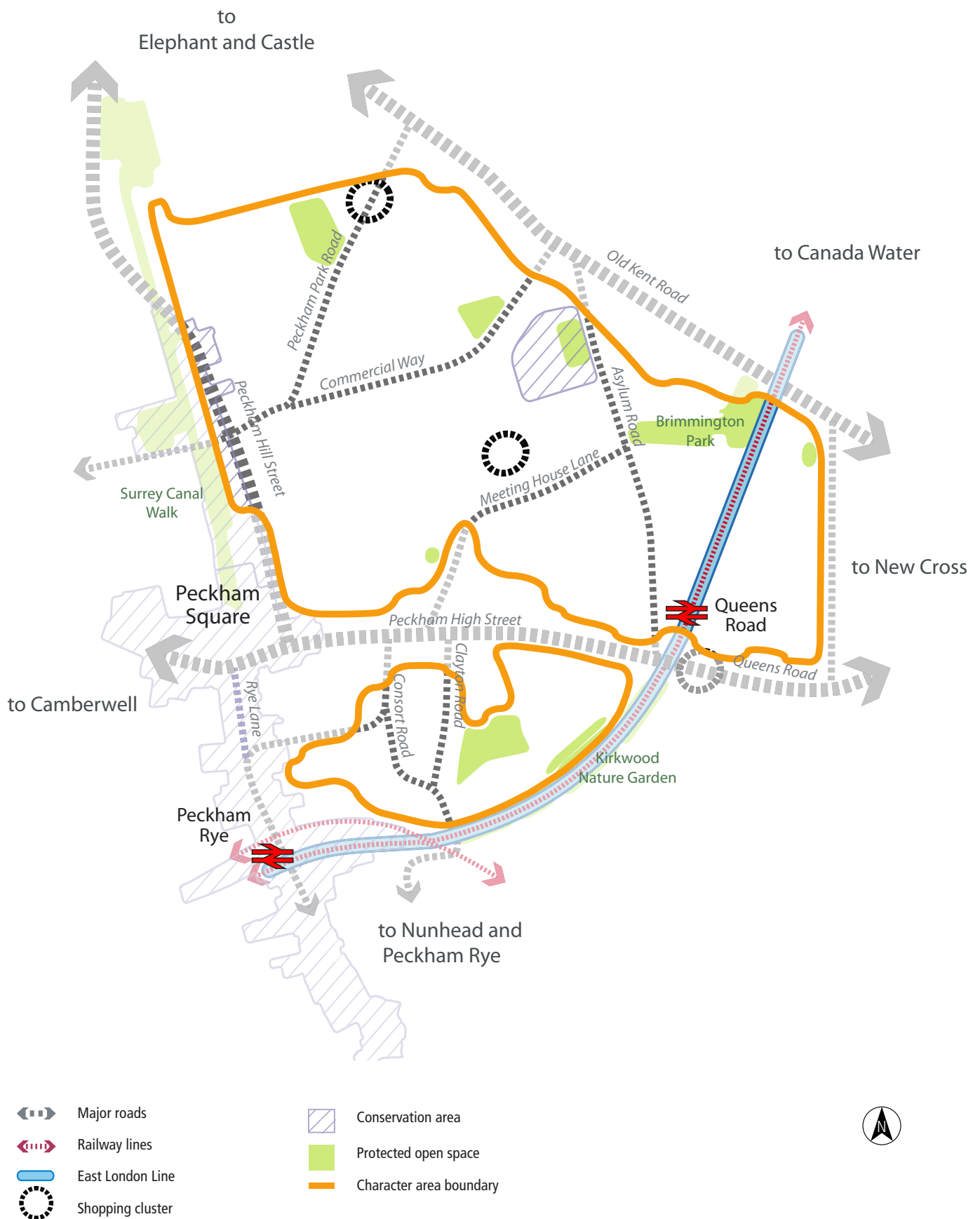
Character

- 5.6.1 Peckham East lies north east of Peckham core action area and is largely bounded by Old Kent Road, the former Surrey Canal and Queens Road (A202). It also includes the area to the north and east of Cossall Park, which lies between Queens Road and the South London Railway embankments.
- 5.6.2 The character area is predominantly residential, with a few shops along Meeting House Lane, Asylum Road and along Peckham Park Road. The area has a mixture of architectural styles and housing types ranging from Victorian terraces, larger-scale mid-rise interwar and large post world war two estates.
- 5.6.3 There are a number of listed buildings, including Clifton Terrace, the Almshouses on Asylum Road and several houses on Peckham Hill Street. The Peckham Hill Street conservation area was recently adopted in October 2011 and will ensure that the valuable historic character of the buildings on Peckham Hill Street will be protected whilst also facilitating new development. With generous front gardens and relatively low rise housing, the conservation area retains much of its 19th and early 20th century character.
- 5.6.4 The South London Railway embankments and the Queens Road/A202 both form physical barriers, limiting movement. The historic street pattern of 18th Century and Victorian Peckham is still evident in areas between Peckham Park Road and Asylum Road, but south of Queens Road around Cossall Park, the historic street pattern has not been retained to the same extent.
- 5.6.5 Sandwiched between the A202 and the railway embankment, Cossall Park is the largest park in the character area. It contains a range of children's play facilities and forms a green link towards the town centre. Despite being tightly surrounded by houses, the park is poorly overlooked. Smaller open spaces such as Brimington Park and Bird-in-Bush Park are overlooked from adjoining housing and have good quality landscaping, mature trees and play facilities.

Opportunities

- 5.6.6 Figure 24 illustrates our vision for Peckham East. Part of the area is protected by the Peckham Hill Street conservation area and so the protection and enhancement of heritage assets and their settings should be maintained. There are no major development sites identified in the area. However there are some development opportunities for smaller residential developments and opportunities to improve the streetscape and public realm. Some of these will arise as a result of the development sites in the neighbouring character area such as the large housing development planned on the former Wooddene Estate (PNAAP 5) and development at Woods Road (site PNAAP 15).
- 5.6.7 There are opportunities for small scale housing developments, like the Council own build 16

Figure 24: Peckham East vision



unit scheme on the garages and nursery site, Lindley Estate on Peckham Park Road which was completed in 2012.

Policies

Policy 43: Land use

We will ensure that Peckham East continues to be a predominately residential neighbourhood with improved local shops by:

1. Supporting additional residential use.
2. Maintaining the status of Peckham Park Road shopping parade as a “protected shopping frontage.” We will support the provision of small scale shops, cafes and restaurants within this protected shopping frontage.
3. Continuing to protect the small parades of shops on Meeting House Lane and mid-way down Peckham Park Road.

We are doing this because

- 5.6.8 The character should be maintained as a predominantly residential area. We want to protect and strengthen local shopping facilities so that they are successful and meet local needs. Continuing to protect the retail units on Peckham Park Road and Meeting House Lane will help meet people’s day-to-day needs.

Policy 44: Transport and movement

We will improve connections to and through Peckham East:

We will:

Active travel

1. Prioritise improvements to links between key destinations including Queens Road Station, Peckham Rye Station, Peckham town centre, the shops on Old Kent Road, schools and to the Cycle Superhighway along Queens Road/Peckham High Street/Peckham Road.

Residential car parking

2. Allow a maximum of 1 space per unit. These should be allocated to family units with the level justified in a transport assessment.

We are doing this because

- 5.6.9 We are committed to creating an environment that encourages more active travel throughout Peckham and Nunhead. The Peckham East character area contains a number of key destinations and important routes between them, for example, links to Peckham town centre, Queens Road

Station, Burgess Park and the large supermarkets and retail warehouses on Old Kent Road.

- 5.6.10 Figure 5 shows the public transport accessibility levels across the action area. Whilst we encourage car free development in Peckham core action area, a higher level of car parking is more appropriate in the urban and suburban zones, to reflect the character of these areas and the fact that they are not as accessible by public transport.

Policy 45: Built environment

We will maintain and improve Peckham East's character by requiring development to:

1. Sustain, enhance, or better reveal the significance of the local heritage assets particularly:
 - The established rhythm, pattern, plot width, scale and consistency of materials and features of the terraced housing and the surrounding open spaces of the Caroline Gardens and Peckham Hill Street conservation areas.
 - The protected London square of Leyton Square.
 - Listed and locally listed buildings and features.

We are doing this because

- 5.6.11 Parts of Peckham East's character is focused around its heritage. Development must sustain and enhance this heritage, particularly the two conservation areas, the protected London square and the listed buildings and buildings on our local list, many of which are terraced houses and cottages.

Policy 46: Natural environment

We will provide an accessible, high quality green infrastructure network by:

1. Protecting the following open spaces from inappropriate development:

Borough Open Land

- OS94 Leyton Square
- OS95 Bird-in-Bush Park
- OS96 Caroline Gardens
- OS99 Brimmington Park
- OS103 Goldsmith's Road Nature Garden
- OS108 Nunhead Railway Embankments

Other Open Space

- OS107 Cossal Park
- OS201 Montague Square

2. Protecting the following Sites of Importance for Nature Conservation to ensure that development preserves and enhances their biodiversity value:

- OS95 Bird-in-Bush Park
- OS103 Goldsmith's Road Nature Garden
- OS198 Kirkwood Road Nature Garden

We are doing this because

5.6.12 Open spaces in this area are particularly important because of the number of people living here. The AAP protects additional open space at Montague Square. It also protects Kirkwood Road Nature Garden as a site of importance for nature conservation. The AAP amends the boundaries of Kirkwood Road Nature Garden and Nunhead Railway Embankments and Cossal Park. The updated designations are adopted on the Adopted Policies Map.

Section 6

Sites in Peckham and Nunhead

6.1 Introduction

- 6.1.1 This section, together with our schedule of proposals site (appendix C) explains our approach and policy requirements for the AAP proposals sites.

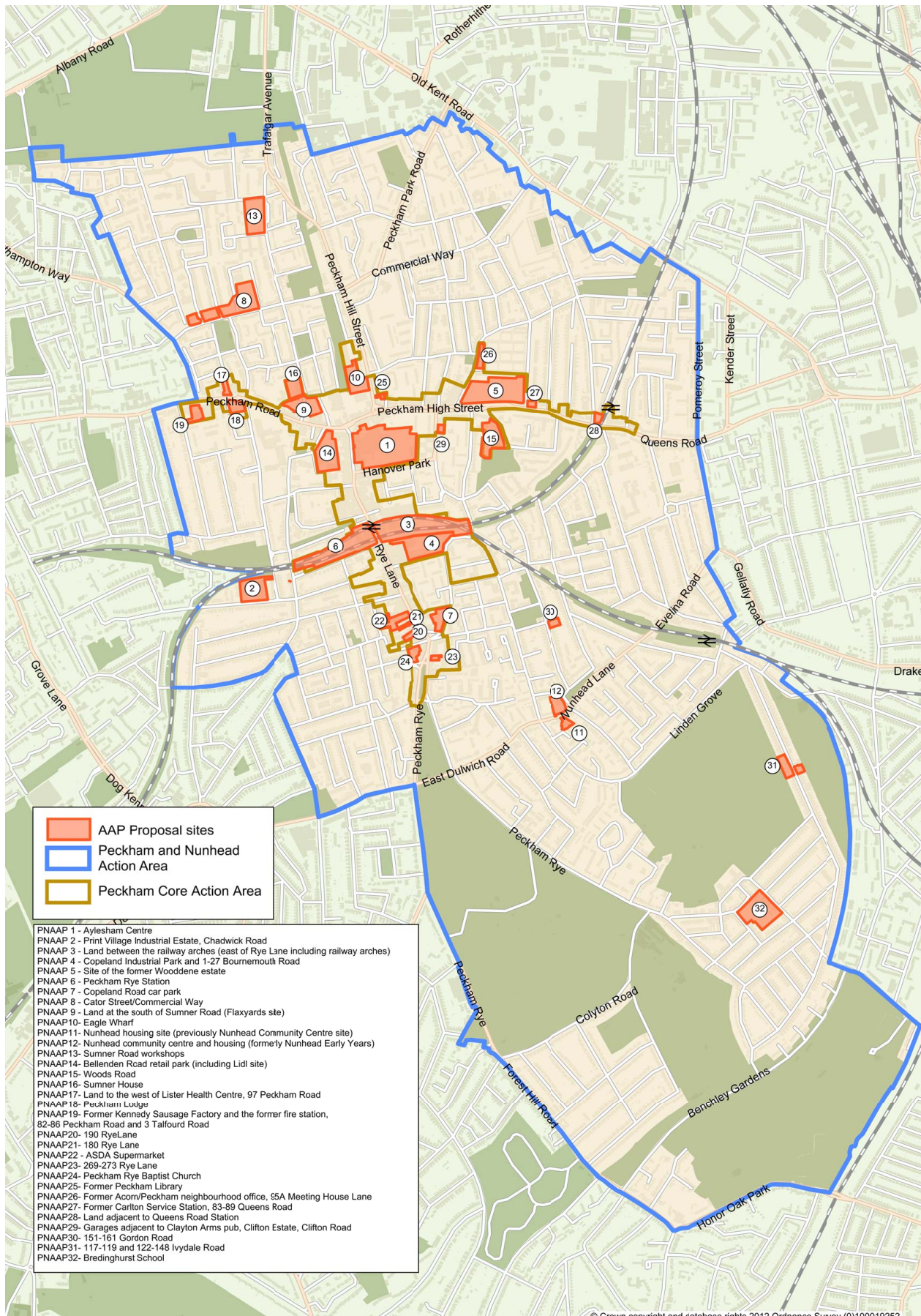
6.2 Proposals sites

Policy 47: Proposals sites

Proposals sites will be designated on the Adopted Policies Map. Planning permission will be granted for proposals in accordance with the Adopted Policies Map and Schedule of Proposals Sites (appendix C).

- 6.2.1 The Southwark Plan and its proposals map (now called the Adopted Policies Map) allocated development sites for particular land uses and where appropriate set out indicative development capacities.
- 6.2.2 The AAP designates new and amends existing Southwark Plan proposals sites to help deliver the strategic objectives and vision of the AAP. We have identified these sites by reviewing the existing Southwark Plan proposals sites and identifying further opportunities for new sites. Appendix B sets out which Southwark Plan proposals sites are replaced by AAP designations. Our schedule of proposed changes to the adopted policies map illustrates both the new proposals site designations and the amendments to replace the existing Southwark Plan designations.
- 6.2.3 Figure 25 illustrates all the proposals sites within the AAP boundary.
- 6.2.4 Appendix C of the AAP sets out our schedule of proposals site, setting out policy requirements for each site. The policy requirements set out in this schedule must be met for planning permission to be granted.

Figure 25: Proposal sites



Section 7

Delivering: Working together to make it happen

7.1 Introduction

- 7.1.1 This section sets out how we will deliver the AAP's vision, objectives and policies. Specifically this section will help deliver the following objectives:
- W1: Having a clear, flexible and realistic long term framework for change to provide the justification for development and investment decisions.
 - W2: Building on the strengths and opportunities of places.
 - W3: Positively transform the image of Peckham and Nunhead 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.
 - W4: Working with key stakeholders including the local community, Transport for London, Network Rail, the Greater London Authority, NHS Southwark (and its successor body Southwark Clinical Commissioning Group), landowners and developers to deliver the AAP.
 - W5: Monitoring and reviewing the delivery of the AAP policies annually to inform phasing of future development and delivery of infrastructure.

7.2 Presumption in favour of sustainable development

- 7.2.1 We always take a positive approach to development, encouraging new appropriate development to meet the aspirations of our vision. In accordance with the National Planning Policy Framework, our policies support and have a presumption for sustainable development. Our sustainability appraisal also ensures that the AAP has a positive impact on social, environmental and economic sustainability. Policy 48 sets out a clear policy to bring together the specific policies in the AAP, and make it clear that there is a presumption in favour of sustainable development.

Policy 48: Presumption in favour of sustainable development

When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this AAP (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then we will grant permission unless material considerations indicate otherwise taking into account whether:

- Any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

7.3 Progressing committed developments

7.3.1 There have been many changes in Peckham and Nunhead in the past few decades including the redevelopment of the north Peckham Estate, the Bellenden Renewal Area programme and development to Peckham Square, with its iconic library and leisure centre.

7.3.2 We have continued to bring development and improvements to Peckham and Nunhead and a number of projects are underway or have been recently completed. These include:

- Working with Network Rail, Southern Railways and the GLA to transform Peckham Rye Station. We were delighted to receive substantial funds from the Mayor's Regeneration Fund to add to our own funds to commit to delivering significant change to Peckham Rye Station and its setting. This project will revive the splendour of Peckham Rye Station, reinstating the station forecourt and supporting the vibrancy of the station courtyard. This will boost the local economy by creating secure and attractive premises and increasing the footfall as well as enhancing the station entrance and protecting its surrounding significant historical buildings. To be delivered over the next 4 years this project will improve the look of and make best use of space within the station (such as the old waiting room and empty arches) and will transform the area.
- Working with Network Rail and Southern Railways to improve access to Queens Road Station, creating a new entrance from the western side of the station, a new piazza and a passenger lift to make the station fully accessible.

- Completion of the East London line extension phase 2. This project forms part of the London Overground Network, connecting services between Surrey Quays and Clapham Junction. The line became operational in December 2012 and services now stop at Queens Road and Peckham Rye stations, increasing the public transport services in the Peckham and Nunhead area.
- Working with Transport for London to continue to deliver improvements for cyclists along Queens Road/Peckham High Street/Peckham Road.
- Delivering over 1,973 new homes over the past seven years, including large schemes at Castle House, Sumner Road (102 new homes) and Peckham Grove (110 new homes) as well as smaller schemes such as Queens Road (36 new homes) and St Mary's Road (26 homes). A further 373 homes have planning permission, of which 152 are under construction.
- Delivering 861 affordable homes over the past seven years. A further 350 have planning permission, of which 26 are under construction.
- Delivering two Council Own Build Schemes, with 16 units at Lindley Garages and Nursery on the Lindley Estate, Peckham Park Road and 3 units on the Brayards Estate, both which completed in 2012.
- Protecting more of our heritage through the Rye Lane Peckham and Peckham Hill conservation areas, which were adopted in October 2011. These will ensure we protect the valuable historic buildings whilst also facilitating new development.
- Improving the part of Peckham town centre covered by the Rye Lane Peckham conservation area. We have received a £1.675 million Townscape Heritage Initiative (THI) grant from the Heritage Lottery Fund. The grant (which will benefit from match-funding from the council and building owners) will help deliver building historic building repair; conservation; and the reinstatement of historic features to parts of Rye Lane, Peckham High Street and Peckham Hill Street. In addition and in conjunction with local community groups, the THI will deliver complementary initiatives to enable the people of Peckham to learn about, celebrate and enjoy their heritage.
- Improving the area around Nunhead Green and the shopping parade to compliment the Area Renewal Programme. The council submitted a successful bid for the Mayor's Outer London Fund, securing £438,000 to spend over the two years 2012 to 2014. This was allocated to reinvigorate the shopping heart of Nunhead with support for local businesses, shop front and building facades, environmental and public realm improvements including works to Nunhead Green and support for a series of events and festivals in the area.
- Recent improvements to Nunhead local centre shop fronts at Evelina Road, Gibbon Road and Nunhead Lane through funding secured through the 'Improving Local Retail Environments Programme' (ILRE).
- Opening the new Tuke School at Daniels Gardens in September 2010.
- Completing investment in active play facilities at Central Venture Park, St Mary Frobisher and Brimington Park. The main development of the Peckham Rye Adventure Playground has recently been completed. At Leyton Square Adventure Playground a new play building was built and the outdoor area was refurbished in 2012. Two football pitches have also recently been resurfaced at Peckham Rye to improve opportunities for sport in the south of the action area.
- Providing a new community centre in Nunhead, which is expected to complete in 2015.

7.4 Bringing forward our own sites for development

7.4.1 We have successfully developed our own land in Peckham and Nunhead, including the redevelopment of the north Peckham Estate and the creation of Peckham Square. We still own many underdeveloped or vacant sites and are committed to bringing these forward for development. The schedule of proposals sites in appendix C includes a number of sites that the council own. These sites have the potential to stimulate investment from other developers and act as the catalyst for regeneration in Peckham and Nunhead. The council owned AAP proposals sites include:

- The former Wooddene Estate (PNAAP 5).
- Eagle Wharf (PNAAP 10).
- Woods Road (PNAAP 15).
- Copeland Road car park (PNAAP 7).
- Nunhead housing site (previously Nunhead community centre) (PNAAP 11)
- Nunhead community centre and housing (formerly Nunhead Early Years Centre) (PNAAP12).

7.5 Partnership working

7.5.1 We cannot deliver the vision and objectives for Peckham and Nunhead alone. We have consulted extensively on the AAP so far and it is essential that we continue to involve as many local groups, developers, land owners, statutory consultees and individuals as possible in its preparation and implementation. Our Statement of Community Involvement (2008) sets out how and when we will involve the community and other stakeholders in the preparation of planning documents. Our consultation strategy and plan set out the specifics for this AAP and our consultation report sets out all the consultation we have carried out so far and includes summaries of the responses we have received on the AAP.

7.5.2 It is essential that we continue to engage with local people and community groups in Peckham and Nunhead to ensure the AAP and future development meets the needs of local people and groups. There is a thriving voluntary sector in Peckham and Nunhead and many of the groups and individuals have made huge contributions to the preparation of the AAP.

7.5.3 We do not own all of the development sites in Peckham and Nunhead and so we work closely with developers and landowners to facilitate new development. The largest landowners in Peckham and Nunhead alongside the council are Tiger Developments, CIP Limited and Network Rail. We meet these major landowners regularly as part of the preparation of the AAP to work together to develop their sites, which are crucial to the regeneration of Peckham and Nunhead.

- 7.5.4 We also work with registered providers and the GLA to deliver more affordable housing. Through regular engagement meetings such Southwark Housing Association Group (SOUHAG) as well as direct contact with our housing team, registered providers have delivered over 854 affordable homes between 2007 and 2012 and will continue to deliver more homes in the future.
- 7.5.5 We are working closely with many important partners, including Transport for London, the GLA and Network Rail to deliver the key infrastructure projects which will deliver real benefits to Peckham and Nunhead.
- 7.5.6 We also continue to engage with council organised forums and groups including the Southwark Housing Strategic Partnership and the Southwark Shadow Health and Wellbeing Board.
- 7.5.7 Our consultation report sets out more detail on how we have engaged with and worked with all these important groups. Our Duty to Cooperate background paper sets out information on how we met the “Duty to Co-operate” requirement within the National Planning Policy Framework

7.6 Infrastructure plan

- 7.6.1 Over the course of the next 15 years we expect over 2,000 new homes to be built in Peckham and Nunhead alongside increased amounts of retail, cultural and business space. In order to ensure that new development delivers sustainable communities, the facilities and service needs of these populations must be properly planned for. Existing infrastructure will need to be improved and new infrastructure provided to cope with the additional population and visitors.
- 7.6.2 Within our schedule of proposals sites (appendix C) we have set out indicative capacities for each of the main sites to help us identify how much development we think will come forward and when. This has assisted us in looking at the possible future infrastructure needs. We set out this information as part of our Community Infrastructure Levy infrastructure plan. It provides:
- Information on the costs of infrastructure to support growth
 - Indicative phasing timescales
 - Responsibilities and delivery partners
 - The known and anticipated funding sources
 - Some more detailed project information (where available)
- 7.6.3 It should be noted that the infrastructure plan identifies only the strategic infrastructure which is needed to support growth and does not take account of the infrastructure requirements of specific neighbourhood groups or forums. It is a current estimation of the infrastructure projects required between now and 2026. The projects identified are not a final or definitive list of infrastructure projects required and will be kept under review over the plan period. We have set out a summary of the infrastructure planned below. More information is set out in our infrastructure and open spaces background papers.

Transport

- 7.6.4 A range of transport improvements are proposed to ensure that travel options in Peckham and Nunhead are improved. Improvements to transport infrastructure will be funded through a combination of CIL, site specific section 106 contributions, council funding and external grant funding.
- 7.6.5 As set out in section 7.1 we are working with a number of partners to deliver dramatic improvements to Peckham Rye Station and surrounds, and Queens Road Station.
- 7.6.6 TfL are coordinating work with Southwark and our neighbouring boroughs to complete Cycle Superhighway 5, which will run along Queens Road (A202) from Lewisham to Camberwell and on to Victoria. The route is due for completion by 2015. To complement this, a number of more local improvements will be identified over the lifetime of the AAP, our priority being to improve links between key destinations. A new cycle hub will also be delivered as part of the improvements at Peckham Rye Station.
- 7.6.7 A number of road network upgrades will be undertaken, having been agreed through previous consultation, and these will be progressed as part of work to deliver the transport plan. Specific improvements include reviewing the operation of the two one-way systems in the Bellenden area by 2015/16 and completed improvements to the operation of the junction of Peckham Rye/East Dulwich Road, which allows more time for right turning vehicles. Funding for these schemes is likely to be channelled through the Transport Plan. There will also be improved links between Rye Lane and Nunhead by 2015/16 and improved accessibility and public realm in the Meeting House Lane area by 2015/16
- 7.6.8 In the longer term, we will continue to lobby for the extension of the Bakerloo line and Cross River Tram and will work with TfL and other partners to develop more detailed plans around potential routes and stations.

Community facilities

- 7.6.9 A range of improvements to sports and play facilities are proposed. A new building for the one o'clock club at Peckham Rye common will be provided. Further improvements will be carried out to pitches at Homestall Road Playing Field, the multi-use games area at Bells Gardens and the artificial pitch at the Damilola Taylor Centre. Funding will be secured from a range of sources including CIL and external funding.
- 7.6.10 Improvements to existing health facilities are planned to meet local need as new development takes place in the action area. The demand for health facilities will be monitored in conjunction with NHS Southwark (and its successor body Southwark Clinical Commissioning Group) as new development takes place.

7.6.11 A new community centre is set to be provided in Nunhead on the site adjoining Nunhead Green by 2015. Improvements will also be required to Peckham Library, which is a key local facility and is likely to be used by greater number of people as new development takes place. Improvements are likely to cost in the region of £4m. There are no current plans to create new community facilities in Peckham, but this will be reviewed over the plan period and considered if any local groups emerge with sufficiently detailed management plans that would make a new facility sustainable.

Open spaces

7.6.12 Our Open Space Strategy has identified a number of specific recommendations for improvements to open spaces in Peckham and Nunhead. These include, the reintegration of the northern section of Cossall Park to the existing protected open space, improving links to Burgess Park and Peckham Rye and investigating the potential to improve the quality and range of provision of amenity space at Meeting House Lane.

7.6.13 The following spaces will be prioritised for improvements;

- Goldsmith Road Nature Garden (OS103)
- One Tree Hill (OS150)
- Jowett Street Park (PN1)
- Homestall Road Playing Field (OS142)
- Brayards Green (PN5)
- Kirkwood Road Nature Garden (PN7)

7.6.14 The Open Space Strategy has also identified some potential opportunities to improve the linkages between spaces. This includes the potential to extend Surrey Canal Walk southwards by greening the links between open spaces and improving accessibility to join with Peckham Rye Park and Peckham Rye Common.

7.6.15 There is also the potential to improve connections to the spaces in the east of the area and to link with Nunhead Cemetery and the existing Green Chain Network. The Green Chain network is a series of around 300 open spaces in South East London. The Green Chain Walk is one of 7 strategic walking routes around the capital and comprises a series of open spaces across the London Boroughs of Greenwich, Bexley, Bromley and Lewisham and Southwark.

7.6.16 The All London Green Grid (ALGG) is a network of open spaces that has been identified to promote a shift from grey to green infrastructure and to secure environmental, social and economic benefits in London. The Mayor of London has produced an SPG to help implement policy 2.18 of the London Plan 2011 which promotes the provision of an integrated network across London that performs as green infrastructure.

7.6.17 Twelve Green Grid Areas (GGAs) have been identified to provide the basic framework from which policies and projects can be developed and delivered. Peckham and Nunhead falls within two Green Grid Character Areas; area 12, Central London and area 6, South East London Green Chain Plus. A number of specific projects have been identified in Peckham and Nunhead including:

- **Consort Park - Play with nature:** A masterplan is required to maximise the potential of this park. Access to better play equipment for children aged up to 8 years old. Opportunity to create a 'bug' trail within the park.
- **Nunhead Green Environmental Improvements:** This project is needed to better connect Nunhead with the green. A central paved area with seating should be created to provide a focal point for village residents and provide better access to the green.
- **Peckham Rye Common Central Area and Homestall Road Sports Facilities:** The project will create a new play area and one o'clock club in the vicinity of the café area of the park and increase green space by relocating changing room facilities and car parks. The Homestall Road project will provide new sports pitches and changing rooms.
- **Nunhead Cemetery Lodge:** Southwark Council are looking to bring the lodge back into use to increase access & interest in this historic cemetery. Possible options include information/education visitor centre with café.
- **One Tree Hill - Access to Nature:** This Local Nature Reserve straddles a steep ridge providing fantastic views of the city and the north Kent hills. The current network of paths & steps is in a very poor condition. Improvements are needed to increase provide safe access and increase the use of this valuable woodland site. Historic interpretation boards are also required.
- **Green Walk from Peckham Rye to Elephant and Castle:** Create signed walking route through Southwark Parks and Open Spaces from Peckham Rye to Elephant and Castle, through the newly revamped Burgess Park
- **Queens Road:** Create a gateway avenue of street trees into Southwark linking Lausanne Road junction with Peckham High Street.

7.6.18 Southwark's Biodiversity Action Plan identifies a number of projects and improvements for the borough. These include the creation of 1ha wildflower meadow, new reedbed, new ponds, 1km native hedgrow, restock woodland in suitable parks with native climax species, new signage and boardwalks some of which will take place in open spaces in Peckham and Nunhead. The BAP also includes a number of specific recommendations for Peckham and Nunhead including:

- Complete and maintain a community wildlife garden in Peckham Rye Park
- Install Owl boxes into Nunhead Cemetery

Energy

- 7.6.19 The Peckham and Nunhead energy study (2012) assessed the opportunities for reducing energy use and generating energy from decentralised, low and zero carbon technologies in Peckham and Nunhead. The report demonstrates how the new development proposed can be delivered in a way that mitigates energy consumption and carbon dioxide emissions from new buildings and also act as a catalyst for the delivery and uptake of energy efficiency measures and decentralised, low and zero carbon energy systems within the existing building stock and community.
- 7.6.20 The annual emissions from the proposed development in Peckham and Nunhead is estimated to represent only 5% of the emissions from the existing building stock. If the proposed national interventions to decarbonise the supply of electricity over the national grid take place, the baseline CO₂ emissions in Peckham and Nunhead are likely to decrease over the plan period. However, additional local interventions will be required to achieve the national target of 80% reduction on 1990 levels by 2050. Therefore it is particularly important to encourage the uptake of low and zero carbon technologies in existing homes and buildings by supporting community groups such as Peckham Power and Transition Town Peckham.
- 7.6.21 The energy study identified the benefits of supporting a district heat network in Peckham core action area, identified three possible network models and evaluated different locations for an energy centre. We will support this approach and work with developers to ensure new development is future proofed to link up to a heat network if this is established in the future.
- 7.6.22 We will seek to identify possible sources of funding to deliver these energy efficiency measures including through an Energy services company (ESCo) partner, developer contributions, allowable solutions, community energy fund and national and EU funding.
- 7.6.23 Peckham has a history of seeking to minimise its impact on the environment. Peckham was on the ten Low Carbon Zones identified in the Mayor of London's RE:Connect programme which was launched in September 2009. This programme aimed to deliver a 20.12% saving in carbon dioxide emissions by September 2012.
- 7.6.24 The Peckham Low Carbon Zone covered an area of 0.15 square kilometres, making it one of the smaller LCZs, although with 1900 people living in it, the zone was also densely populated. A baseline of 7244.53 tonnes CO₂ was identified in Peckham which meant that a 20.12% reduction equates to a saving of 1457.5 tonnes CO₂. Total savings of 11% were achieved by September 2012 through measures including retrofit of social housing, a primary school and a community centre. Savings for Small and Medium Enterprises have come from a Green Business Advice service which has delivered advice, lighting upgrades and follow on support for implementing recommendations.

7.7 Section 106 planning obligations and community infrastructure levy

Poliy 49: Section 106 planning obligations and community infrastructure levy (CIL)

We will use section 106 planning obligations and/or CIL to ensure the delivery of key infrastructure and to mitigate the impact of development.

- 7.7.1 We will use section 106 planning obligations or raise funds through the community infrastructure levy (CIL) to help ensure the delivery of key infrastructure and to mitigate the impact of development. Our current section 106 Planning Obligations supplementary planning document (2007) provides a set of standard charges which we place on all new major developments. It includes standard charges for school places, health facilities, employment support and training, strategic transport infrastructure, open spaces, play facilities, sports facilities, community facilities and public realm. In addition to the list of standard charges, planning obligations may also be sought to address the provision of other social, environmental and physical infrastructure as set out in the SPD. There may be instances where rather than pay Southwark a contribution, the developer carries out the work as part of the development. Any such contribution provided "in kind" should be of at least the same value as the standard charge.
- 7.7.2 The community infrastructure levy (CIL) is a new levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want. The benefits are increased certainty for the funding and delivery of infrastructure, increased certainty for developers and increased transparency for local people. Once adopted, the levy is a mandatory charge levied on most new developments that involve an increase of 100sqm or more of additional floorspace or that involves the creation of a new residential unit.
- 7.7.3 Up-to-date information on our CIL and section 106 planning obligations can be viewed at:

www.southwark.gov.uk/info/856/planning_policy/2696/community_infrastructure_levy
- 7.7.4 Once the CIL is in effect, we can only seek section 106 planning obligations to mitigate very site specific impacts of development. Key strategic infrastructure will need to be funded by CIL.
- 7.7.5 A revised Section 106 Planning Obligations SPD will supersede the existing SPD and provide detailed guidance on the use of planning obligations alongside CIL.

Fact Box: Planning obligations/section 106 agreements

These are agreements made between a developer and the council to help mitigate 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 a scheme such as affordable housing or business space, an exhibition space, or streetscape improvements. By law, section 106 planning obligations must be necessary, directly related to mitigating the impacts that the development will have and fairly and reasonably related in scale and kind. The law that allows planning obligations to be made is Section 106 of the Town and Country Planning Act, which is why they are sometimes called “section 106 agreements”

Fact Box: Community Infrastructure Levy

The community infrastructure levy (CIL) will be a new charge levied on most new 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 will be paid primarily by owners or developers of land on any new build - that is a new building or an extension - if it has 100 square metres of gross internal floor space or involves the creation of one dwelling even when that is below 100 square metres. The gross floorspace of any existing buildings on the site that are going to be demolished may be deducted from the calculation of the CIL liability. Similarly the gross floorspace arising from development to the interior of an existing building (i.e. mezzanine) may be disregarded from the calculation of the CIL liability. The deductions in respect of demolition or change of use will only apply where the existing building has been in continuous lawful use for at least six months within the past three years prior to the development being permitted.

The Mayor's CIL came into force from 1 April 2012 to help fund Crossrail. Development across all of Southwark will need to pay a charge of £35 per sqm. The same principles apply for the liability of paying borough CIL.

7.8 Regularly reviewing progress

- 7.8.1 Once the AAP has been adopted it will important to ensure that the policies are meeting their objectives, that targets are being achieved, and that the assumptions behind the policies are still relevant and valid. We will therefore follow the progress of the AAP by monitoring how well it achieves its objectives.
- 7.8.2 We already monitor how our existing planning policies work through our Authorities Monitoring Report (AMR), looking at both borough-wide and, where possible, local performance. It is important that we also monitor the policies in this AAP to ensure that we are meeting the objectives of the plan. We have set out a monitoring framework for the AAP (see appendix D), setting out the

indicators and targets that will be used to monitor its progress. Many of these indicators are existing indicators already used in the AMR but we have also added in further Peckham and Nunhead specific indicators where appropriate. We have also drawn upon the sustainability indicators and targets outlined in the sustainability appraisal report.

- 7.8.3 Each year we will use this framework to monitor the AAP and the results will be reported in our AMR. Where necessary, as a result of this monitoring process, actions will be taken to adjust or amend the AAP to ensure that the objectives in section 2 of the AAP are achieved.

7.9 Risk

- 7.9.1 The main risks to delivering the vision and objectives in the AAP are:

Phasing of development

- 7.9.2 The schedule of proposals sites (appendix C) sets out when we expect development to come forward. However, there is a risk that the phasing of these sites might change, due to a number of reasons.
- 7.9.3 Firstly over the past few years during the recession, many schemes across London have stalled and overall less development has taken place than in the previous boom years of the mid-2000s. It is unknown when the recession will end, or whether growth levels will meet those levels previously experienced.
- 7.9.4 Secondly, whilst the council own many of the proposals sites, there are a number of sites we do not own or only own part of the site. In particular the following key large sites:
- Aylesham Centre (PNAAP1). The largest proposals site in the AAP is not in council ownership, and is owned by Tiger Developments.
 - Copeland Industrial Park and 1-27 Bournemouth Road (PNAAP4). CIP Limited own the majority of the site and the council own the existing housing offices along Bournemouth Road.
 - Peckham Rye Station (PNAAP6) and land between the railway arches (PNAAP3) are both owned by Network Rail.
- 7.9.5 There is uncertainty on some of these key sites as to when they will come forward, and on some of these sites there are complicated leaseholder arrangements.

- 7.9.6 We have sought to minimise these risks as far as possible by:
- Bringing forward as many of our own sites as possible.
 - Working with the other major landowners to encourage these landowners to develop these sites to meet the objectives of the AAP.
 - Setting realistic timescales for each of our proposals sites.
 - Looking at each site separately as well as a group of sites to deliver the vision and objectives of the AAP. Each of the key sites in Peckham core action area could be developed independently.

Infrastructure

- 7.8.7 Much of our consultation has highlighted the need to deliver the crucial supporting infrastructure to support the increase in new homes, businesses and shops. We have sought to ensure there will be enough infrastructure to support growth through our infrastructure plan. However there still remains some uncertainty on how some of the infrastructure will be funded. A lot of this new and improved infrastructure is dependent on funding from CIL and/or section 106 agreements. The rate at which development occurs (and the quantity) in Peckham and Nunhead will thus have an impact on the phasing and delivery of infrastructure. We will continue to monitor this through our AMR to see if we need to amend the AAP to ensure we are meeting our objectives and if necessary to consider how we can encourage development.
- 7.8.8 Some infrastructure, particularly transport infrastructure is very dependent on external bodies. Policy 12 sets out our aspirations for the Cross River Tram and the Bakerloo line extension. These projects may not happen in the lifetime of the plan unless significant amounts of funding can be committed to the projects. We have minimised the risk of this by ensuring that development is not dependent on these possible transport improvements.

Appendices

Appendix A: Relationship between the AAP, other Southwark planning policy documents and the London Plan

Section 1.3 of the AAP sets out information on some of the key documents currently used to make decisions on planning applications. This includes policies in the Core Strategy (2011), the saved Southwark Plan (2007) and the London Plan (2011). Southwark supplementary planning documents (SPDs) and London Plan supplementary planning guidance (SPGs) provide further guidance on how to implement these policies. The AAP will be used alongside these policies and the existing guidance to make decisions on planning applications. In some cases, such as AAP policy 17 (Affordable and private homes) the AAP policy will be used instead of part of saved Southwark Plan policy 4.4, amending the tenure split within affordable housing for Peckham and Nunhead.

Table 4 below explains how the AAP links to these policy documents. We will update this table as required.

This relationship will change in the future as we prepare more planning policies and replace some of our existing policies. Our timetable for preparing new and reviewing existing planning policies and guidance is set out in our local development scheme (LDS). As set out in our LDS, in accordance with the National Planning Policy Framework, we have decided to prepare a Local Plan, which will be called the New Southwark Plan, to set out the strategy for development for Southwark with policies, master plans, maps and evidence. This will replace our Core Strategy and Southwark Plan and will include site allocations. The AAP will be used alongside the New Southwark Plan to make decisions on planning applications in Peckham and Nunhead. You can follow its progress and see more information in our LDS at the following link:

www.southwark.gov.uk/downloads/download/2206/local_development_scheme

We have prepared a document setting out the consistency of our saved Southwark Plan and Core Strategy policies, to provide clarity on which of these policies we are continuing to use. Please see our website for the most up-to-date information on our saved Southwark Plan, Core Strategy and our New Southwark Plan:

www.southwark.gov.uk/info/856/planning_policy/1241/the_southwark_plan

www.southwark.gov.uk/corestrategy

www.southwark.gov.uk/planningpolicy

Table 3: Relationship between the AAP, other Southwark planning policy documents and the London Plan

Peckham and Nunhead AAP policies (2014)	Core Strategy Policies (2011)	Saved Southwark Plan policies (2007)	Southwark's supplementary planning documents (SPD)	London Plan policies (2013)	Mayor's London Plan Supplementary Planning Guidance (SPG)
Policy 1 - Peckham town centre shopping	Strategic policy 1 – Sustainable development	Policy 1.7 – Development within town and local centres		Policy 2.14 – Areas for regeneration	
	Strategic policy 3 – Shopping, leisure and entertainment	Policy 1.8 – Location of developments for retail and other town centre uses		Policy 2.15 – Town centres	
Policy 2 - Arts, culture, leisure and entertainment	Strategic policy 3 – Shopping, entertainment and leisure	Policy 1.7 – Development within town and local centres		Policy 2.15 – Town centres	
		Policy 1.11 – Arts, culture and tourism uses			
	Strategic Policy 10 - Jobs and businesses	Policy 1.12 - Hotels and visitor accommodation			
Policy 3 - Local shops and services	Strategic policy 3 – Shopping, entertainment and leisure	Policy 3.14 – Designing out crime			
		Policy 5.1 – Locating developments			
		Policy 1.8 – Location of developments for retail and other town centre uses		Policy 4.8 – Supporting a successful and diverse retail sector	
		Policy 1.9 – Change of use within protected shopping frontages			
		Policy 1.10 – Small scale shops and services outside town and local centres and protected shopping frontages			Policy 4.9 – Small shops

Peckham and Nunhead AAP policies (2014)	Core Strategy Policies (2011)	Saved Southwark Plan policies (2007)	Southwark's supplementary planning documents (SPD)	London Plan policies (2013)	Mayor's London Plan Supplementary Planning Guidance (SPG)
Policy 4 - Hot food takeaways	Strategic policy 3 – Shopping, entertainment and leisure				
Policy 5 - Markets	Strategic policy 3 – Shopping, entertainment and leisure	Policy 1.5 – Small business units Policy 5.1 – Locating developments		Policy 4.8 - Supporting a successful and diverse retail sector	
Policy 6 - Business space	Strategic policy 10 – Jobs and businesses	Policy 1.2 – Strategic and Local Preferred Industrial Locations Policy 1.4 - Employment Sites outside the Preferred Office Locations and Preferred Industrial Locations Policy 1.5 – Small business units Policy 1.7 – Development within town and local centres		Policy 4.2 – Offices	
Policy 7 - Community facilities	Strategic policy 4 – Places for learning, enjoyment and healthy lifestyles	Policy 1.7 – Development within town and local centres Policy 2.1 – Enhancement of community facilities Policy 2.2 – Provision of new community facilities	Section 106 planning obligations SPD (2007)	Policy 4.4 - Managing industrial land and premises Policy 3.6 – Children and young people's play and informal recreation facilities Policy 3.16 – Protection and enhancement of social infrastructure	Land for Industry and Transport SPG (2012) Housing SPG (2012)

Peckham and Nunhead AAP policies (2014)	Core Strategy Policies (2011)	Saved Southwark Plan policies (2007)	Southwark's supplementary planning documents (SPD)	London Plan policies (2013)	Mayor's London Plan Supplementary Planning Guidance (SPG)
		Policy 2.5 – Planning obligations Policy 5.1 – Locating developments			
Policy 8 - Schools	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 2.3 – Enhancement of educational establishments Policy 2.4 – Educational deficiency – provision of new educational establishments Policy 2.5 – Planning obligations Policy 5.1 – Locating developments	Section 106 planning obligations SPD (2007)	Policy 3.18 – Education facilities	
Policy 9 – Health 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 2.5 – Planning obligations Policy 5.1 – Locating developments	Section 106 planning obligations SPD (2007)	Policy 3.17 – Health and social care facilities	Housing SPG (2012)

Peckham and Nunhead AAP policies (2014)	Core Strategy Policies (2011)	Saved Southwark Plan policies (2007)	Southwark's supplementary planning documents (SPD)	London Plan policies (2013)	Mayor's London Plan Supplementary Planning Guidance (SPG)
Policy 10 – Sports facilities	Strategic policy 4 – Places for learning, enjoyment and healthy lifestyles	Policy 2.1 – Enhancement of community facilities	Section 106 planning obligations SPD (2007)	Policy 3.19 – Sports facilities	All London Green Grid SPG (2012)
		Policy 2.2 – Provision of new community facilities			
		Policy 2.5 – Planning obligations			
		Policy 5.1 – Locating developments			
Policy 11 - Active travel	Strategic policy 2 – Sustainable Transport	Policy 5.3 – Walking and cycling	Sustainable Transport SPD (2010)	Policy 6.9 – Cycling	Accessible London: achieving an inclusive environment (2004)
		Policy 5.6 – Parking	Section 106 planning obligations SPD (2007)	Policy 6.10 – Walking	
Policy 12 - Public transport	Strategic policy 2 – Sustainable Transport	Policy 5.4 – Public transport improvements	Sustainable Transport SPD (2010)	Policy 6.2 – Providing public transport capacity and safeguarding land for transport	Land for Transport Functions (2007)
				Policy 6.7 – Better streets and surface transport	Land for Industry and Transport SPG (2012)
Policy 13 - The road network	Strategic policy 2 – Sustainable Transport	Policy 5.2 – The road network	Sustainable Transport SPD (2010)	Policy 6.3 – Assessing effects of development on transport capacity	

Peckham and Nunhead AAP policies (2014)	Core Strategy Policies (2011)	Saved Southwark Plan policies (2007)	Southwark's supplementary planning documents (SPD)	London Plan policies (2013)	Mayor's London Plan Supplementary Planning Guidance (SPG)
Policy 14 - Parking for shoppers and visitors	Strategic policy 2 – Sustainable Transport	Policy 5.6 – Car parking	Sustainable Transport SPD (2010)	Policy 6.3 – Assessing effects of development on transport capacity	
		Policy 5.7 – Parking standards for disabled people and the mobility impaired		Policy 6.13 – Parking	
		Policy 5.8 – Other parking			
Policy 15 - Residential parking	Strategic policy 2 – Sustainable Transport	Policy 5.6 – Car parking	Sustainable Transport SPD (2010)	Policy 6.3 – Assessing effects of development on transport capacity	Housing SPG (2012)
		Policy 5.7 – Parking standards for disabled people and the mobility impaired		Policy 6.13 – Parking	
		Policy 5.8 – Other parking			
Policy 16 - New homes	Strategic policy 5 – Providing new homes	Policy 3.11 – Efficient use of land	Residential Design Standards SPD (2011)	Policy 3.3 – Increasing housing supply	Housing SPG (2012)
		Policy 4.2 – Quality of residential accommodation		Policy 3.4 – Optimising housing potential	

Peckham and Nunhead AAP policies (2014)	Core Strategy Policies (2011)	Saved Southwark Plan policies (2007)	Southwark's supplementary planning documents (SPD)	London Plan policies (2013)	Mayor's London Plan Supplementary Planning Guidance (SPG)
Policy 17 - Affordable and private homes	Strategic policy 5 - Providing new homes	Policy 4.4 - Affordable homes	Affordable Housing SPD (adopted 2008 and draft 2011)	Policy 3.8 - Housing choice	Housing SPG (2012)
	Strategic policy 6 - Homes for people on different incomes	Policy 4.5 - Wheelchair affordable housing	Residential design standards SPD (2011)	Policy 3.9 - Mixed and balanced communities	
Policy 18 - Mix and design of new homes	Strategic policy 5- Providing new homes	Policy 4.2 - Quality of residential accommodation	Residential Design Standards SPD (2011)	Policy 3.10 - Definition of affordable housing	Housing SPG (2012)
	Strategic policy 7- Family homes	Policy 4.3 - Mix of dwellings		Policy 3.11 - Affordable housing targets	
				Policy 3.5 - Quality and design of housing developments	Housing SPG (2012)
				Policy 3.8 - Housing choice	Shaping Neighbourhoods SPG: Children's & young people's play and informal recreation (2012)

Peckham and Nunhead AAP policies (2014)	Core Strategy Policies (2011)	Saved Southwark Plan policies (2007)	Southwark's supplementary planning documents (SPD)	London Plan policies (2013)	Mayor's London Plan Supplementary Planning Guidance (SPG)
Policy 19 - Open space and Sites of Importance for Nature Conservation (SINCs)	Strategic policy 11 - Open spaces and wildlife	Policy 3.25 - Metropolitan Open Land	Sustainable Design and Construction SPD (2009)	Policy 2.18 - Green infrastructure	All London Green Grid SPG (2012)
		Policy 3.26 - Borough Open Land		Policy 3.6 - Children and young people's play and informal recreation facilities	
		Policy 3.27 - Other Open Space		Policy 5.10 - Urban greening	
		Policy 3.28 - Biodiversity		Policy 5.11 - Green roofs and development site environs	
Policy 20 - Trees	Strategic policy 10 - Open space and wildlife	Policy 3.28 - Biodiversity		Policy 7.17 - Metropolitan open land	All London Green Grid SPG (2012)
				Policy 7.18 - Protecting local open space and addressing local deficiency	
				Policy 7.19 - Biodiversity and access to nature	
				Policy 5.10 - Urban greening	
				Policy 7.21 - Trees and woodland	

Peckham and Nunhead AAP policies (2014)	Core Strategy Policies (2011)	Saved Southwark Plan policies (2007)	Southwark's supplementary planning documents (SPD)	London Plan policies (2013)	Mayor's London Plan Supplementary Planning Guidance (SPG)
Policy 21 - Energy	Strategic policy 13 – High environmental standards	Policy 3.1 – Environmental effects	Sustainable Design and Construction SPD (2009)	Policy 5.1 – Climate change mitigation	Sustainable Design and Construction SPG (2014)
		Policy 3.3 – Sustainability assessment		Policy 5.2 – Minimising carbon dioxide emissions	
		Policy 3.4 – Energy efficiency	Sustainability assessment SPD (2009)	Policy 5.3 – Sustainable design and construction	
Policy 3.5 – Renewable energy	Policy 5.6 – Decentralised energy in development proposals				
Policy 22 - Waste, water, flooding and pollution	Strategic policy 13 – High environmental standards	Policy 3.1 – Environmental effects	Sustainable Design and Construction SPD (2009)	Policy 5.13 – Sustainable drainage	Sustainable Design and construction SPG (2014)
		Policy 3.2 – Protection of amenity		Policy 5.15 – Water use and supplies	
		Policy 3.3 – Sustainability assessment		Policy 5.16 – Waste self-sufficiency	
Policy 23 - Public realm	Strategic policy 12 – Design and conservation	Policy 3.6 – Air quality	Sustainability assessment SPD (2009)	Policy 5.10 – Urban greening	Sustainable Design and construction SPG (2014)
		Policy 3.7 – Waste reduction		Policy 5.13 – Sustainable drainage	
		Policy 3.9 - Water			

Peckham and Nunhead AAP policies (2014)	Core Strategy Policies (2011)	Saved Southwark Plan policies (2007)	Southwark's supplementary planning documents (SPD)	London Plan policies (2013)	Mayor's London Plan Supplementary Planning Guidance (SPG)
Policy 24 - Heritage	Strategic policy 12 - Design and conservation	Policy 3.14 – Designing out crime	Design and access statements SPD (2007)	Policy 7.2 – An inclusive environment	
		Policy 3.18 – Setting of listed buildings, conservation areas and world heritage sites	Residential design standards SPD (2011)	Policy 7.3 – Designing out crime	
		Policy 3.15 - Conservation of the historic environment	Design and Access Statements SPD (2007)	Policy 7.4 – Local character	
		Policy 3.16 - Conservation areas		Policy 7.5 – Public Realm	
Policy 25 - Built form	Strategic policy 12 –Design and conservation	Policy 3.17 - Listed buildings	Residential Design Standards SPD (2011)	Policy 7.4 - Local character	Housing SPG (2012)
		Policy 3.18 - Setting of listed buildings, conservation areas and world heritage sites		Policy 7.8 - Heritage assets and archaeology	
		Policy 3.12 – Quality in design		Policy 7.1 – Building London's neighbourhoods and communities	
		Policy 3.13 – Urban design		Policy 7.2 – An inclusive environment	
		Policy 3.14 – Designing out crime	Design and Access Statements SPD (2007)	Policy 7.4 – Local character	Accessible London: achieving an inclusive environment (2004)
				Policy 7.6 – Architecture	

Peckham and Nunhead AAP policies (2014)	Core Strategy Policies (2011)	Saved Southwark Plan policies (2007)	Southwark's supplementary planning documents (SPD)	London Plan policies (2013)	Mayor's London Plan Supplementary Planning Guidance (SPG)
Policy 25 - Building height	Strategic policy 12 - Design and conservation	Policy 3.13 - Urban design Policy 3.20 - Tall buildings Policy 3.22 - Important local views	Design and Access Statements SPD (2007)	Policy 7.4 - Local character Policy 7.7 - Location and design of tall buildings Policy 7.12 - Implementing the London View Management Framework	

Appendix B: Southwark Plan proposals sites

This table sets out existing Southwark Plan proposals sites which fall within the AAP boundaries. Its sets out:

- Which sites were saved under our most recent successful application to save the Southwark Plan policies (July 2010).
- Whether the AAP is replacing the Southwark Plan proposals site.

Table 4. Southwark Plan proposals sites

Southwark Plan (2007) proposal site number	Address	Saved as a Southwark Plan proposal site	Replaced by the AAP?
60P	Units 1-3 Samuel Jones Industrial Estate	No	No. This site has been built
62P	Cator Street, Commercial Way	Yes	This is replaced by PNAAP 8.
63P	Sumner House	Yes	This is replaced by PNAAP 16.
64P	Flaxyard Site, 1-51 Peckham High Street	Yes	This is replaced by PNAAP 9.
65P	Peckham Wharf, Peckham Hill	Yes	This is replaced by PNAAP 10.
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 replaced by PNAAP 6.
69P	Cinema site and multi storey car park , Moncrieff Street	Yes	No, saved Southwark Plan site 69P remains part of the development plan. This will be reviewed through the preparation of the New Southwark Plan.
70P	Tuke School	Yes	This is replaced by PNAAP 15.
71P	Copeland Road bus garage, 1170149 Rye Lane, 1-27 Bournemouth Road, 133-151 Copeland Road	No	The part of this site which forms Copeland Industrial Park and 1-27 Bournemouth Road is now site PNAAP 4. The part of site 71P on Copeland Road (currently most of which is used as a garage depot) is not part of the new AAP designation PNAAP 4.
72P	Copeland Road car park and site on corner of Copeland Road and Rye Lane	Yes	This is replaced by PNAAP 7.

Appendix C: Schedule of proposals sites

This appendix provides further information to section 6 and policy 47 – Proposals sites. It sets out:

- **Required land use**

The “required land use” must be included within any development on the proposals site.

- **Other acceptable land use**

Planning permission may be granted for the “other acceptable land uses” identified within this schedule providing that development for the “required land use” is, has been, or is thereby secured.

- **Indicative capacity**

Indicative capacities are set out where appropriate for residential use and non-residential use. Where we have existing valid planning permissions we have used these capacities. However, at the time of preparing the AAP, the majority of the sites do not have a valid planning permission. Therefore the indicative capacities are based on our own capacity work and background evidence. The estimates of capacities should not be interpreted as exact targets as the exact capacity will depend on the mix of uses, the amount of non-residential use and compliance with other policies such as design policies. The precise figures will be determined through planning applications.

There are many options for the precise mix of use, particularly within some of the larger proposals sites and so the amounts of different uses eventually built may vary. We have estimated how much residential, business and retail use we think will come forward to help demonstrate how we think we will deliver the capacity we have identified in our vision. For some of the sites we have also identified how much community use we think there will be. For each site we have made assumptions based on our capacity work and knowledge, and our aspirations for each site, as to the split between residential and non-residential use, and the type and amount of different non-residential uses.

These estimated capacities are important to ensure that our housing target and possible capacities for retail and employment growth are realistic and achievable. This has helped us to plan for infrastructure growth to ensure that there is suitable and sufficient infrastructure to support the increase number of people living, working and visiting Peckham and Nunhead.

- **Phasing and implementation**

We set out when we expect the proposals site to be developed and who owns the site. Where there is an existing valid planning permission we set out the application reference number and a summary of the permission.

- **Site specific guidance**

Development proposals should deliver the key site specific guidance in the schedule. This section sets out requirements to ensure a well-designed scheme to include maximising opportunities for public realm and improving linkages.

- **We are making this designation because**

Development proposals should seek to deliver the aspirations within the “we are making this designation because” section of the schedule. This section also sets out our reasoning for why we are requiring certain types and forms of development.

For the larger sites, the policies also include indicative diagrams which show how the principles set out in the policies in section 4 and 5 of the AAP and within the proposals site schedule apply to these sites. The precise location of new routes, buildings and public realm improvements will be considered at a more detailed level through the planning application process.

PNAAP 1: Aylesham Centre

Required land uses	Retail use (Classes A1/ A2/ A3/ A4), residential use (Class C3), public space/public realm.		
Other land uses that would be accepted	Student accommodation (Class sui generis) subject to Core Strategy strategic policy 8, business use (Class B1), leisure/community use (Class D), hotel (Class C1).		
Indicative capacity	Residential (Class C3): 400 units Non-residential use: 8,500 sqm Retail (Classes A1/A2/A3/A4): 8,350 sqm Business (Class B1): 150 sqm Assuming 90% of non-residential is retail use and 10% of the non-residential use is business use.		
Phasing and implementation	2011-15	2016-20	2021-26
	This majority of this site is owned by Tiger Developments.		
Site specific guidance	<p>Opportunities to increase and diversify the retail offer should be maximised.</p> <p>There is potential for a taller landmark building of up to 20 storeys, alongside a significant increase of meaningful public space and improved public realm.</p> <p>Opportunities to create new public space through redevelopment or refurbishment of the shopping centre should be maximised.</p> <p>Redevelopment or refurbishment of the site should introduce more active frontages throughout the site, particularly along Rye Lane, taking into consideration Rye Lane Peckham conservation area.</p> <p>Opportunities to improve the pedestrian and cycle access to the bus station and Queens Road should be maximised.</p>		

We are making this designation because

The Aylesham Centre is the main covered shopping precinct in Peckham town centre with over 7,000 sqm of shopping floorspace. The centre is anchored by Morrisons supermarket which occupies a large portion of the centre. The shopping centre currently does not fulfil its potential.

Redevelopment or refurbishment of this site would have a major impact on helping to diversify the retail offer in the town centre, with opportunities to provide suitable space to attract more multiple retailers to Peckham. There is also the opportunity to make better use of/redevelop the large car park and promote a mix of other uses including business space, leisure/community use and residential.

The 1980s design of the centre, with a single uniform red brick frontage onto Rye Lane currently does not add to the character of historic Peckham. Proposals for the site should maximise opportunities to rebuild the entire shopping centre and car park, with consideration being given to conserving and enhancing Rye Lane Peckham conservation area, which covers part of the site. Opportunities to reinstate a more active frontage along Rye Lane, in keeping with the look and feel of the smaller shop fronts within the conservation area should be maximised. Development should also take into account the neighbouring important heritage buildings identified on our local list, including the much loved former Jones and Higgins department store.

New and improved public realm and increased amounts of public space should be provided on the site with opportunities to include well designed seating, hard and soft landscaping so that it can be more open and pleasant experience for its users. The prominent location in the town centre and the opportunities to introduce new public space provide an opportunity for a taller building of up to 20 storeys. Due to the Rye Lane Peckham conservation area, any taller development would have to be set back from the Rye Lane shopping frontage, towards the eastern end of site. Careful consideration also needs to be given to the neighbouring residential areas and important local heritage buildings such as the Shard Terrace to the north of the site, which is identified on our local list.

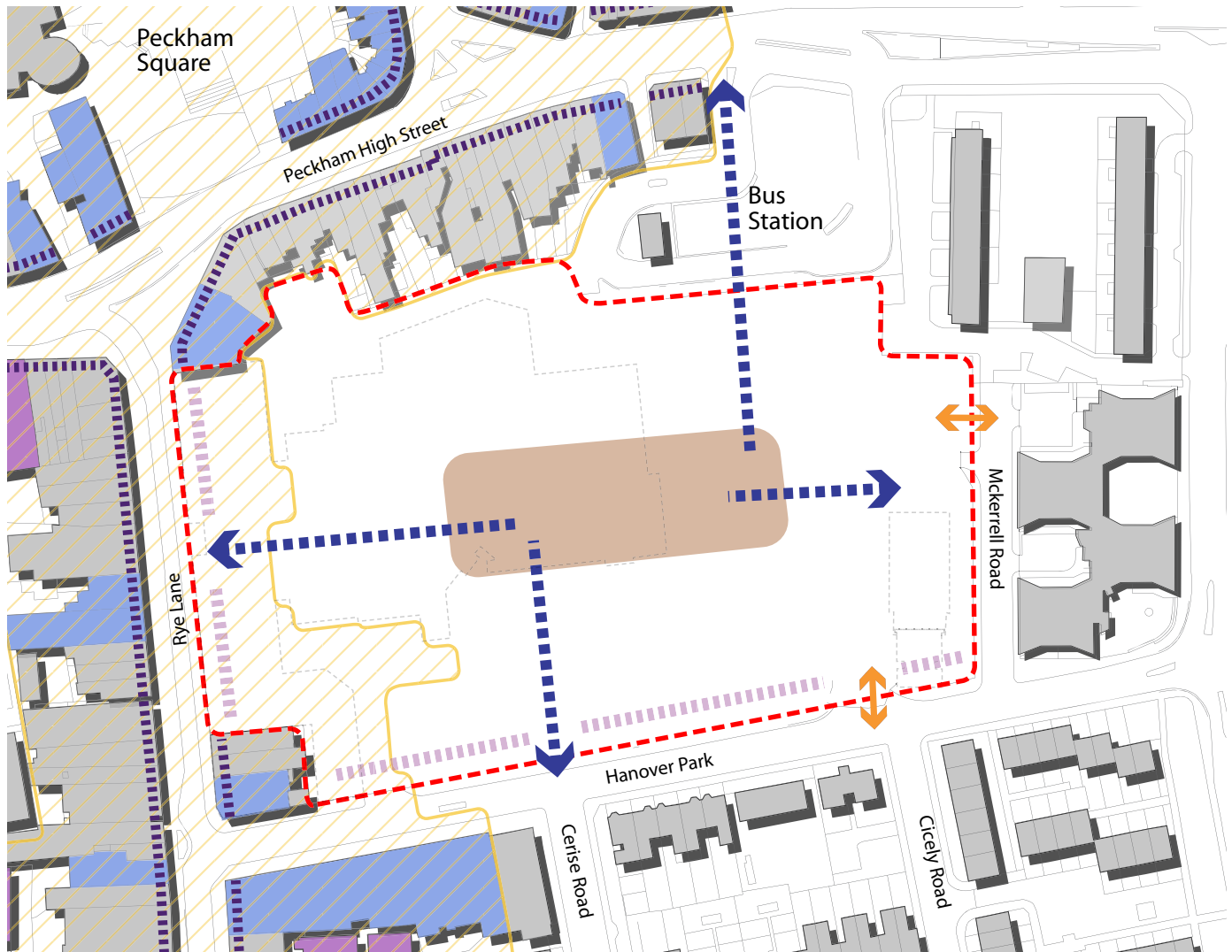
The Aylesham Centre currently lacks permeability with little in the way of access to Queens Road due to the bus station to the north east of the centre. Redevelopment, particularly if a taller building is to be built on this site, should maximise opportunities to improve links both north to Queens Road and west to Rye Lane, as well as south to Hanover Park and Cerise Road.



PNAAP 1: Aylesham Centre



Figure 26: PNAAP 1 Aylesham Centre



- Opportunity for new public space / public realm
- Protected shopping frontage
- Opportunity for active frontages
- Conservation area
- Listed building
- Buildings and structures identified on local list
- Opportunity to improve pedestrian and cycle links
- Line of existing buildings on site
- Site boundary
- Opportunity for vehicular access

PNAAP 2: Print Village Industrial Estate, Chadwick Road

Required land uses	Business (Class B).		
Other land uses that would be accepted	Residential (Class C3).		
Phasing and implementation	2011-15	2016-20	2021-26
	There are currently no plans for redevelopment of this site.		
Site specific guidance	Redevelopment of this site must not result in the net loss of business space (Class B).		

We are doing this because

Our Employment Land Review (2010) recognises that the Print Village Industrial Estate located on Chadwick Road is a well-functioning business estate that accommodates SMEs. The estate does not have any adverse impact on the surrounding residential area within the Peckham South character area and feedback through consultation has been supportive of protecting this site for continued employment use. Therefore, whilst there may be the opportunity in the future for redevelopment of this site for mixed use, we will require that any proposal does not result in the net loss of business space (Class B) in order to continue to promote and maintain local employment.

PNAAP 3: Land between the railway arches (East of Rye Lane including railway arches)

Required land uses	Retail (Classes A1/ A2/ A3/ A4), business use (Class B).		
Other land uses that would be accepted	Leisure/community use (Class D).		
Phasing and implementation	2011-15	2016-20	2021-26
	This site is owned by Network Rail.		
Site specific guidance	Opportunities for increasing north to south, and east to west pedestrian and cycle linkages should be maximised.		

We are making this designation because

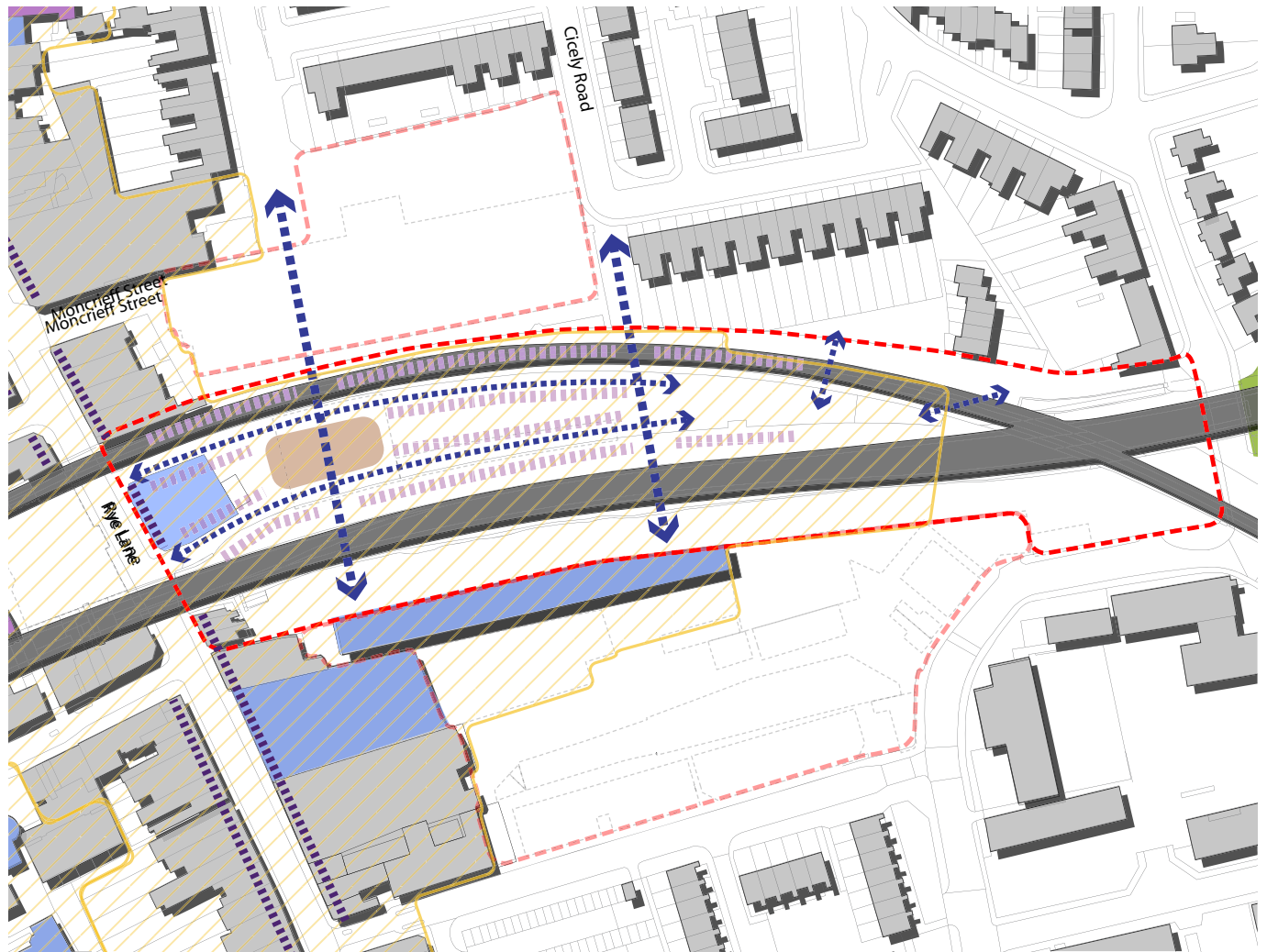
Situated between the cinema/multi-storey car park (PNAAP 2) and Copeland Industrial Park and 1-27 Bournemouth Road (PNAAP 4), this site provides great opportunities to increase the linkages both north to south and east to west. There is scope to open up some of the railway arches to create alternative links.

The site is suitable for a mixed use development with small scale businesses, cultural, leisure and retail elements. There is the opportunity to create a market within this site, which would help promote the local economy. Located within the Rye Lane Peckham conservation area, development on this site should seek to conserve and enhance the wider heritage setting.



PNAAP 3: Land between the railway arches (East of Rye Lane including railway arches)

Figure 27: PNAAP 3 Land between the railway arches (East of Rye Lane including railway arches)



- Opportunity for new public space / public realm
- Protected shopping frontage
- Opportunity for active frontages
- Conservation area
- Buildings and structures identified on local list
- Opportunity to improve pedestrian and cycle links
- Line of existing buildings on site
- Site boundary

PNAAP 4: Copeland Industrial Park and 1-27 Bournemouth Road

Required land uses	Cultural/Leisure/community uses (Class D), Retail use (Classes A1/ A2/ A3/ A4), Business use (Class B1), Residential Use (Class C3), public space/public realm.		
Other land uses that would be accepted	Student accommodation (sui generis) subject to Core Strategy Strategic Policy 8.		
Indicative capacity	Residential (Class C3): 270 units Non-residential use: 6,000 sqm Retail (Classes A1/ A2/A3/A4): 1,800 sqm Business (Class B1): 3,000 sqm Cultural/leisure/community use: 1,200 (Class D): Assuming 30% of non-residential is retail use, 50% is business use and 20% is cultural/leisure/community uses.		
Phasing and implementation	2011-15	2016-20	2021-26
	The majority of the site is owned by CIP Limited, with a small part of the site (the offices on Bournemouth Road) owned by Southwark Council.		
Site specific guidance	<p>The Bussey building should be retained as part of the redevelopment of this site. The building is identified on our local list. The continued use of the Bussey building by creative and artistic enterprises will be supported and encouraged.</p> <p>Opportunities to improve and extend links west to Rye Lane and north-south through the railway arches should be explored.</p> <p>Opportunities to create improved public realm and a possible public square/space within the site should be maximised.</p> <p>There is the potential for a taller landmark building of up to 15 storeys alongside a significant increase of meaningful public space and improved public realm.</p> <p>A cinema could be located on this site.</p>		

We are making this designation because

The site's close proximity to Peckham Rye Station and its large size provide a variety of options to develop this site. Mixed-use development should be centred around the retention of the historic Bussey building (identified on our local list) and should include new public realm improvements to provide space for new residents, workers and visitors. Part of the site lies within the Rye Lane Peckham conservation area, and development on this site should conserve and enhance its heritage setting.

In the past few years a number of creative industries have appeared on the site and in the Bussey building. There is opportunity to build on this and create a new cultural and creative quarter for Peckham to attract visitors from outside the area.

The size of the site provides the opportunity for a variety of larger floorplate retail units which are lacking in the town centre. Larger retail units will provide the type of shopping associated with town centres and attract more people to Peckham.

The town centre suffers from a lack of east-west pedestrian routes. The opening of the Copeland Industrial

Park and 1-27 Bournemouth Road to Rye Lane and through the site will encourage greater pedestrian flow to surrounding residential areas and relieve pedestrian congestion along Rye Lane. Development should provide a second north-south link through the railway arches to the north and linking development sites which will provide further relief to Rye Lane.

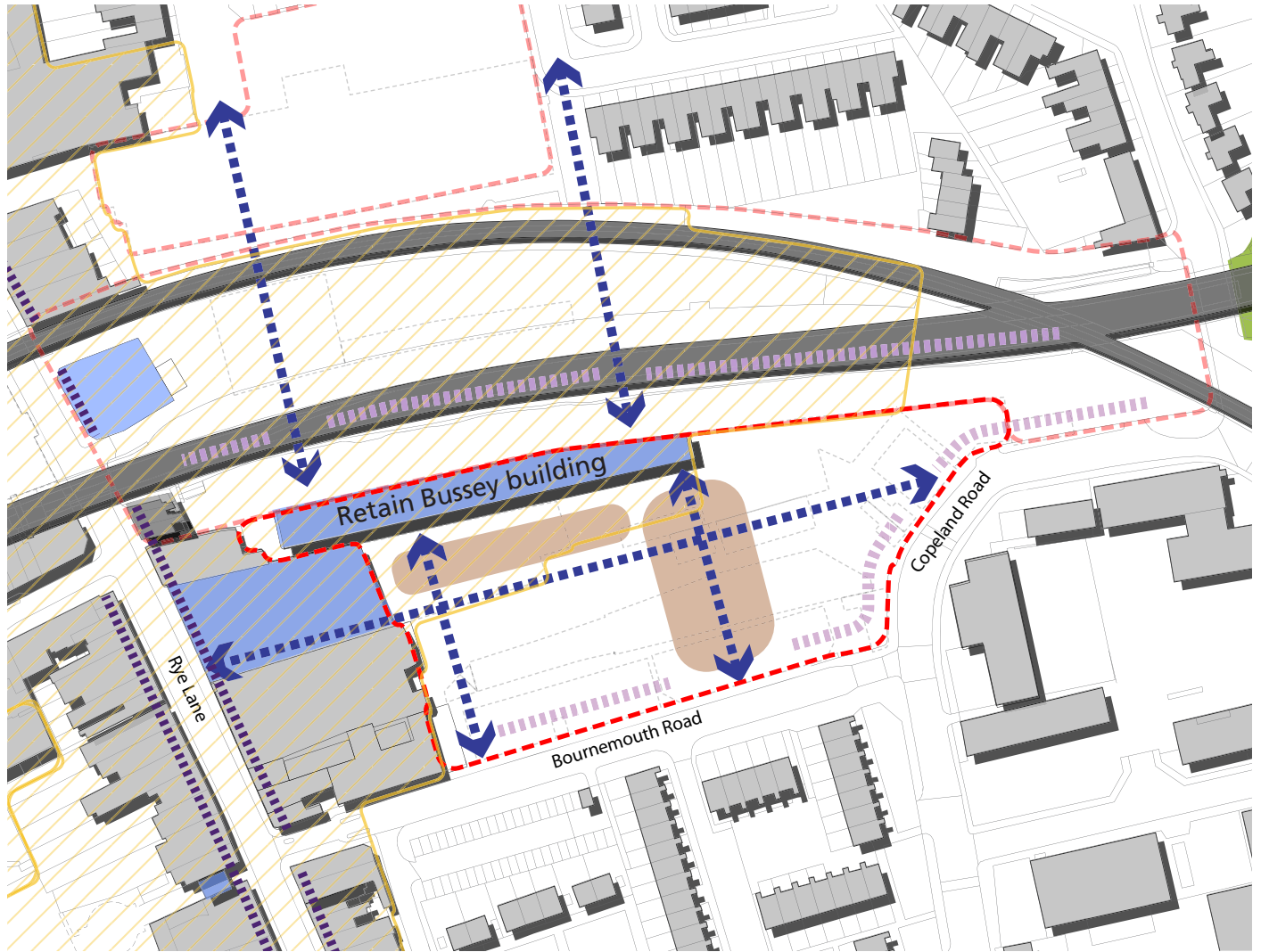
The site's central town centre location also provides an opportunity for a taller landmark building of up to 15 storeys towards to east of the site, to identify the regeneration of the site and provide a point of reference for people within the town centre. If a taller building is to be built on this site, careful consideration must be given to the Rye Lane Peckham conservation area which covers the northern part of the site, and the Bussey Building which is identified on our local list.











PNAAP 4: Copeland Industrial Park and 1-27 Bournemouth Road



Figure 28: PNAAP 4 Copeland Industrial Park and 1-27 Bournemouth Road



- | | | | |
|---|---|---|---|
|  | Opportunity for new public space / public realm |  | Protected shopping frontage |
|  | Opportunity for active frontages |  | Conservation area |
|  | Opportunity to improve pedestrian and cycle links |  | Buildings and structures identified on local list |
|  | Line of existing buildings on site | | |
|  | Site boundary | | |

PNAAP 5: Site of the former Wooddene Estate

Required land uses	Residential (Class C3), retail use (Classes A1/ A2/ A3/ A4).		
Other land uses that would be accepted	Leisure/community use (Class D), student accommodation (Class sui generis) subject to Core Strategy strategic policy 8, business use (Class B).		
Indicative capacity	Residential (Class C3): 360 units. Non-residential use: 500 sqm retail (Classes A1/ A2/ A3/ A4). Assuming 100% of the non-residential use is retail use.		
Phasing and implementation	2011-15	2016-20	2021-26
	Southwark Council currently own this site and have signed a contract with Notting Hill Housing Group to develop and dispose of the site.		
Site specific guidance	<p>There should be active frontages along the majority of the Queens Road frontage.</p> <p>There is the potential for a taller building of up to 15 storeys alongside a significant increase of meaningful public space and improved public realm.</p> <p>The mature trees along Queens Road should be maintained.</p> <p>There is the potential for an energy centre to be provided on this site.</p>		

We are making this designation because

The former Wooddene estate is a vacant, demolished site, ready for redevelopment.

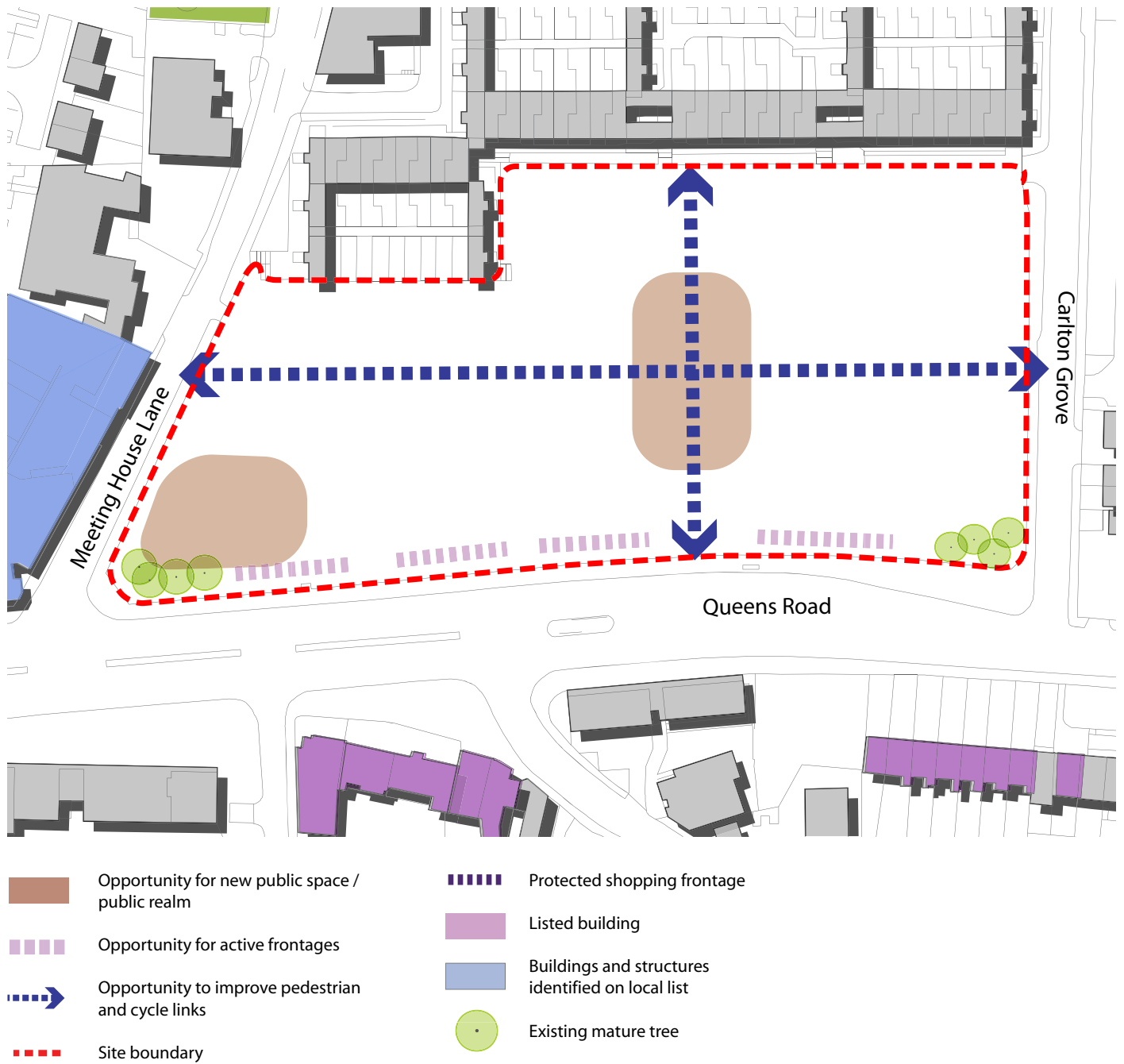
The council have signed a contract with Notting Hill Housing Group to redevelop this site within the next two to three years. The site will be key to facilitate regeneration in Peckham and Nunhead, being one of the earliest large sites planned for development.

The original Wooddene estate consisted of 323 homes, of which 316 were council homes and 7 were owned by leaseholders. The new development will provide high quality affordable and private housing, with the capacity to provide around 360 new homes. Proposals for development will need to consider London Plan policy 3.14 - Existing housing, which looks to resist the loss of housing, including affordable housing.

Redevelopment of this site will dramatically improve Queens Road, and should provide active frontage where possible to improve the streetscape. There is potential for a taller landmark building of up to 15 storeys to mark the entrance to Peckham town centre and improve legibility, providing public space alongside the taller buildings. The size of the site means that there is the potential to provide significant amounts of new public space, to be used by residents and visitors alike. The taller building and public space needs to improve wayfinding through the site, improving permeability and offering alternative pedestrian and cycle routes to busy Queens Road. Careful consideration needs to be given to the design and height of the development, particularly if it is taller than the surrounding buildings to ensure it does not have a negative impact on important local heritage and existing development. In particular development should take into account: conservation areas in close proximity at Rye Lane Peckham and Peckham Hill Street, the close proximity to the Acorn Estate directly behind Wooddene, the listed buildings across the road from the Wooddene site, and Peckham Police Station adjacent to the site, which is identified on our local list.

There is the potential for an energy centre on this site to replace the existing energy centre which serves the Acorn Estate. The energy centre should be capable to provide energy for the new development and the Acorn Estate. It should also look at the possibility of providing energy to other developments.

Figure 29: PNAAP 5 Site of the former Wooddene estate



PNAAP 5: Site of the former Wooddene estate

PNAAP 6: Peckham Rye Station

Required land uses	Business use (Class B1), retail use (Classes A1/ A2/ A3/ A4), public square.		
Other land uses that would be accepted	Community/cultural/leisure use (Class D), residential (Class C3).		
Phasing and implementation	2011-15	2016-20	2021-26
	We are working with Network Rail, Southern Railways and the Greater London Authority to deliver this important project.		
Site specific guidance	<p>Development at Peckham Rye Station should include the creation of a public square in the forecourt of the station.</p> <p>Development should conserve or enhance the historic character of the listed station building and the surrounding conservation areas and listed and locally listed buildings.</p> <p>Development of this site should consider the opportunity to develop a market at the rear of the station building.</p> <p>Those units within the railway arches on the part of the site known as Blenheim Court, as defined in Figure 30, presently or last subject to a Class B1 business use shall be retained and made available for the continuation of such use. The use of all premises within Blenheim Court by creative and artistic enterprises will be supported and encouraged.</p>		

We are making this designation because

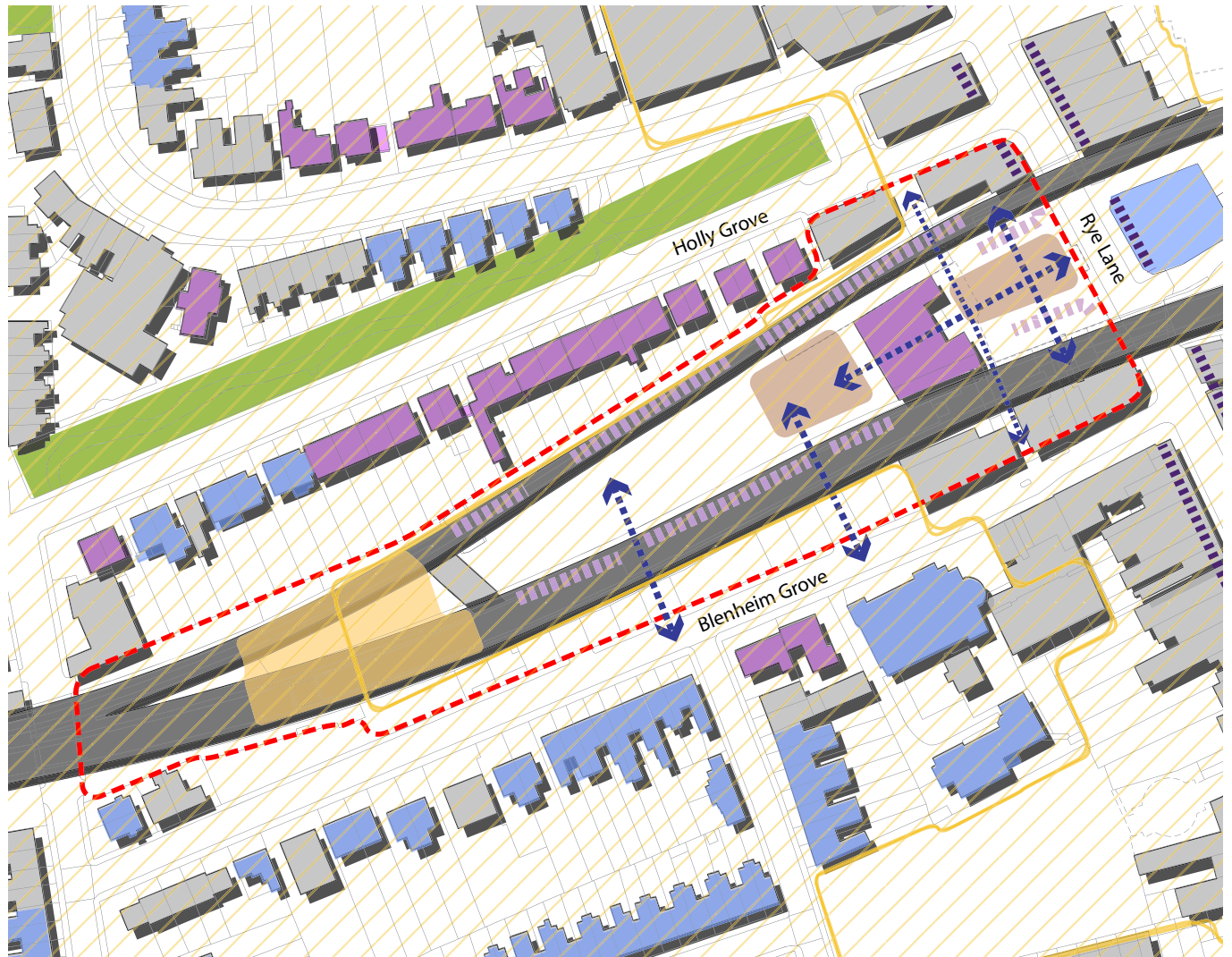
Peckham Rye Station is one of the main arrival points into Peckham and Nunhead, with an estimated two and a half million people using the station each year. This is likely to increase as new development is built in the town centre and with the arrival of the London Overground network in late 2012.

The station was opened in 1865 and was listed (grade II) in 2008 for its characteristic representation of railway architecture of the 1860s. However, whilst the building itself is an impressive station, the surrounding buildings hide much of its grandeur. Since the 1930s there has been an arcade in front of the station, which restricts visibility of the station from Rye Lane and creates a low quality public space. The site straddles Holly Grove and Rye Lane Peckham conservation areas.

The community of Peckham and Nunhead have for many years expressed a desire for the station, the forecourt and the rear court to be improved. The feedback at every stage of consultation on the AAP has highlighted overwhelming support for improving the station and removing the existing forecourt buildings. This is one of the key aspirations of the AAP that will help to transform the area. These changes have been championed by groups including: Peckham Vision, Peckham Society, Rye Lane & Station Action Group, Southwark Rail Users' Group, Bellenden Residents Group and Friends of the Old Waiting Room. Funding has been secured for improvements to the station and its surroundings, as set out in section 7 of the AAP.

Development coming forward on this site needs to pay particular attention to the local heritage, including considering enhancing and preserving the listed station building, the listed buildings and buildings on our local list (such as All Saints Church) on Bleinham Grove and Holly Grove, and the two conservation areas covering the proposals site. Development should also seek to improve linkages to Rye Lane through the new public space, and north and south to Holly Grove and Bleinham Grove. Development should also look to improve the outlook onto Holly Grove Shrubbery.

Figure 30: PNAAP 6 Peckham Rye Station



- Opportunity for new public space / public realm
- Opportunity for active frontages
- Opportunity to improve pedestrian and cycle links
- Line of existing buildings on site
- Site boundary
- Protected shopping frontage
- Conservation area
- Listed building
- Buildings and structures identified on local list
- Protected open space
- Blenheim Court

PNAAP 6: Peckham Rye Station



PNAAP 7: Copeland Road car park

Required land uses	Residential use (Class C3), Retail use (Classes A1/ A2/ A3/ A4).		
Other land uses that would be accepted	Student accommodation (sui generis) subject to Core Strategy strategic Policy 8, Business use (Class B1).		
Indicative capacity	Residential (Class C3): 75 units. Non-residential use: 300sqm Retail (Classes A1/A2/A3/A4): 150 sqm Business (Class B1): 150 sqm Assuming 50% of non-residential is retail use and 50% of the non-residential use is business use.		
Phasing and implementation	2011-15	2016-20	2021-26
	The majority of the site is owned by Southwark Council. The car wash to the south of the site is privately owned.		
Site specific guidance	Development should retain through access to the rear of the Rye Lane properties. There is the potential for a taller building of up to eight storeys on this site. Development should maximise street level active use on Corner of Rye Lane and Copeland Road and improvements to the street frontage.		

We are making this designation because

The Copeland Road car park site is located towards the south of Peckham town centre, one of six town centre car parks. Policy 14 sets our approach to car parking in the town centre, maintaining Choumert Grove car park as a car park, and allowing other existing car parks including this site to be redeveloped for alternative uses.

The site sits at the intersection of Rye Lane, Copeland Road and Heaton Road. Its position, at the southern gateway to the town centre, provides the possibility of a taller landmark building of up to eight storeys, on the southern-most section of the site. Proposals for a taller building would need to take into consideration the height of Co-op House directly opposite the southern end of the site, with the opportunity to match the height of this building. Development towards the north of the site will need to take into consideration the close proximity to the 2 storey Atwell Estate. Part of the site lies within the Rye Lane Peckham conservation area and so development on this site should conserve and enhance its heritage setting.

Active use at street level on the corner of Rye Lane and Copeland Road should extend the provision of A class use (retail) to provide a continuation of the town centre and reinforce the importance of the southern end of Rye Lane.

Southwark Council own the majority of the site, with the car wash adjacent to the existing car park (on the corner of Rye Lane and Copeland Road) privately owned. There is the opportunity to bring forward the sites as a single larger site or as two separate developments.



PNAAP 7: Copeland Road car park

PNAAP 8: Cator Street/Commercial Way

Required land uses	Residential use (Class C3) and/or community/leisure/cultural uses (Class D).		
Other land uses that would be accepted	Retail use (Classes A1/ A2/ A3/ A4) Business use (Class B1).		
Indicative capacity	Residential (Class C3): 180 units. Non-residential use: 280sqm Retail (Classes A1/ A2/ A3/A4): 140 sqm Business (Class B1): 140 sqm Assuming 50% of non-residential is retail use and 50% of the non-residential use is business use.		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is owned by Southwark Council		
Site specific guidance	Development should maximise the opportunity for some small scale shops along Commercial Way.		

We are making this designation because

The Cator Street proposals site occupies three large sites along Commercial Way, two of which are currently vacant and the third is currently used as a training centre for the council. The surrounding area is predominantly residential, redeveloped as part of the Peckham Partnership programme.

The surrounding area is predominately residential only a few small shops in the immediate area along Commercial Way to serve the new homes delivered through the Peckham Partnership programme. The provision of some small retail (Class A) would be beneficial in providing for people’s day-to-day needs.

There is further opportunity to incorporate surrounding community uses into the site, such as the current sports centre, to provide a mixed-use development providing a number of services for the Peckham community.



PNAAP 8: Cator Street/Commercial Way

PNAAP 9: Land at south of Sumner Road (Flaxyards site)

Required land uses	Possible terminus for the Cross River Tram or an alternative high quality public transport service.		
Other land uses that would be accepted	If the Cross River Tram or an alternative does not get developed or does not require the entire site for a public transport terminus, this site, or part of the site, could be developed for mixed-use to include residential (Class C3) , (Classes A1/A2/A3/A4) and business (Class B1).		
Indicative capacity	Residential (Class C3): 95 units. Non-residential use: 420sqm Retail (Classes A1/ A2/ A3/A4): 280sqm Business (Class B1): 120sqm Assuming 70% of non-residential is retail use and 30% of the non-residential use is business use.		
Phasing and implementation	2011-15	2016-20	2021-26
	Southwark Council owns this site.		

We are making this designation because

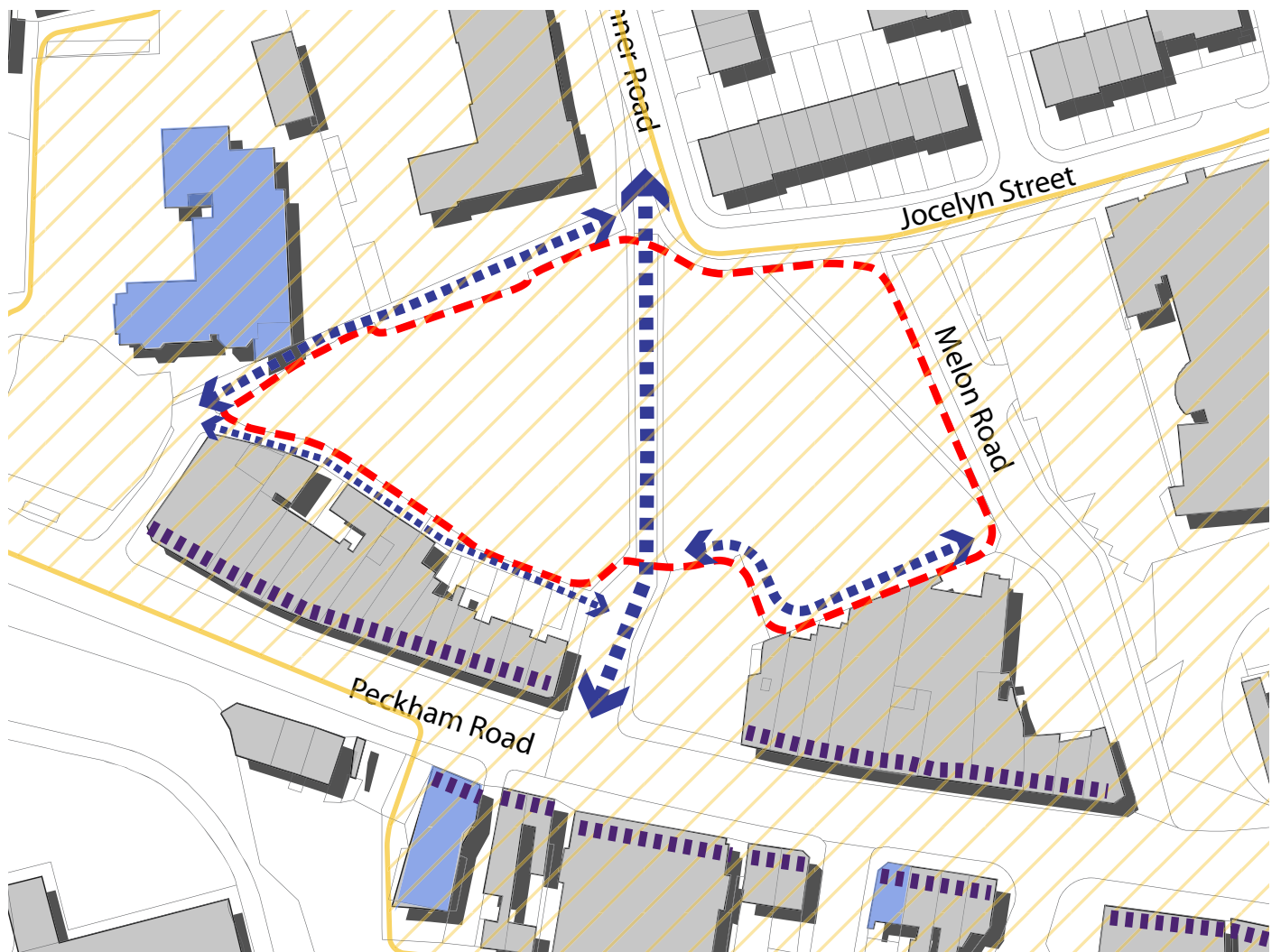
The Core Strategy protects the potential route for the Cross River Tram or an alternative high quality public transport service to link Peckham with north London. Core Strategy strategic policy 2 identified that we should consider the need for safeguarding land for any such project in the Peckham and Nunhead AAP.







At present there is no identified funding from Transport for London for the Cross River Tram however we wish to protect this site for a terminus in case funding is made available in the future. This could be for the Cross River Tram or an alternative high quality public transport service. If this does not happen and the site or part of the site is not needed for a terminus, we will develop this site for mixed-use development. Figure 30 illustrates what a mixed-use development could look like if the site is not used for a terminus. Redevelopment of this site should conserve and enhance its heritage setting, as it lies within the Rye Lane Peckham conservation area, is close to Peckham Hill Street conservation area and is adjacent to Sumner House which is identified on our local list.



PNAAP 9: Land at south of Sumner Road (Flaxyards site)

Figure 31: Land at south of Sumner Road (Flaxyards site)



-  Opportunity to improve pedestrian and cycle links
 -  Line of existing buildings on site
 -  Site boundary
-  Protected shopping frontage
 -  Conservation area
 -  Buildings and structures identified on local list

PNAAP 10: Eagle Wharf

Required land uses	Leisure/community use (Class D), residential use (Class C3).		
Other land uses that would be accepted	Business use (Class B1). Retail use (Classes A1/ A2/ A3/ A4).		
Indicative capacity	Residential (Class C3): 25 units. Non-residential use: 3,000 sqm Retail (Classes A1/ A2/A3/ A4): 900 sqm Leisure, cultural/community use (Class D) : 2,100 sqm Assuming 30% of non-residential is retail use and 70% of the non-residential use is leisure/cultural/community use.		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is owned by Southwark Council.		
Site specific guidance	Possibly a new cinema if relocated from current location. Permeable design to allow movement from Peckham Hill Street. Building heights not to exceed 4 storeys. Views from library to the north should be considered. There should be active frontages along Surrey Canal Walk and Peckham Hill Street.		

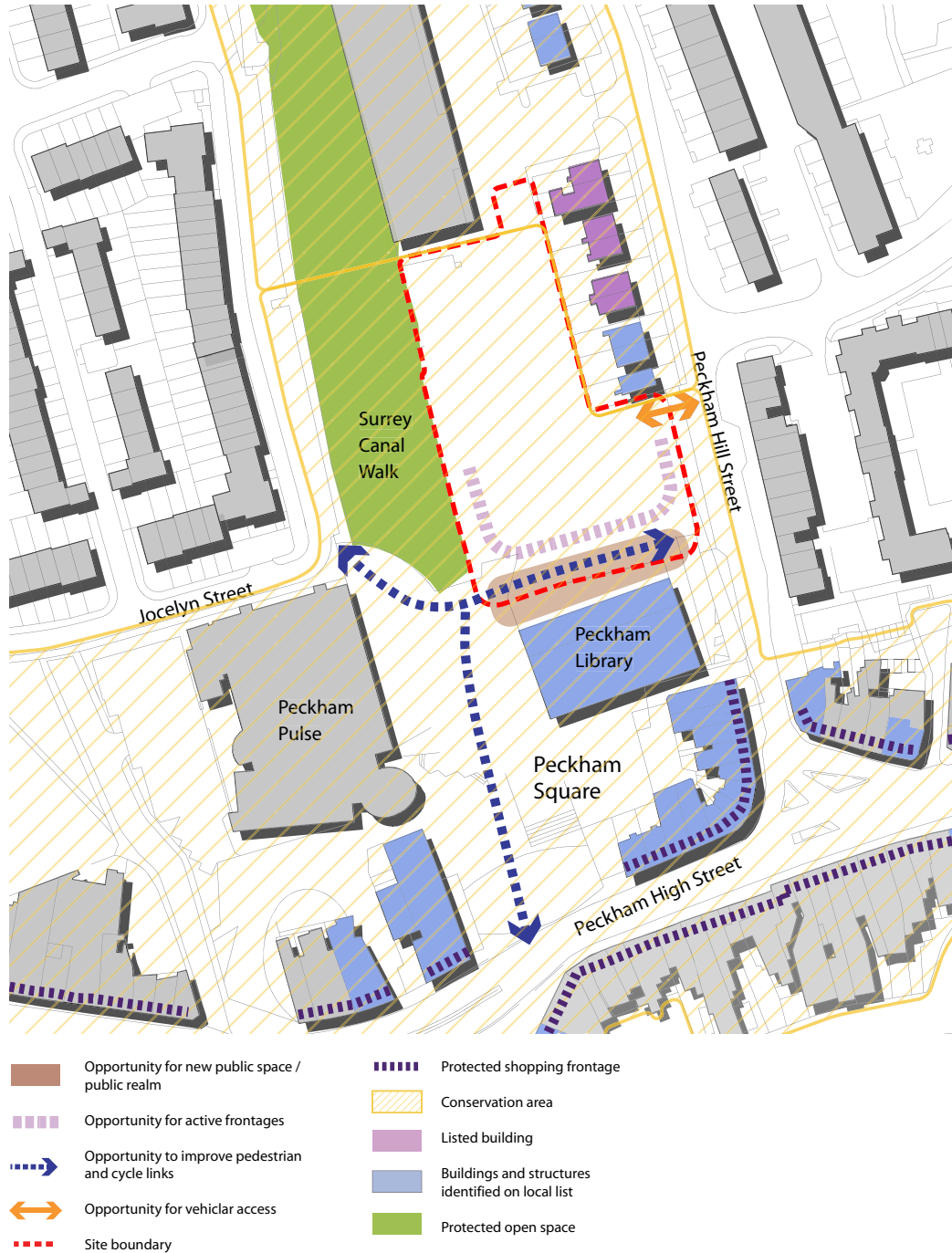
We are making this designation because

The Eagle Wharf site occupies an important site to the north of the town centre, adjacent to Peckham Square. It sits alongside Surrey Canal walk, a key green, motor-free link to Burgess Park. Development of this site provides a great opportunity to increase Peckham Square’s focus as a cultural centre, by extending the square north and improving the link with Surrey Canal Walk. The close proximity to bus, train and overground links make the site appropriate for residential development above active ground floor uses.

Development on the site should strengthen the civic cluster of buildings and increase pedestrian links to Peckham Square, improving and increasing the public realm provision in the town centre. It will also increase the use of the square and, with the provision of new cultural facilities, including being a suitable location for a cinema, it will help the square reach its potential as a cultural focus for Peckham.

Proposals for development will need to consider how to address the back to the library and how to improve the public realm within Peckham Square as there square does not currently fulfil its potential. Development at Eagle Wharf should conserve and enhance its heritage setting, as it lies within both the Rye Lane Peckham conservation area and the Peckham Hill Street conservation area. It is adjacent to a number of listed buildings local Peckham Hill Street and buildings on our local list (including Peckham Library) which need to be taken into consideration.

Figure 32: Eagle Wharf



PNAAP 10: Eagle Wharf

PNAAP 11: Nunhead housing site (Previously Nunhead community centre site)

Required land uses	Residential use (Class C3).		
Other land uses that would be accepted	None.		
Indicative residential capacity (Class C3)	15 units (Class C3)		
Phasing and implementation	2011-15	2016-20	2021-26
	This site is owned by Southwark Council.		
Site specific guidance	Development should reach a maximum of 3 storeys high. Vehicle access should be provided at the rear of the site from Basswood Close. There should be continuation of staggered building frontages to Nunhead Lane to reinstate streetscape.		

We are doing this because

The site, a former community centre, is mostly surrounded by residential development and is close to Nunhead Green. The surrounding building heights are 2 to 3 storeys and the residential development should be in keeping with this and the character of the area, which is designated as Nunhead Green conservation area.

Nunhead Lane, running along the site’s front, is a busy through-road. Vehicle access should be from the rear at Basswood Close. The site’s frontage should continue the building frontage along Nunhead Lane created by the row of Victorian buildings. The site is located directly opposite the Nunhead Community Centre site (site PNAAP 12), which together form a gateway to the Nunhead local centre from the west.



PNAAP 11: Nunhead housing site (Previously Nunhead community centre site)

PNAAP 12: Nunhead community centre and housing (Formerly Nunhead Early Years Centre)

Required land uses	Community use (Class D), residential use (Class C3).		
Other land uses that would be accepted	None.		
Indicative capacity	18 units (Class C3) Around 280sqm community use (Class D).		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is owned by Southwark Council and completion is expected in 2015.		
Site specific guidance	<p>A community centre should be provided on this site.</p> <p>Residential units should reach a maximum of 4 storeys, stepped up from 2 at the western boundary of site to the corner of Nunhead Lane and Nunhead Green</p> <p>Proposals should retain the willow tree and root protection zone (RPZ) as identified on figure 36.</p> <p>Provision should be provided for vehicular access to residential and community facilities from Scylla Road.</p> <p>The frontage must relate to Nunhead Green and consider views from the Green to the development</p>		

We are doing this because

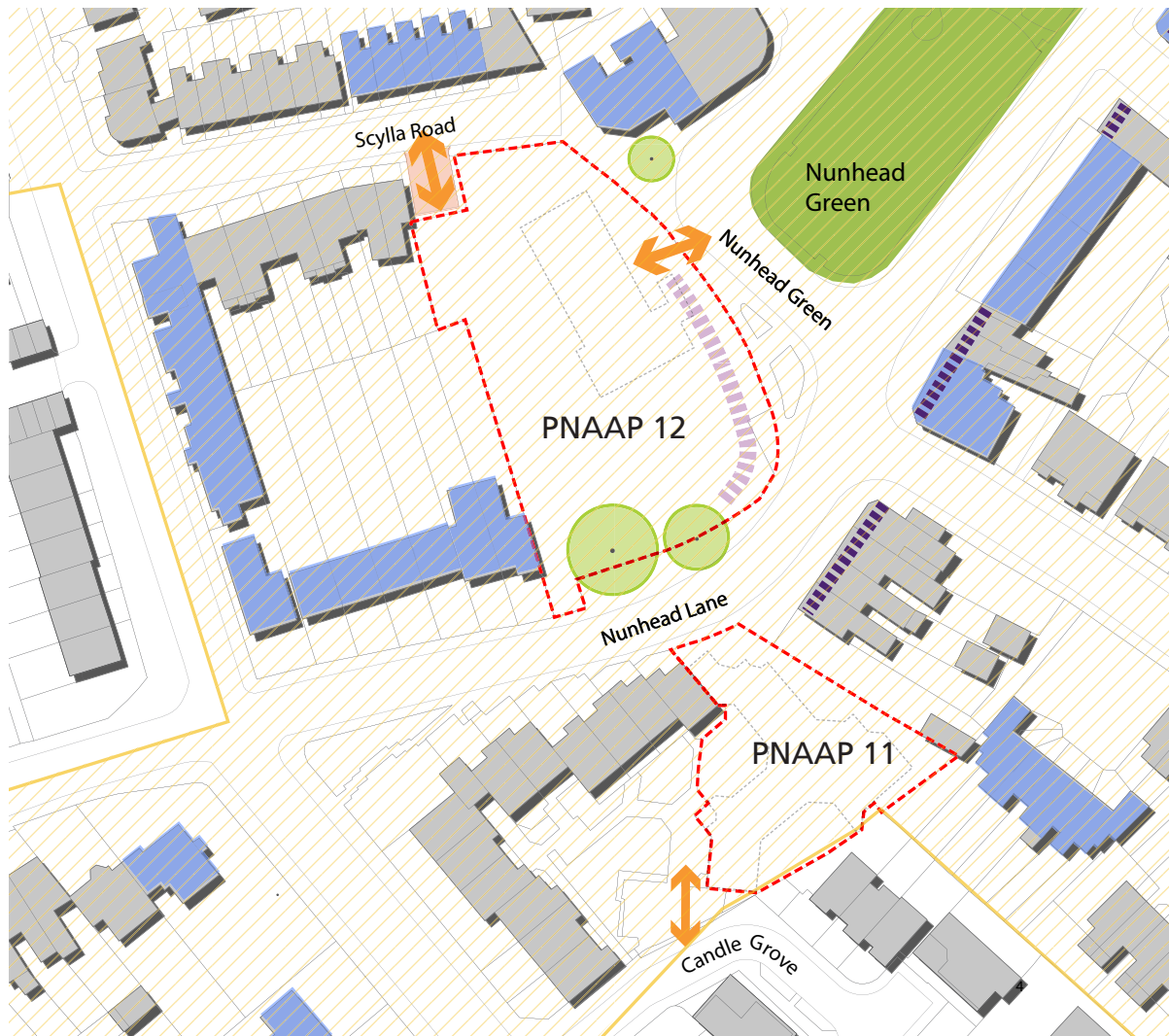
This site forms a gateway to Nunhead local centre and is the largest development site in Nunhead. Nunhead Green lies directly opposite the site and new development should border this important local green space in a way that protects the existing village character of Nunhead. The site lies within Nunhead Green conservation area and so it is important that the development of this site helps to sustain and enhance Nunhead's heritage.












The provision of a community centre on this site is to replace the community centre that formerly existed on PNAAP 11, which was closed down due to health reasons. The community centre will provide a range of community services for the Nunhead neighbourhood. Public realm improvements adjacent to the site will create a better link to the Green and the Old Nuns Head pub and the protection of the willow tree to the south of the site will ensure it retains its position on the corner of Nunhead Lane.



PNAAP 12: Nunhead community centre and housing (Formerly Nunhead Early Years Centre)

Figure 33: PNAAP 11: Nunhead housing site (previously Nunhead community centre site and PNAAP 12: Nunhead community centre and housing (formerly Nunhead Early Years site)



- | | |
|---|---|
|  Existing turning head off Scylla Road |  Protected shopping frontage |
|  Opportunity for active frontages |  Conservation area |
|  Opportunity for vehicular access |  Listed building |
|  Line of existing buildings on site |  Buildings and structures identified on local list |
|  Site boundary |  Protected open space |
| |  Existing mature tree |

PNAAP 13: Sumner Road workshops

Required land uses	Residential use (Class C3)		
Other land uses that would be accepted	Retail (Class A1), business (Class B1), community use (Class D)		
Indicative capacity	Residential (Class C3): 160 units Non-residential use: 370sqm retail (Classes A1/ A2/ A3/A4). Assuming 100% of non-residential is retail use.		
Phasing and implementation	2011-15	2016-20	2021-26
	This site is owned by Southwark Council.		

We are making this designation because

The vacant site is situated in the Peckham North character area, to the north of the town centre. Surrounded by residential streets, development should be in keeping with the local context at a height of 3 to 4 storeys. There is the opportunity for some small scale retail on the ground floor of a housing-led scheme to provide local shops for the surrounding residential area. .



PNAAP 13: Sumner Road workshops

PNAAP 14: Bellenden Road retail park (including Lidl)

Required land uses	Retail use (A Class).		
Other land uses that would be accepted	Community use (D Class), business use (B Class), residential (C3 Class).		
Phasing and implementation	2011-15	2016-20	2021-26
	This site is owned by Lidl.		

We are doing this because

The Lidl supermarket, which anchors the Bellenden Road retail park, has recently completed refurbishments. There are currently no plans to develop the site further. However, it is a large town centre site, currently not reaching its potential. Should the owners wish to develop this site in the future, there is an opportunity to improve the design of the building and links to Rye Lane as well as to increase the capacity as the current building is a single storey building. This could potentially include further retail floorspace, or community, business or residential use.



PNAAP 14: Bellenden Road retail park (including Lidl)

PNAAP 15: Woods Road

Required land uses	Residential use (Class C3).		
Other land uses that would be accepted	None.		
Indicative capacity	Residential (Class C3): 115 units		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is part owned by Southwark Council and part owned by MR Scaffolding Limited.		
Site specific guidance	Proposals for this site should look to improve adjacent Cossall Park.		

We are doing this because

The part of the site owned by Southwark Council is vacant and ready for development, whilst the part of the site owned by MR Scaffolding Limited is currently still operating as a scaffolding yard.

The site is suitable for housing development and opportunities to maximise frontages to Cossall Park should be taken. The part of Cossall Park which was previously annexed will be returned to Cossall Park and this development should assist in improving the park. The schedule of changes to the adopted policies map illustrates the section of the park that the AAP designates as Other Open Space, reintegrating the annexed part of the park with the rest of Cossall Park protected open space.

PNAAP 16: Sumner House

Required land uses	Residential use (Class C3).		
Other land uses that would be accepted	Community use (Class D).		
Indicative capacity	Residential (Class C3): 45 units Non-residential use: 350 sqm community use (Class D)		
Phasing and implementation	2011-15	2016-20	2021-26
	This site is owned by Southwark Council.		
Site specific guidance	The existing Victorian building should be retained.		

We are making this designation because

The existing building currently houses Southwark Council Social Services. It is close to transport and shops on Peckham High Street and a short walk from Peckham Square.

Suitable future land use would be a conversion to a residential development, possibly with some community use. Any development should retain and refurbish the existing red-brick Victorian building as well as conserving and enhancing its setting within Rye Lane Peckham conservation area. There are opportunities for the site to enhance links to Surrey Canal Walk, Peckham Square and Peckham High Street.

PNAAP 17: Land to west of Lister health centre, 97 Peckham Road

Required land uses	Residential (Class C3) or community use (Class D).		
Other land uses that would be accepted	Business use (B1), retail use (Classes A1/ A2/ A3/ A4).		
Indicative capacity	Residential (Class C3): 15 units		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is privately owned.		
Site specific guidance	Development should provide an active frontage to Peckham Road.		

We are doing this because

The site was formerly a petrol filling station and is suitable for residential development with the possibility of an active use at ground floor, due to the close proximity to the Peckham town centre and location within Peckham core action area.

PNAAP 18: Peckham Lodge

Required land uses	Hotel use (Class C1).		
Other land uses that would be accepted	Residential (Class C3).		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is owned by Laurens Investment Ltd. A planning application has been approved for 14 additional bedrooms (11-AP-3781).		

We are doing this because

The site currently operates as a hotel and its close proximity to the town centre and location within Peckham core action area are suited to continued use as a hotel. The building is on our local list, and should be retained where possible. There may be opportunities for further development in the future.

PNAAP 19: Former Kennedy Sausage Factory and former Peckham Fire Station, 82-86 Peckham Road and 3 Talfourd Road

Required land uses	Residential use (Class C3) or retail (Classes A1/ A2/ A3/ A4) or business uses (B Class) or community/leisure (Class D).		
Other land uses that would be accepted	None.		
Indicative capacity	Residential use (Class C3): 45 units. Non-residential use: 200 sqm Retail (Classes A1, A2, A3, A4): 100 sqm Business (Blass B1): 100 sqm Assuming 50% of non-residential is retail use and 50% is business use.		
Phasing and implementation	2011-15	2016-20	2021-26
	This site is privately owned. A planning application has been approved for 44 residential units, 202 sqm of A1, A2 or B1 (retail, financial or professional services and offices) and a central amenity area. (10-AP-0087).		
Site specific guidance	Development should retain the grade II listed Peckham Fire Station building. Development should seek to enhance and preserve the adjacent Sceaux Gardens conservation area.		

We are making this designation because

The site occupies a prominent position on the frontage of Peckham Road opposite the junction of Southampton Way, marking the entry to Peckham town centre from the west. The site and accessibility to transport make it appropriate to accommodate a mix of uses including residential, retail, community/leisure and business uses.

The site was most recently used as a sausage factory, with part of the site previously being Peckham Fire Station. The fire station part of the site is a grade II listed building, and development must retain this building and seek to enhance and preserve its setting. Similarly development should seek to enhance and preserve Sceaux Gardens conservation area, located across Peckham Road. New development should ensure active and interesting street frontage to ensure continuity of a lively streetscape along Peckham Road.

There is an approved planning application for this site.

PNAAP 20: 190 Rye Lane

Required land uses	Retail use (Classes A1/ A2/ A3/ A4).		
Other land uses that would be accepted	Business use (Class B1), residential (Class C3).		
Indicative capacity	Residential (Class C3): 10 units Non-residential use: 385 sqm retail (Classes A1, A2, A3, A4), Assuming 100% of non-residential is retail use.		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is privately owned.		
Site specific guidance	Re-establish retail frontage along Rye Lane. Development should look to re-establish retail frontage along Rye Lane.		

We are doing this because

The site is located towards the southern end of Rye Lane. The site is currently used for light industrial uses with no active frontages onto Rye Lane, breaking the continuity of the shop fronts within the town centre. Opportunities to reinstate an active frontage should be maximised, whilst there is also scope to fill in the building line with a residential development above active ground floor use.

PNAAP 21: 180 Rye Lane

Required land uses	Retail use (Classes A1/ A2/ A3/ A4), Residential use (Class C3).		
Other land uses that would be accepted	None.		
Indicative capacity	Residential (Class C3): 8 units. Non-residential use: 340 sqm retail (Classes A1, A2, A3, A4), Assuming 100% of non-residential is retail use.		
Phasing and implementation	2011-15	2016-20	2021-26
	This site is privately owned. This site has a planning application for 8 residential units above 340sqm of retail use at ground level (09-AP-2880)		
Site specific guidance	Retain retail shopfronts.		

We are doing this because

The site is located towards the southern end of Rye Lane. The site has recently been granted planning permission to develop A1 retail at ground floor and residential units above. This site provides an opportunity to continue the shopfronts along Rye Lane.

PNAAP 22: ASDA supermarket

Required land uses	Retail (Use Classes A1/A2/A3/A4).		
Other land uses that would be accepted	Residential (Use Class C3) and business (Use Class B1).		
Indicative capacity	Residential (Class C3): 15 units		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is privately owned.		

We are doing this because

The Asda store towards the south of Rye Lane has the potential for an additional floor of development to improve the street frontage. This could include an additional floor above the existing building or a whole new development for a mix of uses to include retail on the ground floor and possible business or housing use above.

There is an existing car park that serves the supermarket to the back to the store. Any proposals for this site should look at the impact of access to the car park on the local surrounding streets as well as ensuring that a new development can be adequately and safely serviced.

PNAAP 23: 269-273 Rye Lane

Required land uses	Residential use (C3), retail uses at ground floor (Classes A1/ A2/ A3/ A4).		
Other land uses that would be accepted	Community (D Class) or business use (B Class).		
Indicative capacity	Residential (Class C3): 8 units Non-residential use: 340 sqm retail (Classes A1/A2/ A3/4). Assuming 100% of non-residential is retail use.		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is privately owned.		

We are making this designation because

The site suffered fire damage and has been vacant for some years. The site presents an opportunity to create a high quality housing-led development at the southern end of Rye Lane. As this would be small infill development, consideration should be made to the scale and character of neighbouring terraces alongside and opposite the proposal site.

PNAAP 24: Peckham Rye Baptist Church

Required land uses	Community use (D class) or Residential use (C3 Class).		
Other land uses that would be accepted	Business use (B Class).		
Indicative capacity	Residential use (Class C3): 23 units		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is privately owned.		

We are making this designation because

This small corner site is well located at the southern end of Rye Lane and presents an opportunity to add to existing community use on site or develop additional alternative complimentary uses. Improvements to the frontage along Sternhall Lane should be considered.

PNAAP 25: Former Peckham Library

Required land uses	Community use (Class D) or business use (Class B1) or retail use (Classes A1/ A2/ A3/ A4) or Residential use (Class C3).		
Other land uses that would be accepted	None.		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is owned by Southwark Council.		

We are doing this because

The site's frontage onto Peckham Hill Street, its location adjacent to shops and proximity to Peckham square as well as good public transport links, provide this small site with the opportunity for a range of land uses. The development should not exceed the surrounding building heights to ensure it remains in character with the Peckham Hill Street conservation area.

PNAAP 26: Former Acorn/Peckham neighbourhood office, 95A Meeting House Lane

Required land uses	Community use (Class D) or residential use (Class C3).		
Other land uses that would be accepted	None.		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is owned by Southwark Council. There is an planning approval for a community centre (Class D1) (10/AP/3781)		

We are doing this because

This was previously a council neighbourhood housing office but has been vacant since 2009. The site's location within a largely residential area and next to the Wooddene redevelopment is suitable for either a community use (Class D) or residential (Class C3).

PNAAP 27: Former Carlton Service Station 83-89 Queens Road

Required land uses	Residential (Class C3), retail (Classes A1/A2/A3/A4).		
Other land uses that would be accepted	None.		
Indicative capacity	Residential (Class C3): 7 units Non-residential use: 400 sqm retail (Classes A1/ A2/A3/ A4) Assuming 100% of non-residential is retail use.		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is privately owned.		
Site specific guidance	Development should maintain the building frontage along Queens Road and create a strong corner to Carlton Grove.		

We are doing this because

The site has been vacant for a number of years. The development of the Wooddene site across Carlton Grove (site PNAAP 4) will continue the building frontage along Queens Road and the opportunity exists to continue this new frontage to create a more attractive look to Queens Road.

PNAAP 28: Land adjacent to Queens Road station

Required land uses	New entrance to the station and a new station forecourt/public square.		
Other land uses that would be accepted	Retail (Class A1/A2/A3/A4) and business (Class B).		
Phasing and implementation	2011-15	2016-20	2021-26
	This site is partly owned by Southwark Council and partly owned by Network Rail. A planning application has been approved (12/AP/1694) to create a new public square.		

We are making this designation because

Southwark Council in partnership with Network Rail and Southern Railways are developing a scheme to transform access to Queens Road Peckham station. Current usage of the station is estimated at 750,000 journeys yearly, but this is expected to triple to over 2 million a year once the London Overground Line services start to run through the station in late 2012.

Access from the east side of the station has already been improved and the current scheme will create a new station piazza allowing access from the west side, introduce commercial lets within the station arches and provide a new public open space outside the station. There may also be an opportunity to include a retail kiosk in the Southwark owned section of the piazza space.

The new public square will complement the existing streetscape, neighbouring and future development opportunities, to allow for pleasant and safe access into and out of the station, improving the frontage onto Queens Road will provide continuity with some of the recent shopfront improvements. An application has been approved in August 2012 to create a new public square, including landscaping (hard and soft) and new lighting.

PNAAP 29: Garages adjacent to Clayton Arms pub, Clifton Estate, Clayton Road

Required land uses	Residential use (C3).		
Other land uses that would be accepted	Student accommodation (sui generis) subject to Core Strategy strategic policy 8. Retain as garages (sui generis).		
Indicative residential capacity (Class C3)	Residential (Class C3): 16 units		
Phasing and implementation	2011-15	2016-20	2021-26
	This site is owned by Southwark Council.		

We are making this designation because

Well located for bus and train links and close to shops fronting onto Clayton Road and at the corner of Peckham High Street, the site presents an opportunity to provide housing in a highly accessible location.

PNAAP 30: 151-161 Gordon Road

Required land uses	Residential use (Class C3).		
Other land uses that would be accepted	None.		
Indicative residential capacity (Class C3)	Residential (Class C3): 7 units		
Phasing and implementation	2011-15	2016-20	2021-26
	Part of the site is owned by Southwark Council and part of the site is owned by Wandle Housing.		
Site specific guidance	Development should maintain continuous building frontage along Gordon Road and consistent building heights.		
	Development should maintain vehicular access to rear.		

We are doing this because

This is a small site in the Nunhead, Peckham Rye and Honor Oak character area. The development will re-establish the building line of Gordon road to provide continuous frontage within the Nunhead Green conservation area.

PNAAP 31: 117-119 and 122-148 Ivydale Road

Required land uses	Residential use (Class C3) .		
Other land uses that would be accepted	None.		
Indicative capacity	5 units (Class C3) at 117-119 Ivydale Road 14 units (Class C3) at 122-148 Ivydale Road		
Phasing and implementation	2011-15	2016-20	2021-26
	Site is owned by Southwark Council. Planning applications have been approved for 14 units at 122-148 Ivydale Road (11-AP-2851) and for 5 units at 117-119 Ivydale Road (12-AP-1921)		

We are doing this because

This site is split across two sides of Ivydale Road and currently contains pre-fabricated houses from post-war development. Both sites are owned by the council. The surrounding area is residential with strong building lines of terraces along the street and is adjacent to Nunhead Cemetery conservation area. A scheme was approved for development in November 2011 for 14 units on 122-148 Ivydale Road, and a scheme was approved for development in August 2012 for 5 units at 117-119 Ivydale Road. Both schemes are in keeping with the current building layout of the street and the neighbouring conservation area.

PNAAP 32: Bredinghurst School

Required land uses	Residential use (C3).		
Other land uses that would be accepted	None.		
Indicative capacity	Residential (Class C3): 40 units		
Phasing and implementation	2011-15	2016-20	2021-26
	This site is owned by Southwark Council.		
Site specific guidance	Bredinghurst House and the other main buildings identified on our local list should be retained and redeveloped.		

We are doing this because

New facilities are currently being built for Bredinghurst School in the school's former play grounds. Once completed, the former school buildings will be surplus to the schools needs and available for redevelopment or refitting. The site's location in a residential area of Nunhead provides a good opportunity for residential development that retains Victorian Bredinghurst House and the 1920s buildings but allows for the redevelopment of other ancillary buildings.

Required land uses	Business (Class B).		
Other land uses that would be accepted	Residential (Class C3).		
Phasing and implementation	2011-15	2016-20	2021-26
	There are currently no plans for redevelopment of this site.		
Site specific guidance	Redevelopment of this site must not result in the net loss of business space (Class B).		

We are doing this because

Our Employment Land Review (2010) recognises that the Print Village Industrial Estate located on Chadwick Road is a well-functioning business estate that accommodates SMEs. The estate does not have any adverse impact on the surrounding residential area within the Peckham South character area and feedback through consultation has been supportive of protecting this site for continued employment use. Therefore, whilst there may be the opportunity in the future for redevelopment of this site for mixed-use, we will require that any proposal does not result in the net loss of business space (Class B) in order to continue to promote and maintain local employment.

Please note, the following policies relating to character areas and proposals sites will be monitored through the overarching themes as identified in the tables below.

- Policies 27-30 - Peckham core action area
- Policies 31-34 - Nunhead, Peckham Rye and Honor Oak
- Policies 35-38 - Peckham South
- Policies 39-41 - Peckham North
- Policies 42-44 - Peckham East

Theme 1 - Enterprise and activity: A vibrant town centre, local centres and shopping areas

Objectives	Policy	Targets	Indicators
E1: 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.	Policy 1: Peckham Town Centre Policy 2: Arts, culture, leisure and entertainment	Increase the amount of retail floorspace in Peckham town centre Provide small scale units on sites outside the core action area	AMR Indicators: <ul style="list-style-type: none"> • Vacancy Rates for B1, B2 and B8 • Vacancy Rates for A1-A5 – Retail • B Use classes (B1, B2, B8) completed in the CAZ, PILs, strategic cultural areas, core action areas, town and local centres, Camberwell action area and classified roads
E2: Ensuring mixed-use development in the town centre helps to increase the range of shops, restaurants and cafes.	Policy 3: Local shops and services Policy 4: Hot food takeaways	Increase number of small business units in Peckham town centre and Nunhead local centre	<ul style="list-style-type: none"> • B Use classes (B1, B2, B8) completed borough wide (sqm of floorspace) • Retail (A1-A5), completions in town and local centres (sqm of floorspace)
E3: Protecting and enhancing local shopping areas in Peckham and Nunhead so that they are successful and meet local needs.	Policy 5: Markets Policy 6: Business space	Restrict growth of units in hot food takeaway (A5) use in the Peckham town centre and Nunhead local centre protected shopping frontages	<ul style="list-style-type: none"> • Retail (A1-A5), completions (sqm of floorspace) borough-wide • Completed small business units (less than 500 sqm) (SDO 1.4) • Business Growth: VAT registration and deregistration per 100 000 people (SDO 1.2)
E4: Ensuring development in town and local centres supports successful business of different types and sizes including offices, workshops and creative industries.		Increase the amount of business (B1) floorspace within the Peckham core action area and town centre and Nunhead local centre	Sustainability Indicator: <ul style="list-style-type: none"> • SDO 1.3 Number and percentage of jobs in AAP area by sector • SDO 1.4 Southwark compared to London (broken down by micro, small and medium sized businesses)
E5: Supporting development that provides employment and business opportunities for local people.			
E6: Supporting improving cultural opportunities.			

Theme 2 - Community wellbeing: Improving individual life chances

Objectives	Policy	Targets	Indicators
<p>C1: 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.</p> <p>C2: 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.</p> <p>C3: 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, have a positive future, and succeed into adulthood.</p> <p>C4: Promoting the health and well-being of local people by supporting active lifestyles and reducing health inequalities.</p> <p>C5: Ensuring that developments contribute positively to the health of the population and that negative impacts are mitigated.</p> <p>C6: Seeking to reduce the overconcentration of any use type that detracts from the ability to adopt healthy lifestyles or undermines community well-being.</p>	<p>Policy 7: Community facilities</p> <p>Policy 8: Schools</p> <p>Policy 9: Health facilities</p> <p>Policy 10: Sports facilities</p>	<p>Provide flexible community space where there is a clear need and an identified management body</p> <p>New community centre completed in Nunhead by Autumn 2013</p> <p>Deliver new pupil places to meet identified demand at primary school level</p> <p>Rebuilding work completed at St Thomas the Apostle, Bredinghurst, Highshore, Haymerle primary and Gloucester primary schools</p> <p>Work with NHS Southwark (and its successor body Southwark Clinical Commissioning Group) to improve health facilities over lifetime of AAP</p> <p>Improve play and sports facilities at Peckham Rye, Homestall Road, Bells Gardens and the Damilola Taylor Centre</p> <p>All new sports facilities in schools are made available for the wider public.</p>	<p>AMR Indicators:</p> <ul style="list-style-type: none"> • Net change in Education (D1) floorspace • Funding negotiated from s106 (CIL) for education, health, children's play, sports development and community facilities <p>Sustainability Indicators:</p> <ul style="list-style-type: none"> • SDO2.1 Indices of multiple deprivation; Education deprivation • SDO3.2 Indices of multiple deprivation; Health deprivation <p>New Indicators:</p> <ul style="list-style-type: none"> • Net change in Health (D1) floorspace • Number of schools with Community Use Agreements

Theme 3 – Transport and traffic: Improved connections

Objectives	Policy	Targets	Indicators
T1: Making Peckham and Nunhead a more convenient and comfortable place to access and move around by walking and cycling.	Policy 11: Active travel Policy 12: Public transport	All car parking for town centre uses to be provided as publically accessible parking	AMR Indicators: <ul style="list-style-type: none"> • % development that has been complying with AAP car parking standards • % development that has been built complying with UDP cycle parking standards
T2: Encouraging active travel to school.	Policy 13: The road network	All new development to comply with maximum car parking and minimum cycle parking standards	<ul style="list-style-type: none"> • Amount of development in CPZ restricted from on street parking
T3: Supporting enhancements to public transport and public transport services.	Policy 14: Parking for shoppers and visitors	All new development in CPZs restricted from having on-street parking	<ul style="list-style-type: none"> • Amount of approved development subject to a travel plan
T4: Encouraging local journeys	Policy 15: Residential parking	All major development to be accompanied by a travel plan	<ul style="list-style-type: none"> • Proportion of personal travel made on each mode of transport (Public transport, walking, cycling).
T5: Discouraging car use.		Cycling increased to 5% of all journeys and walking increased to 36.6%	<ul style="list-style-type: none"> • Proportion of personal travel made on each mode of transport (All people, people who are disabled, people aged over 65, women travelling at night)
T6: Managing the traffic network to improve access to the town centre and improve network efficiency.		Redevelop the existing multi-storey car park and the Copeland Road car park for alternative uses.	Sustainability Indicators: <ul style="list-style-type: none"> • SDO 16.2: The number of people killed or seriously injured in road traffic collisions
T7: Directing large development to parts of Peckham and Nunhead that are very accessible by walking, cycling and public transport.			<ul style="list-style-type: none"> • SDO 16.3: Proportion of personal travel made on each mode of transport overall and by equalities groups
			New Indicators: <ul style="list-style-type: none"> • % of parking for town centre uses which is publically accessible

Theme 4 – High quality homes: Providing more and better homes

Objectives	Policy	Targets	Indicators
H1: Maximising housing choice for local people and a growing population.	Policy 16: New homes and private homes	Complete a minimum of 2,000 net new homes by 2026 (see housing trajectory)	AMR Indicators: <ul style="list-style-type: none"> Housing supply
H2: Providing new homes for people on difference incomes and household sizes.	Policy 17: Affordable homes Policy 18: Mix and design of new homes	Deliver at least 1,500 new homes within the Peckham core action area	<ul style="list-style-type: none"> Total new homes gained over the previous 5 years Homes completed in reporting year Additional homes projected to be built between next year and 2016
H3: Providing affordable homes of an appropriate type and size to meet the identified needs of the borough.		Provide at least 700 affordable homes	<ul style="list-style-type: none"> Average number of homes needed each coming year until 2016 to meet housing target
H4: Improving our existing stock.		Provide at least 700 private homes	<ul style="list-style-type: none"> Density of residential developments within areas
		Provide a minimum of 20% 3 bed plus units in the urban zone and Peckham core action area.	<ul style="list-style-type: none"> Amount of new dwellings which are: studios, 1 bedroom, 2 bedrooms, 3 bedroom, 4 or more bedrooms
		Provide a minimum of 30% 3 bed plus units in the suburban zone.	<ul style="list-style-type: none"> Size of new dwellings by tenure
		All development should be built to lifetime homes standards	<ul style="list-style-type: none"> Amount of completed affordable housing units

Theme 5 – Natural environment: Sustainable use of resources

Objectives	Policy	Targets	Indicators
N1: Protecting, maintaining and improving the quality and accessibility of open space.	Policy 19: Open space and sites of importance for nature conservation	All development to be on previously developed land; no loss of protected open spaces	<p>AMR Indicators:</p> <ul style="list-style-type: none"> • Change in amount of protected open space • Funding negotiated from planning (S106) agreements for public open space
N2: Promoting opportunities for wildlife and protecting sites of nature conservation.	Policy 20: Trees	Improve quality of open spaces	<ul style="list-style-type: none"> • Approved residential development achieving Code for Sustainable Homes Accreditation by level
N3: Reducing the impact of development on the environment and helping to tackle climate change, air quality, pollution, noise, waste and flood risk.	Policy 21: Energy Policy 22: Waste, water, flooding and pollution	<p>Designate the following open spaces as Borough Open Land</p> <ul style="list-style-type: none"> • Jowett Street Park • Central Venture Park • Kirkwood Road Nature Garden <p>Designate the following open spaces as Other Open Space</p> <ul style="list-style-type: none"> • Calypso Garden • Brayards Green • Buchan Hall sports pitch • Montague Square • Lyndhurst Square 	<ul style="list-style-type: none"> • Approved non-residential development achieving BREEAM Accreditation by level • Change in amount of sites of importance for nature conservation (SINCS) • Annual average levels fine particles (PM10) and nitrogen oxides (NO) <p>Sustainability Indicators:</p> <ul style="list-style-type: none"> • SDO 7.1: Number of days of high pollution • SDO 7.2: Annual average concentrations and number of hourly exceedences of nitrogen dioxide in air • SDO 7.3: Annual average concentrations and number of daily exceedences of PM10 in air • SDO 9.1: Average domestic and commercial potable water consumption (l/head/day) • SDO 13.1: Change in quantity of open space (ha) • SDO 13.2: Resident satisfaction with open space • SDO 13.3: Change in SINCS and LNRS
		No loss or damage of SINCS	
		<p>Designate the following open spaces as new SINCS</p> <ul style="list-style-type: none"> • Jowett Street Park • Warwick Gardens • Surrey Canal Walk • Kirkwood Road Nature Garden <p>Improvement in priority habitats</p>	

Objectives	Policy	Targets	Indicators
			<ul style="list-style-type: none"> • SDO 13.4: Change in quality of open space (ha) • SDO 13.5: Open space deficiency • SDO 13.6: Deficiency in access to Nature • SDO 14.1: Number of flooding incidents (including sewer flooding) <p>New Indicators:</p> <ul style="list-style-type: none"> • % of development designed to connect to district heating • % change in tree cover • % of developments approved including Sustainable Urban Drainage measures

Theme 6 – Design and heritage: Attractive places full of character

Objectives	Policy	Targets	Indicators
D1: Ensuring new development is built to the highest quality design.	Policy 23: Public realm Policy 24: Heritage	Complete improvements to strategic public realm areas	AMR Indicators: <ul style="list-style-type: none"> • Building for Life Assessment • Satisfaction with local area
D2: Ensuring the design, scale and location of new buildings respects the character of places and helps create attractive streets and neighbourhoods.	Policy 25: Built form Policy 26: Building heights	Enhancement of heritage assets and their settings Compliance with building heights policy	<ul style="list-style-type: none"> • People who can identify with their local area • Indices of multiple deprivation: Crime deprivation • Numbers of crime per annum (TNOs) • % residents who feel fairly safe or very safe outside during the day / night • Reports of anti-social behaviour • New development subject to an archaeological assessment
D3: Conserving and enhancing the historic environment and use the heritage of places as an asset to promote positive change.		Proposals achieve Secured by Design accreditation.	<ul style="list-style-type: none"> • Approved developments achieving the Secured by Design principles
D4: Creating places where everyone feels safe and secure.			Sustainability Indicators: <ul style="list-style-type: none"> • SDO 11.1 Satisfaction with local area • SDO 11.2 People who can identify with their local area • SDO 11.3 Building for Life Assessments • SDO 12.1 Amount of Southwark covered by Conservation Area or APZ • SDO 12.2 Numbers of buildings in the borough on the English Heritage buildings at Risk Register • SDO 12.3 Changes in numbers of listed buildings • SDO 12.4 Number of scheduled ancient monuments at risk • SDO 12.5 Number of conservation areas at risk • SDO 12.6 Number of conservation areas with up-to-date appraisal/ management plans

Objectives	Policy	Targets	Indicators
			<p>New Indicators:</p> <ul style="list-style-type: none"> • Completion of improvements to strategic public realm • Number of heritage enhancement projects, management plans and educational /informational projects • Percentage of approvals that accord with the building heights target • Percentage of approved developments that achieve Secured by Design accreditation

Theme 7 – Delivery: Working together to make it happen

Objectives	Policy	Targets	Indicators
<p>W1: Having a clear, flexible and realistic long-term framework for change to provide the justification for development and investment decisions.</p> <p>W2: Building on the strengths and opportunities of places.</p> <p>W3: 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.</p> <p>W4: Work with key stakeholders including the local community, Transport for London, Network Rail, the Greater London Authority, NHS Southwark (and its successor body Southwark Clinical Commissioning Group), landowners and developers to deliver the AAP.</p> <p>W5: Monitoring and reviewing the delivery of the AAP policies annually to inform phasing of future development and delivery of infrastructure.</p>	<p>Policy 46: Section 106 planning obligations and Community Infrastructure Levy</p>		<p>Sustainability Indicators:</p> <ul style="list-style-type: none"> • SDO 17.1: Capacity of existing infrastructure (social, physical and green) • SDO 17.2: Capacity of future infrastructure (social, physical and green)

Contact us

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Any enquiries relating to this document can be directed to planning policy team, Southwark Council. Email futurepeckham@southwark.gov.uk, Tel 020 7525 5471

This document can be viewed at www.southwark.gov.uk/futurepeckham

If you require this document in large print, braille or audiotape please contact us on 020 7525 5471.

Arabic

هذه الوثيقة أعدت من قبل فريق سياسة تخطيط بلدية ساوثارك.
هذه الوثيقة ستأثر على القرارات التي اتخذت حول تخطيط وتطوير استعمال الأرض في ساوثارك.
إذا اردت أن تطلب المزيد من المعلومات أو من الاستشارة بلغتك يرجى القيام بزيارة دكان (وان ستوب شوب) وأعلم الموظفين هناك
باللغة التي تريدها. إن عناوين دكاكين (وان ستوب شوب) موجود في أسفل هذه الصفحة

Bengali

সাদার্ক কাউন্সিলের প্ল্যানিং পলিসি টিম এই দলিলটি প্রকাশ করেছেন। এই দলিলটি সাদার্ক জমি ব্যবহারের পরিকল্পনা ও উন্নয়ন সম্পর্কিত সিদ্ধান্তগুলির উপর প্রভাব রাখবে। আপনি যদি আপনার ভাষায় অতিরিক্ত তথ্য ও পরামর্শ চান তাহলে অনুগ্রহ করে ওয়ান স্টপ শপে যাবেন এবং কি ভাষায় এটা আপনার দরকার তা কর্মচারীদের জানাবেন। ওয়ান স্টপ শপগুলোর ঠিকানা এই পৃষ্ঠার নিচে দেয়া হল।

French

Ce document est produit par l'équipe de la politique du planning de la mairie de Southwark. Ce document affectera les décisions prises sur le planning de l'utilisation des terrains et du développement dans Southwark. Si vous avez besoin de plus de renseignements ou de conseils dans votre langue, veuillez vous présenter au One Stop Shop et faire savoir au personnel la langue dont vous avez besoin. Les adresses des One Stop Shops sont au bas de cette page.

Somali

Dukumeentigan waxa soo bandhigay kooxda Qorshaynta siyaasada Golahaasha Southwark. Dukumeentigani wuxuu saamaynayaa go'aanaddii lagu sameeyey isticmaalka dhuulka ee qorshaynta iyo horumarinta ee Southwark. Haddii aad u baahan tahay faahfaahin dheeraad ah ama talo ku saabsan luqadaada fadlan booqdo dukaanka loo yaqaan (One Stop Shop) xafiiska kaalmaynta kirada guryaha shaqaalaha u sheeg luqada aad u baahan tahay. Cinwaanada dukaamada loo yaqaan (One Stop Shops) xafiisyada kaalmaynta kirada guryaha waa kuwan ku qoran bogan hoosteedda.

Spanish

Este documento ha sido producido por el equipo de planificación de Southwark. Este documento afectará las decisiones que se tomarán sobre uso de terrenos, planificación y desarrollo en Southwark. Si usted requiere más información o consejos en su idioma por favor visite un One Stop Shop y diga a los empleados qué idioma usted requiere. Las direcciones de los One Stop Shops están al final de esta página.

Tigrinya

እዚ ሰነድ (ጽሑፍ) ብሰዊርክ ካውንስል (Southwark) ናይ ውጥን መምርሒ ጉጅለ ዝተዳለወ እዩ ። እዚ ሰነድዚ ኣብ ሰዊርክ ናይ መሬት ኣጠቓቕማ መደብን ፅብዩትን ኣብ ዝግበሩ ውሳኔታት ለውጢ ከምጽእ ይኽእል ኢዩ ። ተወሳኺ ኣበሬታን ምኽርን ብቋንቋኹም እንተደለኹም ናብ ዋን ስቶፕ ሾፕ (one stop shop) ብምኻድ ንትረኽቡዎ ሰራሕተኛ ትደልይዎ ቋንቋ ንገርዎ ። ናይ ዋን ስቶፕ ሾፕ ኣድረሻ ኣብ ታሕቲ ተጻሒፉ ይርከብ ።

Peckham One Stop Shop, 122 Peckham High Street, London, SE15 5JR

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**COUNCIL ASSEMBLY AGENDA DISTRIBUTION LIST (OPEN) (APPENDICES)
MUNICIPAL YEAR 2014/15**

NOTE: Original held by Constitutional Team; all amendments/queries to
Lesley John Tel: 020 7525 7228

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