

Cabinet

Tuesday 7 February 2012

4.00 pm

Ground Floor Meeting Room GO2A - 160 Tooley Street, London
SE1 2QH

Appendix to Item 14

List of Contents

Item No.	Title	Page No.
14.	Peckham and Nunhead Area Action Plan Preferred Option – Appendix A	1 - 165

Contact

Everton Roberts 020 7525 7221 or Paula Thornton 020 7525 4395

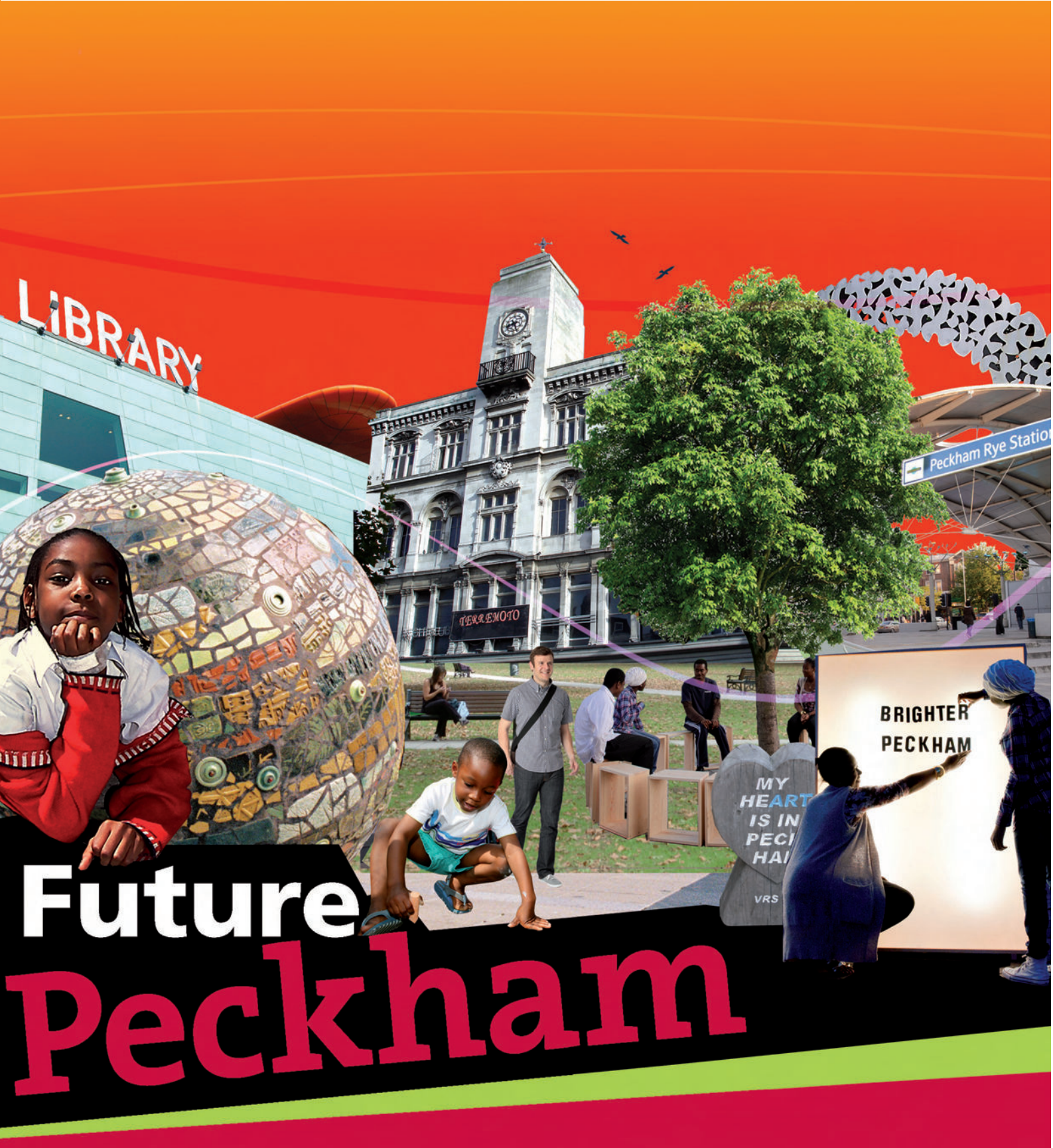
Or email: everton.roberts@southwark.gov.uk; paula.thornton@southwark.gov.uk

Date: 30 January 2012

Peckham and Nunhead Area Action Plan

Preferred Option

February 2012



Future Peckham

Peckham and Nunhead Area Action Plan

Preferred Option

February 2012

How to get involved

Consultation on Peckham and Nunhead Area Action Plan

We welcome your comments on the Peckham and Nunhead Area Action Plan. Please send us your response by **5pm on 24 April 2012**. Any responses received after this date will not be considered.

The Area Action Plan (AAP) will be:

- Available to the public from 31 January 2012
- Taken to Cabinet for agreement for consultation on 7 February 2012
- Available for formal consultation from 14 March to 24 April 2012

Contact Rumi Bose or Michael Glasgow with any questions and for copies of this document at futurepeckham@southwark.gov.uk or 020 7525 5471.

How to make a comment

Comments should be made using our questionnaire

<http://www.southwark.gov.uk/futurepeckham> or emailed to futurepeckham@southwark.gov.uk. Alternatively you can send your response to: Alison Squires, Team Leader, Planning, Deputy Chief Executive's Department, FREEPOST SE1919/14 London SE1P 5LX.

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

Our response to your comment

When we receive your comment we will:

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

Timetable

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

Stage of consultation	Consultation timescale
Sustainability scoping report	November 2006 to February 2007
Future Peckham vision paper	14 March to 25 April 2008
Issues and options	1 September 2008 to 25 May 2009
Towards a preferred option	10 May to 30 September 2011/2011
Preferred option	31 January 2012 to 24 April 2012
Publication/submission	September 2012 to November 2012
Submit to the Secretary of State	December 2012
Examination in Public	March 2013
Adoption	October 2013

Contents	
Section	Page
1. Introduction	6
1.1 What is the Peckham and Nunhead Area Action Plan (AAP)?	6
1.2 What are the boundaries of the AAP?	7
1.3 Related documents	7
1.4 How was the AAP prepared?	11
1.5 How to find your way around this document?	11
1.6 What happens next?	12
2. Peckham and Nunhead today, challenges and opportunities	
2.1 Peckham and Nunhead today	13
2.2 Challenges and opportunities	20
2.3 Working with our neighbouring boroughs	22
3. Vision and objectives	
3.1 Vision	23
3.2 Objectives	26
4. Area-wide strategies and guidance	
4.1 Introduction	29
4.2 Theme 1: Enterprise and activity: A vibrant town centre and local centres	29
4.3 Theme 2: Community wellbeing: improving individual life chances	38
4.4 Theme 3: Transport and traffic: Improved connections	44
4.5 Theme 4: High quality homes: Providing more and better homes	52
4.6 Theme 5: Natural environment: Sustainable use of resources	59
4.7 Theme 6: Design and heritage: Attractive places full of character	67
5. Character areas in Peckham and Nunhead	
5.1 Introduction	74
5.2 Peckham core action area	74
5.3 Nunhead, Peckham Rye and Honor Oak	83
5.4 Peckham South	89
5.5 Peckham North	93
5.6 Peckham East	97
6. Sites in Peckham and Nunhead	
6.1 Introduction	101
6.2 Proposals sites	101
7. Delivering: working together to make it happen	
7.1 Introduction	104
7.2 Progressing committed developments	104
7.3 Bringing forward our own sites for development	105
7.4 Partnership working	105
7.5 Infrastructure plan	106
7.6 Section 106 planning obligations and the community infrastructure levy	106
7.7 Regularly reviewing progress	107
Appendices	
Appendix A: Relationship between the AAP, the Core Strategy, saved Southwark Plan policies, Southwark's supplementary planning documents and the London Plan	108
Appendix B: Schedule of proposals sites	115
Appendix C: Possible locally listed buildings	160

Table of figures

Number	Title of figure	Page
1.	Location of the Peckham and Nunhead action area	8
2.	The boundaries of the AAP area	9
3.	The inter-relationships between spatial scale and the local development framework	10
4.	Public transport accessibility	15
5.	Indices of multiple deprivation	18
6.	Peckham and Nunhead vision	25
7.	Shopping parades	35
8.	Existing leisure and sports facilities	43
9.	Public transport improvements: committed and possible	47
10.	Town centre car parks	50
11.	Affordable and private homes	55
12.	Density and family housing	58
13.	Existing and proposed protected open spaces and SINCS	62
14.	Heritage and conservation	73
15.	Peckham and Nunhead character areas	75
16.	Peckham core action area vision	76
17.	Nunhead, Peckham Rye and Honor Oak vision	83
18.	Peckham South character vision	89
19.	Peckham North character vision	94
20.	Peckham East character vision	97
21.	Proposal sites	103
22.	PNAAP 1: Aylesham Centre	116
23.	PNAAP 2: Cinema/Multi-storey car park	119
24.	PNAAP 3. Land between the railway arches (East of Rye Lane including railway arches)	121
25.	PNAAP 4. Copeland Road Industrial Park (Bournemouth Road)	123
26.	PNAAP 5: Site of the former Wooddene estate	125
27.	PNAAP 6: Peckham Rye Station	127
28.	PNAAP 9: Land at south of Sumner Road (Flaxyards site)	133
29.	PNAAP 10: Eagle Wharf	136
30.	PNAAP 11: Nunhead housing site (Previously Nunhead Community centre site) and PNAAP 12: Nunhead community centre and housing (formerly Nunhead Early Years Site)	139

Tables Number	Title of table	Page
1.	Minimum dwelling sizes	59
2.	Conservation areas	72
3.	Southwark Plan proposals sites	102

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 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 area action plan 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 What are the boundaries of the AAP?

- 1.2.1 The AAP tackles issues across the areas covered by both Peckham community council and Nunhead and Peckham Rye community council. Figure 1 shows where Peckham and Nunhead are located within Southwark and London. Figure 2 shows the boundaries of the AAP area. The 'wider action area' covers the majority of both community council areas. A small part of the Peckham community council area within Livesey ward is not covered by the AAP as it is part of the Old Kent Road action area. Similarly a small part of Nunhead and Peckham Rye community council area within Peckham Rye ward is not covered by the AAP as it is covered by the Dulwich supplementary planning document. The characters of these two areas are more similar to the Old Kent Road and Dulwich areas respectively.
- 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. We may refine these further following this stage of consultation. Once adopted, these boundaries will be shown on our proposals map to illustrate the areas where the policies in the AAP apply. Our supporting document "Schedule of proposed changes to the proposals map" illustrates these changes.
- 1.2.3 The focus of development and physical change will take place in and around Peckham town centre. We call this area '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:

- **Character**

The character of the area designated as Peckham core action area is very different to the surrounding area. 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, mostly retail and light industrial uses, alongside important community and leisure uses including the cinema, the library and Peckham Pulse leisure centre. 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 of the wider area there are more semi-detached and detached homes, with gardens. There is also a lot of open space within the wider action area, especially south of the core.

- **Public transport accessibility levels**

The core action area has higher 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 late 2012 will help to further increase public transport accessibility.

- **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, providing more homes, shops, businesses and community uses. Many of these sites will be designated as proposals sites, as set out in section 6 and appendix B. The majority of these sites are within the core action area.

- 1.2.4 The wider action area will experience some change but of a much smaller scale 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 called the Local Development Framework (LDF) which are used to make decisions on planning applications. The Core Strategy (April 2011) is the main document in the LDF and is the overarching planning document for Southwark. It provides our long term vision, spatial strategy and strategic policies to deliver sustainable development in the borough. The AAP must be consistent with the Core Strategy.
- 1.3.2 The Southwark Plan (2007) is another important document in our LDF, setting out borough-wide policies and we have "saved" the majority of the Southwark Plan policies. The Core Strategy replaced some of the policies in our Southwark Plan. Other policies within the saved Southwark Plan are still currently used and some may be replaced by other planning documents including this AAP.

Figure 1: Location of the Peckham and Nunhead Action Area

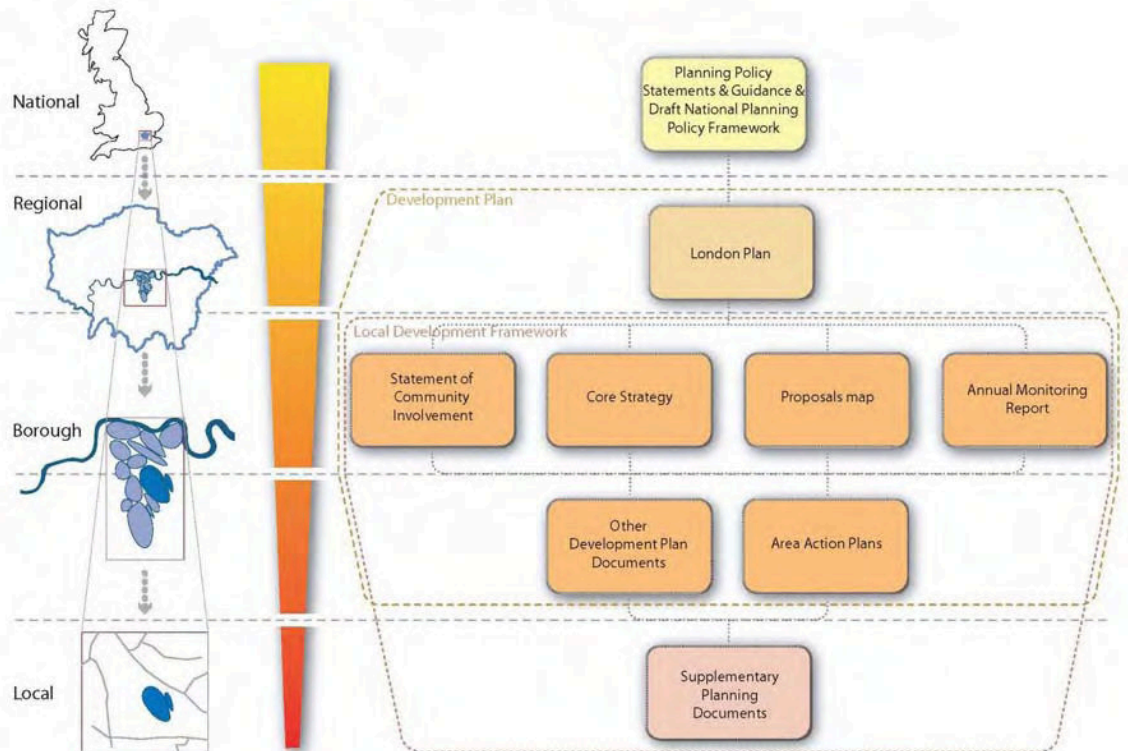


Figure 2: The boundaries of the AAP area



- 1.3.3 The AAP needs to be consistent with the policies in the London Plan (2011) and national policies and guidance.
- 1.3.4 We also have a number of supplementary planning documents which provide more detailed guidance on specific areas of Southwark such as Dulwich and important topics such as affordable housing.
- 1.3.5 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.

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



1.4 How was the AAP prepared?

1.4.1 A lot of work has already been undertaken over the years in planning for Peckham and Nunhead. We have collated evidence to inform and justify the draft AAP as follows:

- We have used information gathered from consultation to shape our vision and preferred option for Peckham and Nunhead. The consultation plan and strategy set out how we will 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 also summarises the consultation we have carried out on each stage of the AAP. This is updated at every stage of consultation.
- Background papers set out information on the key evidence and statistics that have informed the AAP. We will set out more detail at the next stage of consultation.
- The schedule of changes to the proposals map shows the changes the AAP will make to Southwark's proposals map. Once adopted these changes will be updated on our proposals map.
- The interim sustainability appraisal ensures that the preferred option has a positive social, environmental and economic impact.
- The equalities impact assessment examines how the preferred option 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 preferred option on EU Protected wildlife habitats.

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 a 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 also sets out the main challenges and opportunities which will help drive the regeneration of the area.
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 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	This section sets out our policies for proposals

Sites in Peckham and Nunhead.	sites and identifies possible housing sites..
Section 7 Delivering: working together to make it happen	This section sets out how we will deliver the AAP.
Appendices	The appendices set out: A: Table of linkages between the AAP, Southwark Plan, London Plan and other Southwark SPDs B: Schedule of proposals sites C: Possible locally listed buildings

1.6 What happens next?

- 1.6.1 We will be consulting on this document until 24 April 2012. We will then look at all the comments we receive and prepare a final version of the AAP called the publication/submission draft. We will consult on the publication/submission draft from September to November 2012. Following this final stage of consultation we will submit the AAP to the Secretary of State in December 2012. A Planning Inspector will hold an Examination in Public to look at the AAP in March 2013 and we hope to adopt the final AAP in October 2013.

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. As part of the Peckham Partnership programme 2,000 new homes and two new parks (Central Venture Park and Calypso Gardens) have been developed in north Peckham. A new library and the Peckham Pulse leisure centre have also been built. The award winning Bellenden Renewal Area programme and other housing renewal programmes have been successfully completed resulting in more high quality housing. There have also been improvements to the local schools including an extension to Oliver Goldsmith Primary School and the rebuilding of the 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.

Parks and open spaces

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

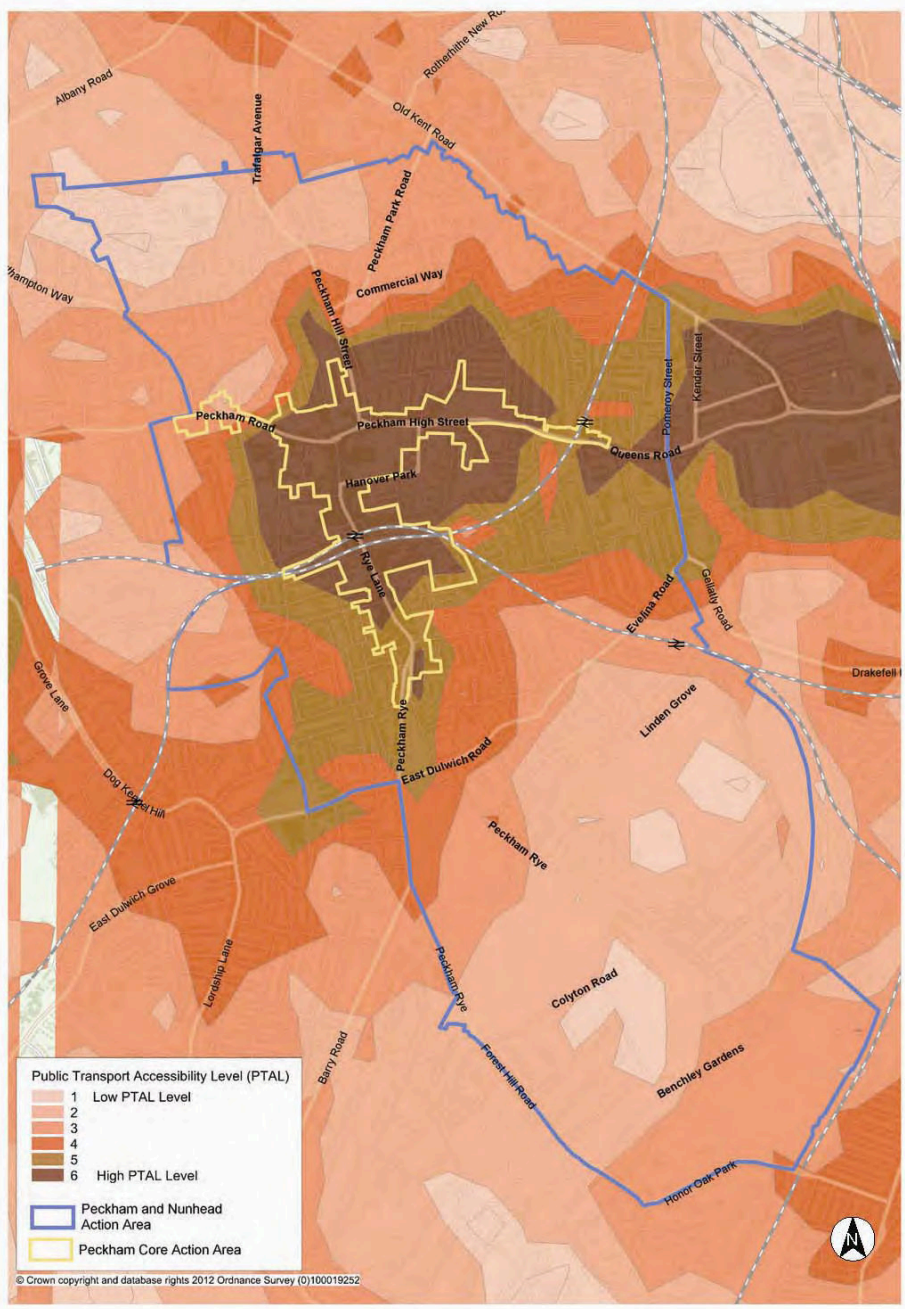
Built environment

- 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.

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. 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 action area access to public transport falls, as shown on the figure 4. 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. Journeys from Peckham Rye Station to Victoria take between 6 to 13 minutes. Nunhead and Peckham Rye now have direct links to St Pancras International via Blackfriars which takes 25 minutes from Nunhead and 23 minutes from Peckham Rye. The London Overground extension to Peckham Rye and Queens Road stations will be operating in late 2012, providing links to east London and Clapham and better links towards Canary Wharf and connections with Crossrail for Heathrow. The arrival of the Overground will result in a step change in station usage, particularly at Queens Road.
- 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.
- 2.1.10 Peckham High Street/Queens Road which runs east to west through the AAP is a strategic road forming part of Transport for London's road network and linking 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 4: Public Transport Accessibility



- 2.1.11 Streets serving the needs of the residential communities surrounding the town differ significantly from Rye Lane and Peckham High Street, with a smaller range of uses and less activity generally. 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 often 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 shopping centre which includes a large supermarket with 338 car parking spaces. There are also a number of markets including Peckham Rye Market, Choumert Road, Atwell Road, Parkstone Road, Highshore Road, Moncrieff Place, Elm Grove and Collyer Place. There are a number of smaller shopping areas. Nunhead town centre has a number of 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. Bellenden Road developed a distinctive character through the Bellenden Road renewal Area investment which included streetscape improvements. It is successful and thriving area offering a range of shops, cafes, restaurants, pubs and businesses. There are also valued shopping parades in 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.

Jobs and businesses

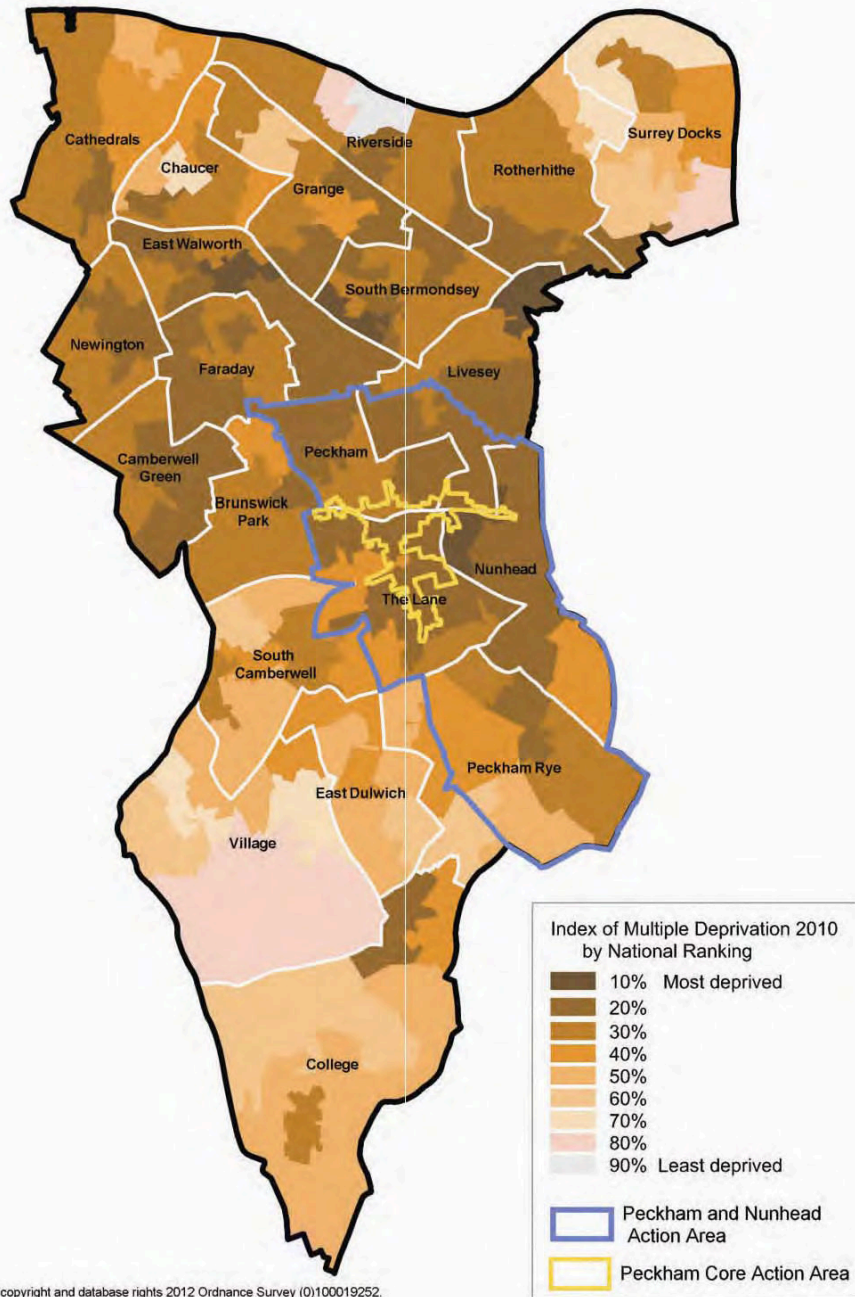
- 2.1.13 There are approximately 750 VAT registered businesses based in the AAP area. Self-employment and new business start up rates are strong in Peckham town centre with The Lane ward having the highest rate of start-ups south of the Central Activities Zone. 87.1% of all businesses in Peckham are micro or small and medium enterprises (SMEs) consisting of no more than 200-250 employees. The remaining 12.9% are large enterprises consisting of 200-250 or more employees. However, these businesses are only situated in and around the town centre in Livesey, Peckham and The Lane wards. The small businesses mostly include light manufacturing, workshops and builder's yards. A study on creative industries carried out in 2007 found that Peckham also has large and growing number of creative industries including media and visual arts.
- 2.1.14 In 2008 there were 0.77 jobs per working age resident in Peckham and Nunhead, compared to 1.18 in Southwark and 0.9 in London. Employment growth in the Peckham and Nunhead area has historically been weak. However the number of employee jobs locally grew by around 23% in the five years to 2008, less than the overall rate of growth in Southwark but better than London as a whole. The strongest industry sectors in Peckham and Nunhead are 'wholesale and retail trade, personal household goods'; 'real estate, renting and business activities'; and 'other community, social and personal service activities', which also tend to be the largest sectors across Southwark. 'Real estate, renting and business activities' is the strongest growth sector in Peckham and Nunhead. A higher than average proportion of

Peckham and Nunhead residents have low or no formal qualifications and work in elementary occupations

Homes and population

- 2.1.15 45,000 people (census 2001) live in 25,584 households in Peckham and Nunhead with a high number of people of ethnic origin. Peckham ward has the highest including 55% from black or black British ethnicities compared to 26% in Southwark and 11% in London. The Lane and Nunhead wards also have high percentages of people from black or black British ethnicities with 28% and 36% respectively. The population of Peckham community council is expected to remain young in the future with a decrease in adults aged 65 and over, despite a decrease in proportion of children (0-14 years). GLA projections expect large increases in the proportion of the 20–29 year age groups over time and a large decrease in the proportions of people in the 35–44 year age groups. In contrast, the population of Nunhead and Peckham Rye community council is expected to age in the future. Although the proportion in the broad age groups (0-14 years, 15-64 years and 65 years and over) will generally remain similar. GLA projections expect increases in the proportion of the 45–69 year age groups over time and a decrease in the proportions of people in the 25–44 year age groups. The Nunhead and Peckham Rye community council trend is similar to the rest of Southwark, whilst the Peckham community council trend is for a younger population. The area has become far more mixed as young professional families have been attracted in by the better value of family homes compared to neighbouring areas.
- 2.1.16 Peckham community council's housing type is similar to the Southwark average, 76% of the properties are flats, 24% are terraced housing and 0.4% detached and semi-detached. Nunhead and Peckham Rye community council area contain a lower percentage of flats with 62% of the properties as flats, a higher amount of terraced housing (29%) and detached and semi-detached housing (9%). Within Nunhead and Peckham Rye community council area, there are a mixture of housing tenures with over 40% social rented, around 33% owned outright or with a mortgage and 25% private sector ownership. This is a slightly lower amount of social housing than the Southwark average of 49% and a slightly higher amount of private housing than the 27% across Southwark. In Peckham community council area over 65% of the stock is socially rented, and only 11% is owned outright or with a mortgage and 23% is in private sector ownership. (Southwark Housing Requirements Study 2009).
- 2.1.17 The Index of Multiple Deprivation (2010) shows that there have been considerable improvements during the last six years. However, large parts of the wards remain in the 20% most deprived areas of the country. Also the north west of Nunhead ward has remained in the 10% most deprived areas in the country (as shown in figure 5). The number of people claiming out of work benefits (May 2011) is higher than the Southwark average (14.2%) with 20.5% in Peckham 22.2% in Nunhead, 16.8 % in the Lane and 12.6 % in Peckham Rye. Of those claiming benefits, the highest proportion of claims are for job seekers allowance, employment support allowance (ESA), incapacity and lone parents benefits. In all of the wards there are more people on ESA/incapacity benefit than people on Job Seekers Allowance indicating above average levels of ill-health and disability.

Figure 5: Indices of multiple deprivation



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

Social and community infrastructure

- 2.1.19 There is a great deal of variation in child wellbeing levels according to the child wellbeing index 2009. Although the north, covered by Peckham community council, has the lowest average levels in the borough, the whole Peckham and Nunhead action area has the second highest overall levels.
- 2.1.20 There are three nurseries, 14 primary, four secondary, one pupil referral unit and four special schools. The pupil referral unit, the Southwark Inclusive Learning Centre, operates two sites. The majority of the schools scored at least good or outstanding in their last Ofsted inspection. There are also five children's centres. These are Ann Bernadt, Ivydale, Nell Gwynn, Rye Oak and The Grove providing a range of childcare, health and educational support to parents and young children. In addition, there is a wide range of activities for children, including numerous playgrounds and play groups, and for young people, such as the extensive facilities at the Damilola Taylor Centre in north Peckham. There are also three well-used supervised adventure playgrounds at Leyton Square, Central Venture Park and Peckham Rye.
- 2.1.21 There are eight GP surgeries in Peckham and Nunhead. We anticipate that the increase in new housing will introduce greater demands on health services. Peckham and Nunhead have particularly poorer health compared to the rest of Southwark and nationally; with lower life expectancy in Nunhead and higher rates of childhood obesity in Peckham. Health issues that are particularly prevalent in the area include cardio-vascular disease, diabetes, respiratory disease and mental health problems. Generally, the detection and management of long term conditions such as heart disease and diabetes can be improved. Poor detection and management can lead to complications and poorer health outcomes for the patient. Obesity, lack of physical activity, unhealthy food, problematic alcohol drinking and smoking are high risk factors for ill-health.

The impact of the recent civil disturbance

- 2.1.22 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 the Peckham area, with many more businesses experiencing the effects of the riots including reduced footfall arising from road closures and reduced demand.
- 2.1.23 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 and further work is also be carried out by the council's business support service to ensure that businesses and market traders affected by the riots receive priority support.

2.2 Challenges and opportunities

2.2.1 This section sets out the main challenges and opportunities that we will tackle in the AAP to achieve our vision for Peckham and Nunhead. These are based on what people have told us during consultation, partnership working, as well as our research and knowledge of Peckham and Nunhead today.

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. 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 Road Industrial Park, 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 around Peckham Square and at Copeland Road Industrial Park.
- 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.
- We need to ensure that we 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 ILRE scheme to improve shopfronts on Gibbon Road.

Community well being: Improving individual life chances

- Population growth will create additional need for a range of facilities, including health, education and leisure. This will need to be kept under review over the plan period.
- We need to continue to provide a wide range of activities for children and improve 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 cardio-vascular disease, diabetes and mental health problems.

Transport and traffic: Improved connections

- Peckham town centre 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 (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, 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, wheelchair housing 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.
- Development should maximise the potential for enhancing the biodiversity value of existing open spaces and cemeteries.
- It is important look after important open spaces such as Nunhead Cemetery and improve the accessibility and quality open spaces especially in the north.
- We need to make sure new development has a minimal impact on the environment including reducing noise and improving air qualities through improvements to the road network and encouraging alternative ways of travel. It should also ensure that development improves biodiversity, follows the energy hierarchy and meets 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 the regeneration of the area.
- 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.

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 neighbouring boroughs 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 We are working with our neighbouring boroughs to ensure a joined up approach on cross boundary issues. Through the AAP we are working with Croydon, Lewisham and Bromley to ensure that the local impact of development across the border is taken into consideration.
- 2.3.2 Croydon Metropolitan Centre is designated as an opportunity area in the London Plan. Croydon Council adopted masterplans for East Croydon and West Croydon in 2011 and will be consulting on a masterplan for Mid Croydon in 2012. These aim to provide major improvements for residents, visitors and workers in the near future. Croydon intend to adopt their Core Strategy in 2012. A specific issue for Peckham town centre is the high number of residents from Peckham and Nunhead who travel to Croydon for their shopping as there is a wider choice of shops. We are seeking to improve the range of shopping opportunities in Peckham town centre through our AAP to ensure that we offer people the choice to stay and shop in Peckham.
- 2.3.3 Many Peckham and Nunhead residents also prefer to travel to retail destinations in Lewisham. The London Plan identifies Lewisham, Catford and New Cross as an area for intensification and Lewisham's Core Strategy, which was adopted in 2011, identifies the broad area around Deptford and New Cross, as well as Lewisham and Catford town centres, as the priority for regeneration and growth. Over 60,000 sqm of new retail floorspace is proposed in Lewisham and Catford town centres in the period up to 2026. Area action plans are being prepared for both town centres and will give further detail on how this will be delivered.
- 2.3.4 Bromley Council have adopted an area action plan for Bromley town centre. The vision is to promote and enhance Bromley's position as metropolitan town centre and its role as a principal shopping centre in Greater London. We will need to influence the development of Bromley Town Centre to try to make sure that this does not have any negative impacts on the regeneration of Peckham town centre. Bromley Council is also preparing a core strategy and site allocations development plan document, both of which will progress towards the submission versions in 2012.

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, good connections, successful schools, shops, health and leisure facilities, it is important to have a strong vision and a set of objectives for the area.
- 3.1.2 We prepared a vision for Peckham and Nunhead as part of the Core Strategy. As we are now focusing in more detail on local characteristics, policies and implementation, we need to update the overarching Core Strategy vision. We may add more detail into this vision at the next stage of consultation. Figure 6 illustrates our vision for the AAP area.

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 and up to 8,000 sqm of business space will be built along with an increase of up to 15,000 sqm of retail space. Most of this growth will take place around Peckham town centre within the action area core. 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 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 the area's independent shops, businesses and creative industries to flourish. There will be new space for local businesses, improved cultural and arts spaces, successful street markets and a good mix of shops, cafes, restaurants and licensed premises, including both larger and smaller shops. Peckham Square will be enlivened and improved as a focus for the community. We will work with Network Rail, the Greater London Authority and the train operating companies to help deliver improvements to areas around Peckham Rye and Queens Road stations and railway lines. This includes a new square that

will transform the area around Peckham Rye station and the railway arches, providing a new focal point for Peckham

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

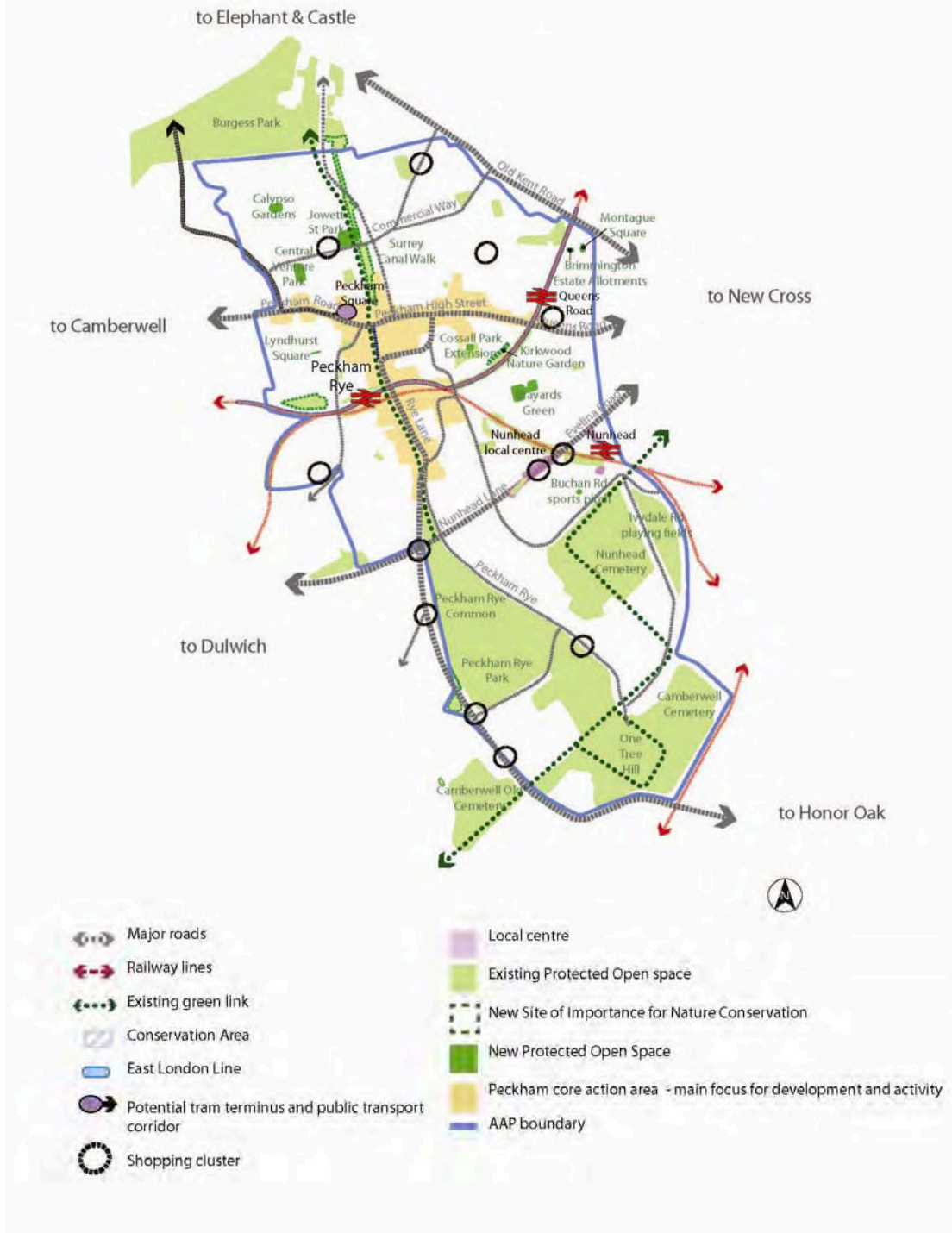
Nunhead

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 prefab housing sites will be redeveloped in a way which is sympathetic to the character of the neighbouring properties with well designed homes. The local shopping areas along Evelina Road/Nunhead Green and Gibbon Road will be improved through streetscape and shopfront schemes. The parade will thrive and build on its reputation for high quality independent shops and businesses, retaining its bakers, 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 the old Victorian buildings.

Traffic speeds will be managed so streets are safer and more conducive to 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 in the action area. Future improvements will include a new play area, a new One'O'Clock club building and the resurfacing of two football pitches. There will also be improvements at nearby Homestall Road playing ground. Further small open spaces, such as Brayards Green will be protected and improved.

Figure 6: Peckham and Nunhead Vision



3.2 Objectives

3.2.1 To help us achieve our vision we have set out objectives and key priorities that will guide the policies and proposals across the action area. Each of the policies in the 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.

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 We have grouped the objectives and the policies that follow from them into the following themes

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 and 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 protect sites of nature conservation value.
- N3: Reducing the impact of development on the environment and help 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 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, 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.

4. AREA-WIDE STRATEGIES AND GUIDANCE

4.1 Introduction

- 4.1.1 This section sets out our preferred option for achieving 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 across the AAP area, 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

We will support new retail development in Peckham town centre to help maintain and enhance its status as a major town centre in the borough's retail hierarchy. To do this we will:

- Work with landowners to improve and expand shopping floorspace through the promotion of additional retail space. Most of this will be on the following sites:
 - Aylesham Shopping Centre (site PNAAP 1)
 - Copeland Road Industrial Park (site PNAAP 4)
 - Peckham Rye Station (site PNAAP 6)
 - Land between the railway arches (site PNAAP 3)
- Strengthen the existing retail parades on either side of 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.
- Support the setting up of new markets and street trading areas to increase the versatility of the retail offer in the area.

We will use planning conditions to prevent future sub-division below 500sqm where larger retail units are proposed.

We will support proposals which bring vacant upper floors above ground floor shop units in Peckham town centre back into use. A range of uses will be considered where:

- There would be no loss of residential, business or community use where this is an established use;
- The viability of the ground floor unit would not be adversely affected;
- The amenity to residents and occupiers, or to the surrounding area would not be adversely affected;
- An independent access from the street is retained or created.

We are doing this because

- 4.2.3 Peckham is the largest town centre in Southwark, with approximately 75,000 sqm of retail floorspace. It currently 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 in Peckham 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 in the borough, and the existing retailers in the centre are performing adequately. The study also suggests retail floorspace can be expanded in 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 some scope to improve the comparison goods shopping and provide a limited amount of convenience goods retail shopping within the town centre to retain and strengthen Peckham's market share.
- 4.2.5 Our preferred option is to enable the provision of additional retail floorspace to strengthen the role of the town centre as a shopping destination. Through our capacity work we think there is likely to be capacity for up to 15,000sqm of additional retail floor space. We will set out more detail at the next stage of consultation. This 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. Shops which complement cultural uses, cafes and restaurants would make Peckham more attractive for shoppers and help boost the local economy.
- 4.2.6 We have identified a number of sites within the town centre which offer opportunities to provide additional retail floorspace through either redevelopment or refurbishment. The Aylesham Shopping Centre is located at the northern end of Rye Lane and accommodates most of the larger shops including a Morrison's supermarket of approximately 4,400 sqm gross. There is the opportunity to redevelop this site to accommodate a larger and more varied quantum of retail provision. Copeland Road Industrial Park is a large site south of the railway which currently has a mix of uses, including light industrial, and office use. Redevelopment and refurbishment of some of the buildings on this site will strengthen and improve the shopping environment at the middle-southern end of Rye Lane. There are also opportunities for improvements at and around Peckham Rye Station and the land between the

railway arches which will help create enhanced retail and business provision. We have set out further information and indicative floorspace amounts for these sites in section 6 and appendix B.

- 4.2.7 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 a smaller units. At present there are few suitable sites for retailers wanting larger shop units to accommodate large multiple chain retailers. Our preferred option seeks to put a restriction on the subdivision of new larger format stores to ensure that we provide a range of unit sizes and can accommodate a range of different retailers. This approach is supported through national planning policy guidance.
- 4.2.8 Many upper floors above shops in Peckham town centre are currently vacant. We want to encourage better use of this floorspace to assist the regeneration of Peckham town centre and retain its historic character. A range of uses will be considered on the upper floors, providing the criteria are met to ensure the use is acceptable and increases the vitality of the town centre. Whilst across most of the borough we require town centre uses on the upper floors of shops in our town and local centres, in Peckham we consider that providing the criteria are met, residential use may be acceptable. We feel that encouraging more homes in the town centre will contribute to meeting our vision for the area by increasing the diversity and vitality of the town centre. Peckham town centre has a negative reputation for crime and feeling unsafe, and having more people living in the town centre above shops will help to make Peckham feel safer through natural surveillance, with more people in the town centre and at different times of the day.
- 4.2.9 Encouraging more active uses above shops will also add to the character of the area, maintaining some of its historic legacy. Along Rye Lane and Peckham High Street there remain many surviving examples of 19th century terraces and villas, which rise up behind often later 19th century shop extensions. Encouraging residential use into these upper floors will in some cases be reinstating the original use of the building.

Fact box: Town centre uses

Town centre uses are uses which will attract a lot of people. The main town centre uses are:

Retail; offices; leisure and entertainment facilities (including cinemas, health and fitness centres, bowling centres, bingo halls, pubs, cafes and restaurants); arts, tourism and cultural facilities (including theatres, galleries and concert halls); and hotels.

Residential use is appropriate in town centres but is not a town centre use for the purpose of Southwark's local development framework.

Policy 2: Arts, culture, leisure and entertainment

We will:

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

We are doing this because

- 4.2.10 Peckham has a positive reputation as a creative hotspot and is home to a number of art galleries and studios. 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. We have identified that there are opportunities to provide new spaces both in the area around Peckham Square (Eagle Wharf) and around Peckham Rye Station, the land between the railway arches and Copeland Road industrial park (see section 6 and appendix B). We want to continue to promote Peckham Square as the focus for cultural events in the town centre. Peckham library and the Pulse healthy living centre sit on the square, and both are well used by the local community. We will work with landowners and developers to identify and secure occupants for new art, cultural, leisure and entertainment space.
- 4.2.11 Feedback from consultation tells us that people like having a cinema in Peckham, and so redevelopment of the existing cinema and multi-storey car park (site PNAAP 2) should maintain a cinema on site, unless appropriate facilities can be provided elsewhere in the AAP area. We have identified other appropriate sites where a cinema could be located to include Eagle Wharf (site PNAAP 10) and Copeland Road Industrial Park (site PNAAP 4).
- 4.2.12 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. 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.

Fact box: Evening and Night-time Economy

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.

The Evening and Night –Time Economy (ENTE) refers to the use of the town centre after 5pm and into the early hours of the following day. 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)

Policy 3: Local shops and services

We will maintain the status our larger shopping parades as “protected shopping frontages”. We will support 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 using policies in the Core Strategy and saved Southwark Plan.

Outside Peckham town centre, Nunhead local centre and the protected shopping frontages we will also protect individual shops where there are no similar shops in the nearby area.

We encourage 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 7.

We are doing this because

4.2.14 The shopping parades shown in figure 7 (and set out within the character area policies in section 5) designated as “protected shopping frontages” in the saved Southwark Plan and Core Strategy 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 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 Improving Local Retail Environments programme (ILRE) and area renewal funding .

- 4.2.16 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 this enables them to be available within easy walking distance of as many residences as possible, in order to minimise car journeys.

Policy 4: Hot Food Takeaways

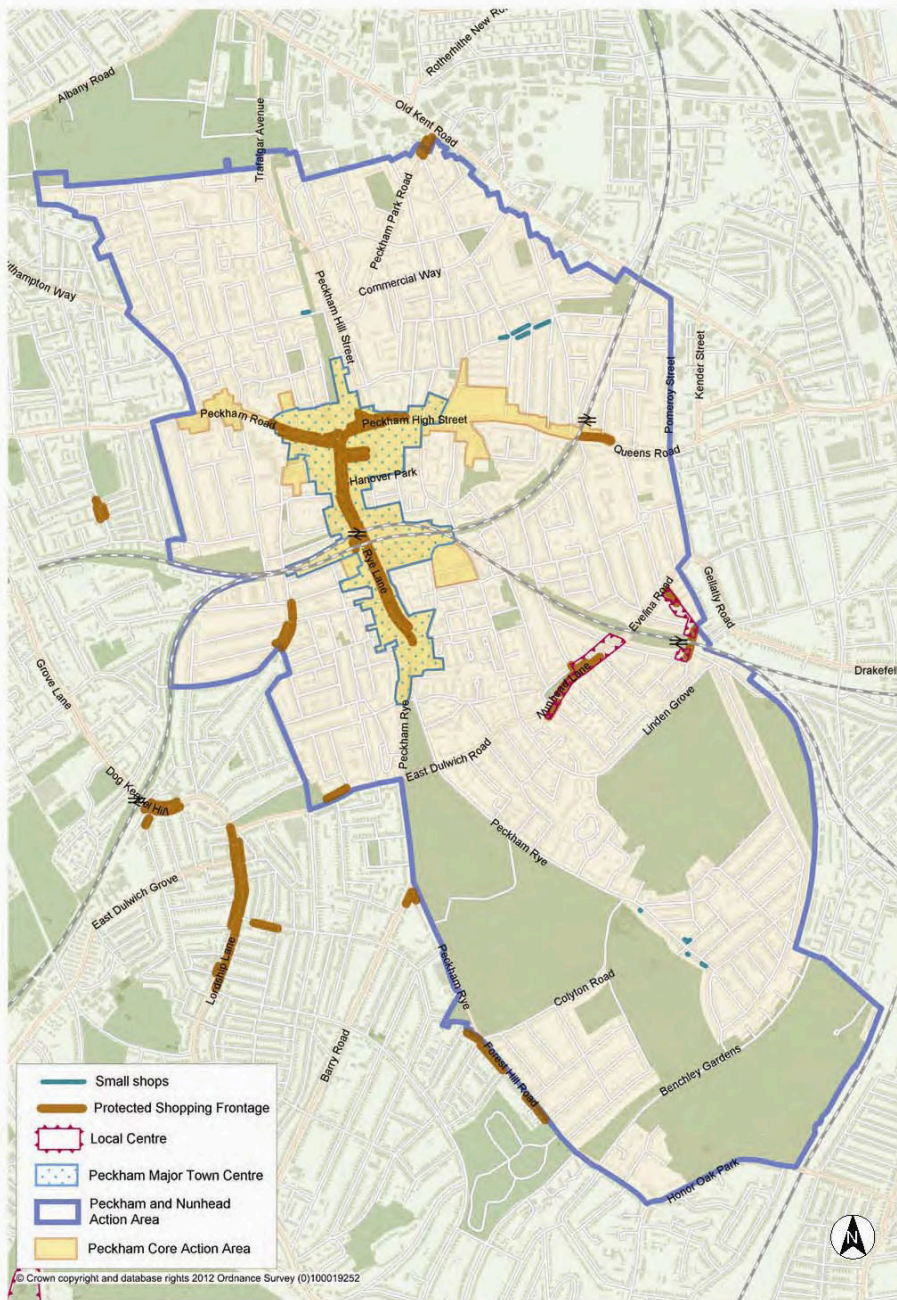
We will make sure that the proportion of units which are hot food takeaways (A5 Use Class) does not rise above 5% in the Peckham town centre and Nunhead local centre protected shopping frontages. In addition:

- No more than two A5 units should be located adjacent to each other and;
- No less than two non-A5 units should be located between a group of hot food takeaways.

We will establish a 400 metre exclusion zone for new hot food takeaway use around secondary schools in the AAP area.

- 4.2.17 Hot food takeaway shops (A5 Use Class) 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 lead to dead frontages and an overconcentration which may affect the viability and vitality of a centre, undermine the predominantly retail function of the shopping centre and collectively impact 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. Our policy would restrict further growth of hot food takeaways.
- 4.2.18 Some evidence also suggests that hot food takeaways can encourage people to eat unhealthily, and this can be a particular problem with children and teenagers. Childhood obesity has been identified as an issue in the AAP area, especially within the Peckham community council area and unhealthy takeaway food may add to this problem. Hot food takeaways located within walking distance of secondary schools are considered a contributing factor to the rising levels of obesity. It is for this reason that the exclusionary zone is set at 400m from secondary schools (10 minute walk).

Figure 7: Shopping Parades



Fact Box: A5 Use (Hot foot 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 offer. We will do this by:

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

We are doing this because

4.2.19 Markets can help enliven town centres, reinforce the identity of an area and help provide a more varied shopping experience. They can 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 into setting up small businesses.

4.2.20 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 draft 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 providing the opportunity to promote the local economy. Locating market stalls off Rye Lane would also avoid cluttering the narrow footpaths and free up space for pedestrians. We will work with Network Rail as landowner of Peckham Rye station and its surroundings to bring forward space for new markets.

4.2.21 There is already a regular Sunday market on Peckham Square and also 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.

Policy 6: Business space

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

- Supporting the provision of new business floorspace in Peckham town centre.
- Supporting new small scale business floorspace in Nunhead local centre.
- Requiring existing business floorspace to be retained unless replaced by an alternative town centre use (see fact box).

We will protect the Print Village on Chadwick Road within the Peckham South character area for employment uses. Any redevelopment of this site will require replacement of business space.

We will support a range of uses in the railway arches including small business space, light industrial uses and appropriate A or D class uses.

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

We are doing this because

4.2.22 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. Business space add to the vitality of Peckham town centre, supports a mixed local economy and provide jobs for many local people.

4.2.23 Our Employment Land Review (2010) 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. We have identified that there is capacity for up to 8,000 sqm of new business space in Peckham town centre through our capacity studies. We will provide more detail at the next stage of consultation.

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

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. 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.

- 4.2.26 Core Strategy policy 10 protects business space in specified locations, including town and local centres, action area cores and classified roads. Saved Southwark Plan policy 1.4 provides criteria against which to assess proposals which involve a net loss of business floorspace. These criteria include an exception for the loss of business floorspace within town centres where, in accordance with saved Southwark Plan policy 1.7, it may be replaced by class A retail or other suitable town centre uses (see fact box).
- 4.2.28 The Peckham and Nunhead area does not contain any Preferred Industrial Locations (PILs), however the railway arches located along the Thames Link railway 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 and D uses to ensure the spaces can meet the needs of a wide range of occupiers.

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 200sqm and 500sqm.

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

4.3 Theme 2: Community wellbeing: improving individual life chances

- 4.3.1 This section sets out our approach to addressing the provision of community facilities within the area. It is important to ensure that social and community infrastructure such as schools, health facilities and other community facilities are enhanced or provided to support a growing population.
- 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 and 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:

- Locating facilities in the action area core.
- Where there is a particular need for facilities outside Peckham core action area they should be provided in accessible locations.
- 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.
- 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.
- Requiring new development to contribute towards the provision of new or enhanced community facilities through a section 106 planning obligation or Community Infrastructure Levy.

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. In 2012 we are starting to prepare a Community Infrastructure Levy (CIL) and we anticipate adopting the CIL in 2013. Key infrastructure will be funded by CIL and from 2013 we will only be able to seek section 106 planning obligations to mitigate very site specific impacts of development. The fact box in section 7 provides more detail on section 106 planning obligations and CIL.

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:

- Protect schools where there is a long-term local need.
- Provide additional places at primary schools.
- Build new and improve existing schools to improve educational opportunities. This will be achieved by:
 - Rebuilding existing schools:
 - St Thomas the Apostle college and Bredinghurst, (a new build special school on an existing site).
 - Converting the existing Highshore special school, Bellenden Road into a KS3 Pupil Referral Unit (works likely to start September 2013).
 - Providing an additional classroom, parent's room and new entrance to Haymerle primary special school (provisional completion Summer 2012).
 - Relocating Cherry Garden special school to Gloucester primary school site. This will improve facilities at Cherry Garden special school and Gloucester primary school through refurbished provision (provisional completion 2013/2014).

We will also support and encourage schools to promote and provide services for the community

We are doing this because

- 4.3.7 Schools will be working together and with partners to ensure every child, young person, family and community thrives. We will achieve this by enabling children and young people to reach their full potential through a consistent range of high-quality services that are based on need and delivered collaboratively across a range of providers. We will also ensure that we incorporate the voice of pupils, parents and the community, and encourage members of the community to be involved in school leadership.
- 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 Strategy for Change 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.
- 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 to improve the health of current and new residents in Peckham and Nunhead by:

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

We are doing this because

- 4.3.11 We will continue to work with NHS Southwark to improve the health of people in Southwark and reduce health inequality.
- 4.3.12 The Peckham and Nunhead AAP policies work together to encourage healthy living. These include increasing and improving open spaces, providing more family housing, improving sustainable transport such as public transport, cycling and walking routes and spending community infrastructure levy and section 106 monies on improving health facilities. Over the life of the AAP there will be a need to improve health facilities and expand them to meet the needs of the growing population, including the projected growth of older people over the age of 75.

4.3.13 The Lister Health Centre at 101 Peckham Road already operates as a health hub with a number of different health services, four GP practices and a Walk in Centre. 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:

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

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.

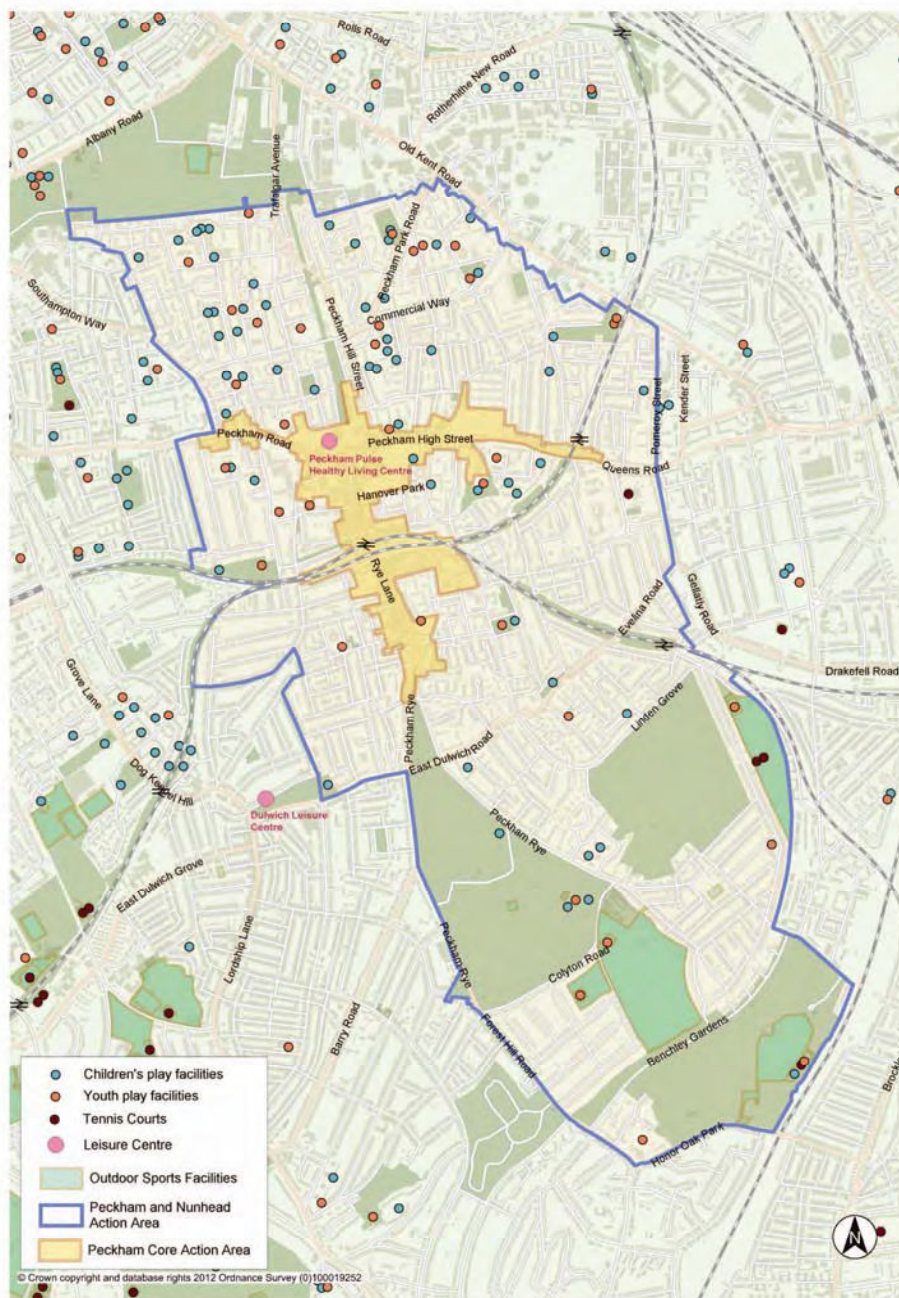
4.3.16 We want to make further improvements to sports and play facilities. Current proposals include:

- Improvements to Peckham Rye to include a new play area, a new One'O'Clock club and the resurfacing of two football pitches.
- Improvements to Homestall Road playing ground.
- Refurbishing multi-use games areas in Bells Gardens and the Damilola Taylor Centre.

4.3.17 Details of the costs and timings of these projects will be provided at the next stage of consultation.

4.3.18 We will continue to use section 106 planning contributions along with other sources of funding to improve leisure and sports facilities in the area. In 2012 we are starting to prepare a Community Infrastructure Levy (CIL) and we anticipate adopting the CIL in 2013. Key infrastructure will be funded by CIL and from 2013 we will only be able to seek section 106 planning obligations to mitigate very site specific impacts of development. The fact box in section 7 provides more information on section 106 planning obligations and CIL.

Figure 8: Existing leisure and sports facilities



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 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:

- Work with partners to deliver the Cycle Superhighway along Queens Road.
- Lobby for the extension of the Mayor's cycle hire scheme to Peckham and Nunhead.
- Prioritise improvements to links between key destinations, such as Peckham town centre and Nunhead local centre, stations and schools.
- 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:

- Provide and promote linkages that are safe, direct and convenient for pedestrians and cyclists throughout the action area.
- Be designed so that the built form and general layout positively contributes to wayfinding.
- Provide convenient, secure cycle parking that meets or exceeds the minimum standards in the Southwark Plan and the London Plan.
- 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.
- 4.4.4 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 forthcoming Development Management development plan document. 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. The fact box in section 7 provides more information on section 106 planning obligations and CIL.

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:

- The extension to the Bakerloo line through to Peckham and Camberwell
- 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 possible tram terminus. 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 B of the AAP.
 - A potential route from the Flaxyards site through the Aylesbury Estate and Elephant and Castle up to Waterloo.

These priorities shown in figure 9.

We are doing this because

- 4.4.5 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.

- 4.4.6 Major public transport improvements have already been committed to Peckham town centre with the East London line extension phase 2 currently being built. The extension will be part of the London Overground Network and will be operating in late 2012, increasing public transport accessibility with east London and Clapham Junction. Figure 9 shows its route. We will continue to work with Transport for London, Network Rail and the transport operators to improve public transport provision.
- 4.4.7 We support and continue to lobby for the extension of the Bakerloo line to Peckham and Camberwell, and the Cross River Tram, which would link Peckham with Waterloo, Kings Cross and Camden. There is currently no identified funding from Transport for London for 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 policy 2 and identified on the proposals 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 and if this is not forthcoming, then our alternative proposal is to promote the Flaxyard site for a mixed-use development. Further guidance is set out in section 6. We may set out more detail on funding for these schemes if it is available at the next stage of consultation.

Policy 13: The road network

Proposals must make sure that developments can be adequately and safely serviced and through a transport assessment, must demonstrate that they can mitigate their impact on the highway network.

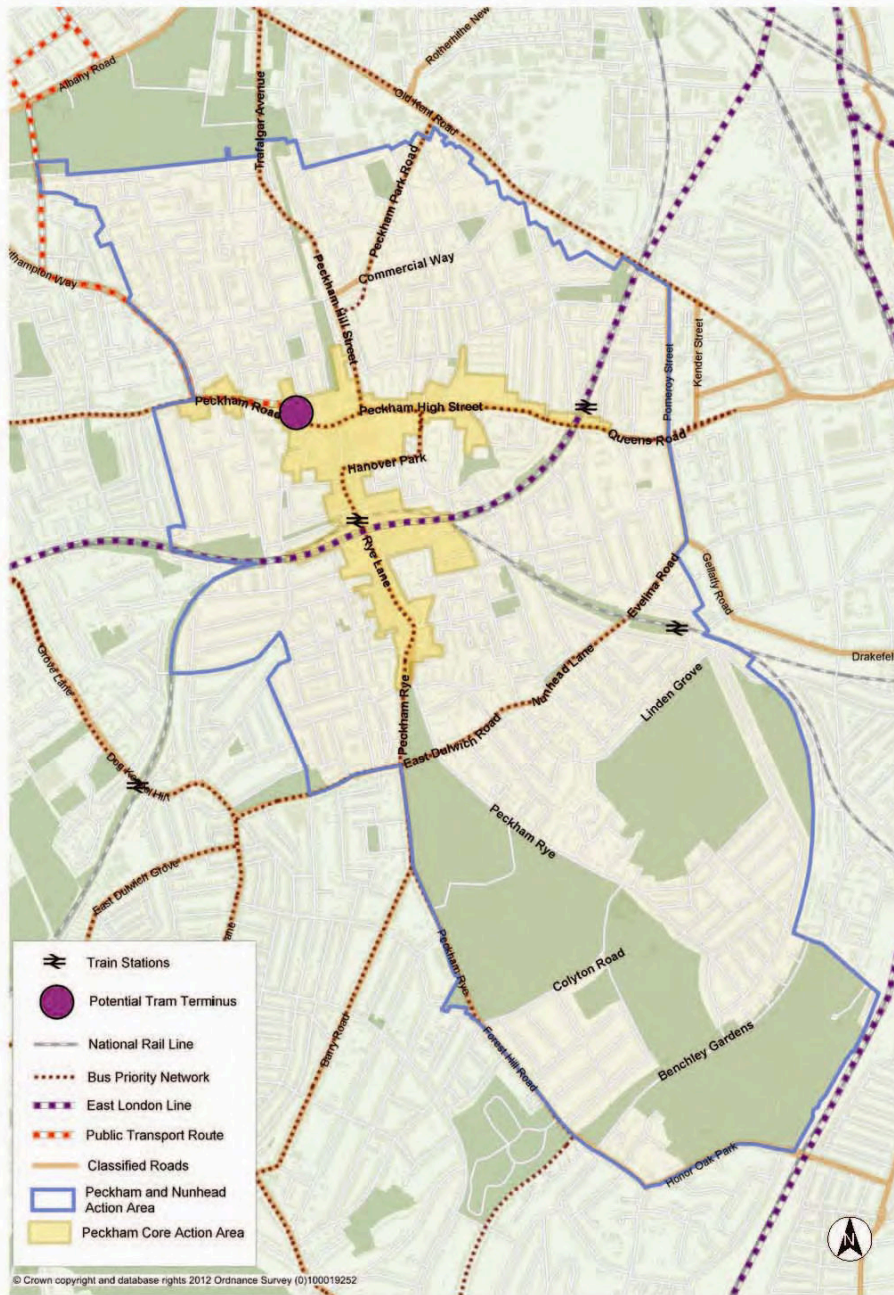
We will continue to work with Transport for London and other partners to manage traffic movement and congestion and to improve accessibility and safety for all. The policies within the character areas in section 5 set out the key road network improvements we are currently looking at.

We will continue 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

- 4.4.8 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. These are set out in section 5, by character area. Our traffic model shows that targeted improvements in the area can help to reduce congestion and make our streets safer and accessible to all.
- 4.4.9 Better management of the traffic network will improve access to the town centre and improve network efficiency. Improvements can be funded through section 106 planning obligations and/or the community infrastructure levy and through allocating resources in our Transport Plan. The fact box in section 7 provides more information on section 106 planning obligations and CIL.

Figure 9: Public transport improvements: committed and possible



- 4.4.10 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.
- 4.4.11 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:

- Retain Choumert Grove car park.
- Support the redevelopment of car parks which are currently under-used for alternative uses.
- Allowing the existing multi-storey car park and the Copeland Road car park to be developed for alternative uses.
- Support the redevelopment of the Aylesham Centre, Asda site and the Bellenden Road retail park (including Lidl). 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 10.

Where development takes place, we will:

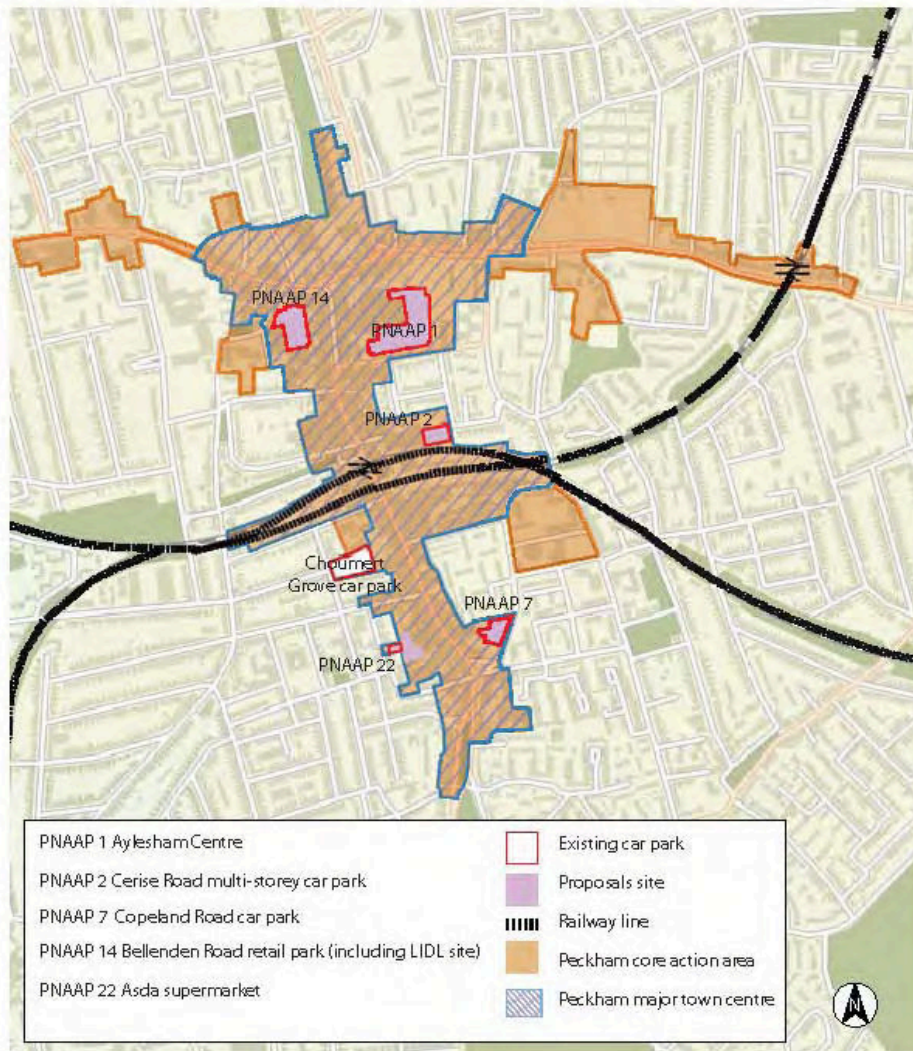
- Determine the level of on-site car parking on a site-by-site basis, with reference to the car parking standards in the saved Southwark Plan and the forthcoming development management development plan document.
- Maximise opportunities to ensure that parking spaces for town centre uses are used efficiently throughout the day and evening, taking into account availability of public parking elsewhere in the centre.
- Make sure that any car parks are advertised by appropriate on-site signage. We may seek financial contributions towards provision of off-site signage.
- Require proposals to be accompanied by a car parking management strategy.

We are doing this because

- 4.4.12 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.
- 4.4.2 There are currently six car parks serving the town centre, as shown in figure 10. The council owns Choumert Grove car park, Copeland Road car park and the multi-storey car park on Cerise Road.

- 4.4.3 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.
- 4.4.4 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 on the previous stage 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.
- 4.4.5 Of the council owned car parks, our intention is to retain Choumert Grove car park as a car park, and develop Copeland Road car park (site PNAAP 7) and the Cerise Road multi-storey car park (site PNAAP 2). 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 10 and our policies for these sites are set out in section 6 and appendix B. We have removed Choumert Road car park from being allocated as a development site.
- 4.4.6 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 development management development plan document. This approach will ensure that there are sufficient car parking spaces to meet current and projected demand in the town centre, whilst making underused land available for development to boost the town centre.
- 4.4.7 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 10: Town centre car parks



Policy 15: Residential Parking

In Peckham core action area, we will:

- Encourage residential development to be car free, asides from the required provision of parking for disabled persons and car club spaces.
- Allow development with Peckham core action area to include a maximum of 0.3 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.

In the wider area, we will:

- 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.
- 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.

We are doing this because

- 4.4.13 Core Strategy 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, like walking, cycling and public transport, with the needs of families and with current trends in car use and ownership.
- 4.4.14 Although Peckham core action area has excellent public transport links, this is not the case in the wider area. Therefore, our approach is to encourage car free development in the core action area, but to accept that where a developer can justify a need for car parking spaces though a transport assessment, some limited provision will be acceptable. 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. 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.
- 4.4.15 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 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 of people wanting 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 protecting open spaces, as well as the need to ensure 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

- Development in the action area will 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.
- Residential density will be expected 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 hectares
 - Suburban density zone: 200-350 habitable rooms per hectare
 - Action area core: 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 the AAP.

- 4.5.5 We have set a target 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. Section 6 and appendix B sets out information on the sites we will be allocating as proposals sites and the indicative housing capacities for each of these sites. We have also identified some smaller sites which will contribute to meeting our housing target through our development capacity assessment. Together, the sites identified in our development capacity assessment and our proposals sites will form our housing trajectory. We will set this out at the next stage of consultation to show how we expect to deliver around 2,000 new homes.
- 4.5.6 We want to make sure that as well as bringing forward as much housing as possible whilst also protecting our open spaces, encouraging other development such as retail and employment use and improving existing housing. We want to protect the character of Peckham and Nunhead by ensuring that new development is of an appropriate density for the character of each area. Core Strategy 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. This policy is used alongside saved Southwark Plan policy 3.11 Efficient Use of Land. The AAP follows the same approach, shown in figure 12.
- 4.5.7 Within the urban area we will allow a larger amount and scale of development than within the suburban area. Within the suburban area development will be of similar scale to existing development to help protect the character of these areas. Within Peckham core action area we may allow higher densities providing 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. We may review and update this through our development management development plan document.

Policy 17: Affordable and private homes

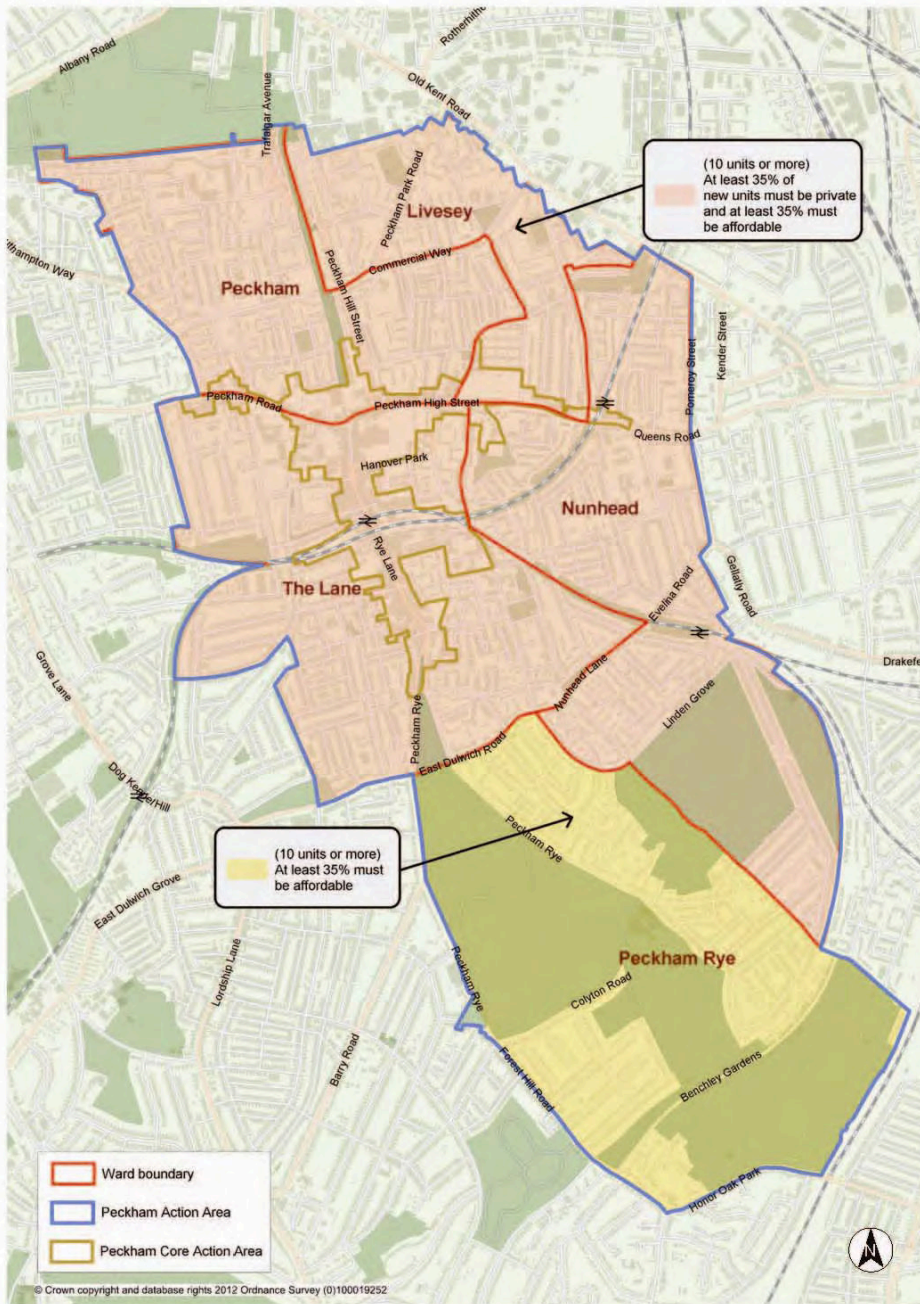
- Development in the action area will provide a minimum of 700 affordable homes and 700 private homes.
- Development within Livesey, Peckham, Nunhead and The Lane wards must provide a minimum of 35% private homes as shown within figure 11.
- Developments of 10 or more units must provide a minimum of 35% affordable housing across the whole action area.
- The affordable housing must be an appropriate mix of dwelling type and size to meet the identified needs of the borough.

- 50% of the affordable homes should be intermediate homes and 50% should be social rented homes.

We are doing this because

- 4.5.8 Southwark's Sustainable Community Strategy (Southwark 2016), Core Strategy, strategic housing market assessment (2010) and housing requirements study (2009) demonstrate the need for more affordable homes (both social rented and intermediate) and more private homes in Peckham and Nunhead.
- 4.5.9 In accordance with Core Strategy 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 shows that 65% of Peckham community council area and 40% of Nunhead and Peckham Rye community council area is social rented housing. Our annual 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.
- 4.5.10 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 the Peckham community council area as £14,300 and the median in Peckham Rye and Nunhead community council area as £16,800. This makes it difficult for many people living in these areas to afford market housing. For example 69% of the households who want or need to move in the Peckham community council area can only afford social rented housing.
- 4.5.11 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 policy 6, we require a minimum of 35% of new development to be private housing and a minimum of 35% to be affordable housing. We have set minimum targets of 700 new homes for each of these types of housing. Together this will seek to achieve this balance of different housing types and meet local need. The areas where the private housing policy applies is set out in figure 11.
- 4.5.12 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. The AAP changes the saved Southwark Plan policy 4.4 on the type of affordable housing required, to set a policy for a split of 50% social rented homes and 50% intermediate homes. This will help to offer a range of housing types within Peckham and Nunhead.

Figure 11: Affordable and private homes



Fact box: Affordable and private housing

There are two types of housing:

1. Private (or market) housing is available to either buy or rent privately on the open market.
2. Affordable housing, as set out in London Plan policy 3.10 meets the needs of households whose incomes are not enough to allow them to buy or rent decent and appropriate housing in the borough.

There are different types of affordable housing:

Social Rented Housing is housing that is available to rent either from the council, a housing association (known as registered provider or other affordable housing providers). Access to social housing is based on need.

Intermediate housing is housing at prices and rents above those of social rented but below private housing prices or rents. It can include part buy/part rent, key worker housing and intermediate rent housing.

Updated Planning Policy Statement 3: Housing (June 2011) introduces another type of affordable housing, called affordable rent and defines it as:

Affordable rent: Rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent.

In accordance with our Core Strategy and saved Southwark Plan the AAP sets out policies for social rent and intermediate homes. As part of our Affordable Housing SPD we are looking at the implications of the new affordable rent tenure. At the moment we do not think it is affordable for people in housing need.

Consultation on a revised Affordable Housing SPD is planned for spring 2012. Please check our website for more information at:
www.southwark.gov.uk/ahspd

Policy 18: Mix and design of new homes

- Developments of 10 or more units are required to provide the following mix of unit sizes, illustrated in figure 13:
 - 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.
 - All 3, 4 and 5+ units must have direct access to private amenity space and should have sufficient play space for children and young people.
- All developments are required to meet or exceed the minimum dwelling standards set out in table 1.
- All development should be built to Lifetime Homes standards

- Developments of 10 or more units are required to provide at least 10% of the developments suitable for wheelchair users by meeting our wheelchair standards.

We are doing this because

- 4.5.13 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 policy 7 sets the requirement for family housing across the borough which AAPs need to be consistent with. 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 the Core Strategy, with the amount of family housing required based on the density zone of the area to take into account its existing character. It is also based on the ability of the development to provide amenity space for family housing. Our Residential Design Standards supplementary planning document (2011) requires family housing to provide a minimum of 10sqm of private amenity space to ensure that children have somewhere safe to play. New housing developments 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 Information Recreation. Denser areas have less potential to ensure provision of enough private and communal amenity space for families, whilst there are more opportunities with the more suburban area of Peckham and Nunhead.
- 4.5.14 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 low term effect on health. The minimum floor area standards 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. This is also a priority for the Mayor, who has minimum space standards in his London Plan. The AAP standards follow a similar approach to the London Plan standards.
- 4.5.15 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 Housing Association's Lifetime Homes standards are nationally recognised standards to raise the standard of housing. Lifetime Homes are based around meeting 16 design features which are set out in section 2.9 of our Residential Design Standards supplementary planning document. Ideally all 16 design features will be met or exceeded for each development to reach Lifetime Homes standards. We ask all developers to demonstrate how they will meet lifetime homes standards.
- 4.5.16 Lifetime Homes are not designed to meet the additional spatial requirements for wheelchair users. Requiring a minimum of 10% of major developments to be wheelchair homes, in accordance with saved Southwark Plan policy 4.3 will help to meet some of the shortage of housing suitable for wheelchair users. Our adopted wheelchair design standard is set out in section 2.10 and appendix 1 of our Residential Design Standards supplementary planning document.

Figure 12: Density and family housing

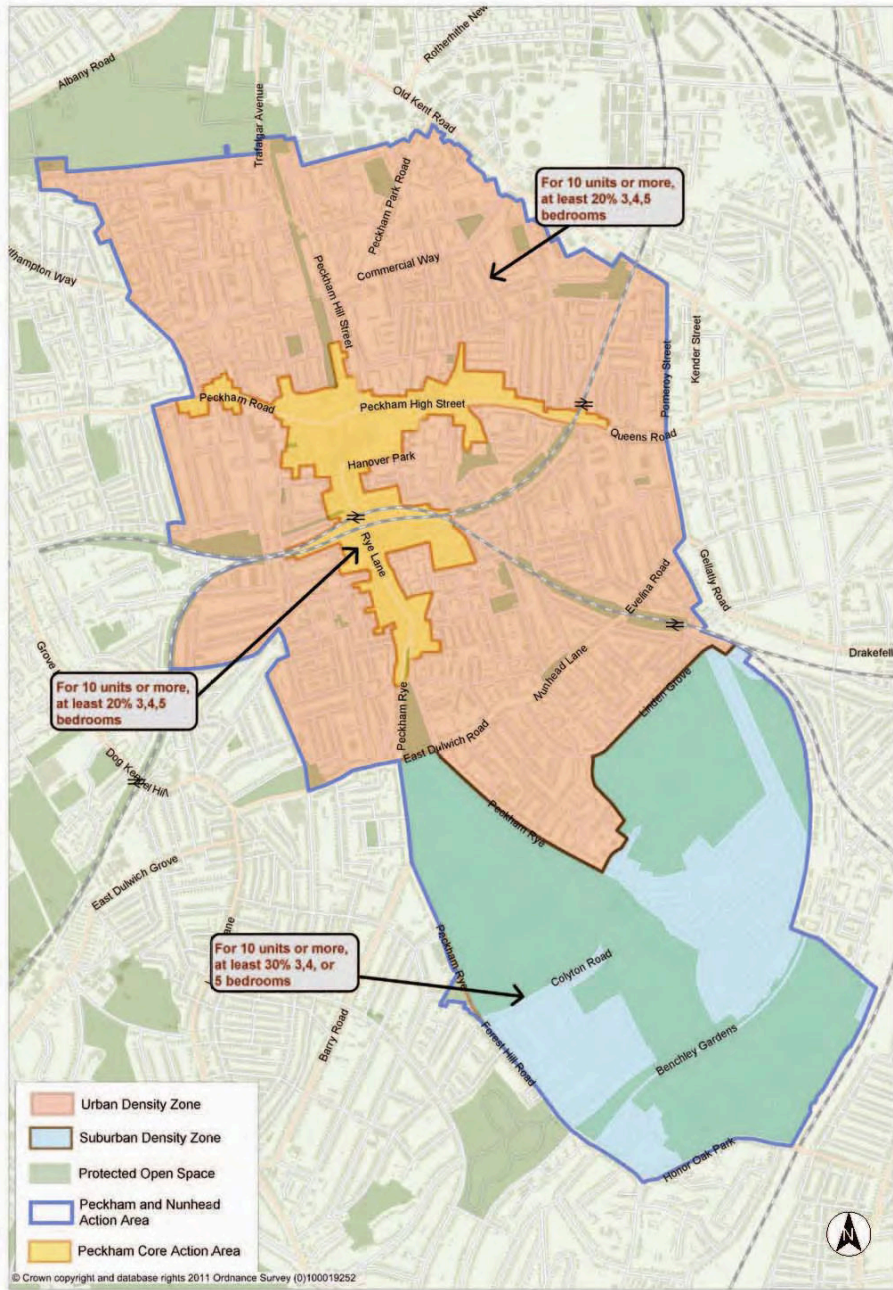


Table 1: Minimum dwelling sizes

Development type	Dwelling type (bedroom/persons)	Essential GIA (sq m)
Flats	Studios	36
	1b2p	50
	2b3p	61
	2b4p	70
	<i>2b average</i>	66
	3b4p	74
	3b5p	86
	3b6p	95
	<i>3b average</i>	85
	4b5p	90
	4b6p	99
	<i>4+b average</i>	95
	2 storey houses	2b4p
3b4p		87
3b5p		96
<i>3b average</i>		92
4b5p		100
4b6p		107
<i>4+b average</i>		104
3 storey houses	3b5p	102
	4b5p	106
	4b6p	113
	<i>4+b average</i>	110
When designing homes for more than six persons developers should allow approximately 10 sq m per extra person.		

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 help tackle climate change, air quality, pollution, noise, waste and flood risk.

Policy 19: Open spaces and Sites of importance for nature conservation (SINCs)

We will protect and improve open space and sites of importance for nature conservation as set out in figure 13. 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

- Continuing to protect Metropolitan, Borough Open Land and Other Open Space listed in the fact box from inappropriate development and improve the quality of these open spaces where they are of below average quality.
- Ensuring a provision of public parks of at least 0.76ha per 1000 people.
- Protecting additional open spaces from inappropriate development as Other Open Space or Borough Open Land as set out within the character area policies in section 5.
- Increasing accessibility to open spaces by active travel and public transport and by improving entrances and making spaces more attractive.
- Continuing to protect sites of importance for nature conservation from inappropriate development and ensuring that development does not result in a loss of biodiversity. Designate three new sites of importance of nature conservation as set out within the character area policies in section 5.
- 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
- Promoting strategic green routes as set out in figure 13 to provide a wider network of open spaces.
- Expecting major developments to provide opportunities for food growing.
- 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. There has been significant investment in active play facilities including at Peckham Rye Park, Central Venture Park, St Mary Frobisher, Brimington Park, Leyton Square and Goose Green.
- 4.6.4 There is currently 69.6ha of open space in Peckham and Nunhead which equates to 1.18ha per 1,000 people. This is high compared with other areas of the borough.
- 4.6.5 We are currently preparing an open space strategy to set out standards and recommendations to ensure the appropriate quality, quantity and accessibility of open spaces is provided in the borough.
- 4.6.6 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 strategy has identified a standard of 0.76ha per 1,000 population for public park provision. The quality of each

space has been assessed as part of the open space audit which informed the strategy. We will use the results of this audit to identify open spaces in Peckham and Nunhead that we will focus on for improvements.

- 4.6.7 As part of the open spaces 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 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.
- 4.6.8 We will protect new spaces that have been identified through the open spaces strategy and by local residents as being important to the community and worthy of protection.
- 4.6.9 Some open spaces are particularly important for nature conservation due to their wildlife and biodiversity value. Designating these sites as SINC's through this AAP will mean that decisions affecting these open spaces will need to ensure that their special nature conservation value is not damaged. We currently have 12 SINC's in the action area and we are proposing three sites as set out in section 5 within the character area policies.
- 4.6.10 SINC's provide valuable habitats and opportunities for experiencing nature. These are important in helping local plant and animal species to survive.
- 4.6.11 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..
- 4.6.12 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 2.06ha per 1,000 population. This will fall to 1.79ha per 1,000 population in 2026) however, this remains higher than 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 designate new sites of nature conservation where appropriate to help achieve the 1.5ha per 1,000 population across the borough as a whole.
- 4.6.13 New development in Peckham and Nunhead will be expected to strengthen links between open spaces and also improve 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

Fact box: Existing protected open spaces in Peckham and Nunhead

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

Metropolitan Open land:

OS98 Surrey Canal
 OS124 Peckham Rye Park 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 (previously Waverly School)
 OS142 Homestall Road Playing Ground
 OS143 Water Works/Aquarius Golf Course
 OS144 Brenchley Gardens
 OS145 Camberwell New Cemetery
 OS150 One Tree Hill
 OS151 Honor Oak Allotments
 OS152 Honor Oak Recreation Ground

Borough Open Land:

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

Other open space:

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

Fact box: Existing SINCS in the AAP area

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

Policy 20: Energy

In line with Core Strategy Strategic Policy 13, development will need to meet high environmental standards helping to reduce the impact of development on climate change. We will reduce the energy use of new developments and support the provision of an efficient energy network for Peckham and Nunhead.

We will do this by;

- Expecting all development to apply the energy hierarchy as set out in the London Plan.
- Requiring all 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.
- Requiring all development to be future proofed and designed to be capable of connecting to a future CHP/communal heating network.

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.
- 4.6.15 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.
- 4.6.16 We have prepared an energy study 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.
- 4.6.17 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 on this location would be feasible and deliverable.

4.6.18 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 needs to be assessed.

4.6.19 In accordance with our sustainable design and construction SPD, 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.

4.6.20 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

- Use less energy through building design and efficiency measures;
- supply energy efficiently by connecting to local community heating or CHP networks where possible; and
- Use renewable sources of energy.

Policy 21: Waste, water, flooding and pollution

Development will be required to meet the highest possible environmental standards, in line with Core Strategy strategic policy 13.

We will do this by:

- 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.
- Requiring development to include highly efficient water saving fixtures, fittings and appliances and connect to a local water supply where this is available.
- Requiring developments to help reduce flood risk by reducing water run-off and using sustainable urban drainage systems.
- Ensuring that development includes adequate provision of recycling, composting and residual waste disposal, collection and storage facilities.
- Identifying areas that are at higher risk of surface water flooding and reduce this risk through measures set out in the Council's Surface Water Management Plan.
- Requiring high standards of development as set out in the Core Strategy and supporting measures for reducing air, land, water, noise and light pollution and avoiding amenity and environmental problems.

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 the Core Strategy.

We are doing this because

- 4.6.21 The majority of Peckham and Nunhead (with a small exception to the north of the AAP area) 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. Development will need to manage surface water on-site, or as close to the site as possible using sustainable urban drainage techniques.
- 4.6.22 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.
- 4.6.23 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.
- 4.6.24 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.

Policy 22: Trees

We will protect existing trees wherever possible as part of new development and seek to maintain and improve the provision of street trees in Peckham and Nunhead.

We will do this by

- Expecting development to retain and enhance trees and canopy wherever possible 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.
- Requiring a tree survey to be submitted with all development proposals where trees are affected both on and adjacent to the site.
- Use 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

4.6.25 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 area 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 where ever 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.

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 use 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 Transport for London, English Heritage, developers and the community to provide a high quality design of public squares, streets and spaces. New public realm, public realm improvements and public realm delivered as part of a development should:

- Use high quality, durable and sustainable building materials and processes and consistent, high quality street furniture (including seating, bins, lighting, bicycle racks and shop and advertising signage).
- Create clearly defined public spaces that reflect an area's character, create a sense of place and encourage a variety of uses.
- Ensure public spaces are well lit, overlooked with active ground floor uses and which feel safe at different times of the day and in the evening.
- Follow the principles of Secured by Design.
- Ensure inclusive design which promotes and protects mobility and wayfinding for the elderly and people with disabilities.
- Use existing and new landmarks and views to direct pedestrians to important locations such as public transport stations, public spaces and major roads.
- Include urban tree planting, green spaces, support biodiversity, reduce microclimate impacts and support the development of green routes.
- Incorporate environmentally positive initiatives such as Sustainable Urban Drainage systems (SUDs), permeable paving and green walls.

- Provide clearly defined streets and pedestrian routes that prioritise safe pedestrian movement and are free of clutter, including street furniture and advertising boards.

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. It must celebrate Peckham and Nunhead's identity and work with buildings and landmarks to encourage people to the area. 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. Good public realm should allow 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. The area action plan envisages an increase in the number of people living, working and shopping in Peckham town centre 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 The look, feel and function of the streets and spaces are important in creating an attractive neighbourhood. Clutter along streets, especially those with high levels of pedestrian movement such as Rye Lane and Peckham High Street, obscures movement and views and detracts from the overall look of the area. Reducing clutter by combining street furniture, coordinating shop signage where appropriate and locating it in places that do not obstruct pedestrian movement will help create a more attractive townscape.
- 4.7.5 The environment of the town centre and surrounding neighbourhoods contributes to the success of the public realm. 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 reduces 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: Built form

We will ensure high quality design of buildings to protect and enhance the character areas illustrated in figure 15. New development should:

- Be of high quality, durable and sustainable building materials and processes.
- Create a sense of place, reinforcing or enhancing elements of the existing environment which have good character.
- Have a positive and well-considered relationship with the building's immediate public realm
- Incorporate active uses at ground floor level where buildings front public squares or spaces to encourage integration with the public realm and to help generate activity around them
- Draw on the features, materials and qualities of the existing streetscape, particularly in areas of consistent character.
- Retain the proportions, rhythm and form of important frontages and provide

facades that add interest to the streetscape.

- Apply inclusive building and amenity space design which promotes mobility for the elderly and people with disabilities

The design or refurbishment of shopfronts should:

- Incorporate generous window sizes or areas of glazing. If security shutters are needed, these should comprise lattice shutters, located internally. Solid and perforated roller shutters will not be acceptable.
- Retain features which reinforce character and contribute positively to the host building and wider context.
- Contribute to a consistent building line.
- Ensure that signage design responds to the scale of the street.
- 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

- 4.7.6 Well designed buildings and blocks that provide a mix of uses in keeping with existing scale and character help shape distinctive, safe and attractive neighbourhoods. Buildings are set within areas of particular features and characteristics. New buildings must fit into their surrounds, which may include forming landmarks themselves or become part of a collection of buildings that reinforce an area's local significance. It is important that designs recognise that new buildings must contribute to and enhance that character in a positive way.
- 4.7.7 Buildings that front important public spaces play a role in shaping the identity and become features of these spaces. New buildings should consider the relationship to adjacent public realm to ensure that they will contribute positively by enhancing the character and activity of these spaces, particularly in areas such as Peckham town centre. Varied building frontages create visual interest and increase activation along main pedestrian routes. They should contribute to a more human scale townscape and be in keeping with the style of frontages that appear along the main shopping frontages of Rye Lane, Peckham High Street and Evelina Road. Stretches of building frontages with no entrances or windows are strongly discouraged as they decrease the look and feel of the town centre. The design of shopfronts and other non-residential frontages, along with associated signage, is important to the character and appearance of commercial shopping streetscapes and requires careful consideration.
- 4.7.8 We already require the highest possible standards of design in the Core Strategy. This AAP needs to be in line with the Core Strategy. We also use the Southwark Design Review Panel to assess design quality, require design and access statements and encourage Building for Life Assessments, heritage impact assessments and archaeological desk-based assessments and evaluations, where necessary. Larger developments should consider the use of green walls and roofs to increase their energy efficiency, promote biodiversity in the town centre and create elements of visual interest within the wider public realm.

Policy 25: Building heights

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

- Requiring development to be similar to existing heights which in most of the action area is two to four storeys.
- Allowing a taller element (six to ten storeys) on sites where there is sufficient space to accommodate a tall building fronting generous public realm. These sites are gateways to the area and offer the opportunity to locate a landmark building that will create a new focus in the area. These sites are identified as the Aylesham Centre, the former Wooddene site, Copeland Road Industrial Park, Copeland Road car park and the Cinema and multi-storey car park site. Introducing a tall element on these sites can enhance the permeability and legibility of the townscape and will need to consider how they relate at ground level and their contribution to the skyline.
- Requiring proposals for tall buildings to demonstrate the suitability of their location, height and design on these sites through impact assessments. These should consider the building's immediate surroundings (including appropriate public realm provision), impact on heritage assets and their settings, local views, micro-climate and impact on pedestrian movement within the town centre.
- Taller buildings must consider their impact upon views and vistas in neighbouring conservation areas to ensure that they conserve and enhance these historic areas.

We are doing this because:

- 4.7.9 Most buildings in Peckham and Nunhead are between two and four storeys. Therefore we will require new development to be generally this height, in keeping with the surrounding area and context of lower public transport accessibility, considerable open space and urban and suburban character. New buildings in the action area should remain within the range of heights of surrounding development.
- 4.7.10 There are some taller buildings within some five and six storey towers together with taller buildings such as the twenty storey tower at Witcombe Point on Clayton Street. Our testing of building heights found that four areas within Peckham core action area could be suitable for a taller landmark building as set out in the policy. The most appropriate height range for these based on the character and context is between six and ten storeys.
- 4.7.11 Taller buildings allow the provision of more homes, shops, businesses and services without the need for open space or as much land to be developed. This increases the land available for public space. Taller buildings can act as landmarks identified with Peckham, gateways signalling arrival into the town centre and can help people find their way about. They can also act as identifiers for new routes through the town centre. Sites of landmark significance are located at the point where a number of important routes converge, where there is a concentration of activity and which is or will be the focus of views from several directions. Taller buildings are only appropriate in such locations where they signal Peckham town centre's role as a major town centre within the borough by reinforcing the characteristics associated with centres for retail and employment.

- 4.7.12 The development of taller buildings within the Peckham context is relative to the prevailing heights. Tall buildings are therefore considered to be between six and ten storeys as they are taller than the surrounding context but are still an appropriate scale within the town centre. Taller buildings can harm the character of areas if they are not well designed, where they are out of context or where they have not considered their impact on the surrounding area. Movement of residents, workers and visitors to and from such buildings impacts upon surrounding streets, public spaces and public transport. Tall buildings have a responsibility to contribute in a positive way to the overall character and functioning of Peckham.

Policy 26: Heritage

To strengthen the character of Peckham and Nunhead by:

- Conserving and enhancing the significance of Peckham and Nunhead's heritage assets, their settings and wider historic environment within and outside the conservation areas illustrated in figure 14. This includes considering the impact of development on the area's heritage assets and their settings such as conservation areas, listed buildings, locally listed buildings, archaeology and registered historic parks.
- Protecting buildings with local value by identifying these buildings on a "Local List". These buildings are identified because they make a positive contribution to the character or appearance of Peckham and Nunhead, due to their architectural or historic interest or because they form part of an interesting group. These proposals are shown on figure 16 and are listed in appendix C.

We are doing this because:

- 4.7.13 We already protect much of this historic place through conservation areas and archaeological priority zones as illustrated in figure 16. There are seven adopted conservation areas which cover approximately 15% of the action area as set out in table 2 and shown in figure 14. A small part of Sceaux Gardens conservation area also falls within the boundary of the AAP. The Peckham and Nunhead AAP needs to be in line with the protection set out in Core Strategy policy 12 and saved Southwark Plan policies on conservation areas and heritage. 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.
- 4.7.14 The council has worked with community groups to increase the protection of Peckham and Nunhead's heritage through the recent adoption of two new conservation areas. The recently adopted Rye Lane Peckham and Peckham Hill Street conservation areas ensure we will protect the valuable historic buildings on Rye Lane and Peckham Hill Street and their character whilst also facilitating new development. This will assist and guide those involved in development and change in the area. Rather than restricting development they will provide a clear indication of our approach to the preservation and enhancement of the special character. This is a similar approach to that successfully in Bermondsey Street conservation area in SE1.
- 4.7.15 Within Peckham and Nunhead there are some beautiful buildings from different periods with different architectural designs, some of which are listed. National guidance (Planning Policy Statement 5 and English Heritage's Good Practice Guide to Local Listing consultation draft [Feb 2011]) encourages us to locally list buildings based upon a suitable set of criteria. We have identified

buildings that meet these criteria to protect and enhance their local interest. This list is not exhaustive. Locally listed buildings are identified as having individual characteristics that contribute in a positive way to the character of an area or are of individual technical, cultural or aesthetic value. Their retention where possible helps to maintain the character of an area.

4.7.16 The Council values the heritage of Peckham and is currently applying for funding from the Townscape Heritage Initiative programme that will help deliver building repairs and improved spaces within the conservation areas. This bid will unlock funding to highlight the value of heritage assets and invest in repairs and architectural reinstatement of historic and listed buildings, support and extend recent public realm works to the north of Rye Lane and complement the proposed investment in a new square in front of Peckham Rye Station. We have also submitted bids for the Mayor's Outer London Fund for improvements to public space at the eastern end of Elm Grove and Holly Grove.

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 interest and they are classified in grades to show their relative importance. The grades are I, II* and II. Grade I buildings are of paramount importance to the nation and grade II* are of outstanding interest.

Fact box: Locally listed buildings

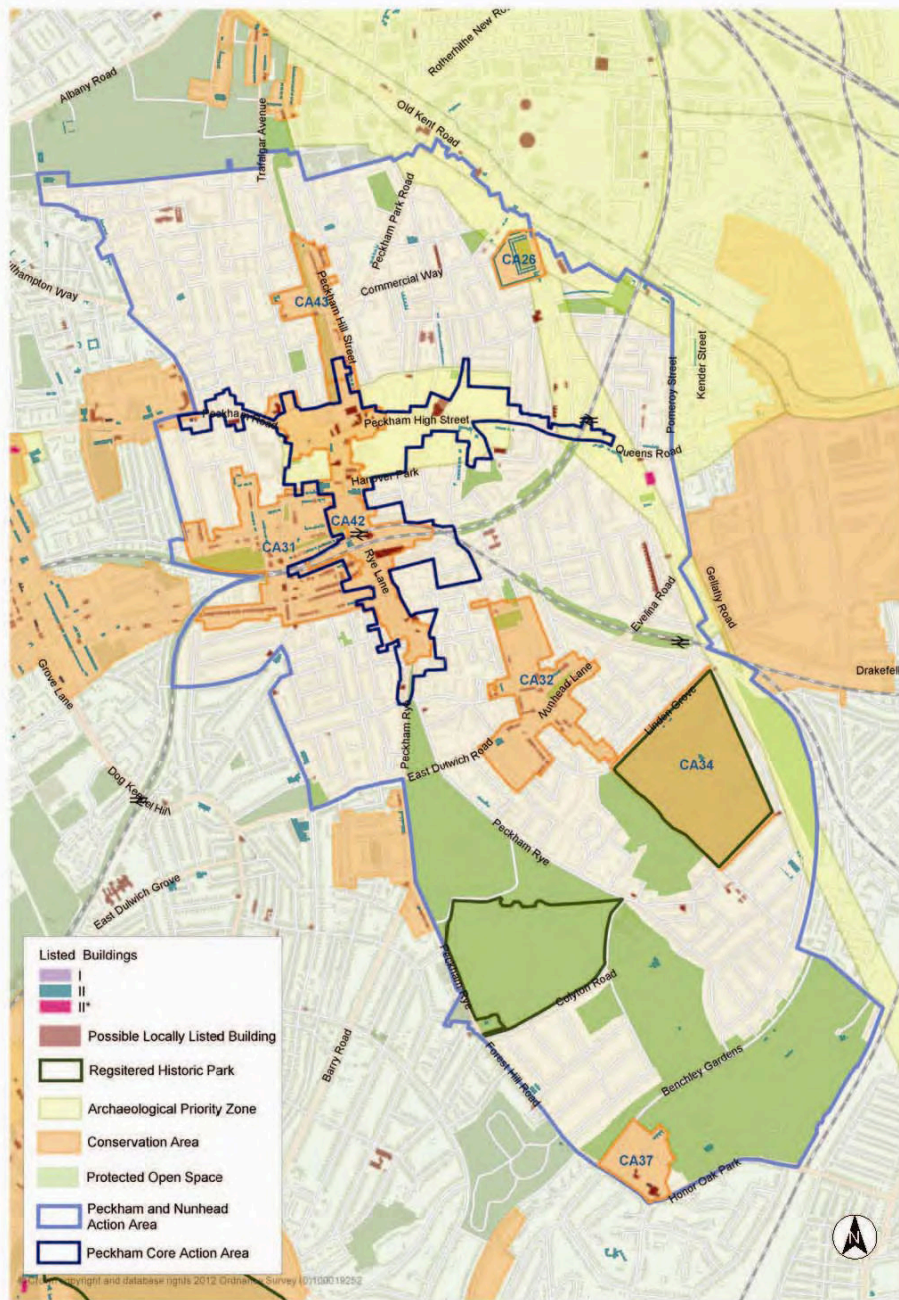
Planning Policy Statement 5 (PPS5) encourages local authorities to identify heritage assets with local significance which are not statutorily listed. English Heritage's *Good Practice Guidance for Local Listing* sets out best practice guidance for the criteria which can be used to identify these local 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
CA26	Caroline Gardens
CA31	Holly Grove
CA37	Honor Oak Rise
CA34	Nunhead Cemetery
CA32	Nunhead Green
CA42	Rye Lane Peckham
CA43	Peckham Hill Street

Figure 14: Heritage and conservation



5. Character areas in Peckham and Nunhead

5.1 Introduction

- 5.1.1 Peckham and Nunhead is made of a number of distinct places with different issues and opportunities. We have divided the action area up into smaller sub-areas based on their character, public transport accessibility and the amount of change likely to take place. This is shown in figure 15. The following section sets out our policies for each area which must be read alongside the area-wide policies in section 4.

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 on Peckham High Street and south east to include the area around the Transport for London bus garage. 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 (including Mothercare, Argos and Boots) but mostly shops selling day-to-day goods. The Aylesham centre to the north of Rye Lane is Peckham's largest indoor shopping centre, anchored by a Morrisons 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 on Rye Lane, the library and Peckham Pulse leisure. 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 the Copeland Road Industrial Park and the land between the railway arches there are a mixture of uses, including council housing offices, a gallery, churches, industrial uses and some underused and vacant buildings. Further east lies the TfL bus garage.

Figure 15: Peckham and Nunhead character areas

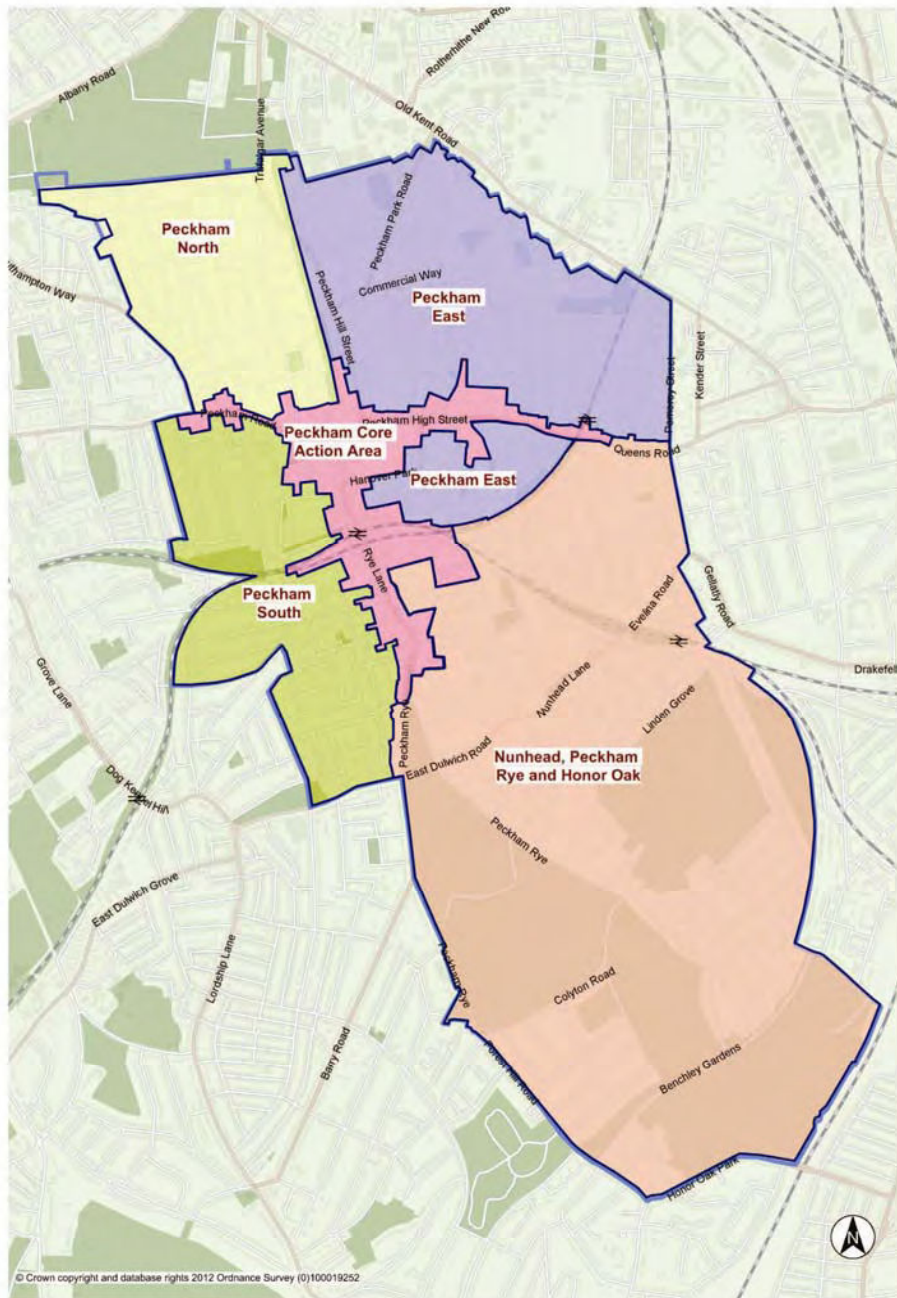
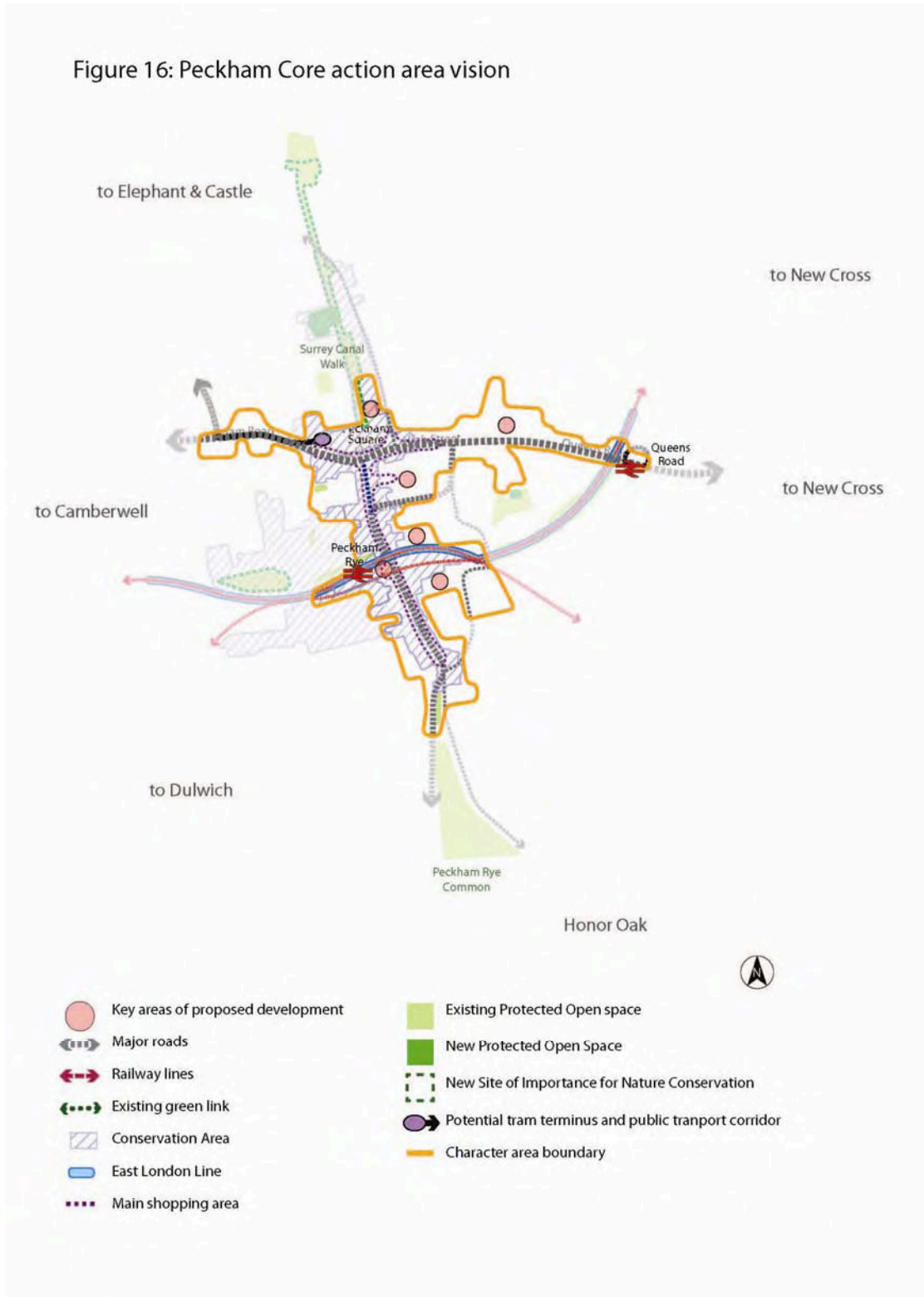


Figure 16: Peckham Core action area vision



5.2.5

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 uses, with town centre uses along the Peckham High Street section of the road 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, other A use classes including a dental surgery, an elderly person's day centre and some new office buildings opposite Queens Road station, one of which will be occupied by Southwark Council officers in 2012. There is also some residential use along the south side of Queens Road, both existing housing estates and a new development under construction. The vacant former Wooddene Estate on the north of Queens Road currently creates a major gap in Queens Road frontage. It is a busy road, dominated by traffic and currently not inviting to pedestrians and cyclists.

- 5.2.6 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 is limited need for people to visit Peckham in the evening. Many of the upper floors along Rye Lane and Peckham High Street are vacant.
- 5.2.7 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 have recently been designated as conservation areas, and Holly Grove conservation area borders Peckham core action area to the west of Rye Lane towards Bellenden Road.
- 5.2.8 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.
- 5.2.9 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 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.
- 5.2.10 Peckham continued to prosper as a shopping centre in the early 20th century, with a number of arcades and covered markets being built, some of which can still be seen today.
- 5.2.11 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 the character of the area. 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 the TfL garage area 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 storeys building height. 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 towards Queens Road station 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. There are many opportunities to improve the character of the core action area. 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.
- 5.2.17 There are a number of large development sites offering huge 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 Road Industrial Park and Eagle Wharf have the potential to dramatically improve Peckham town centre, increasing the retail offer and providing a range of uses including community, leisure and housing.
- 5.2.18 There is also much potential for new housing in Peckham core action area, taking advantage of the increased transport links with the opening of the Overground extension at Queens Road and Peckham Rye stations in late 2012. The former Wooddene estate will provide in excess of 300 new homes, and other smaller sites such as Copeland Road car park and the Woods Road site have capacity to provide more new homes. We expect more people to live in Peckham town centre and the core action area.
- 5.2.19 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 Road Industrial Park and the land between the railway arches is key to improve linkages with Rye Lane and in creating an alternative north-south route to Rye Lane. Opportunities to improve the look and feel of Queens Road should be maximised, especially as part of the former Wooddene development, to help 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

- Additional retail use, including Classes A1, A2, A3 and A4 will be supported in the town centre in accordance with policy 1 and policy 3.
- We will maintain the status of the following shopping parades as “protected shopping frontages”:
 - Peckham town centre.
 - Rye Lane
 - Peckham High Street
 - Blenheim Grove
 - Queens Road
- We will encourage the provision of small scale shops on the former Wooddene Estate.
- Additional floorspace for arts/cultural/leisure/entertainment will be encouraged on the sites identified in policy 2. A cinema should be retained in Peckham core action area.
- The proportion of hot food takeaways (A5 Class Use) will not be allowed to rise above 5% in the Peckham town centre protected shopping frontages.
- We will support the provision of new business floorspace. Most of this will be on the following sites:
 - Copeland Road Industrial Park (site PNAAP 4)
 - Peckham Rye Station (site PNAAP 6)
 - Cinema/multi storey car park site (site PNAAP 3)
 - Land between the railway arches (site PNAAP 2)
- Existing business floorspace should be retained in the town centre unless replaced by an alternative town centre use.
- We will support the locating of community facilities in Peckham core action area.
- Residential use will be supported in Peckham core action area, including in the vacant floors above shops units in Peckham town centre, in accordance with the criteria in policy 1.
- All development should provide active frontages where possible.

We are doing this because

- 5.2.20 Most of the change will take place in Peckham core action area, with 25 of the 32 proposals sites lying within the core action area.
- 5.2.21 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.

- 5.2.22 Encouraging more A (A1/A2/A3/A4) and D use, including retail, cafes, restaurants, arts, cultural, leisure, entertainment and community facilities will help regenerate Peckham town centre, providing attractions for everyone to enjoy. Encouraging new and protecting existing business space will help provide employment opportunities for local people. We think that there is capacity for an additional 8,000sqm of business floorspace in the town centre. We have identified development opportunity sites where there could be more or improved business space. At the next stage of consultation we will set out more information on how much business space we think these sites could deliver.
- 5.2.23 Encouraging more residential use will not only help to meet our housing need, but also create a more lively Peckham core action area, which will be used at all times of the day.

Policy 28: Transport and movement

Active travel

- Opportunities to improve pedestrian and cycle routes should focus on enhancing the links to schools, the stations and Nunhead local centre.
- We will work with partners to deliver the Cycle Superhighway along Queens Road.

Public transport

- Our key priorities for public transport are set out in policy 12.

Car parking

- We will encourage residential development to be car free, aside from the required provision of parking for disabled persons and car club spaces.
- We will 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

- 5.2.24 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 that many people travel to on a regular basis. 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 safer. Queens Road also creates problems for cyclist as it is a busy and fast main road. East-west links along Queens Road (A202) will be improved with the introduction of the Cycle Superhighway planned for launch in 2013.
- 5.2.25 As shown on figure 4, 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:

- Improving the quality and use of existing public spaces such as Moncrieff place, the eastern end of Holly Grove and Elm Grove, Queens Road Station and Peckham Square.
- Creating new public spaces in development sites such as the proposed new square outside Peckham Rye Station (site PNAAP 6) and public spaces within the Copeland Road Industrial Park (site PNAAP 4), the cinema and multi-storey carpark (site PNAAP 2), the Aylesham centre (site PNAAP 1) and the land between the railway arches (site PNAAP 2).
- Creating a network of pedestrian links through new development blocks to link Rye Lane to new public spaces and developing a pedestrian scale in the town centre.
- Increasing east-west movement through the town centre by creating new pedestrian links and public spaces and improving existing ones.
- 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.
- Enhancing the visual connection between Rye Lane, Surrey Canal Walk and Peckham Square.
- Improving tree planting along arterial roads such as Peckham Road/ Queens Road and the southern end of Rye Lane, where appropriate.

Built Form

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

- Requiring mixed uses, active frontages and improvements to shop frontages along Rye Lane and Peckham High Street.
- 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 in the area, provides new links to key roads and improves east-west pedestrian connections.
- Requiring new building design to be sympathetic to existing characteristics of the conservation areas. Modern design is not necessarily precluded from this.
- Requiring buildings to provide a strong edge by fronting directly onto main roads. On Rye Lane and Peckham High Street, any new frontages should retain the regularity of frontages and building entrances, to ensure the town centre retains a consistent character. Larger footprint retail outlets can be located behind the street façade.
- Requiring service and utility areas to be located away from street frontages.
- Requiring the redevelopment of the former Wooddene site (site PNAAP 5) to provide mixed uses and active frontages along parts of Queens Road
- Ensuring that the design of new or refurbished shopfronts considers the policies set out in policy 24 and relevant guidance in the Rye Lane Peckham conservation area appraisal.

We are doing this because

- 5.2.26 There are huge opportunities to improve the core action area's public realm. 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 small plaza outside the PeckhamPlex cinema on Moncrieff Place lies at the heart of the town centre but does not provide an attractive public space and aside from its temporary market stalls fronting Rye Lane, the space is underused.
- 5.2.27 The number of large development sites in the town centre and Peckham core action area provides the opportunity for a range of new public spaces of various sizes. Redevelopment of the Aylesham Centre, cinema and multi-storey car park and Copeland Road Industrial Park will provide a range of new developments fronting and activating public spaces. Their locations off Rye Lane offer the opportunity to extend pedestrian movement east and west through the town centre, relieving congestion along Rye Lane.
- 5.2.28 Rye Lane's street frontage is 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. The designation of the Rye Lane Conservation area supports this desire to improve the look of Rye Lane and surrounding streets.
- 5.2.29 We have identified public spaces within the town centre as needing improvements and have submitted a bid for the Mayor's Outer London Fund for improvements to public space at the eastern end of Elm and Holly Grove. We are also working with Network Rail and the Greater London Authority to open up the space in front of Peckham Rye Station to create a new public square in the heart of Peckham. See appendix B for more information.
- 5.2.30 Through section 106 planning obligations and/or the Community Infrastructure Levy (CIL) developments will contribute to improvements to the public realm around new development. Further information on section 106 and CIL is provided in the fact box in section 7.

Policy 30: Natural environment

Development should 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 and so it is important the opportunities to improve links with the many open spaces outside the core action area are maximised.

5.3 Nunhead, Peckham Rye and Honor Oak

Figure17: Nunhead, Peckham Rye and Honor Oak vision



Character

- 5.3.1 Nunhead, Peckham Rye and Honor Oak character area lies to the south 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 draft Dulwich supplementary planning document, which is currently out for consultation.
- 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 also provide for day-to-day needs along Cheltenham Road in the centre of the character area, just south of Peckham Rye Park, along a protected shopping frontage at the intersection of Forest Hill Road, Colyton Road and Dunstan Road, and along the protected shopping frontage at (Barry Parade), Barry Road, on the edge of the character area.
- 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 to much of the character area 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 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 across the whole character area, with terraced streets in most of the character, large Victorian villas along Peckham Rye and some larger semi and detached homes in the south of the character area.
- 5.3.6 There are some taller buildings scattered throughout the character area 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 12). Areas within the urban density level 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 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.
- 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 B.
- Site PNAAP 30 – 151-161 Gordon Road
 - Site PNAAP 31 – 107-119 & 122-148 Ivydale Road
 - Site PNAAP 32 – Bredinghurst School
- 5.3.9 There are also two key larger 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.

Policies

Policy 31: Land use

- Additional residential use will be supported.
- Within Nunhead local centre additional retail and business use will be supported.
- We will maintain 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
- We will protect the local shops along Cheltenham Road.
- We will amend the boundary of Nunhead local centre to correspond with the boundary of the protected shopping frontages.
- Within Nunhead local centre we will make sure that the proportion of takeaways (A5 Use) does not rise above 5% of the protected shopping frontages.
- Within the character area, back-land development is generally not considered to be suitable due to the character of the area. 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

- 5.3.11 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 residents, particularly in the south of the character area to enjoy.
- 5.3.12 The rest of the character area is predominantly residential and protected open space. Further residential 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 will amend the proposals map to adjust the boundary of Nunhead local centre with the boundary of the protected shopping frontage, as extended through the Core Strategy. This boundary change is shown in the schedule of changes to the proposals map.
- 5.3.14 Back-land development sites are those located predominantly to the rear of existing buildings. 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 32: Transport and movement

Active travel

- Opportunities to improve pedestrian and cycle routes should focus on enhancing the links to Peckham town centre, to schools and to Nunhead station.

Road network improvements

- We are looking at:

-Improving the operation of the junction of Peckham Rye/East Dulwich Road including providing more time for right-turning vehicles.

Car parking

As shown in figure 12, parts of the character area falls within the urban zone, and parts of the character area falls within the suburban zone. We will:

- 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.
- 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.

Policy 33: Built environment: Public realm and built form**Public Realm**

Development should:

- 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.
- Relate to existing building heights which are predominantly 2 to 4 storeys.
- Ensure that the design of new or refurbished shopfronts in Nunhead local centre considers the policies set out in policy 24.

Development around Nunhead Green on sites PNAAP 11 and PNAAP 12 should reinforce the existing streetscape and character of the Green by highlighting the corner on the west end to the Green, creating a unified frontage and sense of enclosure.

We are doing this because

- 5.3.15 Improving these linkages 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 Residents have commented that they would like to see improvements to the junction of Peckham Rye/East Dulwich Road. In line with policy 13, we will work with TfL and other partners to manage traffic movement and congestion and to improve accessibility and safety for all.
- 5.3.17 Figure 4 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.
- 5.3.18 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. We have also been awarded some funding from the Mayor's Outer London Fund for improvements to shopfronts in Nunhead local centre. Further detail will be set out at the next stage within the infrastructure and implementation plan.
- 5.3.19 The Nunhead, Peckham Rye and Honor Oak area is characterised by predominately residential development of two to four storeys in height. The two developments at Nunhead Green should help enhance the character of the 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.

Policy 34: Natural environment

We will protect additional open space at Brayards Green and the Buchan Hall sports pitches on Buchan Road as set out on figure 13 and in the schedule of changes to the proposals map.

We will amend the boundaries of Peckham Rye Common and Peckham Rye Park boundary to mark the distinction between the two parts of Peckham Rye. We will also amend its boundary to include two small parts of Peckham Rye Park and Common as protected open space, south-west of its current boundary. We will protect these two additional parts of Peckham Rye Park and Peckham Rye Common as Sites of Importance for Nature Conservation, as set out in figure 13 and the schedule of changes to the proposals map.

We will amend the boundary for Harris Girls Academy, East Dulwich (Formerly Waverly School) and Aquarius Golf Course boundary. These changes are set out in the schedule of changes to the proposals map.

We are doing this because

- 5.3.20 The open space contributes greatly to this character area. These additional spaces at Brayards Green and Buchan Hall sport pitches should be conserved and enhanced to ensure the character of the area and the amenity space they provide for the whole action area is retained. They meet the criteria for Other Open Space, in accordance with saved Southwark Plan policy 3.27.
- 5.3.21 We are also proposing two changes to existing open spaces in the character area. We are showing the distinction between Peckham Rye Common and Peckham Rye Park as part of Peckham Rye, and amending the name to include both Common and Park. We are also protecting two small parts of Peckham Rye Park and Peckham Rye Common which historically form part of Peckham Rye but are currently not protected as open space. These parts of Peckham Rye will be protected as Metropolitan Open Land alongside the rest of Peckham Rye Common and Peckham Rye Park. We will also protect these two sections as Sites of Importance for Nature Conservation, alongside the rest of Peckham Rye Common and Peckham Rye Park.
- 5.3.22 We are amending the boundary of the Harris Girls Academy, East Dulwich (formerly Waverly School) to incorporate part of the Aquarius Golf Course boundary. This will not result in any additional protected open space, just a change in the boundary between the two protected spaces.
- 5.3.23 These changes are shown in detail in the schedule of proposed changes to the proposals map.

5.4 Peckham South

Figure 18: Peckham South vision



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 and either side of the raised tracks.
- 5.4.2 The rest of the character area is mainly residential consisting of attractive, Victorian terraces and villas, with some later infill development including a housing estate off Grummant Road to the north. There are a wide variety of houses, architectural styles and streetscapes, including a number of listed and possible locally listed buildings. 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 The key opportunity for the Peckham South character area is to continue to protect and enhance its character, including 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 possibility 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 should 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

- Additional residential uses will be supported.
- We will maintain 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.
 - Bellenden Road
 - East Dulwich Road

- We will protect the Print Village on Chadwick Road for employment uses. Any redevelopment of this site will require replacement of business space.
- We will support a range of uses in the railway arches including small business space, light industrial uses and appropriate A or D use classes.
- Within the character area, back-land development is generally not considered to be suitable due to the character of the area. 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

- 5.4.7 We want to maintain the predominantly residential character of the area and will encourage development that respects the setting and surroundings.
- 5.4.8 The shops along Bellenden Road and East Dulwich Road provide important day-to-day convenience facilities for local people. We will continue to promote the provision of a mix of retail units in these two streets.
- 5.4.9 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.
- 5.4.10 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.
- 5.4.11 Back-land development sites are those located predominantly to the rear of existing buildings. 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 36: Transport and movement

Active travel

- Opportunities to improve pedestrian and cycle routes should focus on enhancing links to Peckham Rye Station, schools and the open spaces including Peckham Rye Park and Peckham Rye Common.

Road network improvements

- Reviewing the operation of the two one-way systems in the Bellenden area together with restrictions on access to Rye Lane.

Car parking

- Peckham South lies within the urban zone. We will 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.

We are doing this because

- 5.4.12 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.
- 5.4.13 Residents have commented that they would like improvements to the one-way systems in the Bellenden area. In line with policy 13, this will help us, in conjunction with TfL and other partners to manage traffic movement and congestion to improve accessibility and safety for all.
- 5.4.14 Figure 4 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 12.

Policy 37: Built environment

Public Realm

Development should:

- Improve public realm at the western end of Holly Grove, linking across Lyndhurst Way to Warwick Gardens.
- Retain and improve street trees to link Holly Grove open space to Warwick Gardens.

We are doing this because

- 5.4.15 The town centre currently has limited access to good quality open space and with no protected open spaces in the action area core, residents living in Peckham core action area 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 shrubbery 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.

Policy 38: Natural environment

We will protect Warwick Gardens as a Site of Importance for Nature Conservation (SINC), as set out in figure 13 and the schedule of changes to the proposals map.

We will protect additional open space at Lyndhurst Square.

We are also amending the names of two protected open spaces on the proposals map. These changes are set out on the schedule of proposed changes to the proposals map

We are doing this because

- 5.4.16 Open spaces are important to the character of the area, giving it a green feel. Warwick Gardens is particularly important for nature conservation due to its wildlife and biodiversity value. It is already protected open space, and designating it as a SINC will add further protection to ensure that its special nature conservation value is not damaged.
- 5.4.17 Through consultation and our Open Spaces Strategy we have identified the need to protect the open space at Lyndhurst Square as other open space to ensure adequate open space for local residents.
- 5.4.18 We are also proposing to factually amend the names of two existing protected open spaces, as shown in our schedule of proposed changes to the proposals map. OS 106 will be named Bellenden Road Tree Nursery (previously named North House Community Garden). OS112 will be named Highshore Open Space (previously named Bellenden Road Tree Nursery).

5.5 Peckham north**Character**

- 5.5.1 This area 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 of the character area. A small number of historic buildings remain in the area and some of these are listed including St Luke's Church and the former St Luke's Church School in the centre of the area as well as a listed terrace on Newent Close on the north eastern boundary of the area.
- 5.5.2 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.
- 5.5.3 The area is not served very well by public transport, as shown on figure 4. 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 19: Peckham North vision



Opportunities

5.5.4 The main opportunities in this character area are small scale residential developments as a large proportion of the area has already been redeveloped. Two major sites have been identified for development, set out in section 6 and appendix B:

- Cator Street / Commercial Way. This includes 3 large sites along commercial way. Opportunities at each site to include residential (C3) use as well as community/leisure/cultural (D1) uses. We estimate that there is capacity for approximately 270 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 (C3) as well as business use (B8) potentially. Any development on this site should improve the streetscape, particularly the frontage onto Sumner Road.

5.5.5 There is also an opportunity to encourage some retail uses along Commercial Way. There are currently very few shops in the area and residents have commented that they would like more local shops to serve the new homes.

5.5.6 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 now have the opportunity to designate these open spaces to protect them from unsuitable development and formally recognise their importance in this AAP.

Policies

Policy 39: Land use

- Additional residential uses will be supported.
- We will protect the shops along Commercial Way.
- We encourage the further provision of small scale shops along Commercial Way.

We are doing this because

5.5.7 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 improve help meet residents day-to-day needs.

Policy 40: Transport and movement

Active travel

- Opportunities to improve pedestrian and cycle routes should focus on enhancing the links to Peckham town centre, Peckham Rye and Queens Road stations, schools and open spaces including Burgess Park.

Public transport

- Improving public transport links and supporting the provision of a Cross River Tram or similar to run through the area and terminate in Peckham town centre.

Car parking

- Peckham north lies within the urban zone. We will 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.

We are doing this because

- 5.5.8 We encourage active travel and be maximising opportunities to improve links between these important areas, it will be easier for residents to walk and cycle between these key destinations.
- 5.5.9 Whilst Peckham core action area is highly accessible, as shown in figure 4, 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, which goes through the character area in the Core Strategy.
- 5.5.10 Due to its lower levels of public transport accessibility, we allow a higher level of car parking than in Peckham core action area.

Policy 41: Natural environment

- We will protect additional open spaces at:
 - Calypso Gardens
 - Central Venture Park
 - Jowett Street Park

We will protect the Surrey Canal Walk as a Site of Nature Conservation Importance (SINC).

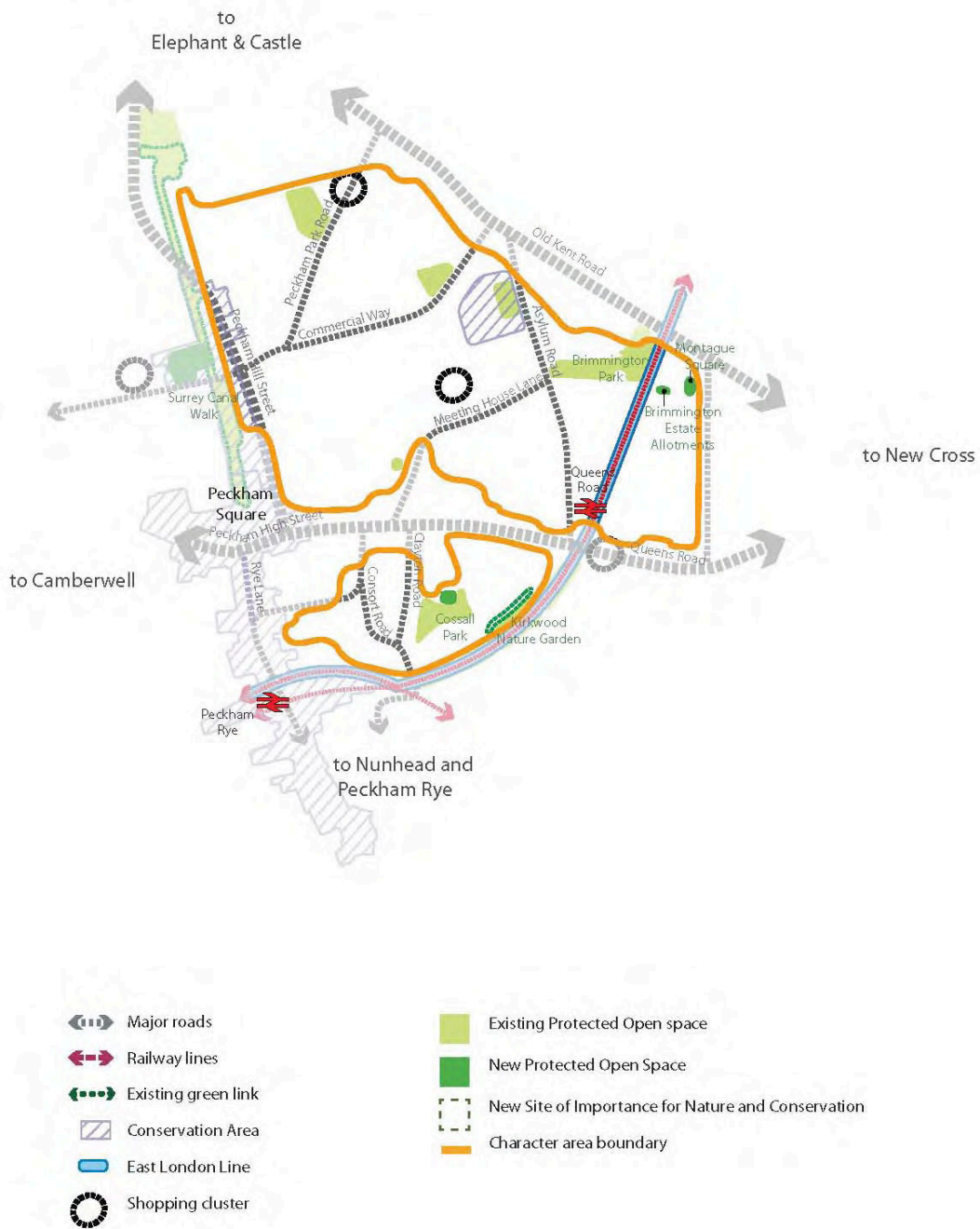
These changes are set out in figure 13 and the schedule of changes to the proposals map.

We are doing this because

- 5.5.11 A number of open spaces in the character area have been completed since the adoption of the Southwark Plan in 2007, so are currently not protected as open spaces under Southwark Plan and Core Strategy policies. We have identified that Calypso Gardens, Central Venture Park and Jowett Street Park should be protected as Other Open Space, in accordance with Southwark Plan and Core Strategy policies. They boost local wildlife and provide the local community with valuable space to play and relax, so should be formally designated and protected in the same way as other open spaces in the area.
- 5.5.12 Surrey Canal Walk is particularly important for nature conservation due to its wildlife and biodiversity value. Designating this open space as a SINC through this AAP will mean that its special nature conservation value is not damaged.

5.6 Peckham East

Figure 20: Peckham East vision



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 handful of retail frontages 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 WWII estates to the twenty storey tower at Witcombe Point on Clayton Street. Estates in the area include the 1920s London County Council estate, the 4-5 storey 1930s estates on Green Hundred Road, the medium rise and tower blocks of Commercial Way/Consort Road and the large low rise blocks of Meeting House Lane. There are a number of listed buildings in the area, including the Almshouses on Asylum Road, Clifton Terrace, several houses on Peckham Hill Street and the former St. Luke's Church of England Primary School. 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.
- 5.6.3 The South London Railway embankments and the Queens Road/A202 both form physical barriers in the areas, 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 the Queens Road, around Cossall Park, the historic street pattern has not been retained to the same extent.
- 5.6.4 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

- 5.6.5 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 with other opportunities relating to improving the streetscape, 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 Woodene Estate (PNAAP 5), better links to the Acorn Estate and plans to improve Queens Road Station.
- 5.6.6 There are opportunities for small scale housing developments, including the Council Own Build Scheme on the garages and nursery site, Lindley Estate

on Peckham Park Road. The scheme is for 16 residential units and is due for completion within the next 2 years.

- 5.6.7 The redevelopment of the Woods Road site (PNAAP 15) will allow land previously annexed to the school to be returned to Cossall park and become protected open space.

Policies

Policy 42: Land use

- Additional residential use will be supported.
- We will maintain the status of Peckham Park Road shopping parade as a “protected shopping frontage”. We will support the provision of small scales shops, cafes and restaurants within this protected shopping frontage.
- We will continue to protect the small parade of shops on Meeting House Lane.

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 in the area 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 43: Transport and movement

Active travel

- Opportunities to improve pedestrian and cycle routes should focus on enhancing links to Queens Road Station, Peckham town centre, the shops on Old Kent Road and schools.

Car parking

- Peckham East lies within the urban zone. We will 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.

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 4 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 44: Natural environment

We will protect additional open space at Brimington Estate Allotments and Montague Square.

We will also amend the boundary of Nunhead Railway Embankments and Kirkwood Road Nature Garden Site of Importance for Nature Conservation to protect an additional section as a Site of Importance for Nature Conservation at the Kirkwood Road Nature Garden.

We will reintegrate the northern section of Cossall Park (part of the Woods Road site, site PNAAP 15) to the existing protected open space.

These changes are set out in figure 13 and the schedule of changes to the proposals map.

We are doing this because

- 5.6.11 Open spaces in this area are particularly important because of the number of people living here. Through consultation and our Open Spaces Strategy we have identified the need to protect Brimington Allotments and Montague Square as Other Open Space to ensure adequate open space for local residents.
- 5.6.12 We are proposing to designate the Kirkwood Road Nature Garden section of the Nunhead Railway Embankments and Kirkwood Road Nature Garden open space as a Site of Importance for Nature Conservation due to its wildlife and biodiversity value. The rest of the open space is already protected as a Site of Importance for Nature Conservation.
- 5.6.13 We will also reintegrate the northern section of Cossall Park with the rest of Cossall Park, as Borough Open Land. Part of this park was previously annexed to the Tuke School which has now moved to Daniel Gardens, north Peckham. As part of the redevelopment of the Woods Road site, we will restore the original boundaries of Cossall Park to return this section of the school playground to the park. This will protect it from future development. Further guidance is set out in section 6 on site PNAAP 15.

6. SITES IN PECKHAM AND NUNHEAD

6.1 Introduction

6.1.1 This section explains our approach to specific sites. We set out the new proposal sites we are looking to designate and the changes we are making to the existing Southwark Plan proposals sites designations.

6.2 Proposals sites

Policy 45: Proposals sites

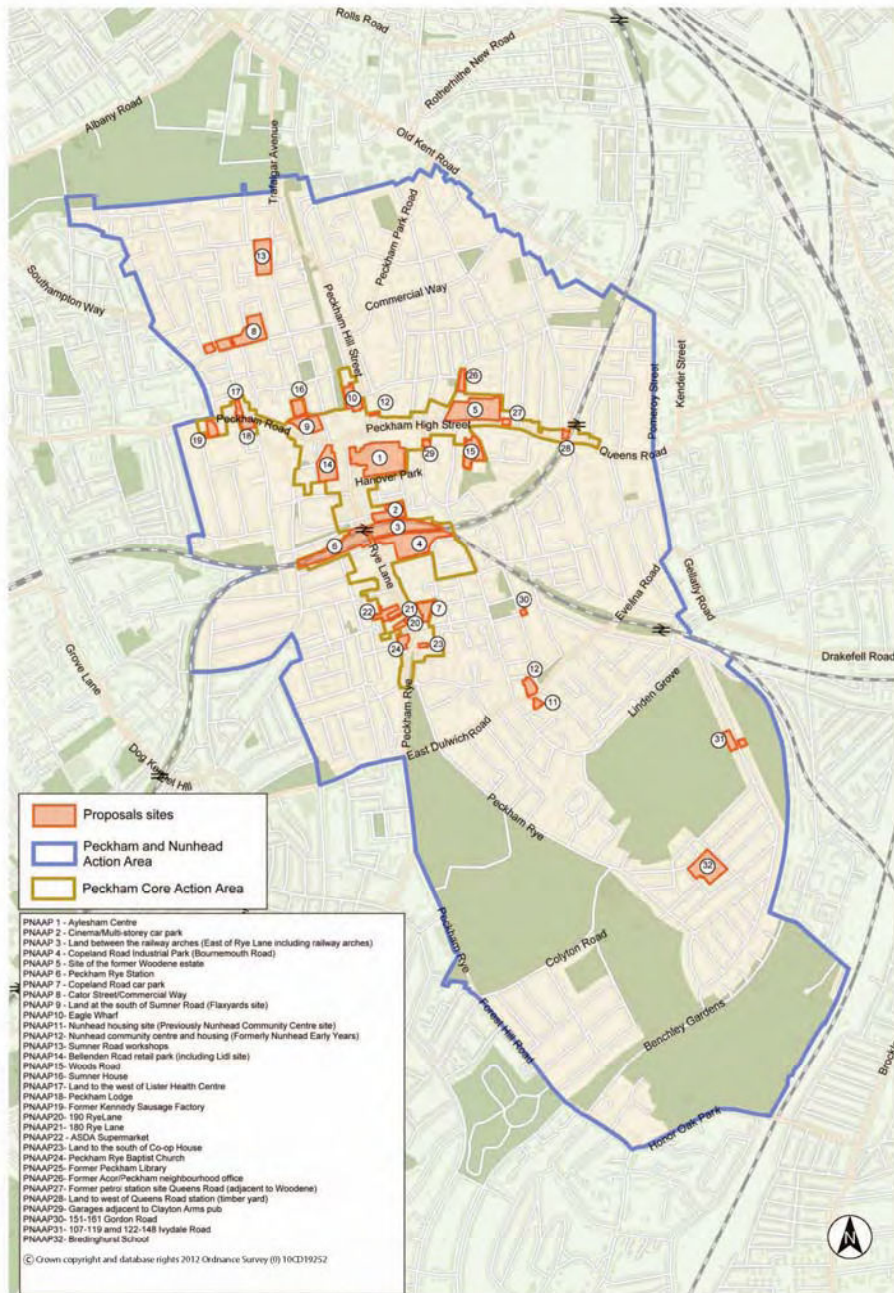
Proposals sites will be designated on the Proposals Map. Planning permission will be granted for proposals in accordance with the Proposals Map and Schedule of Proposals Sites.

- 6.2.1 The Southwark Plan proposals map allocated development sites for particular land uses and indicative development capacities.
- 6.2.2 We are designating new and amending 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. Table 3 sets out whether we are proposing to save or replace each of the existing Southwark Plan proposals sites.
- 6.2.3 Our schedule of proposed changes to the proposals map sets out the new proposals sites designations and amendments to existing proposals sites designations. Figure 21 illustrates the proposals sites.
- 6.2.4 For each site we are out the required uses, as well as other uses which would be acceptable, provided the required use is also delivered. We have estimated residential capacities which are mostly based on our capacity studies. At the next stage of consultation we will set out estimated capacities for non-residential uses also. Where we have planning permissions we have used these capacities. The estimates of capacities should not be interpreted as targets as the exact capacity will depend on the mix of uses and the amount of non-residential use, and compliance with other policies such as design policies. In deciding applications on proposals sites, we will take into account policies in the AAP, our Core Strategy, the saved Southwark Plan, forthcoming Development Management DPD and other documents in our development plan and the local development framework.
- 6.2.5 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 guidance 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 and development management process

Table 3: Southwark Plan proposals sites

Southwark Plan proposals 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.
61P	Oliver Goldsmith School Extension	Yes	No. This site has been built.
62P	Cator Street, Commercial Way	Yes	This is now site PNAAP 8.
63P	Sumner House	Yes	This is now site PNAAP 16
64P	Flaxyards Site, 1-51 Peckham High Street	Yes	This is now site PNAAP 9
65P	Peckham Wharf, Peckham Hill Street	Yes	This is now site 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 now site PNAAP 6.
69P	Cinema Site and multi-storey car park, Moncrieff Street	Yes	This is now site PNAAP 2
70P	Tuke School and 2 Wood's Road	Yes	This is now site PNAAP 15
71P	Copeland Road bus garage, 117-149 Rye Lane, 1-27 Bournemouth Road, 133-151 Copeland Road	No	This is now site PNAAP 4.
72P	Copeland Road car park and site on corner of Copeland Road and Rye Lane	Yes	This is now site PNAAP 7.

Figure 21: Proposal sites



7. DELIVERING: WORKING TOGETHER TO MAKE IT HAPPEN

7.1 Introduction

7.1.2 This section sets out how we will deliver the vision, objectives and policies in the AAP. We will set out more detail at the next stage of consultation.

7.2 Progressing committed developments

7.2.1 We are not starting from scratch. 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.

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

- Improving Peckham Rye Station and its forecourt. The Greater London Authority and Southwark Council have both committed money to this project, as set out in appendix B under site PNAAP 6.
- The East London line extension phase 2 is a committed project and will be part of the London Overground Network, connecting services between Surrey Quays and Clapham Junction. Services will stop at Queens Road and Peckham Rye stations, increasing the public transport services in the Peckham and Nunhead area. Work is currently underway on this line and service will be operating in late 2012.
- Working with Transport for London to deliver the Cycle Superhighway along Queens Road.
- 1,525 new homes have been built over the past five years, including large schemes at Castle House, Sumner Road (102 new homes) and Peckham Grove (110 new homes), with a further 438 homes with planning permission, of which 258 are under construction.
- 854 affordable homes have been built over the past five years, with a further 204 with planning permission, of which 138 are under construction.
- We are also delivering two Council Own Build Schemes, with 16 units under construction at Lindley Garages and Nursery on the Lindley Estate, Peckham Park Road and 3 units on the Brayards Estate.
- Improvements to Nunhead local centre shop fronts at Gibbon Road through funding secured through the 'Improving Local Retail Environments Programme' (ILRE)
- Rye Lane Peckham and Peckham Hill conservation areas were adopted in October 2011. These will ensure we protect the valuable historic buildings whilst also facilitating new development.
- Opening the new Tuke School at Daniels Gardens in September 2010.
- Investment in active play facilities across Peckham and Nunhead. Improvements at Central Venture Park, St Mary Frobisher and Brimington Park have all been completed. The main development of the Peckham Rye Adventure Playground has recently been completed and some additional work will be completed by Easter 2012. At Leyton

Square Adventure Playground a new play building has been built and the outdoor area is to be refurbished during 2012.

- Investment to improve Peckham Rye including a new play area, a new One'OClock club and the resurfacing of two football pitches
- Providing a new community centre in Nunhead. A planning permission will be submitted in 2012.

7.3 Bringing forward our own sites for development

7.3.1 We have a strong history of developing our own land in Peckham and Nunhead, with key projects 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 B sets out the proposals sites we own sites. These sites have the potential to stimulate investment from other developers and act as the catalyst for regeneration in Peckham and Nunhead. The proposals sites include:

- The former Wooddene Estate (PNAAP 5).
- Eagle Wharf (PNAAP 10).
- Woods Road (PNAAP 15).
- Copeland Road car park (PNAAP 7).
- Cinema/multi-storey car park (PNAAP 2).
- Nunhead housing site (previously Nunhead community centre) (PNAAP 11)
- Nunhead community centre and housing (formerly Nunhead Early Years Centre) (PNAAP12).

7.4 Partnership working

7.4.1 We cannot deliver the vision and objectives for Peckham and Nunhead alone.

7.4.2 We have consulted extensively on the AAP so far and it is essential that we continue to involve as many local groups and individuals as possible in the preparation of the AAP. Our Statement of Community Involvement (2008) sets out how and when we will involve the community 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 summaries of the responses we have received on the AAP.

7.4.3 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. We will continue to engage with the community to ensure the final AAP reflects their needs.

7.4.4 We do not own all 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.

- 7.4.5 We also work with registered providers and the Homes and Communities Agency to deliver more affordable housing. Through regular engagement meetings such as Southwark Housing Association Groups (SOUHAG) as well as direct contact with our housing team, registered providers have delivered over 854 affordable homes in the past five years and will continue to deliver more homes in the future.
- 7.4.6 We are working closely with other 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 Infrastructure plan

- 7.5.1 Over the course of the next 15 years we expect over 2000 new homes to be built in Peckham and Nunhead and increased amounts of retail, cultural and business space. Existing infrastructure will need to be improved and new infrastructure provided to cope with the additional population and visitors.
- 7.5.2 We already have plans and funding for some of these infrastructure projects such as the extension to the Overground but for other projects we need to carry out more work to assess the needs of Peckham and Nunhead and how this will be funded.
- 7.5.3 At the next stage of consultation in September 2012 we will set out a schedule of new or improved infrastructure proposals, funding mechanisms and timings.

7.6 Section 106 planning obligations and Community Infrastructure Levy

Policy 46: Section 106 planning obligations and Community Infrastructure Levy

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

- 7.6.1 Section 106 planning obligations are used to ensure the delivery of key infrastructure and to mitigate the impact of development. We have an adopted planning obligations supplementary planning document which explains our approach to section 106 in more detail.
- 7.6.2 Later this year we will carry out the first stage of consultation on our Community Infrastructure Levy (CIL). We will provide more detail on our approach and how it links with the AAP at the next stage next of consultation on the AAP.

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

7.7 Regularly reviewing progress

7.7.1 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.

7.7.2 At next stage of consultation we will set out a monitoring framework. This will set out indicators to monitor the success of our policies in meeting in the objectives set out in section 2. We will record this information every year in our annual monitoring report.

Appendices

Appendix A: Relationship between the AAP, the Core Strategy, saved Southwark Plan policies, Southwark's supplementary planning documents and the London Plan

Peckham and Nunhead AAP Preferred Option Policies (2012)	Core Strategy Policies (2011)	Saved Southwark Plan Policies (2007)	Southwark's Supplementary Planning Documents (SPD)	London Plan Policies (2011)
Policy 1 - Town centre	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 4.6 – Support for and enhancement of arts, culture, sport and entertainment provision
		Policy 3.14 – Designing out crime		
Policy 5.1 – Locating developments				
Policy 3 - Local shops and services	Strategic policy 3 – Shopping, entertainment and leisure	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 –		

Peckham and Nunhead AAP Preferred Option Policies (2012)	Core Strategy Policies (2011)	Saved Southwark Plan Policies (2007)	Southwark's Supplementary Planning Documents (SPD)	London Plan Policies (2011)
		Small scale shops and services outside town and local centres and protected shopping frontages		Small shops
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 4.4 - Managing industrial land and premises
Policy 7 - Community facilities	Strategic policy 4 – Places for learning, enjoyment	Policy 1.7 – Development within town and local centres Policy 2.1 –	Section 106 planning obligations SPD (2007)	Policy 3.6 – Children and young people's play and informal

Peckham and Nunhead AAP Preferred Option Policies (2012)	Core Strategy Policies (2011)	Saved Southwark Plan Policies (2007)	Southwark's Supplementary Planning Documents (SPD)	London Plan Policies (2011)
	and healthy lifestyles	Enhancement of community facilities Policy 2.2 – Provision of new community facilities Policy 2.5 – Planning obligations Policy 5.1 – Locating developments		recreation facilities Policy 3.16 – Protection and enhancement of social infrastructure
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	Section 106 planning obligations SPD (2007)	Policy 3.17 – Health and social care facilities

Peckham and Nunhead AAP Preferred Option Policies (2012)	Core Strategy Policies (2011)	Saved Southwark Plan Policies (2007)	Southwark's Supplementary Planning Documents (SPD)	London Plan Policies (2011)
		Policy 2.5 – Planning obligations Policy 5.1 – Locating developments		
Policy 10 – Sports 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 3.19 – Sports facilities
Policy 11 - Active travel	Strategic policy 2 – Sustainable Transport	Policy 5.3 – Walking and cycling Policy 5.6 – Parking	Sustainable Transport SPD (2010) Section 106 planning obligations SPD (2007)	Policy 6.9 – Cycling 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 Policy 6.7 – Better streets and surface transport
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
Policy 14 -	Strategic	Policy 5.6 – Car	Sustainable	Policy 6.3 –

Peckham and Nunhead AAP Preferred Option Policies (2012)	Core Strategy Policies (2011)	Saved Southwark Plan Policies (2007)	Southwark's Supplementary Planning Documents (SPD)	London Plan Policies (2011)
Parking for shoppers and visitors	policy 2 – Sustainable Transport	parking	Transport SPD (2010)	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
		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
		Policy 4.2 – Quality of residential accommodation		Policy 3.4 – Optimising housing potential
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
	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 3.10 – Definition of affordable housing
				Policy 3.11 – Affordable

Peckham and Nunhead AAP Preferred Option Policies (2012)	Core Strategy Policies (2011)	Saved Southwark Plan Policies (2007)	Southwark's Supplementary Planning Documents (SPD)	London Plan Policies (2011)
				housing targets
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 3.5 – Quality and design of housing developments
	Strategic policy 7 – Family homes	Policy 4.3 – Mix of dwellings		Policy 3.8 – Housing choice
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
		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 - Energy	Strategic policy 13 – High environmental standards	Policy 3.1 – Environmental effects	Sustainable Design and Construction SPD (2009)	Policy 7.17 – Metropolitan open land
		Policy 3.3 – Sustainability assessment		Policy 7.18 – Protecting local open space and addressing local deficiency
		Policy 3.4 –	Sustainability	Policy 7.19 – Biodiversity and access to nature
				Policy 5.1 – Climate change mitigation
				Policy 5.2 – Minimising carbon dioxide emissions
				Policy 5.3 –

Peckham and Nunhead AAP Preferred Option Policies (2012)	Core Strategy Policies (2011)	Saved Southwark Plan Policies (2007)	Southwark's Supplementary Planning Documents (SPD)	London Plan Policies (2011)
		Energy efficiency	assessment SPD (2009)	Sustainable design and construction
		Policy 3.5 – Renewable energy		Policy 5.6 – Decentralised energy in development proposals
Policy 21 - Waste, water and flooding	Strategic policy 13 – High environmental standards	Policy 3.1 – Environmental effects	Sustainable Design and Construction SPD (2009)	Policy 5.13 – Sustainable drainage
		Policy 3.2 – Protection of amenity		
		Policy 3.3 – Sustainability assessment		
		Policy 3.6 – Air quality	Sustainability assessment SPD (2009)	Policy 5.15 – Water use and supplies
		Policy 3.7 – Waste reduction		Policy 5.16 – Waste self-sufficiency
		Policy 3.9 - Water		
Policy 22 - Trees	Strategic policy 10 – Open space and wildlife	Policy 3.28 – biodiversity		Policy 5.10 – Urban greening Policy 7.21 – Trees and woodland
Policy 23 - Public realm	Strategic policy 12 – Design and conservation	Policy 3.13 – Urban design	Section 106 planning obligations SPD (2007)	Policy 5.10 – Urban greening Policy 5.13 – Sustainable drainage
		Policy 3.14 – Designing out crime	Design and access statements SPD (2007)	Policy 7.2 – An inclusive environment Policy 7.3 – Designing out crime
		Policy 3.18 – Setting of listed buildings, conservation areas and world heritage	Residential design standards SPD (2011)	Policy 7.4 – Local character Policy 7.5 – Public Realm

Peckham and Nunhead AAP Preferred Option Policies (2012)	Core Strategy Policies (2011)	Saved Southwark Plan Policies (2007)	Southwark's Supplementary Planning Documents (SPD)	London Plan Policies (2011)
		sites		
Policy 24 - Built form	Strategic policy 12 – Design and conservation	Policy 3.12 – Quality in design	Residential Design Standards SPD (2011)	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 Policy 7.6 – Architecture
Policy 25 - Building height	Strategic policy 12 – Design and conservation	Policy 3.13 – Urban design	Design and Access Statements SPD (2007)	Policy 7.4 – Local character
		Policy 3.20 – Tall buildings		Policy 7.7 – Location and design of tall buildings
		Policy 3.22 – Important local views		Policy 7.12 – Implementing the London View Management Framework
Policy 26 - Heritage	Strategic policy 12 – Design and conservation	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 3.17 – Listed buildings		
		Policy 3.18 – Setting of listed buildings, conservation areas and world heritage sites		
		Policy 3.19 - Archaeology		Policy 7.8 – Heritage assets and archaeology

Appendix B: Schedule of proposals sites

This appendix provides further information to section 6 and policy 47.

As set out in section 6, we have set out indicative capacities for residential use to illustrate how we will meet our proposed housing target. We will set out more detail on non-residential indicative capacities at the next stage of consultation.

PNAAP 1: Aylesham Centre

Required land uses	Retail use (Classes A1/ A2/ A3/ A4), residential use (Class C3).		
Other land uses that would be accepted	Student accommodation (Class sui generis) subject to Core Strategy policy 8, business use (Class B1), leisure/community use (Class D),		
Indicative residential capacity (Class C3)	730 units		
Phasing and implementation	2011-15	2016-20	2021-26
	This site is owned by Tiger Developments.		
Site specific guidance	Opportunities to improve the pedestrian access to the bus station and Queens Road should be maximised. There is potential for a taller building of between 6 and 10 storeys.		

We are making this designation because

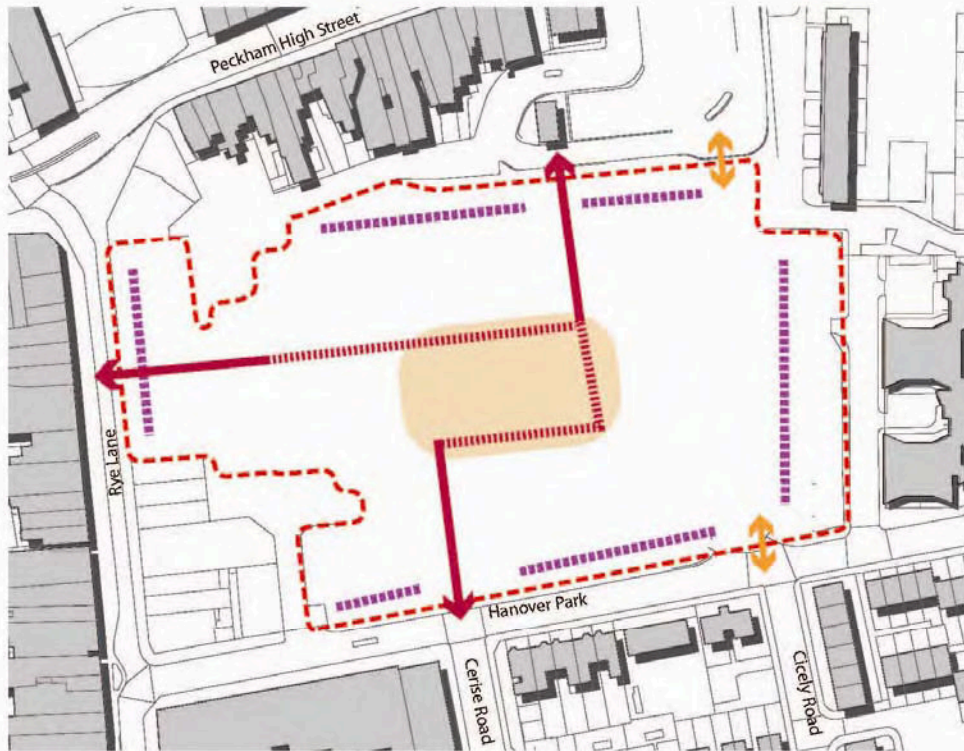
The Aylesham Centre is the main covered shopping precinct in Peckham town centre with over 7000 sqm of shopping floorspace. The centre is anchored by Morrisons supermarket, which occupies a large portion of the centre. The centre currently does not fulfil its potential.






Redevelopment 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 the large car park and promote a mix of other uses including business space, leisure/community use and residential.

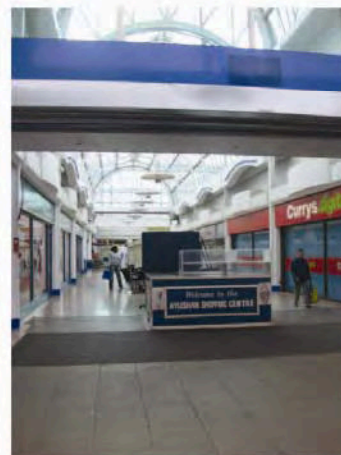
The 1980s design of the centre does not add to the character of historic Rye Lane, with a single uniform red brick frontage on to Rye Lane. Redevelopment of the site should maximise opportunities to rebuild the entire shopping centre, with consideration being given to conserving and enhancing the adjacent Rye Lane Peckham conservation area. 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. We would also encourage maximising the public realm on the site with provision of well designed seating, hard and soft landscaping so that it can be more open and pleasant experience for users. This prominent location in the town centre provides an opportunity for a taller building between 6 and 10 storeys. Due to the proximity of the Rye Lane conservation area, any taller development would have to be set back from the Rye Lane shopping frontage, towards the eastern end of site.

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 should maximise opportunities to improve links both to Queens Road and Rye Lane.

Figure 22: PNAAP 1 Aylesham Centre



-  Indicative public realm opportunities
-  Active uses at ground level
-  Opportunity to improve cycle and pedestrian access
-  Opportunity for new vehicular access
-  Site boundary



PNAAP 2: Cinema/Multi-storey car park

Required land uses	Leisure/ community use (Class D), retail use (Classes A1/ A2/ A3/ A4), residential use (Class C3), public realm		
Other land uses that would be accepted	Business use (Class B1), Student accommodation (Class sui generis) subject to Core Strategy policy 8.		
Indicative residential capacity (Class C3)	125 units		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is owned by Southwark Council.		
Site specific guidance	<p>The cinema should be retained on this site unless appropriate facilities can be provided elsewhere in the AAP area.</p> <p>Opportunities for increasing north and south, and east and west links should be maximised.</p> <p>There is the potential for a tall building of between 6 and 10 storeys.</p>		

We are making this designation because

Located in the centre of Peckham town centre, minutes walk from Peckham Rye Station, this site is currently not reaching its potential in terms of use or design. Whilst interim uses have sprung up in recent years in the car park, including Frank's cafe on its roof, and Hannah Barry Gallery, there is much further potential for fully using the site.

The improvements to Peckham Rye Station will have a huge positive impact on this site and it is important to bring this site forward for early development to maximise these opportunities.

There is huge potential for this site to be developed for mixed-use, with a combination of community, retail and residential use as well as possible business use. It will help to stimulate development along Rye Lane as well as providing opportunities to diversify the retail offer in the town centre.

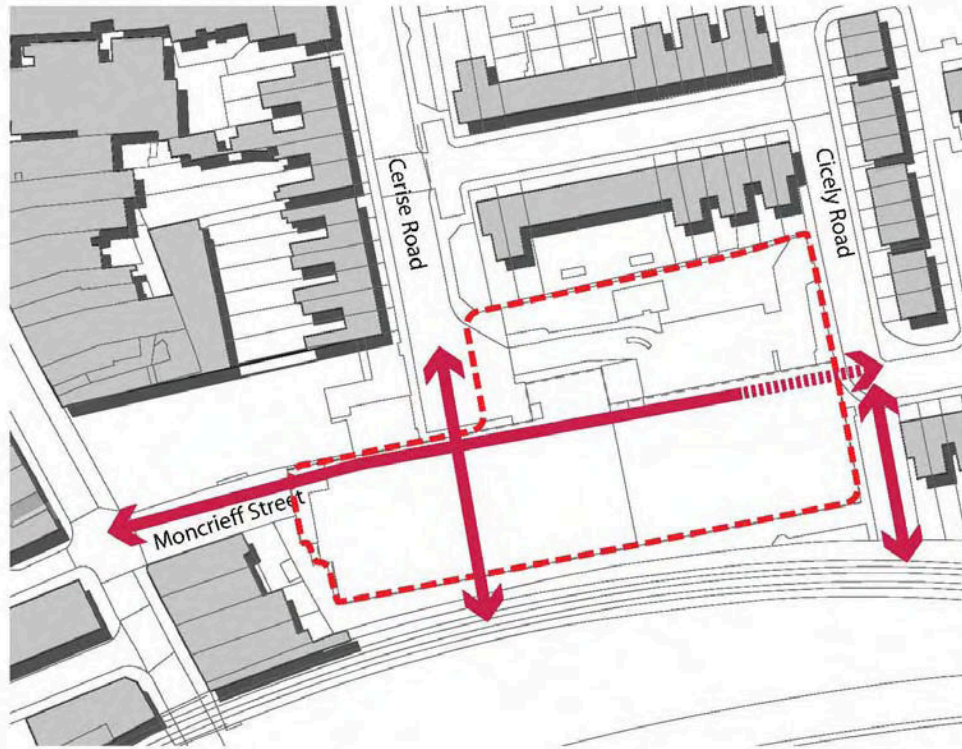
Feedback from consultation suggests that the multi-storey car park on Cerise Road is under-used and people do not feel safe in car park, especially at night. Our Car Parking Study 2010 reinforces this view telling us that frequently less than 10% of the spaces are occupied. We have enough car parking spaces in our other town centre car parks to allow this car park to be redeveloped for an alternative use.




Feedback from consultation also tells us that people like having a cinema in Peckham, and so redevelopment of this site should maintain a cinema on site, unless appropriate facilities can be provided elsewhere in the AAP area. We have identified other appropriate sites where a cinema could be located to include Eagle Wharf (PNAAP 10) and Copeland Road Industrial Park (PNAAP 4).

The cinema is currently set back from Rye Lane. Redevelopment on this site has the potential to improve the street frontage on Rye Lane by improving access to the site and linking with the improvements to the station on the other side of Rye Lane. East –west links through Moncrieff Street through to Cerise Road and onto Copeland Road Industrial Park should be explored. The site should also provide north- south connections to create an alternative route to Rye Lane, by linking with the Land between the Railway Arches (PNAAP 3), Copeland Road Industrial Park (PNAAP 4) and the Aylesham Centre (PNAAP 1).

A taller building could be appropriate on this site to help mark Peckham Rye Station and the centre of Peckham but due to the site's location adjacent to Rye Lane Peckham conservation area, careful consideration must be given to conserving and enhancing the wider heritage setting.

Figure 23: PNAAP 2 Cinema/Multi-storey car park



-  Active uses at ground level
-  Opportunity to improve pedestrian and cycle access
-  Site boundary



Site 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 B1)			
Other land uses that would be accepted	Leisure/community use (Class D)			
Phasing and implementation	<table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>Network Rail own this site.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance	Opportunities for increasing north and south should be maximised.			

We are making this designation because

Situated between the cinema/multi-storey car park (PNAAP 2) and Copeland Road Industrial Park (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 railways arches to create alternative links.

The site is suitable for a mixed use development with small scale businesses, cultural, leisure and retail elements.

Located within the Rye Lane Peckham conservation area, development on this site should seek to conserve and enhance the wider heritage setting.

Figure 24: PNAAP 3 Land between the railway arches (East of Rye Lane including railway arches)



- Indicative public realm opportunities
- Active uses at ground level
- Active use of railway arches
- Opportunity to improve cycle and pedestrian access
- Site boundary



PNAAP 4. Copeland Road Industrial Park (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).			
Other land uses that would be accepted	Student accommodation (sui generis) subject to Core Strategy Policy 8.			
Indicative residential capacity (Class C3)	300 units			
Phasing and implementation	<table border="1"> <tr> <td>2011-15</td> <td>2016-20</td> <td>2021-26</td> </tr> </table> <p>Site partially owned by Southwark Council (Bournemouth Road area housing offices). Majority privately owned by CIP Limited</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance	<p>The Bussey building should be retained.</p> <p>Opportunities to improve and extend links west to Rye Lane and north-south through the railway arches should be maximised.</p> <p>There is the potential for a taller building of between 6 and 10 storeys.</p> <p>This site would be suitable for a cinema.</p>			

We are doing this 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 and should include new public realm opportunities and 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.

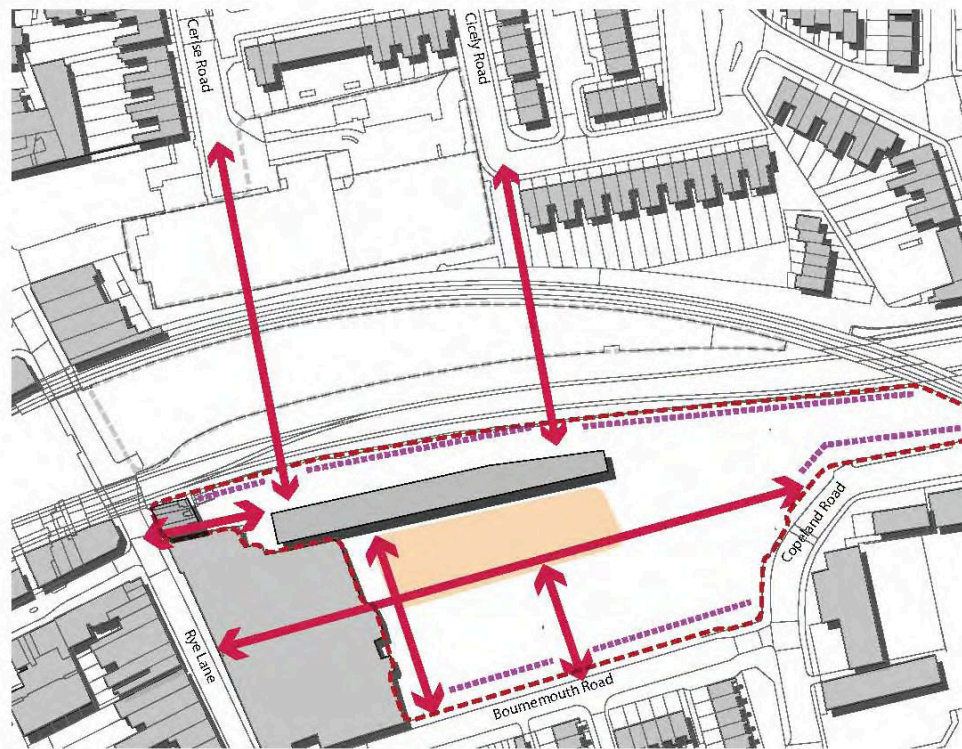
In the past few years a number of creative industries have appeared on the site and in the Bussey building. There is opportunity to build on this and create a new cultural and creative quarter for Peckham to attract visitors from outside the area.

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.

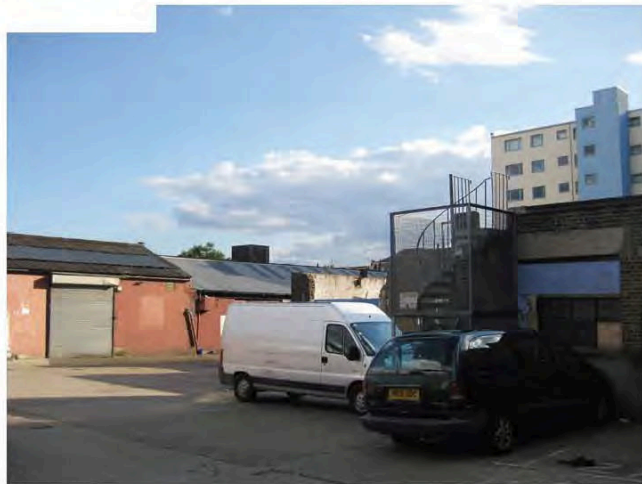
The town centre suffers from a lack of east-west pedestrian routes. The opening of the Copeland Road Industrial Park to Rye lane and through the site will encourage greater pedestrian flow to surrounding residential areas and relieve pedestrian congestion along Rye Lane. There is further opportunity to support 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 to identify the regeneration of the site and provide a point of reference for people within the town centre.

Figure 25: PNAAP 4 Copeland Road Industrial Park (Bournemouth Road)



- Indicative public realm opportunities
- Active uses at ground level
- Opportunity to improve cycle and pedestrian access
- 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 policy 8, business use (Class B).			
Indicative residential capacity (Class C3)	360 units			
Phasing and implementation	2011-15	2016-20	2021-26	
	Southwark Council own this site and have signed a contract with a registered provider to develop and dispose of this 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 between 6 and 10 storeys.</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 original Wooddene estate consisted of 323 homes, of which 216 were council homes and 7 were owned by leaseholders.

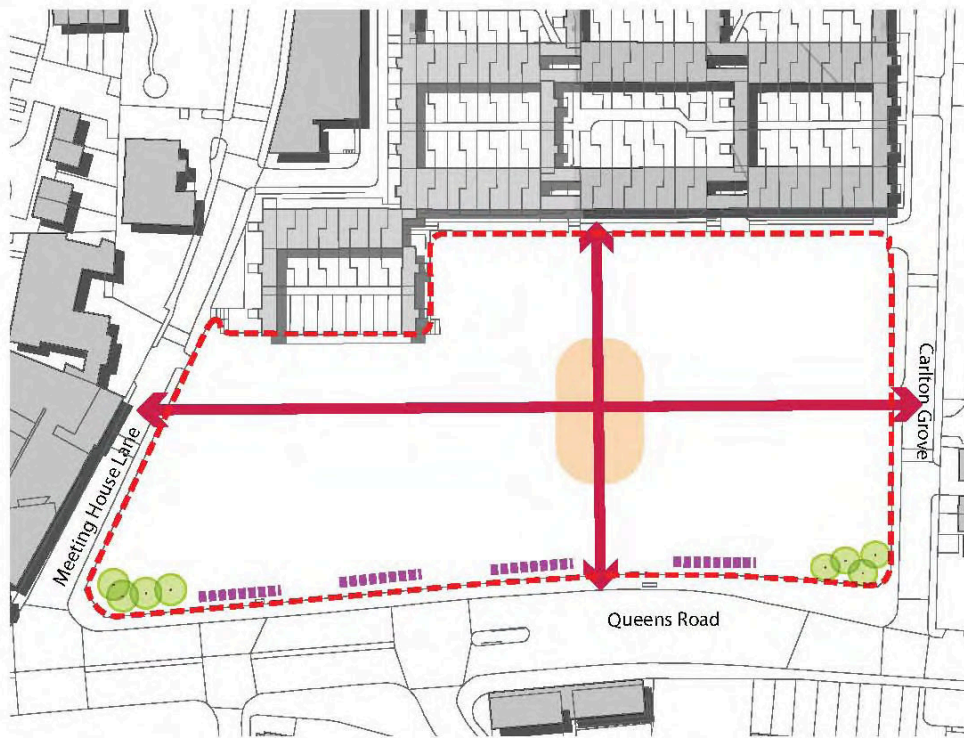
The council have signed a contract with a registered provider to redevelop this site within the next two to three years. The site will be key to facilitate regeneration in Peckham and Nunhead, being one of the earliest large sites planned for development.

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 to mark the entrance to Peckham town centre. However, careful consideration needs to be given to the design and height of the development due to the close proximity to the Acorn Estate directly behind Wooddene.

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 26: PNAAP 5: Site of the former Wooddene estate

Figure 26: PNAAP 5 Site of the former Wooddene estate



-  Indicative public realm/amenity space opportunities
-  Active uses at ground level
-  Existing mature trees
-  Opportunity to improve pedestrian access
-  Site boundary



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 use (Class D),		
Phasing and implementation	2011-15	2016-20	2021-26
	We are working with Network Rail and the Greater London Authority to deliver this important project.		
Site specific guidance	Development at Peckham Rye Station should include the creation of a public square in the forecourt of the station. Development should conserve or enhance the historic character of listed station building and the surrounding conservation areas.		

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.

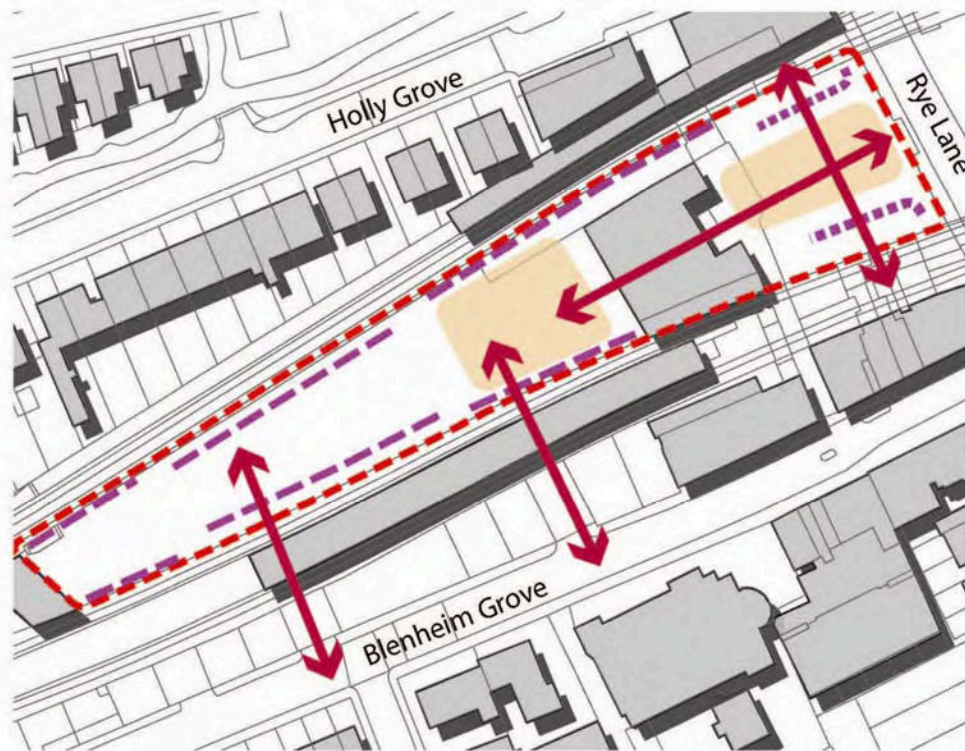
The station was opened in 1865 and was listed (Grade II) in 2008 for its characteristic representation of railway architecture of the 1860s. However, whilst the building itself is an impressive station, the surrounding buildings hide much of its grandeur. Since the 1930s there has been an arcade in front 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 consultation on the AAP has at every stage highlighted the 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 Old Waiting Room.

There is huge opportunity to create a focal point for the area and a proper arrival point into Peckham and Nunhead, as well as encouraging people to use the area around the station as a place to linger. We are working with the GLA and Network Rail to deliver our aspirations for the station. Southwark Council have publically announced that it will be funding some of the improvements to the station and forecourt. In addition, as part of the post-2011 riot response, the GLA announced a GLA Regeneration Fund to assist those areas affected by the riots. We submitted a bid for money from this fund and in January 2012 it was announced that the project would be receiving money from this fund for the project. Within the bid the key proposal is to create a Peckham Rye gateway by creating a public square in front of the listed station building, demolishing the arcade and encouraging people to actively use the space.

We will provide more information on the implementation of this project at the next stage of consultation once we have more detail on the exact funding arrangements and once we have worked up plans of what could be developed.

Figure 27: PNAAP 6 Peckham Rye Station



- Indicative public realm opportunities
- Active uses at ground level
- Active use of railway arches
- Opportunity to improve pedestrian access
- Site boundary



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 Policy 8, Business use (Class B1)			
Indicative residential capacity (Class C3)	95 units			
Phasing and implementation	<table border="1"> <tr> <td style="background-color: red; color: white; text-align: center;">2011-15</td> <td style="text-align: center;">2016-20</td> <td style="text-align: center;">2021-26</td> </tr> </table> <p>The majority of the site is owned by Southwark Council. The car wash to the south of the site is privately owned.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance	<p>Retain through access to the rear of Rye Lane properties.</p> <p>There is the potential for a tall building of between 6 and 10 storeys on this site</p> <p>Street level active use on Corner of Rye Lane and Copeland Road and improvements to street frontage.</p>			

We are doing this because

The Copeland Road car park 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. The site is suitable for redevelopment. 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.

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 landmark building of up to ten storeys, on the southern-most section of the site.

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

The site's location on the periphery of the town centre, but within easy walking distance of Peckham Rye Station, make it an ideal location for residential development, close to transport, shopping and leisure opportunities. It is directly opposite Co-Op house, a recent residential and retail development and is surrounded by a number of other residential streets and estates. Residential development on the site will be in keeping with the surrounding character.

The car wash adjacent to the car park, on the corner of Rye Lane and Copeland Road, is currently privately owned, and there is opportunity to bring forward the sites as a single larger site.



PNAAP 8: Cator Street/Commercial Way

Required land uses	Residential use (Class C3),			
Other land uses that would be accepted	Retail use (Classes A1/ A2/ A3/ A4) Business use (Class B1) Community/leisure/cultural uses (Class D)			
Indicative residential capacity (Class C3)	270 units			
Phasing and implementation	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">2011-15</td> <td style="text-align: center; background-color: red;">2016-20</td> <td style="text-align: center;">2021-26</td> </tr> </table> <p>Site is owned by Southwark Council.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance	Development should maximise the opportunity for some small scale shops along Commercial Way.			

We are doing this because

The Cator Street 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.

There are only few small shops in the immediate area along Commercial Way to serve the new homes delivered through the Peckham Partnership programme and the provision of some small retail (A use class) 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 9: Land at south of Sumner Road (Flaxyards site)

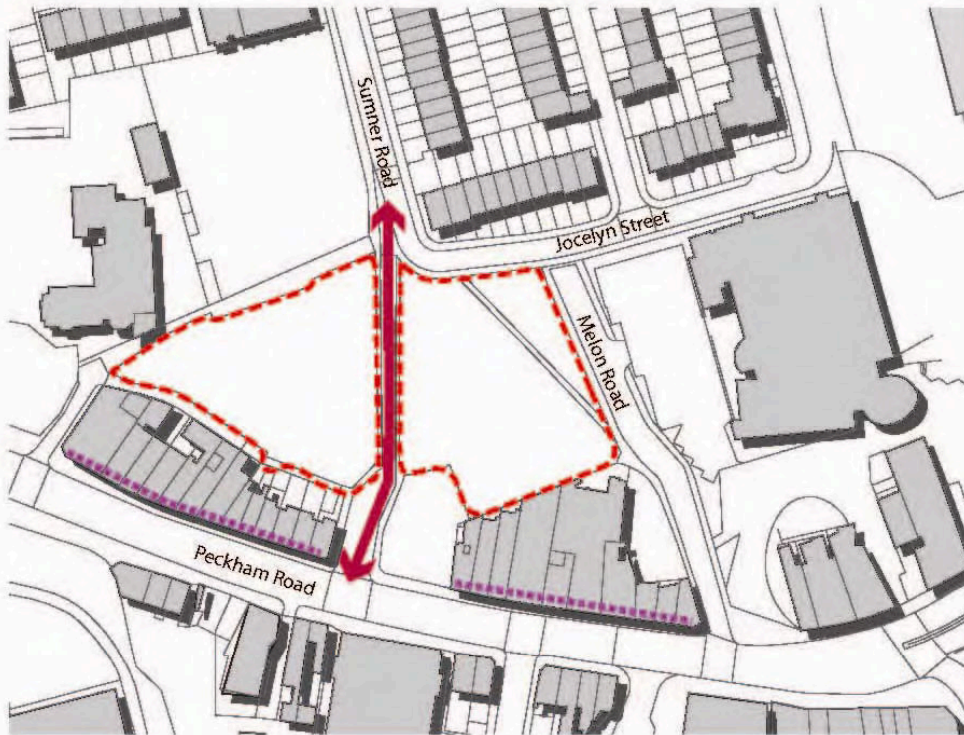
Required land uses	Possible terminus for the Cross River Tram or a high quality public transport service to link Peckham with north London.			
Other land uses that would be accepted	If the Cross River Tram does not get developed or does not require the entire site for the terminus, this site, or part of the site, could be developed for mixed use.			
Indicative residential capacity (Class C3)	200 units			
Phasing and implementation	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">2011-15</td> <td style="text-align: center; background-color: red;">2016-20</td> <td style="text-align: center;">2021-26</td> </tr> </table> <p style="text-align: center;">Southwark Council own the site.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance				

We are doing this 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 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 but for the present we wish to protect this site for a terminus in case funding is made available in the future. If this does not happen, we will develop this site for mixed use development. Figure 28 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 and is close to the Peckham Hill Street conservation area.

Figure 28: PNAAP 9 Land at south of Sumner Road (Flaxyards site)



- Existing active uses at ground level
- Opportunity for improved cycle and pedestrian access
- Site boundary



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 residential capacity (Class C3)	50 units		
Phasing and implementation	2011-15	2016-20	2021-26
	Site owned by Southwark Council		
Site specific guidance	<p>Possibly a new cinema if relocated from current location.</p> <p>Permeable design to allow movement from Peckham Hill Street.</p> <p>Building heights not to exceed 4 storeys. Views from library to the north should be considered.</p> <p>There should be active frontages along Surrey Canal Walk and Peckham Hill Street.</p>		

We are making this designation because

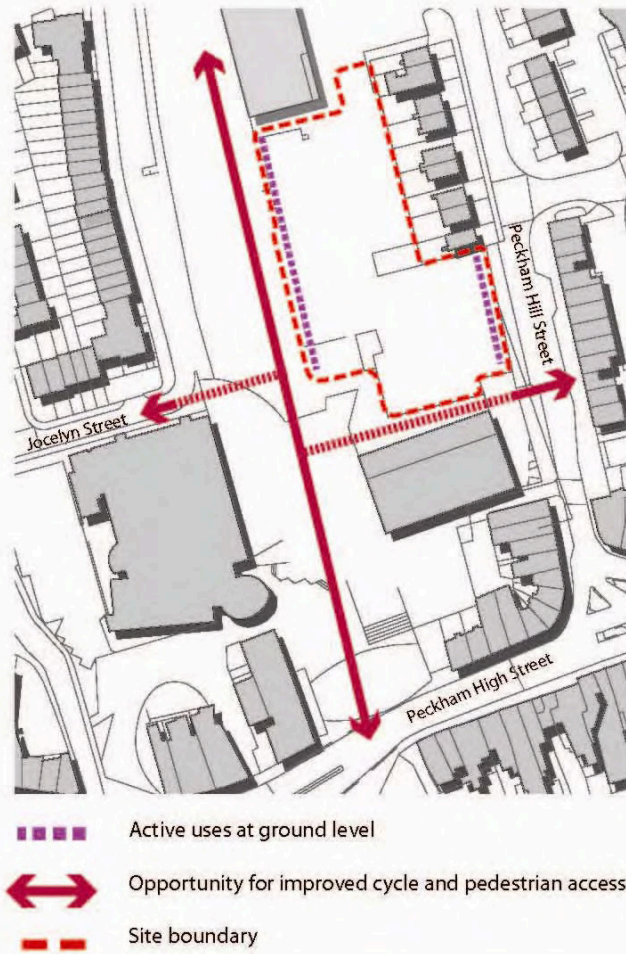
The Eagle Wharf site occupies an important site to the north of the town centre, adjacent to Peckham Square. It is also situated alongside the Surrey Canal walk, a key green, motor free link to Burgess Park. There is great potential to incorporate this site into Peckham Square, increasing the square's focus as a cultural centre.

Development on the site will strengthen the civic cluster of buildings and increase pedestrian links to Peckham Square and improve and increase 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 become a cultural focus for Peckham.

Redevelopment of this site 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.

The close proximity to bus, train and overground links make the site appropriate for residential development above active ground floor uses.

Figure 29: 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		
Phasing and implementation	2011-15	2016-20	2021-26
	Site owned by Southwark Council		
Site specific guidance	<p>Maximum 3 storeys high.</p> <p>Vehicle access to be provided at the rear from Basswood Close.</p> <p>Continuation of staggered building frontage to Nunhead Lane to reinstate streetscape.</p>		

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 2-3 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 12: Nunhead community centre and housing (Formerly Nunhead Early Years Centre)

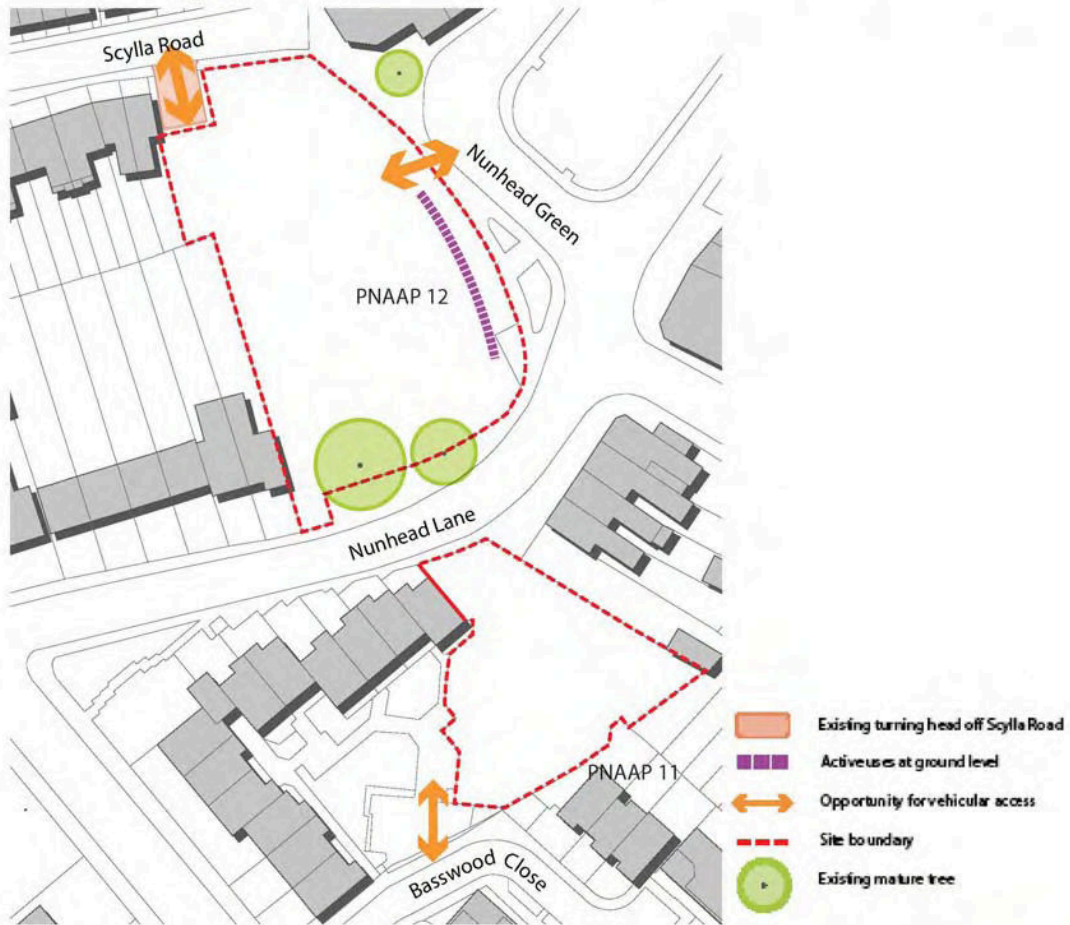
Required land uses	Community use (Class D), Residential use (Class C3)		
Other land uses that would be accepted	None		
Indicative residential capacity (Class C3)	18 units		
Phasing and implementation	2011-15	2016-20	2021-26
	Site owned Southwark council. A planning application is expected to be submitted in 2012.		
Site specific guidance	<p>Provision of community centre on site</p> <p>Residential units maximum 4 storeys, stepped up from 2 at western boundary of site to corner of Nunhead Lane and Nunhead Green</p> <p>Retention of Willow tree and root protection zone (RPZ) as identified on plan</p> <p>Provision of vehicular access to residential and community facilities from Scylla Road.</p> <p>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 the Nunhead local centre along with the Nunhead housing site (PNAAP 11) across Nunhead Lane and is the largest development site in Nunhead. It lies within the Nunhead Green conservation area. 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 provision of a community facility on site is to replace the community centre that formerly existed on PNAAP 11 across Nunhead Lane, 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.

Figure 30: PNAAP 11 Nunhead housing site (Previously Nunhead Community centre)
 PNAAP 12: Nunhead community centre and housing (Formerly Nunhead Early Years centre)



PNAAP 13: Sumner Road workshops

Required land uses	Residential use (Class C3)		
Other land uses that would be accepted	None		
Indicative residential capacity (Class C3)	80 units		
Phasing and implementation	2011-15	2016-20	2021-26
	This site is owned by Southwark Council		
Site specific guidance			

We are making this designation because

The vacant site is situated in the Peckham South 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 3-4 storeys.



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
Site specific guidance	Site 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 15: Woods Road

Required land uses	Residential (Use Class C3)			
Other land uses that would be accepted	None			
Indicative residential capacity (Class C3)	125 units			
Phasing and implementation	2011-15	2016-20	2021-26	
	Southwark Council own the majority of the site. MR Scaffolding Ltd own the scaffolding yard.			
Site specific guidance	Restore and improve Cossall Park, returning the area annexed previously to the Tuke School.			

We are doing this because

The Woods Road site is vacant and ready for development. The site previously housed the Tuke School, which has been relocated to Daniels Garden.

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 annexed to the school for use as a playground should be returned to Cossall Park and this development should assist in improving the park. Policy 19 and the schedule of changes to the proposals map show the section of the park that will be re-designated as 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 residential capacity (Class C3)	130 units			
Phasing and implementation	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">2011-15</td> <td style="text-align: center; background-color: red;">2016-20</td> <td style="text-align: center;">2021-26</td> </tr> </table> <p>This site is owned by Southwark Council</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance	Existing 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. Key opportunities for the site are to enhance links to Surrey Canal Walk, Peckham Square and Peckham High Street.

PNAAP 17: Land to west of Lister health centre

Required land uses	Residential		
Other land uses that would be accepted	Business use (B1), Community use (D1), Retail use (Classes A1/ A2/ A3/ A4)		
Indicative residential capacity (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 is suitable for residential 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	None		
Phasing and implementation	2011-15	2016-20	2021-26
	Site owned by Laurens Investment Ltd. A A planning application has been approved for 14 additional bedrooms (11-AP-3781)		
Site specific guidance			

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. There may be opportunities for further development in the future.

PNAAP 19: Former Kennedy Sausage Factory

Required land uses	Residential use (C3), retail (Classes A1/ A2/ A3/ A4), business uses (B Class).		
Other land uses that would be accepted			
Indicative residential capacity (Class C3)	44 units		
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			

We are making this designation because

The site occupies a prominent position on the frontage of Peckham High Street opposite the junction of Southampton Way. The site and accessibility to transport make it appropriate to accommodate a mix of uses including residential, retail and business uses. New development should ensure active and interesting street frontage to ensure continuity of a lively streetscape along Peckham High Street.

There is an approved planning application for this site and it is currently under construction.

PNAAP 20: 190 Rye Lane

Required land uses	Retail use (Classes A1/ A2/ A3/ A4), Residential (Class C3)		
Other land uses that would be accepted	Business use (Class B1)		
Indicative residential capacity (Class C3)	10 units		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is privately owned.		
Site specific guidance	Re-establish retail frontage along Rye lane Opportunity for residential development above, in keeping with surrounding building heights		

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. Opportunities to reinstate an active frontage should be maximised.

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 residential capacity (Class C3)	8 units		
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		
Other land uses that would be accepted	Residential (Use Class C3) and business (Use Class B1)		
Indicative residential capacity (Class C3)	15 units		
Phasing and implementation	2011-15	2016-20	2021-26
Site specific guidance	The site is privately owned.		

We are doing this because

The former Netto (now 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 redevelopment for a mix of uses to include retail on the ground floor and possible business or housing use above.

PNAAP 23: Land to south of Co-op House

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 residential capacity (Class C3)	10 units			
Phasing and implementation	<table border="1"> <tr> <td>2011-15</td> <td style="background-color: red;">2016-20</td> <td>2021-26</td> </tr> </table> <p>The site is privately owned.</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance				

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.

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 residential capacity (Class C3)	15 units		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is privately owned.		
Site specific guidance			

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 uses. Improvement of 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
Site specific guidance	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 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

Required land uses	Community use (D Class)
Other land uses that would be accepted	None
Phasing and implementation	The site is owned by Southwark Council.
Site specific guidance	

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 will provide a large catchment of residents who will benefit from a community use on this site.

PNAAP 27: Former petrol station site Queens Road (adjacent to Wooddene)

Required land uses	Residential		
Other land uses that would be accepted	None		
Indicative residential capacity (Class C3)	5 units		
Phasing and implementation	2011-15	2016-20	2021-26
	The site is privately owned.		
Site specific guidance	Maintain 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 Queen Road.

PNAAP 28: Land to west of Queens Road station (timber yard)

Required land uses	New entrance to the station and public realm		
Other land uses that would be accepted	None		
Phasing and implementation	2011-15	2016-20	2021-26
	This site is partly owned by Southwark Council and partly owned by Network Rail		
Site specific guidance			

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. At present, the land to the west of the viaduct is occupied by a builder's merchant and physical access to the site is limited. 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. Access from the east side of the station has already been improved and the current scheme will create a new station plaza 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 plaza space.

The new plaza 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 Queen's Road will provide continuity with some of the recent shopfront improvements.

PNAAP 29: Garages adjacent to Clayton Arms pub

Required land uses	Residential use (C3)			
Other land uses that would be accepted	Student accommodation (sui generis) subject to Core Strategy policy 8. Retain as garages (sui generis)			
Indicative residential capacity (Class C3)	20 units			
Phasing and implementation	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">2011-15</td> <td style="text-align: center; background-color: red;">2016-20</td> <td style="text-align: center;">2021-26</td> </tr> </table> <p>This site is owned by Southwark Council</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance				

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)	7 units		
Phasing and implementation	2011-15	2016-20	2021-26
	Site is part owned by Southwark Council and part 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.

Site 31: 107-119 and 122-148 Ivydale Road

Required land uses	Residential use (Class C3)		
Other land uses that would be accepted	None		
Indicative residential capacity (Class C3)	4 units at 107-119 Ivydale Road 14 units at 122-148 Ivydale Road		
Phasing and implementation	2011-15	2016-20	2021-26
	Site is owned by Southwark Council. A planning application has been approved for 14 for 122-148 Ivydale Road (11-AP-2851)		
Site specific guidance			

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 line of terraces along the street and it adjacent to Nunhead Cemetery conservation area. A scheme was approved for development in November 2011 for 14 units on 122-148 Ivydale Road in keeping with the current building layout.

PNAAP 32: Bredinghurst School

Required land uses	Residential use (Class C3)			
Other land uses that would be accepted	None			
Indicative residential capacity (Class C3)	20 units			
Phasing and implementation	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">2011-15</td> <td style="text-align: center; background-color: red;">2016-20</td> <td style="text-align: center;">2021-26</td> </tr> </table> <p>Site is owned by Southwark Council</p>	2011-15	2016-20	2021-26
2011-15	2016-20	2021-26		
Site specific guidance	Retention and conversion of Bredinghurst House and redevelopment of ancillary buildings for residential units			

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 Bredinghurst House but allows for the redevelopment of ancillary buildings.

Appendix C: Possible locally listed buildings

These are the buildings that we could locally list, in accordance with policy 26 of the AAP.

Building Name	Street No	Street Name	Building Name	Street No	Street Name
The Prince Albert House	108	Asylum Road	Cabrini House The Waverly Arms Public House	32	Highshore Road
	110	Asylum Road		30	Highshore Road
	111	Bellenden Road		28	Highshore Road
	89	Bellenden Road		31	Holly Grove
	91	Bellenden Road		30	Holly Grove
	154	Bellenden Road		28	Holly Grove
	160	Bellenden Road		26	Holly Grove
	148	Bellenden Road		25	Holly Grove
	150	Bellenden Road		15	Holly Grove
	162	Bellenden Road		2	Honor Oak Rise
	152	Bellenden Road		202	Ivydale Road
	158	Bellenden Road		4	King's Grove
	146	Bellenden Road		6	King's Grove
	156	Bellenden Road		8	King's Grove
	164	Bellenden Road		10	King's Grove
	144	Bellenden Road		12	King's Grove
	166	Bellenden Road		14	King's Grove
	101	Bellenden Road		16	King's Grove
	120	Bellenden Road		34	King's Grove
	126	Bellenden Road		36	King's Grove
122	Bellenden Road	38	King's Grove		
124	Bellenden Road	40	King's Grove		
128	Bellenden Road	5	Ledbury Street		
98	Bellenden Road	4	Ledbury Street		
100	Bellenden Road	3	Ledbury Street		
102	Bellenden Road	2	Ledbury Street		
The Faith Chapel	198	Bellenden Road	18	Ledbury Street	
The Bellenden Brasserie	68	Bellenden Road	17	Ledbury Street	
All Saints Church		Benheim Grove	16	Ledbury Street	
Sunday School		Bird in the Bush Road	15	Ledbury Street	
Glengall Tavern		Blenheim Grove	14	Ledbury Street	
All Saints Church	25	Blenheim Grove	13	Ledbury Street	
	31	Blenheim Grove	12	Ledbury Street	
	27	Blenheim Grove	11	Ledbury Street	

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

113	Chadwick Road		2-4	Nunhead Green
93	Chadwick Road		10-22	Nunhead Green
89	Chadwick Road		15	Nunhead Green
107	Chadwick Road		29-37	Nunhead Green
109	Chadwick Road		39	Nunhead Green
97	Chadwick Road		26-38	Nunhead Green
99	Chadwick Road		40-44	Nunhead Green
85	Chadwick Road		30-36	Nunhead Grove
87	Chadwick Road		38-42	Nunhead Grove
91	Chadwick Road		6-18	Nunhead Grove
111	Chadwick Road		20-28	Nunhead Grove
95	Chadwick Road		89-99	Nunhead Lane
105	Chadwick Road		44-52	Nunhead Lane
115	Chadwick Road		54	Nunhead Lane
119	Chadwick Road		87	Nunhead Lane
		The Oglander Public House	17	Oglander Road
129	Chadwick Road		32	Peckham High Street
137	Chadwick Road		14	Peckham High Street
135	Chadwick Road		65 and	
		Bank Building	67	Peckham High Street
123	Chadwick Road		75-77	Peckham High Street
141	Chadwick Road		130	Peckham High Street
117	Chadwick Road		107	Peckham High Street
131	Chadwick Road		105	Peckham High Street
125	Chadwick Road		103	Peckham High Street
127	Chadwick Road		101	Peckham High Street
145	Chadwick Road		99	Peckham High Street
139	Chadwick Road		97	Peckham High Street
143	Chadwick Road		93	Peckham High Street
121	Chadwick Road		91	Peckham High Street
133	Chadwick Road		95	Peckham High Street
147	Chadwick Road			
		The Greyhound Public House	109	Peckham High Street
153	Chadwick Road		119	Peckham High Street
149	Chadwick Road		116	Peckham High Street
151	Chadwick Road		126	Peckham Hill Street
155	Chadwick Road		128	Peckham Hill Street
11	Chadwick Road			
		Peckham Library	122	Peckham Hill Street
9	Chadwick Road		1-11	Peckham Hill Street
7	Chadwick Road		13-23	Peckham Hill Street
5	Chadwick Road		2-8	Peckham Hill Street
3	Chadwick Road		10-16	Peckham Hill Street
1	Chadwick Road		18-20	Peckham Hill Street
22	Chadwick Road		22-30	Peckham Hill Street
28	Chadwick Road		58a-62	Peckham Hill Street
26	Chadwick Road		78-88	Peckham Hill Street
24	Chadwick Road		64-66	Peckham Hill Street
8	Chadwick Road		110-114	Peckham Hill Street
18	Chadwick Road		56	Peckham Hill Street
12	Chadwick Road			
		St George's Terrace	53	Peckham Hill Street
10	Chadwick Road		110	Peckham Lodge
14	Chadwick Road			

	6	Chadwick Road		62-66	Peckham Road
	16	Chadwick Road	The Rye	29 and	
	4	Chadwick Road		31	Peckham Rye
	2	Chadwick Road		44	Peckham Rye
	20	Chadwick Road		46	Peckham Rye
	54	Choumert Grove		48	Peckham Rye
				259	Peckham Rye
	52	Choumert Grove	Queens Road Station		Queen's Road
	50	Choumert Grove		164a to	
	48	Choumert Grove		e	Queen's Road
	13	Choumert Grove		1-41	Rye Lane
	11	Choumert Grove		45	Rye Lane
	9	Choumert Grove		14-16	Rye Lane
	4	Choumert Grove		12	Rye Lane
	7	Choumert Grove		47	Rye Lane
	2	Choumert Grove		114	Rye Lane
	5	Choumert Grove		116	Rye Lane
	3	Choumert Grove		117-125	Rye Lane
	1	Choumert Grove		135	Rye Lane
				213	Rye Lane
	84	Choumert Grove	The Nag's Head Public House	231	Rye Lane
	82	Choumert Grove		69-73	Scylla Road
The Wishing Well Public House	79	Choumert Road		83-89	Scylla Road
	98	Choumert Road		91-103	Scylla Road
	96	Choumert Road		104-115	Scylla Road
	94	Choumert Road		64	St Mary's Road
	92	Choumert Road		66	St Mary's Road
	90	Choumert Road		68	St Mary's Road
	88	Choumert Road		70	St Mary's Road
	80	Choumert Road		72	St Mary's Road
	74	Choumert Road		74	St Mary's Road
	72	Choumert Road		76	St Mary's Road
	86	Choumert Grove		78	St Mary's Road
	78	Choumert Road		80	St Mary's Road
	103-109	Commercial Way		82	St Mary's Road
Commercial Way Bridge		Commercial Way		84	St Mary's Road
Commercial Way Bridge		Commercial Way		86	St Mary's Road
	320	Commercial Way		88	St Mary's Road
	290-292	Commercial Way		90	St Mary's Road
	314-318 (even)	Commercial Way		92	St Mary's Road
Consort Road Clinic		Consort Road		94	St Mary's Road
	177-181	Consort Road		96	St Mary's Road
	119	Consort Road		98	St Mary's Road
St John's Vicarage	62	East Dulwich Road		100	St Mary's Road
	48	Elm Grove		102	St Mary's Road

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

This page is intentionally blank.

CABINET AGENDA APPENDICES DISTRIBUTION LIST**MUNICIPAL YEAR 2011-12**

NOTE: Original held by Constitutional Team; all amendments/queries to
Paula Thornton/Everton Roberts Tel: 020 7525 4395/7221

To	Copies	To	Copies
Cabinet Members		Officers	
P John / I Wingfield / F Colley / D Dixon-Fyle / B Hargove / R Livingstone / C McDonald / A Mohamed / V Ward	1 each	Constitutional Team, Tooley Street	6
Other Councillors		Others	
C Bowman / A Simmons / T Eckersely / G Edwards / D Garfield / D Hubber / V Mills / D Noakes/ the Right Revd E Oyewole / G Thornton / M Williams	1 each	Shahida Nasim, Audit Commission	1
Corporate Management Team		Total:	
Annie Shepperd	1		30
Deborah Collins	1		
Eleanor Kelly	1		
		Dated: 30 January 2012	