

Peckham and Nunhead Area Action Plan

Development Plan Document

CD5 - Consultation Report - Appendix N
Issues and Options comments and officer responses

March 2013

Fairer future ✓
Delivering our promises



Future Peckham

Peckham and Nunhead Area Action Plan
Issues and Options Consultation Responses

Rep Ref	Name of Representative	Document	Section	Issue	Details of representation	Officer response
1	Mart60	Issues and Options Report	Sustainability Appraisal	Sites	Development sites it's quite difficult to identify the sites from the map - photo's would have helped. I don't know all the sites so haven't answered all questions.	Photos will be included with sites to provide this clarity
2	Mart60	Issues and Options Report	Site options	Shop fronts and space above shops	Shop fronts Option 3 would be good however the traders obviously don't want this. Is there a design solution that will make the shop fronts look more attractive, especially when all the security barriers are pulled down at night? Option 4 would be great but to expensive and difficult.	We have suggested options for shop fronts in the towards a preferred option that could provide an attractive environment. We have continued the option for Peckham Rye station and surrounding land. We need to work with our partners to find a way to implement this scheme.
3	Hannah Ashby	Issues and Options Report	Growth dependent options	Open spaces	Remember Peckham is not just somewhere to work and study - we live here too, and green, open spaces are important. There are already a lot of facilities, parks and play areas for children and young people (and rightly so), but don't forget adults, who often live in densely populated areas and flats with no gardens.	We are carrying out an open spaces audit to make sure that we protect and improve the quality and number of open spaces and green areas. This should make sure that we provide spaces for all different types of users including adults to use.
4	Hannah Ashby	Issues and Options Report	Site options	Site 11: Commercial Way	Please do not create retail space in the Cator Street/Commercial Way area - I as a local resident, and my neighbours, do not want more litter-creating fried-food shops, and betting shops. Green space, parking and quality homes only please!	We have proposed limited retail space in the Cator Street/Commercial way area to provide more activity. This is an option at present and we need to carry out more assessments to ensure that the type of retail will provide for the needs of local people and that there is a management plan to improve the local environment. This is still optn to consultation and these points are being fed through to the

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5	Dale Thompson	Issues and Options Report	The big decisions	Public realm	<p>Would also like to see an improvement to the look and feel, especially the smell. I don't like to walk down Rye lane as the smell of rotting meat & fish makes me feel sick, even at night. I also think that at night Rye Lane is a very scray and uninviting place, just a channel for buses to go up & down, all the shops boarded up, no choice of cafe's or restaurants, just takeaway outlets, their is no social buzz! It's very uninviting. I also believe the pavements are too narrow for the amount of shops and its dangerous for pedestrians. I once witnessed a kid nearly run over by a bus because she stepped away from her mother for just a few seconds. Health and safety could be improved. There are often huge piles of rubbish left on the street, you sometimes can't even get off the bus at Peckham Rye station because of rubbish on the street, which is fine for young and agile people who can jump over it (although why should they have to) , but for mums with prams or old people its totally impossible. I live at the top of Rye Lane, but prefer to shop in Lordship lane because it is a much nicer shopping experience, wider pavements, a choice of places to eat and meet friends and a good selection of shops. I would like to see more of a town centre feel in Peckham, and I agreed with the plans regarding development of a square at the front of the station at Peckham rye, to create a sense of community.</p>	<p>members.</p> <p>We have taken forward all of these issues in the towards a preferred option. Particularly improving the Rye land environment, safety for pedestrians, increasing the range of retail and cafes and also the square at the station.</p>
6	Private	Issues and Options	Site options	Site 6: Cinema/multi-	<p>Cinema should be left where it is, but refurbished so it will be safer for people. The car park under the</p>	<p>We are still considering the options for the cinema. This is being looked at in</p>

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		Report		storey car park	cinema should be done so people will like to use it, like lewisham shopping centre car park.	further detail in the Towards a Preferred Option.
7	Private	Issues and Options Report	Site options	General comment	No 6 option: The question is fashioned in a way that we could end up choosing one option and not be able to determine whether we have gotten rid of all of our car parks, cinema or any other. Answering questionnaire difficult - we need to tour the sites before we make decisions.	We have tried to set out more simple ways to choose between these options in the Towards a Preferred Option.
8	Catherine Bee	Issues and Options Report	General comment	Public realm	One of the successes of the Bellenden regeneration has been the engagement of artists, (local & national) which has enhanced the overall aesthetic quality of where we live - the area has some 'soul'. Many parts my lane are typically soulless - empty, threatening and unused, especially after dark. There is little comment on how this approach could be replicated.	More detail about this is being worked up in the Towards a Preferred Option
9	Susan McQuail	Issues and Options Report	The big decisions	Traffic and transport	Traffic in Rye Lane: The traffic in Rye Lane is awful especially between Hannover park and Peckham road. Since the abortive demise of the rising bollards (which must have cost a lot of money) some years ago nothing has been changed or addressed Rye Lane. I avoid going down there by bus whenever possible. To cycle down there is dangerous. Why there was no proper cycle route from south to north instituted when Peckham square was built nobody has been able to explain.	The Towards a Preferred Option sets out proposals for improving the traffic on Tye Lane. These include a new cycle route and are aimed at overcoming the issues set out in this comment.
10	Susan McQuail	Issues and Options Report	The big decisions	Public realm	Rubbish from retail outlets in the lane: Don't get me wrong I love Peckham and its different people from different cultures, which is why I have stayed in the area, but the rubbish and there proliferation of shops which are all the same is a constant theme at community council meetings. I am sure it has and	We are looking at ways we can work with partners and local businesses to improve the local environment as part of the towards a preferred option.

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11	Susan McQuail	Issues and Options Report	General comment	Implementation	<p>will continue to put off other shops from coming to the area.</p> <p>Both these factors are things which do not belong in the plan but which should be attached and sorted under the normal business of a good council. Look at leisham centre and green street in newham. This makes me feel extremely gloomy about the prospect of achieving anything in the plan. Besides there is not commitment to any financial spending by the council. It all seems to depend on money from developers. To produce such a document with no mention of specific resources and no numbers is pathetic. There is also no time line about how it is to be achieved.</p>	<p>We are working on providing a detailed implementation plan. However we need to agree a preferred option first so that we can be clear about the package of improvements that require funding.</p>
12	Sandy Newborn	Issues and Options Report	The big decisions	Community facilities	<p>Specially, there needs to be more youth centres and ways for young people in southwark to engage in different forms of meaningful occupation. I think this is particularly key during school holidays.</p>	<p>We have a policy for increasing youth provision in the towards a preferred option that should provide for the issue raised in this comment.</p>
13	Sandy Newborn	Issues and Options Report	The big decisions	Public realm	<p>From a town planning perspective, peckham high street needs a face-lift and needs to move away from its tack image. There is also a lot of wasted/unused spaces in the area, which could be utilised.</p>	<p>The appearance of Peckham High Street and using all spaces efficiently are being taken forward through the Towards a Preferred Option.</p>
14	Sandy Newborn	Issues and Options Report	The big decisions	Traffic and transport	<p>Finally, I have thought for a long time that there needs to be a filter traffic light for fright-hand turns at `king on the rye` crossing (from east dulwich road and peckham rye lane on to the east dulwich road). This appears to be an horrific accident in the waiting.</p>	<p>One of the options the council is reviewing is the operation of the two sets of traffic lights to determine if they can operate more efficiently including if the right hand turn restrictions can be relaxed.</p>
15	Nunhead Residents Association	Issues and Options Report	General comment	Nunhead	<p>Nunhead has few community facilities/services, particularly in relation to young people, who need more youth clubs/activities in the area. In ensuring</p>	<p>The Nunhead Community Centre is being provided as set out in the Towards a Preferred Option.</p>

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					that there are enough facilities/services to support the local community, it is vital that nunhead has a community centre, such as the nunhead green community centre.	
16	Nunhead Residents Association	Issues and Options Report	General comment	Nunhead	Nunhead's shopping areas need to be improved, particularly in relation to the empty shops and scruffy shop fronts along evelina road and in gibbon road.	Environmental and shop front improvements are being taken forward in the Towards a Preferred Option
17	Nunhead Residents Association	Issues and Options Report	General comment	Nunhead	Nunhead's green /open spaces need to be protected and nunhead's green /open spaces need to be protected and conserved to help meet the leisure needs of a growing population.	We are carrying out an open spaces audit to make sure that we protect and improve the quality and number of open spaces and green areas. This should make sure that we provide spaces for all different types of users including adults to use.
18	Nunhead Residents Association	Issues and Options Report	General comment	Nunhead	More support infrastructure (education, health and transport services) is needed to meet the needs of a growing population and increased housing in the area.	These issues are being taken forward in the Towards a Preferred Option.
19	Nunhead Residents Association	Issues and Options Report	General comment	Nunhead	Nunhead needs better bus services which, currently, only take people in a loop in/around nunhead, and none go directly to dulwich, kings, guys or st. thomas hospitals.	Bus services are a TfL responsibility, we will work with them through preparation of the AAP to consider improved bus services.
20	Nunhead Residents Association	Issues and Options Report	General comment	Nunhead	Speeding traffic is a local concern which should be addressed by more traffic calming measures and 20 mph zones in the area.	We are looking at speeding traffic in the Towards a Preferred Option and how solutions can be found.
21	Deirdre Doyle	Issues and Options Report	General comment	Town centre activity	At the moment everything seems aimed to turning the south end of rye lane in to residential . Fig3 shows the town centre being midway ie. The area round the station which is logical. You seem to want to turn the south end in to residential so that you	We are looking at options for the town centre and the different types of places that could be created in the different parts of Peckham in the towards the preferred option. We would welcome

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					can "move" the town centre to the area around the library. This is an area noted for crime and drug dealing. I use the cinema approx 4 times a month. Where it is I feel safe. I would not use it at all if moved to the north end.	your feedback on the proposals that you would consider to be the most successful.
22	Deirdre Doyle	Issues and Options Report	Site options	Site 1: Choumert Grove Car Park	Choumert grove car park is regularly under threat as you see it as an easy option. The changes in pricing seem to be geared to drive people out of the car park so that you can say it is underused. One of the reasons local people give to the agreeing to the building of the mosque was that there was available local parking - ie choumert grove car park. Now the mosque has been built you now want to build on the car park. It shows we cannot trust the council.	We are looking at options for development and also for car parking as part of a strategy in the Towards a Preferred Option
23	Deirdre Doyle	Issues and Options Report	The big decisions	Community facilities	We have several medical centers already - ? crown, queens road, lister, sternhall lane, forest hill road - we do not need another one.	We are taking the approach of improving current medical centres rather than setting up new ones in the Towards a Preferred Option.
24	Deirdre Doyle	Issues and Options Report	The big decisions	Shopping	We keep learning how nice lordship lane is and that we should aspire to the same. I agree, however, we will never achieve that unless the council/environmental health do something about the shops in/off rye lane. Why not instigate a hygiene certificate. I worked for 30 years for an air line. As I dealt with food I had to do hygiene course which included food storage. This should apply to all shops selling food. The smell as one walks along rye lane is extremely off putting and I cannot see anyone wanting to sit at a cafe or restaurant in that environment.	We are looking at ways we can work with partners and local businesses to improve the local environment as part of the towards a preferred option.
25	Rebecca Wilmshurst	Issues and Options Report	Site options	Site 6: Cinema	Don't re-position the cinema: it is in the perfect location as it is.	We are looking at a number of options in the Towards a Preferred Option

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		Report				considering the different pros and cons of locating the cinema in different places. We will put forward the final option in the Preferred Options paper. This feedback will be fed into this decision making.
26	Rebecca Wilmshurst	Issues and Options Report	Growth dependent options	Open spaces	The area needs to feel more open and green.	We are carrying out an open spaces audit to make sure that we protect and improve the quality and number of open spaces and green areas. This should make sure that we provide spaces for all different types of users including adults to use.
27	Rebecca Wilmshurst	Issues and Options Report	The big decisions	Shopping	The quality of shops in the area has got to improve - Rye Lane is depressingly repetitive and dirty, with poor levels of hygiene in some food shops.	We are looking at ways we can work with partners and local businesses to improve the local environment as part of the towards a preferred option.
28	Rebecca Wilmshurst	Issues and Options Report	Site options	Site 1: Choumert Grove Car Park	Do something about the lack of cohesive strategy re Car Parks and car-parking. I feel especially angry about the imposed Choumert Grove Car Park charges. This Car Park seems under constant threat, yet is vital to the well-being of sustaining local shops and shopping and to support key places of worship e.g. All Saints Church, the Mosque in Choumert Grove, and it is ludicrous to think of any plan to improve the vitality and retail health of the area without allowing people somewhere central, safe and open to leave their car.	We are looking at options for development and also for car parking as part of a strategy for Peckham in towards a preferred option.
29	Rebecca Wilmshurst	Issues and Options Report	The big decisions	Shopping	Improve the poor planning enforcement: some shops operate with great nuisance factors to residents through smells of cooking, noisy mechanical plant, and appalling breaches in the regulatory health and environment guidelines.	We are looking at ways we can work with partners and local businesses to improve the local environment as part of the towards a preferred option.

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30	Rebecca Wilmshurst	Issues and Options Report	The big decisions	Design and conservation	And please pay regard to the Conservation areas - which are under so much threat if the surrounding zones are allowed free rein.	We are proposing 3 new conservation areas alongside the Peckham and Nunhead AAP. These proposals will be out for consultation in the Summer and if they are supported the designation and protection will be agreed in September.
31	Rebecca Wilmshurst	Issues and Options Report	The big decisions	Community facilities	Please find somewhere for the young people to have hubs of activity - clubs - a vibrant theatre - leisure & sport facilities Fine ways of developing music programming in the areas.	There are policies for sports and youth set out in the towards a preferred option. However there are no specific plans for a music venue as part of the Council's plans currently. However, it has been identified that cultural facilities for music and/ or dance, or multi-arts use are a gap in provision in the area. Any venue plans will be dependent on a financially sustainable option which is not reliant on public funding or subsidy.
32	David Brooker	Issues and Options Report	The big decisions	Traffic and transport	Can you also have a look at the jumble of traffic lights in front of the bus station and see if things can be simplified here for better traffic flow, also looking at the lights outside Burger King which cause a lot of delay to through traffic. Creating an exit from the bus station into McKerrel road and on to Hanover Park would save a huge number of buses having to turn right across the busy main road, saving bus passengers' time, and a lot of delay to through traffic.	We are meeting TfL to discuss the bus station as part of our consultation on Towards a Preferred Option.
33	Anna Kitt	Issues and Options Report	The big decisions	Shopping	I believe Peckham needs to be developed to ensure that the local economy thrives. Although I live in Peckham I rarely spend money in the area and don't consider it to be a place I want to spend my leisure time, as there are limited entertainment	We have taken forward all of these issues in the towards a preferred option. Particularly improving the Rye lane environment, safety for pedestrians, increasing the range of retail and cafes

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					options in Peckham - few restaurants or cafes. Indeed Rough Guide to London warns tourists from visiting Peckham! Which I consider to be a devastating statement.	along with improved leisure facilities.
34	Hambridge Homes	Issues and Options Report	The big decisions	Housing	We support Option A of increasing the amount of housing in the area; although it is recognised that there is a need for more family housing, there is also a need for small low cost affordable private housing and intermediate housing. There needs to be more flexibility in terms of housing tenure as well as housing type and size particularly in today's economic climate where viability and marketing issues will be paramount to the delivery of both market and affordable housing.	Option A is being taken forward in the towards a preferred option with the suggestions made in this comment.
35	Hambridge Homes	Issues and Options Report	The big decisions	Local business and employment	We consider that there should be more flexibility in relation to changes of use of employment floor space to residential use with market forces dictating which use it most viable unless is within a designated employment zone and where there is a reasonable change of employment uses being able to continue.	We are consulting on protection and new employment and housing provision as part of the Towards a Preferred Option to try to find a balance so that we can make Peckham as successful as possible.
36	Hambridge Homes	Issues and Options Report	Growth dependent options	General comment	We support the high growth options of allowing a significant increase in floorspace on mosts sites and allowing extra storeys on other sites; but we object to the requirement to provide a proportion of affordable business/work space in commercial development. In today's economic climate viability and marketing issues will be paramount to the delivery of any development.	We are taking forward this option in the Towards a Preferred Option with the suggestions made in the comment.
37	Hambridge Homes	Issues and Options Report	Growth dependent options	Natural environment	We consider the requirement of new development to meet the highest environmental standards including being carbon neutral would be very	We are considering different ways forward for environmental standards in the Towards a Preferred Option. We

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					difficult to achieve. It would be more realistic to require new development to meet high environmental standards.	need to provide more clarity on best practice and minimum standards.
38	Andy Wales	Issues and Options Report	Site options	Site 28: Wooddene	I do not agree with a building above 4 stories at site 28, on Queens Road.	We have set out proposals for the Wooddene site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
39	Andy Wales	Issues and Options Report	The big decisions	Shopping	I believe much more effort (loans, training, advice) can be put into supporting community enterprise and entrepreneurs who want to start restaurants, cafes, retail outlets etc, and would prefer existing or new retail space to be designated A3 and A4. I would argue to reduce the number of A5 designations or permissions. There is only so much fried chicken that an area needs and Peckham is already well beyond that threshold.	We have introduced policies in section 4 that should meet the concerns set out in these comments. There are options that require further comment and consultation.
40	Topbears	Issues and Options Report	Peckham and Nunhead Today	Public realm	Don't hold up Bellenden renewal as a beacon. Most of us who lived through it and still live here think it was nothing more than a way of Roger improving his career by getting his face all over the front pages of the press. Have a look at Bellenden road today. We have vast amounts of unmended pavements and streets of houses still in disrepair.	Comment noted
41	Jake Wetherall	Issues and Options Report	Site options	Site 4: Peckham Rye Station	More than anything else in this plan I think the creation of a public square is very important for a better Peckham. Not only would it massively improve the first impression of Peckham for those coming in by train, but it would also show off the beautiful station building itself. An attractive square would also likely encourage the improvement of Rye Lane in the vicinity. The area behind the station could also be used to highlight the vibrancy and	We are taking forward the square and improvements to the surrounding area as part of the Towards a Preferred Option to progress the ideas in the comment.

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42	Sally Butcher - Persepolis	Issues and Options Report	Growth dependent options	Shop fronts and space above shops	creativity of Peckham - hopefully with new businesses in the mould of Bar Story/Sassoon Gallery taking over the current light industrial use. As Peckham High Street is the public face of the area, with considerable through traffic, it would be advisable to regenerate this corridor first and as a matter of urgency. It needs a bit more than shop front tweaking.	We have set out a vision for Peckham High Street in section 3 with ideas for changes. These require further comment.
43	Luke Wooller	Issues and Options Report	Growth dependent options	General comment	I have no issue with an increased densification of development in central Peckham, particularly if this leads to or encourages increased services and makes development more practical. However, public services, such as libraries, must be retained for the areas which do not benefit from this development - such as southern Nunhead. Also, the independent cinema use on Rye Lane must be preserved at a local site.	We are taking forward protection and improvements to public services in the Towards a Preferred Option for the entire area. We set out our plans for areas where we are taking forward development and improvements.
44	Evolution Quarter Residents Association	Issues and Options Report	Site options	WillowbankPupil Referral site	Please add the Willowbank Pupil Referral site on Davey Street to your list of key sites. Education will vacate this site in 2013 with the potential to develop along the same successful lines as the nearby Galleria development.	After discussions with Laura McGinlay - In previous years' Building Schools for the Future planning, the Willowbank Pupil Referral site on Davey Road was highlighted as a site that may in future be surplus to requirements. This approach has since changed and the site is still in use with no plans for education to vacate it as there is still a need for it in the borough.
45	Evolution Quarter Residents Association	Issues and Options Report	General comment	General comment	There needs to be much greater consideration given to how the initial investment from the Peckham Partnership can be built upon in NORTH PECKHAM over the next 15-20 years in this document. This area needs new shops which	We have provided more detail on areas to be clearer about how we will work with our partners to encourage investment in the different areas such as North Peckham.

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46	Evolution Quarter Residents Association	Issues and Options Report	The big decisions	Shopping	cannot be supported without a more diverse local population. Recently, several key sites in North Peckham have seen private housing being replaced with a special school, which will not increase local purchasing power. Southampton Way Shopping Precinct - Shops in Southampton Way also need improvement and whilst technically these fall within Camberwell, a significant catchment area for these shops falls within North Peckham.	"Policy 6 of TAPO lists our locally protected shopping frontages as: Nunhead local centre at Evelina Road Bellenden Road Queens Road Meeting House lane Nunhead Lane Gibbon Road Barry Parade Peckham Park Road and Forest Hill Road The precinct at Southampton Way are not within the Action Area, however they would be given some protection under policy 1.10 of the Southwark Plan. This is stated in the Towards a Preferred Option document. Outside Peckham town centre and the protected shopping areas listed above we will protect individual shops where there are no similar shops in the nearby area."
47	Evolution Quarter Residents Association	Issues and Options Report	The big decisions	Housing	Social tenure housing also needs to be more evenly spread across Peckham, with better controls/oversight by the Council. Two sites on Southampton Way (199 flats) and Samuel Street (44 flats) have both seen the shared or outright ownership element of these schemes removed due to the credit crunch. This has long term implications for the type and extent of services in an area.	Our option requires social housing on all new housing developments that are 10 units or more. This should provide a spread throughout the area.
48	Evolution Quarter	Issues and Options	The big decisions	Local business and	Hotel provision in Peckham needs to improve to attract greater tourists and support local businesses	The Towards a Preferred Option includes ideas for hotels.

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	Residents Association	Report		employment	and universities.	
49	Evolution Quarter Residents Association	Issues and Options Report	The big decisions	Housing	Designate North Peckham as an area for future student accommodation – I would support the development of student accommodation in North Peckham, perhaps on the Summer Workshops, Willowbank or Cator Street sites. This would support a much more vibrant community and support new shops which are currently uneconomical.	The Towards a Preferred Option sets out requirements for Student housing can be proposed for Peckham. These include affordable housing requirements to ensure that we have a mix of provision for social housing and family housing in addition to student housing.
50	Evolution Quarter Residents Association	Issues and Options Report	The big decisions	Community facilities	North Peckham also needs a centre for creative arts - see Chapter Arts Centre in Cardiff, Wales as example (http://www.chapter.org). This could provide more opportunities for young people in the area, support creative adult learning classes and even an art house cinema and bar. Chapter is located in an old school building, which could be replicated at the Summer House site. However, it may also be possible to develop a scheme in partnership with Camberwell College and new student accommodation.	We have introduced policies in section 4 on youth facilities and retail and leisure uses. There are options suggested that require further comments.
51	Evolution Quarter Residents Association	Issues and Options Report	The big decisions	Traffic and transport	North Peckham has lost the attraction of the Cross River Tram and has seen large new replacement housing. However, the development of a successful, vibrant community is yet to be achieved. The recent announcement of investment for Burgess Park will help in the longer term, but poor public transport is a real issue which needs to be addressed urgently. North Peckham needs improved accessibility/public transport in give firmer foundations for future development.	The Towards a Preferred Option is considering how we can improve public transport along with our partners particularly Transport for London.
52	Evolution	Issues and	Growth	Natural	More emphasis on a 'Sustainable Peckham', with	The Towards a Preferred Option looks at

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	Quarter Residents Association	Options Report	dependent options	environment	new investment requiring advanced forward thinking on how businesses, new housing and the wider environment need to be adapted and supported in the coming years.	sustainability options to prepare a plan for sustainable growth throughout the AAP area that provides benefits and brings in investment.
53	Evolution Quarter Residents Association	Issues and Options Report	General comment	Community wellbeing	Future Peckham needs to promote 'Inclusive Peckham' - Peckham Community Council, the Wardens Service and potential street champion initiatives are all positive examples. However, future work is needed to ensure housing developers are required to show how they will integrate new residents into an existing community. Our experience in North Peckham is that many residents felt powerless to address issues of concern as there was no education on existing networks, no financial support for collective resident groups and no input into the selection of a managing agent (private developers).	Caroline Thwaites is head of service. Due to budget cuts the Peckham and Nunhead community warden teams have merged and their boundary is still being finalised, although it does cover the Peckham town centre and some surrounds as well as some of Nunhead. There are 7 people in the Peckham and Nunhead team dealing with the immediate area who are also supported by borough-wide problem solving and response teams. They are guaranteed until 2012. They used to exist in all Community Council areas but are now in key problem areas due to resourcing issues.
54	Angela Style	Issues and Options Report	Site options	Site 2: Copeland Industrial Park	I have visited the site at Copeland Road and strongly believe that this should be developed as a creative hub and has stacks of potential for this as a site with heritage and the right feel. It is also home to a number of black evangelical churches. I do not believe that this should be developed as a tram depot	Copeland road is no longer protected as a depot in the Towards a Preferred Option. The proposals are set out for this site in the sites section of the AAP.
55	Angela Style	Issues and Options Report	The big decisions	Traffic and transport	I have recently moved to the area and one of the worst features is the heavy traffic. In the Belenden area there is heavy industrial traffic starting from 4 – 5am – heavy enough to make house quake! This is not appropriate in a residential area and needs to	We have introduced transport policies in section 4 that should address these issues. Further comments are required.

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					be addressed. It has negative impacts in terms of noise pollution, air quality, health, safety especially for children and also further increases traffic as people do not feel safe to walk. More pedestrian crossings are needed in the area as a short term measure. eg McDermott.	
56	Angela Style	Issues and Options Report	The big decisions	Traffic and transport	Access at Peckham Rye station is poor and it is intimidating with the run down arcade entrance. Streets are difficult to manage with a buggy.	Towards a Preferred Option sets out new plans for the station which we are working with our partners Transport for London to find a way for delivery. TfL are responsible for this station, however we need to work with them to find a way of bringing in the investments and improvements needed.
57	Angela Style	Issues and Options Report	Site options	Site 1: Choumert Grove car park	Choumert Grove car park - prefer polyclinic and community uses, no car park	We are looking at options for development and also for car parking as part of a strategy in the Towards a Preferred Option
58	Angela Style	Issues and Options Report	Site options	Site 4: Peckham Rye station	Peckham Rye station – demolish arcade	Towards a Preferred Option sets out new plans for the station which we are working with our partners Transport for London to find a way for delivery. TfL are responsible for this station, however we need to work with them to find a way of bringing in the investments and improvements needed.
59	Sumner TRA	Issues and Options Report	Vision and Objectives	General comment	Basically, the Sumner Tenants & Residents Association wanted me to say that they mostly agree with the vision for Peckham and Nunhead, and with the issues as set out; that they prefer mostly the more limited options and limited growth options, also all the proposed conservation areas.	Supporting comments are noted. There is consultation on 3 new Conservation Areas being carried out alongside the consultation on the AAP during the Summer. These will then be agreed and designated if they are supported in

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						September. The Towards a Preferred Option considers various levels of development for options and sites which will need further consideration by the T&RA and we would welcome feedback.
60	Sumner TRA	Issues and Options Report	Site options	Site 9: Melon Road	When it comes to the specific sites, they felt that (9) Land off Sumner Road, aka Flaxyards should be kept as open space, and strongly object to the TfL proposals for a 'transport interchange'. It is not long ago that this area was regenerated and Sumner Road cut off as it was designated a residential area. Perhaps with the train station being defined the new centre of Peckham a 'transport interchange' would be more useful there.	Proposals for Flaxyards are set out in the Towards a Preferred Option. This is a development site and is not an open space, however the uses on the site still require further discussion and we would be grateful for feedback on these.
61	Sumner TRA	Issues and Options Report	Site options	Site 10: Peckham Square and Eagle Wharf	Peckham Square and Eagle Wharf Area 10 - they felt that such an enormous space could be a valuable centre for the whole community, and all ages for recreation as well as but not exclusively, art. This area lost many community facilities which were not replaced in the recent regeneration.	Proposals for these sites are set out in the Towards a Preferred Option. We need to work with our partners to bring in investment and development. The uses on the site still require further discussion and we would be grateful for feedback on these.
62	Sumner TRA	Issues and Options Report	Site options	Site 13: Sumner House	Sumner House should be returned for community/education use.	Proposals for development on Sumner House are set out in section 5 of the Towards a Preferred Option. We welcome comments on the proposals.
63	Sumner TRA	Issues and Options Report	Growth dependent options	Open spaces	One suggestion for an area not included was that if a part at least of Green Chain Walk could be restored to the canal, that would be a brave and exciting nod to its past while being part of its future in changing the perceptions of Peckham.	The South East London Green Chain is part of Walk London and is one of 7 strategic walking routes around the capital. Southwark joined the South East London Green Chain last year and there are no plans to extend the designation at present. Strategic Policy 11 of the core

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64	Theatres Trust	Issues and Options Report	General comment	Local business and employment	<p>The Theatres Trust is The National Advisory Public Body for Theatres. The Town & Country Planning (General Development Procedure) Order 1995, Article 10, Para (v) requires the Trust to be consulted on planning applications which include 'development involving any land on which there is a theatre.' It was established by The Theatres Trust Act 1976 'to promote the better protection of theatres'. This applies to all buildings that were either built as theatres or are used for theatre presentations, in current use, in other uses, or disused. Due to the specific nature of the Trust's remit we are concerned with the protection and promotion of theatres and expect therefore to see matters relating to cultural facilities. We are pleased to see that the Creative and cultural industries will be thriving (page 9) by 2020. Cultural energy and creative activity is the mark of an innovative community, helping attract and retain well-qualified people and businesses. It fosters higher inward investment, more partnership working and greater</p>	<p>strategy sets out our approach to open spaces. This includes promoting and improving access to and links between open spaces including green chains. We therefore support the wider network including those currently designated as green chain and will look at ways of further protecting and improving these spaces through the Peckham and Nunhead area action plan and forthcoming open spaces development plan document.</p> <p>We will consult the Theatres Trust on PNAAP at each stage. We set out proposals for creative and cultural activities in the Towards a Preferred Option for further discussion before we agree on an approach for the Preferred Option.</p>

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65	Theatres Trust	Issues and Options Report	General comment	Community wellbeing	<p>diversity in the workforce. Cultural activity can drive regeneration and make people proud of their communities and of themselves.</p> <p>The issues of activities for young people (page 14) could be addressed by the establishment of a youth theatre in a suitable empty building which would provide opportunities for young people to learn a broad range of skills associated with the dramatic arts and encourage more mature youngsters to assist in the development of the artistic work and the day to day management of the Youth Theatre to provide them with valuable experience and further training. The venture would respond to the needs of young people from different cultural backgrounds, and those young people who have special needs.</p>	<p>"The Southwark website provides upcoming events to do with youth information also on the events page of the website. Southwark does have a group who specialise in youth theatre - the Southwark Theatres Education Partnership STEP is a borough-wide partnership linking the theatre community and education sector in the London Borough of Southwark. Southwark Council is one of STEP's strategic partners. STEP aims to equalise, extend and deepen the theatre and drama experience of all young people living in Southwark through the development of strategic partnerships between schools, youth and community groups and theatres and performing arts organisations. STEP aims to encourage young people to achieve their full potential through the creative force of theatre and performing arts activities. STEP's objective is to work closely with Southwark schools, youth and community groups and theatres and performing arts organisations to develop creative approaches to learning and provide innovative projects which stimulate children and young people's personal development and contribute to</p>

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66	Theatres Trust	Issues and Options Report	General comment	Community wellbeing	Theatrical venues can form a prized part of any community and their significance can have a local dimension in that they are popular places where families want to go and therefore are a focal point for cultural activity in the community. As such they immediately connect with the current debate around place-making and sustainable communities. People care about their local environment because it gives greater depth to places, and theatres in particular, can provide a basis for a personal sense of place and belonging.	their educational attainment. RE Theatres, there is Theatre Peckham behind the Peckham Town Hall on Havil Street"
67	Mr Uppington	Issues and Options Report	General comment	Consultation	Your flow chart of different futures is not worded particularly openly& pushes the reader towards the high growth strategy. This is not very consultative.	There are policies for sports and youth set out in the towards a preferred option. However there are no specific plans for a music venue as part of the Council's plans currently. However, it has been identified that cultural facilities for music and/ or dance, or multi-arts use are a gap in provision in the area. Any venue plans will be dependent on a financially sustainable option which is not reliant on public funding or subsidy.
68	Mr Uppington	Issues and Options Report	General comment	General comment	Thank you for distributing the "Future Peckham" leaflet at the local Station this morning – I found this an informative document with a clear route to further information on your intentions for the area going forward. In general your vision and issues seem fairly well thought out and I hope achievable. As an aside, your flow chart in the document on the different futures is not particularly open and somewhat forces the reader towards the High Growth strategy rather than being consultative	We have set out the Towards a Preferred Option with different options in an open way to encourage consultation. We have many responses to the Issues and Options supporting various strategies for growth and we will endeavour to be open and fair in our suggested ways forward.

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69	Mr Uppington	Issues and Options Report	General comment	Consultation	however. I have tried to respond by filling in your on line questionnaire, but found this an unclear and poorly constructed web interface, as such I have decided to upload this letter – I note that this is a good feature (assuming they are read!).	I am sorry you found the interface tricky to use. We will be trying to improve this.
70	Mr Uppington	Issues and Options Report	Vision and Objectives	General comment	In regards to your vision, I would agree that defining Peckham in terms of its creativity, diversity and independence is an attractive future to pursue. The majority of the issues you have identified all relate to the broader definition of the environment of Peckham as an urban centre. I would strongly encourage the continued support of small, local and independent businesses as being fundamental to the future of this Peckham – with a desire to avoid the monotony of other urban centre's with identi-kit high streets. Peckham's landmark community projects go a long way to defining the area and I would applaud the roll out of comparable developments to the Library and Bellenden Road regeneration across the area.	We have introduced policies to support and protect businesses in section 4 and to introduce new community facilities where there is a need and they can be supported. These should address the comments raised.
71	Mr Uppington	Issues and Options Report	The big decisions	Traffic and transport	As a long time resident of the area, traffic is unfortunately a defining aspect (for all the wrong reasons) and a wide ranging holistic review of the road network is desperately called for (this should go towards helping with issues such as carbon emissions, air quality and noise). The bus network although good, is poorly served by the interface between train and bus at Peckham Rye station – singularly one of the worst designed bus stops in the country. The train network is good and continued investment will be well received, we look	We have introduced policies in section 4 to address transport issues. These should address the comments raised.

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72	Mr Uppington	Issues and Options Report	Growth dependent options	Natural environment	<p>forward to the arrival of the East London Line extension to expand upon this. Your plan for a central square in front of the station seems to be a sensible one.</p> <p>I would echo the desire for greening of the natural environment (such as planting of street trees) and see the Rye as one of the jewels of the area to be preserved. I am concerned by the discussion of continued discussion of high rise development – an issue that carries with it detrimental impacts to both the natural and community environment. I am encouraged by the discussion of strategies such as District Heating Policies.</p>	<p>We have introduced policies for greening, protecting the Rye as an open space, energy and where tall buildings could be appropriate. These should address these comments.</p>
73	Mr Uppington	Issues and Options Report	The big decisions	Community facilities	<p>Investment in schools, community centers and focal points for engagement of younger generations and diverse ethnicities will have a material benefit to the local community.</p>	<p>We have introduced policies for youth facilities and schools that should address these comments.</p>
74	Black Business Initiative (BBI)	Issues and Options Report	The big decisions	Local business and employment	<p>I would like to see a Peckham and Nunhead that promotes business and enterprises, including infrastructural developments that promote and support small and medium enterprises through affordable business spaces and a mix of business types and not just known for foods and vegetable. We should be able to attract the big companies and retailers such as Marks and Spencers back to the area.</p>	<p>We have introduced policies on businesses in section 4 that should address these comments.</p>
75	Clive Goodman	Issues and Options Report	Site options	Site 4: Peckham Rye Station	<p>The outside of Peckham Rye station needs to be sorted out. The station itself is not lovely, but is adequate. 1. Clear away all the dodgy buildings between the station and Rye lane making an attractive public square. 2. Shut down the dirt-creating shops on the side of Peckham Rye that</p>	<p>We have set out a vision for the station and square in section 3 and we need to work on how to implement our policies and introduce environmental improvements at the preferred options stage of consultation.</p>

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76	Peter Pembroke	Issues and Options Report	The big decisions	Shopping	<p>continuously mess the pavements with braided hair and litter.</p> <p>I like what you are proposing. My only other comments would be: - trying to ensure that we keep good quality train services that run into the evenings (e.g. I gather the new train service Bellingham-Victoria via Nunhead and Peckham is under threat) - a key thing is to encourage a couple of larger department style shops in peckham, which will encourage people to come to rye lane for that kind of shopping - more variety in shops will then follow</p>	<p>We have introduced public transport policies in section 3 that address the transport comments and town centre policies with options that require further comments in section 4.</p>
77	Vanessa Gash	Issues and Options Report	The big decisions	Traffic and transport	<p>Traffic control: I feel strongly that the PNAAP projects should consider the flow of traffic through the centre of peckham. There has been an intensification of traffic on bellenden road (as well as other roads in my neighbourhood) as a result of the closure of the top of rye lane and the restrictions on the railway bridge on camberwell grove. This has resulted in a high volume of north-south traffic using the residential and secondary bellenden road as a rat run. The traffic volume is high and many drivers do not heed the speed limit (which is not clearly indicated and should in any case be reduced to 20 mph on such narrow streets in residential areas). In particular the section of bellenden road between choumert road and chadwick road has no arrow pavements and limited parking and this seems to result in drivers getting over -excited at what they see as an open stretch of road. This is a danger to the many pedestrians who are accessing the shops and businesses there, as well as causing noise pollution. It therefore seems necessary to ensure</p>	<p>The options considered by the PNAAP look at the distribution of traffic and relieving capacity at the southern end of the town centre which driver seek alternative routes to avoid this congestion. By improving the efficiency of the network, this will relieve pressure from the surrounding streets. The PNAAP options also include reviewing the one way system around Bellenden which can contribute to vehicle speeds, this network change would be accompanied by changes to the street layout and traffic speeds would be considered as part of this. The east London line will support existing rail services and create new travel opportunities to employment centres in particular Canary Wharf which, accessed via the Jubilee Line at Canada Water. Reliable bus journey times is something</p>

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					<p>that residents and customers to the business on bellenden road can cross the road in safety; and that residents can reclaim their community from rat runs. I would welcome a large raised pedestrian crossing that spans the entire crossroads of bellendedn road with choumert road that would allow pedestrians to cross the road intersection from north to south, as well as east to west (which is our current option) and diagonally. This rat run from peckham high street to goose green and peckham rye common passes by several schools, and should therefore have its speed limit reduced to 20 mph. While slowing speeding drivers down is vital, the source of the rat run traffic also needs to be tackled. I strongly believe that rye lane should be reopened to all traffic at is north end, rather than redirecting traffic via clayton road. This blockage is what forces cars down small resident's streets, and there is limited benefit to pedestrian on rye lane - they are still confined to the very narrow pavements by speeding buses. Finally, given the current proposals to cut the south london line (victoria - london bridge via denmark hill and peckham rye) the current traffic problems can only get worse. South Londoners need direct routes to central london to get to and from work on time. Moreover, the council's plans of encouraging businesses to peckham will fail if the public transport infrastructure is poor. The current travel time from peckham to london bridge or victoria is 10/15 minutes on the train. It will increase to unworkable amounts under ELLx2. High and unpredictable (for bus journeys) travel times are not attractive to business or their</p>	<p>that the council, Transport for London and bus operators work together to improve. Rye Lane is one of the areas of the borough with poor reliability and works planned in this area will help to address this. The council is currently delivered streetscape improvements in Peckham Hill Street, these will deliver improvements for pedestrians, as well as access to local bus services and the Peckham Square. Further works are being undertaken in 2011/12 in Rye Lane South and Peckham Rye to reduce vehicle speeds and improve conditions for cyclists. The options considered by the PNAAP look at the distribution of traffic and relieving capacity at the southern end of the town centre which driver seek alternative routes to avoid this congestion. By improving the efficiency of the network, this will relieve pressure from the surrounding streets. The PNAAP options also include reviewing the one way system in Bellenden Road and in Copeland/Consort Road. One way systems can contribute to vehicle speeds, network changes would be accompanied by changes to the street layout and traffic speeds would be considered as part of this. Peckham High Street and Queens Road are part of the Transport for London Road Network and the council is</p>

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78	Owen Marriott	Issues and Options Report	Vision and Objectives	General comment	<p>employees.</p> <p>I fully back the Council's vision to turn Peckham Rye / Nunhead into a creative hub, and welcome this whole-heartedly. I think this needs to be balanced with a need to protect the existing eco-system of the area (precarious as it may often be) by not instigating changes to housing density, negatively impacting local small businesses or disadvantaging the area financially. This will be extremely difficult to achieve, but I admire the ambition and drive of the council to push ahead with it!</p>	<p>working with TfL to improve conditions for pedestrians and improve access into the town centre.</p> <p>Section 3 sets out a vision for Peckham Rye/Nunhead that should include all off the comments suggested. The policies particularly design, retail and housing should address the comments.</p>
79	Victoria Carmody	Issues and Options Report	Growth dependent options	General comment	<p>Developments in Peckham need to consider variety of communities in and around area - need to consider choice in shops - more places for people to be able to eat and drink out Need for affordable housing - both rented and assisted buying Really thankful for the care and work put into Peckham Rye park - is beautiful, a real treat. Could we look at children and youth services in the peckham area, an organisation to encourage volunteering the area to assist with these.</p>	<p>The policies in section 4 on retail, affordable housing, youth provision, schools and community facilities should address the comments raised.</p>
80	Jennie	Issues and Options Report	Site options	Shopping	<p>Old Tuke School Site, Peckham Square, Peckham Rye, Aylesham centre, Lidi: New community Centre, new cinema, new cafes and restaurants, keep car park, new shopping centre needed. An ideal place to have a community centre as there are none that side of Peckham I have a 17 year old step son he goes to a mentoring project at Bells garden but in the winter I do not let him go as it becomes</p>	<p>We have set out options for car parking and town centres in section 4. We welcome comments on these. We have also set out policies for youth and different types of retail. We are particularly interested in young people's views on our proposals.</p>

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					<p>dark earlier I also have 3 daughters 1 disabled maybe a disabled youth club locally would be good I then would be able to take her once again we need to also make space for disabled play ground or bigger one for my daughter who is 12 and loves playing on roundabout but there is only 1 in the Harold Moody park . we need more cafes and different restaurants be nice to have an italian, chinese, portugese and so on, it would be great to have a music venue also stores like next, tesco's, sainsbury's, aldi, body shop, 99p shop, bigger primark, marks and spencers, i always go to lewisham do something like that in Peckham.</p>	
81	Shawana Williams	Issues and Options Report	Site options	Shop fronts and space above shops	<p>Rye Lane is very difficult to walk along as some shops take up half of the pavement. The signage they use is also sometimes in the way. The shop fronts are not presented in a well organised manner. Would be so much better to navigate down the road if shop fronts were put back in. It must be even more difficult for disabled members of the public or those with puch-chairs etc</p>	<p>The design policy addresses the issues raised in these comments in section 4.</p>
82	Gray Davison	Issues and Options Report	General comment	Design and conservation	<p>I believe that maximum effort must be made to preserve existing historic buildings in the area. Peckham/Nunhead has a wealth of such buildings which mark the area out from other developing lower income/mid income areas. The challenge for developers is that they run the risk of turning the area into a carbon copy of other investment locations - devoid of all character and uniqueness. The relative success of Peckham Rye and East Dulwich is that the physical (built) environment is attractive and has consequently drawn a wide range</p>	<p>The design and conservation area policies in section 4 should address the comments raised.</p>

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83	CLG Enterprises	Issues and Options Report	The big decisions	Local business and employment	<p>of inhabitants to the area which has subsequently driven further improvements (in conjunction with council investment).</p> <p>CLG agrees that small business and shops retail etc should be encouraged more within the area not only to boost local employment but also with more unit's and commercial space available it makes it a lot more assessable for small business to grow and expand thus creating a cheaper and readily available environment to start or expand a business. This will also create a lot more jobs and boost the local economy.</p>	<p>Retail policies in section 4 introduce new options that should address the comments, these require further consultation.</p>
84	Andy Wales	Issues and Options Report	Growth dependent options	Tall buildings	<p>I believe the 'high growth scenario' is false. Yes I support more restaurants and cafes, business space, environmental improvements and an energy network, but I don't believe we need tall building to get these benefits. Intense housing density does not much make sense, given that Peckham already has a high density generally.</p>	<p>We have set out options for growth of the character areas in section 4 policies on retail that require further comment. We also set out limited options for tall buildings that require further comment. The density policy is set in the core strategy, the Peckham and Nunhead AAP needs to comply with this. This sets out a suburban and urban density which is inkeeping with the current character of the areas.</p>
85	Kate Martin	Issues and Options Report	Growth dependent options	General comment	<p>I don't agree with all of the options for the overall growth strategy - it is too simplistic to be able to choose 1 of the 3 when there are approx 15 different rows. Whatever the options, the most environmentally advanced options should be chosen at all times.</p>	<p>We have taken this into account and have prepared simpler options in the towards a preferred option.</p>
86	Southwark Living Streets	Issues and Options Report	Peckham and Nunhead	Traffic and transport	<p>We feel that it is important to stress that in any redevelopment and regeneration of Peckham it is vital to tackle the quality of the streets and to</p>	<p>We have introduced policies on walking, cycling and public transport that should address the issues raised. We have</p>

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			Today		<p>increase the support for sustainable transport in the form of walking and cycling. At present Peckham is a horror for pedestrians and cyclists and for those on foot in particular. The casualty plots for pedestrians highlight the dangers on all the main roads in the area. Of greatest concern is the east-west route through Peckham on the TfL controlled red routes. Casualties are high from Queens Rd station right through to Southampton Way. It is clear that in the course of the redevelopment of Peckham it is key that an area-based scheme is created that compels TfL to engage with the myriad of problems that their drive for the highest possible levels of through traffic has created in the area.</p>	<p>introduced options for car parking that require further comments. We also set out in section 6 ideas for implementation that require further development.</p>
87	Southwark Living Streets	Issues and Options Report	Peckham and Nunhead Today	Traffic and transport	<p>The borough controlled roads on the north-south routes are also highly problematic. Peckham Hill St is very dangerous for pedestrians especially on the most southerly part (where it is unfortunately technically part of the red route). Here there is a heavily used east-west pedestrian desire line, but no formal crossing, from Peckham Square to the bus stops and residential areas to the east. Rye Lane and Peckham Rye south to East Dulwich Rd also have high casualties. South of Rye Lane excessive road space allows higher speeds in spite of the large numbers who wish to cross throughout the area. Consideration should be given to removing the "dual carriageway" section and returning to two-way working south of Sternhall Lane.</p>	<p>The council is currently delivered streetscape improvements in Peckham Hill Street, these will deliver improvements for pedestrians, as well as access to local bus services and the Peckham Square. Further works are being undertaken in 2011/12 in Rye Lane South and Peckham Rye to reduce vehicle speeds and improve conditions for cyclists. The options considered by the PNAAP look at the distribution of traffic and relieving capacity at the southern end of the town centre which driver seek alternative routes to avoid this congestion. By improving the efficiency of the network, this will relieve pressure from the surrounding streets. The PNAAP options also include reviewing the one way system in</p>

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						<p>Bellenden Road and in Copeland/Consort Road. One way systems can contribute to vehicle speeds, network changes would be accompanied by changes to the street layout and traffic speeds would be considered as part of this. Peckham High Street and Queens Road are part of the Transport for London Road Network and the council is working with TfL to improve conditions for pedestrians and improve access into the town centre.</p>
88	Southwark Living Streets	Issues and Options Report	Peckham and Nunhead Today	Traffic and transport	<p>More generally a number things need to change throughout these main roads. Firstly vehicles need to pass through Peckham's streets more slowly. Whatever the methods used to enforce lower speeds (average speed cameras would be the most acceptable), the maximum speed on all Peckham's roads and streets should be 20mph. To aid this process of traffic calming and reducing its domination, the one way systems need to be removed.</p>	<p>"The council is currently delivered streetscape improvements in Peckham Hill Street, these will deliver improvements for pedestrians, as well as access to local bus services and the Peckham Square. Further works are being undertaken in 2011/12 in Rye Lane South and Peckham Rye to reduce vehicle speeds and improve conditions for cyclists. The options considered by the PNAAP look at the distribution of traffic and relieving capacity at the southern end of the town centre which driver seek alternative routes to avoid this congestion. By improving the efficiency of the network, this will relieve pressure from the surrounding streets. The PNAAP options also include reviewing the one way system in Bellenden Road and in Copeland/Consort Road. One way</p>

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89	Southwark Living Streets	Issues and Options Report	Peckham and Nunhead Today	Traffic and transport	<p>Secondly pavements need to be widened and road capacity reduced especially along the red routes and most especially from the High St through to Queens Rd station. Road capacity is excessive along this stretch and only re-enforces the message to drivers that the roads are theirs to speed along as they wish. A proper and pleasant walking route needs to be created from the emerging communities around Queens Rd into the centre of the town. Road capacity is sufficient to allow protected cycle lanes throughout this section of road. Sufficient space also needs to be created to allow decent conditions for people to wait for public transport. The quality of the bus waiting areas on Peckham High Street is a disgrace with little or no space for those waiting for buses and those walking along the pavements.</p>	<p>systems can contribute to vehicle speeds, network changes would be accompanied by changes to the street layout and traffic speeds would be considered as part of this. Peckham High Street and Queens Road are part of the Transport for London Road Network and the council is working with TfL to improve conditions for pedestrians and improve access into the town centre."</p>
						<p>"The council has currently delivered streetscape improvements in Peckham Hill Street, these will deliver improvements for pedestrians, as well as access to local bus services and the Peckham Square. Further works are being undertaken in 2011/12 in Rye Lane South and Peckham Rye to reduce vehicle speeds and improve conditions for cyclists. The options considered by the PNAAP look at the distribution of traffic and relieving capacity at the southern end of the town centre which driver seek alternative routes to avoid this congestion. By improving the efficiency of the network, this will relieve pressure from the surrounding streets. The PNAAP options also include reviewing the one way system in Bellenden Road and in Copeland/Consort Road. One way systems can contribute to vehicle speeds, network changes would be accompanied</p>

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90	Southwark Living Streets	Issues and Options Report	Peckham and Nunhead Today	Traffic and transport	Thirdly, crossing the road needs to become easier and safer. At present the mass of guard rail and junction design only serves to underscore the fact that vehicles rule the roost in Peckham. Crossings need to be more frequent and shorter in distance. People should be able to cross roads easily and make use of the facilities on both sides of the road.	by changes to the street layout and traffic speeds would be considered as part of this. Peckham High Street and Queens Road are part of the Transport for London Road Network and the council is working with TfL to improve conditions for pedestrians and improve access into the town centre."
						"The council is currently delivered streetscape improvements in Peckham Hill Street, these will deliver improvements for pedestrians, as well as access to local bus services and the Peckham Square. Further works are being undertaken in 2011/12 in Rye Lane South and Peckham Rye to reduce vehicle speeds and improve conditions for cyclists. The options considered by the PNAAP look at the distribution of traffic and relieving capacity at the southern end of the town centre which driver seek alternative routes to avoid this congestion. By improving the efficiency of the network, this will relieve pressure from the surrounding streets. The PNAAP options also include reviewing the one way system in Bellenden Road and in Copeland/Consort Road. One way systems can contribute to vehicle speeds, network changes would be accompanied by changes to the street layout and traffic speeds would be considered as part of

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						<p>this. Peckham High Street and Queens Road are part of the Transport for London Road Network and the council is working with TfL to improve conditions for pedestrians and improve access into the town centre."</p> <p>Policies in section 4 on transport and the environment should address these comments.</p>
91	Southwark Living Streets	Issues and Options Report	Peckham and Nunhead Today	Public realm	<p>Finally the main roads of Peckham need to become decent places to walk along and become places that people want to shop, meet friends and pass their time in. Thus, lighting needs to be improved – white light rather than orange light should illuminate the pavement as well as the carriageway. Trees should be planted and seating installed. It is vital that walking to and around Peckham becomes a pleasant experience for the physical and economic health of the area.</p>	
92	Kat Thorne	General comment	General comment	Consultation	<p>I am very interested in this topic of regeneration of Peckham and Nunhead and I have managed to get involved in a number of ways but through continual persistence. I have never been proactively contacted by Southwark Council even though I have left contact details. I am concerned that the communication channels are not being utilised and people not proactively contacted. With email nowadays it is very easy to hit a lot of people all at once as well as use other means to contact those without access to email.</p>	<p>I am sorry that you were not contacted. We now have you on our list and we are following up contacts and engaging as many people as possible.</p>
93	Tracey Francis	Issues and Options Report	General comment	Nunhead	<p>All the new ideas that have been set out or only for Peckham. Nunhead is part of this consultant, so Nunhead should feature in these plans. Nunhead has a high street with empty units, a community centre that is closed and should be opened and</p>	<p>We have introduced a more detailed vision for Nunhead in section 3 and policies for Nunhead in section 4 along with sites in section 5. These aim to address the issues raised and require</p>

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					<p>used, schools that need promoting, a station that is well used and needs updating and its surrounding that offer potential to businesses, a library that is well used and can do more and have more put into it especially as it is uniquely child orientated, an arts week that happens annually which is organized by local people and not Southwark Council, one youth club and lots of youth in the area. Therefore, 50% of the consultation should feature developing Nunhead. Include Nunhead, not just in the title but the real place with real people who live here.</p>	<p>further comment.</p>
94	Alex Herbert	Issues and Options Report	Section 2	Traffic and transport	<p>It is vital to provide safe well-lit links between the south of the study area and HOPark station in time for the arrival of the ELL extension (sooner if possible). Currently access is very poor. A route through Camberwell Cemetery must be provided that is not subject to the cemetery's restrictive open/closing times. This would open up a whole new transport route to many Southwark residents for minimum investment. Without it, only Lewisham residents will benefit. Also, Peckham Rye East (running into Cheltenham Rd) really needs re-designing as it is currently a danger to pedestrians, park users and cyclists as vehicles negotiate the chicanes and parked cars at speed, while boxed-off areas limit the road space available. With clever transport/urban design there is opportunity and space here for an attractive tree-lined boulevard that relates well with the park and prioritises cyclists/pedestrians over vehicles without compromising the bus route. Please do it before someone is killed.</p>	<p>"The council is currently delivered streetscape improvements in Peckham Hill Street, these will deliver improvements for pedestrians, as well as access to local bus services and the Peckham Square. Further works are being undertaken in 2011/12 in Rye Lane South and Peckham Rye to reduce vehicle speeds and improve conditions for cyclists. The options considered by the PNAAP look at the distribution of traffic and relieving capacity at the southern end of the town centre which driver seek alternative routes to avoid this congestion. By improving the efficiency of the network, this will relieve pressure from the surrounding streets. The PNAAP options also include reviewing the one way system in Bellenden Road and in Copeland/Consort Road. One way systems can contribute to vehicle speeds,</p>

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						network changes would be accompanied by changes to the street layout and traffic speeds would be considered as part of this. Peckham High Street and Queens Road are part of the Transport for London Road Network and the council is working with TfL to improve conditions for pedestrians and improve access into the town centre."
95	Mart60	Issues and Options Report	The big decisions	Design and conservation	Conservation areas I don't think any of these areas merit conservation area status (especially in their current state), however I do think that buildings with character should be retained. The areas are in such a bad state that I'd be concerned that conservation area status would hold up improvements	We have introduced a local list of buildings that could be preserved in section 4. We have also set out our reasons for consulting on 2 new conservation areas. Further consultation is required on these issues.
96	Cossall TRA	Issues and Options Report	Growth dependent options	General question	I general I am in favor of preserving and making the best of what we have. I am suspicious of big flagship (re-) development projects. The greenest option (and certainly the one likely to cause least disruption to residents and businesses) might be to wherever feasible direct funding to improving existing building and infrastructure in terms of heat insulation, micro electricity generation, grey-water utilisation, food growing, re-use and composting, supporting green businesses, turning empty buildings into affordable accommodation.. The list goes on ..	Policies in section 4 address energy, business and infrastructure. Further consultation is required on these and we would welcome your comments.
97	Hannah Ashby	Issues and Options Report	The big decisions	Shopping	I have set out my comments in full in the attached document. However to summarise my key views: - Please be realistic about the types of shops and food outlets likely to open in new retail space. Surely we should be aiming for a better quality and	Retail options are set out in section 4, we require further comment on these before we can agree on a preferred option.

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98	Hannah Ashby	Issues and Options Report	The big decisions	Shopping	<p>more variety - so not just more fast-food outlets and pound stores.</p> <p>While it would be nice to have a more balanced mix of retail vs non-retail space, and more cafes and restaurants, I think that before encouraging additional outlets to open, we need to be realistic about the type and quality of outlets which are likely to want to open and do business here. For example, do we really want more fast-food (burger, fried chicken, low quality takeaway) restaurants, which will simply encourage poor dietary habits and more litter than we already have? I think it is important to achieve a better balance - for example ensuring that there is a nice cafe in amongst all the takeaway outlets.</p>	<p>We have set out options on retail in section 4 and also for hot food takeaways. Further comments are required on these options.</p>
99	Hannah Ashby	Issues and Options Report	Growth dependent options	Community wellbeing	<p>In terms of overall growth, while I think that bringing business, employment opportunities and additional income into the area can only be a good thing, do not let it be at the expense of living standards. Let's not forget that Peckham is already a busy, densely populated urban area, lacking in many parts decent green spaces. I would request that the area is not over-developed, and that community spaces are kept on the list of priorities.</p>	<p>The housing policy in section 4 requires that infrastructure is introduced to ensure that new housing is not at the expense of local provision of facilities. Section 106 money will also be required to pay for improvements to open spaces, community facilities etc that are needed. The housing policies increase unit sizes and family housing. These should address the comments raised.</p>
100	Hannah Ashby	Issues and Options Report	Site options	Site 11: Commercial Way	<p>In particular, when considering the area around Cator Street and the suggested sites for development, I would strongly request that these sites are kept (at least in part) for community space, and specifically a community garden. I live in Cronin Street in a flat with no garden, and while there are many open spaces and community centres</p>	<p>We have set out proposals for sites in section 5. We would welcome feedback on these. We have also set out a policy for open space, proposals for new open spaces and garden space in section 4. We are considering new sculptures for the preferred options. We have</p>

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					dedicated to children, young people and churches, there is very little in the way of a quiet, garden space which I (a young professional woman) can feel comfortable going to at the weekend. Why not use the area at the end of Cronin Street for a community garden - it would be at very little cost to the Council to maintain (I for one would volunteer to run a gardening project), and Camberwell College of Art could use it as an outdoor sculpture area. I strongly request that retail space is not built there - the last thing the area needs is more betting shops, corner shops, or fried chicken outlets! I cannot see what other shops would open in the Commercial Way location. Alternatively, if the land must be built on, use the space for quality, low rise housing, and maintain a proportion of the area for a car park (part of the space is already used in this way).	proposals for retail and town centre uses and car parking in section 4. We would welcome feedback on these.
101	lauralop	Issues and Options Report	Growth dependent options	Design and conservation	Increasing housing is good but new houses must be same height as already existing ones (no more than 4 storeys)	Section 4 sets out proposals for heights as predominantly 2 to 4 storeys throughout Peckham and Nunhead with a few identified sites where there may be taller buildings.
102	lauralop	Issues and Options Report	The big decisions	Shopping	More retail space but wider range please. at the moment there are too many beauty, food, money and Ladbroke/betting shops. We need variety	The retail policies in section 4 set out options that require further consultation.
103	lauralop	Issues and Options Report	The big decisions	Shopping	Markets: put them at new location, but still allow the street shops to display their products outside.	The markets policy in section 4 addresses the comment.
104	lauralop	Issues and Options Report	The big decisions	Design and conservation	Conservation area: all good except for demolishing Peckham Multiplex. It's got character and it's cheap. Building a new one would make ticket rise and destroys reputation of peckham as cheap and	Options for the cinema are set out in section 4 leisure policy. These require further comment.

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105	lauralop	Issues and Options Report	Growth dependent options	Tall buildings	welcoming to artists, students and families! Also more train + transport is needed. High growth: No taller buildings please. Please do not demolish brick warehouses by railways or any building older than 50 years (except the big council flats -these can go at any time!). Instead...What about refurbishing them?	Section 4 sets out proposals for heights as predominantly 2 to 4 storeys throughout Peckham and Nunhead with a few identified sites where there may be taller buildings.
106	lauralop	Issues and Options Report	General comment	Public realm	No hair on streets please and more Bar Story style places.	Retail policies in section 4 set out options that require further consultation.
107	Councillor Barrie Hargrove	Issues and Options Report	General comment	General comment	Whilst I agree whole heartedly with developing Rye Lane, Peckham High Street and Nunhead Lane - I am also keen that less high profile areas like Meeting House Lane, Queens Road and Southampton Way (on the border with the Camberwell area) are not overlooked. These areas need regeneration as much if not more than Rye Lane and Nunhead Lane.	Visions for the character areas set out how we would like each area to progress. This should address the comments raised.
108	Dale Thompson	Issues and Options Report	The big decisions	Shopping	I'd like to see an improvement to the shops on Rye Lane, and many of them sell the same products or services. There are too many butchers, hairdressers and nail bars and much of the food available is aimed at the african community. There is very little variation on this, and the choice is so limited. Also the quality of products on sale in other shops is quite low, and could be improved. Lots of closing down sales that have been there for years, selling very cheap poor quality clothing! I think the lower end of Rye Lane, where you can find Boots, whsmith and Holland & Barratt, Primark etc is more users friendly. Would also like to see an improvement to the look and feel, especially the	Visions for Rye Lane and Peckham town centre are set out in section 3 with policies of how to achieve the visions and objectives in section 4. These do address some of these comments, however we would appreciate further comment.

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					<p>smell. I don't like to walk down Rye lane as the smell of rotting meat & fish makes me feel sick, even at night. I also think that at night Rye Lane is a very scray and uninviting place, just a channel for buses to go up & down, all the shops boarded up, no choice of cafe's or restaurants, just takeaway outlets, their is no social buzz! It's very uninviting. I also believe the pavements are too narrow for the amount of shops and its dangerous for pedestrians. I once witnessed a kid nearly run over by a bus because she stepped away from her mother for just a few seconds. Health and safety could be improved. There are often huge piles of rubbish left on the street, you sometimes can't even get off the bus at Peckham Rye station because of rubbish on the street, which is fine for young and agile people who can jump over it (although why should they have to) , but for mums with prams or old people its totally impossible. I live at the top of Rye Lane, but prefer to shop in Lordship lane because it is a much nicer shopping experience, wider pavements, a choice of places to eat and meet friends and a good selection of shops. I would like to see more of a town centre feel in Peckham, and I agreed with the plans regarding development of a square at the front of the station at Peckham rye, to create a sense of community.</p>		<p>Visions for Rye Lane and Peckham town centre are set out in section 3 with policies of how to achieve the visions and objectives in section 4. These do address some of these comments, however we would appreciate further</p>
109	Joshua Rooney	Issues and Options Report	General comment	General comment	<p>I'll talk about Rye Lane; you have to dodge piles of rubbish to get down the street, cars are always illegally parked on the road, especially around 'churches', trucks are causing traffic jams because they stop in the middle of the lane early in the morning during rush hour, on sundays, you are</p>		

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					deafened by preachers causing a disturbance which is unfair to people who are not religious, there is nowhere to shop until you reach the railway bridges because all of the shops sell the same things to a very limited market, once you get past the railway bridges, the choice of shops is still limited, there are children as young as 10 working in these shops when they should be in school, the approach to the station smells of urine and is grotty, there are too many people bottlenecked up by the aylesham center. Aside from those, the plans you have made are very promising, and I look forward to seeing them. Good luck!	comment.
110	Ernest Nkrumah	Issues and Options Report	Site options	Site 6: Cinema	We are being asked to decide on something which have already taken place. The cinema to be where it is at the moment but to be modernised to meet a world class cinema.	Options for the cinema are set out in section 4 in the leisure policy. We would welcome comments on these.
111	Southwark Day Centre for Asylum and Refugee	Issues and Options Report	The big decisions	Community facilities	All the developments we discussed on the meeting are useful for the development of the Peckham, but what in my view that I will like to see in Peckham is an athletic sport centre in the middle of Peckham like Crystal Palace athletic sport centre. Southwark is rich in ethnic diversity and I'm sure Southwark will produce very good athletics.	A sports and leisure facility policy in section 4 would allow for a sports centre if proposals come forward. We need to consider this and whether it could be viable for the preferred option.
112	Private	Issues and Options Report	Site options	Site 8: Aylesham Centre	Aylesbury Centre is good for large shops.	We are protecting the current level of retail, there are options in section 4 for additional retail that require further comment.
113	Catherine Bee	Issues and Options Report	The big decisions	Traffic and transport	Reduction of parking in town centre/CP zones will increase pressure on parking for residents just outside the CPZ - ALREADY this is used by commuters and shoppers which mean residents are	Policies on car parking in section 4 set out options for parking that require further comment.

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114	Juliet Barclay	Issues and Options Report	Site options	Site 1: Choumert Grove Car Park	often unable to park with 100m of their property and the pressure on space available is immense. Feeling strongly that chormert grove car park merely encourages the use of yet more cars when it ought to be a priority to lessen traffic in the area and encourage use of public transport. The car park should make a wonderful community garden space - or a square with planted areas - for everyone to enjoy all year round and 24/7. Currently it is an asphalt wasteland for most of the week and year.	Policies on car parking in section 4 set out options for parking that require further comment.
115	Susan McQuail	Issues and Options Report	Peckham and Nunhead Today	General comment	You omitted from the list of recent developments and children's centre at rye oak school. I am a governor at the school and was involved in the group that took the development forward. It s much nearer to the core area than either dog kennel or oliver goldsmith which mentioned. You also said nothing about how these developments could contribute to the future of Peckham. The council spent over 6 million on it. This rather large omission prejudiced me against the document from the start. 1) Traffic in Rye Lane: The traffic in rye lane is awful especially between hannover park and peckham road. Since the abortive demise of the rising bollards (which must have cost a lot of money) some years ago nothing has been changed or addressed rye lane. I avoid going down there by bus whenever possible. To cycle down there is dangerous. Why there was no proper cycle route from south to north instituted when peckham square was built nobody has been able to explain. 2) Rubbish from retail outlets in the lane: Don't get me wrong I love peckham and its different people from	There are currently no further plans for Rye Oak school. However, in the light of the continuing demand for new primary school places in the area a strategic review will be taking place later this year and will consider options for the provision of additional capacity. The list of recent developments in the Issus & Options document was not an exhaustive one. We will provide further information at the next stage of consultation in our background papers.

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116	Jacqueline Teggin	Issues and Options Report	The big decisions	Design and conservation	<p>different cultures, which is why I have stayed in the area, but the rubbish and there proliferation of shops which are all the same is a constant theme at community council meetings. I am sure it has and will continue to put off other shops from coming to the area. Both these factors are things which do not belong in the plan but which should be attached and sorted under the normal business of a good council. Look at leisham centre and green street in newham. This makes me feel extremely gloomy about the prospect of achieving anything in the plan. Besides there is not commitment to any financial spending by the council. It all seems to depend on money from developers. To produce such a document with no mention of specific resources and no numbers is pathetic. There is also no time line about how it is to be achieved.</p> <p>Being an architect, I am appalled by the standard of recent residential developers that have permitted in recent years. I believe these have set peckham back immeasurably. I am therefore against any development plans if this is the standard to be attained. I am amazed that planners have allowed buildings like the blue one on queens road to be erected. It is a disgrace and gives a cheap and tacky feel to the area.</p>	<p>The design policies in section 4 seek to address design standards and to set high standards for development in all of the character areas in Peckham and Nunhead. These should address these comments.</p>
117	Sandy Newborn	Issues and Options Report	General comment	General comment	<p>I found this action plan very 'wordy' and in parts not very user friendly. I am glad the council is continuing to look at way of improving the peckham/nunhead area. Furtherstill, southwark should be proud of the positive transformation that has taken place on the once notoriously know</p>	<p>The youth policy and the vision for the Peckham and Nunhead areas seek to address the comments raised. Any further comments on these would be very welcome.</p>

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118	Nunhead Residents Association	Issues and Options Report	General comment	Nunhead	<p>north peckham' estate. This has reduced crime. However, I still think more can be done concerning anti-social behavior and reduce youth loitering on the streets, (which most citizens, including other young people find intimidating).</p> <p>There is little about nunhead in the action plan, therefore, the nunhead residents association proposes the following: Overall, the character of nunhead should be protected but improved where appropriate, with developments which fit in to the local environment/architecture of the area and/or enhances it. Nunhead has few community facilities/services, particularly in relation to young people, who need more youth clubs/activities in the area. In ensuring that there are enough facilities/services to support the local community, it is vital that nunhead has a community centre, such as the nunhead green community centre. Nunhead's shopping areas need to be improved, particularly in relation to the empty shops and scruffy shop fronts along evelina road and in gibbon road. Nunhead's green /open spaces need to be protected and nunhead's green /open spaces need to be protected and conserved to help meet the leisure needs of a growing population. Move support infrastructure (education, health and transport services) is needed to meet the needs of a growing population and increased housing in the area. Nunhead needs better bus services which, currently, only take people in a loop in/around nunhead, and none go directly to dulwich, kings, guys or st. thomas hospitals. Speeding traffic is a local concern which should be addressed by more</p>	<p>We have introduced a more detailed vision and objectives for Nunhead in Section 3. the policies in section 4 all address Nunhead particularly the design policy. There are sites in Nunhead in section 5. These should address the issues raised however we would appreciate additional comments on whether there are any additional issues that we should take into account.</p>

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119	Deirdre Doyle	Issues and Options Report	Growth dependent options	Shop fronts and space above shops	<p>traffic calming measures and 20 mph zones in the area</p> <p>I think the areas above shops should be developed as housing instead of the concentration of Pentecostal churches. There are also many unoccupied properties (some belonging to the council/eg roger young's ex office in bellenden road)which should be used.</p>	The retail policies in section 4 introduce a policy to encourage housing above shops.
120	John Beasley	Issues and Options Report	The big decisions	Design and conservation	It is vital to have a conservation area in the heart of the former Peckham village as quickly as possible.	Two new conservation areas are being consulted on in parallel to the towards a preferred option.
121	Rebecca Wilmshurst	Issues and Options Report	Site options	Site 4: Peckham Rye Station	<p>JUST A FEW BULLET POINTS WHICH HAVE BEEN RAISED REGULARLY! One of the most crucial issues around the future of Peckham is to encourage the belief that Peckham is a destination. For that reason, I believe Peckham Rye station & its beautiful building should be at the heart of the town's centre, with easy access for interchanges in types of public transport, cafes and restaurants encouraged (as they are already emerging in this area) and an arts focus at this point.</p>	We have included Peckham Rye station as a very important part of the town centre in the vision in section 3 and we have also introduced town centre options that require further comment in section 4.
122	David Brooker	Issues and Options Report	Site options	Site 4: Peckham Rye Station	The station square would be a huge improvement to the town centre.	We have included Peckham Rye station and the square as a very important part of the town centre in the vision in section 3 and we have also introduced town centre options that require further comment in section 4.
123	Anna Kitt	Issues and Options Report	Growth dependent options	General Comment	North Peckham area requires development alongside any further development of Peckham/Nunhead. The area is of high density housing, with sub-standard transport connections, and few shops.	The character area vision in section 3 and the policies in section 4 particularly the design policy set out the type of development that we would like to bring forward in this area. This should address

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124	Hambridge Homes	Issues and Options Report	Site options	Site 17: Former Kennedy Sausage Factory	We support the designation of the Former Kennedy Sausage Factory as Development Site No. 17 in both high and low housing growth options. However, we considered the site should be identified for residential development. We considered that the site is unsuitable for business or community uses. It has been vacant for over 12 months and an Employment Report prepared by Pater Goodman Merriman demonstrated that commercial uses on this site would not be viable.	these comments. We have set out proposals for development sites in section 5 of the Towards A Preferred option. We welcome comments on these proposals.
125	Tim Irwin	Issues and Options Report	Peckham and Nunhead Today	Public realm	I agree with the issues set out in Section 3 of your report. However, I feel you should have also mentioned the problem of rubbish in Peckham Town Centre. Compared with, say, Bermondsey, which is a similar area in terms of population density and social mix, the amount of rubbish in Peckham is shocking. I wonder if this is down to the large amount of takeaways in the area and whether they should pay to have their mess cleaned up.	Section 4 sets out options for hot food takeaways and retail. We would appreciate your comments on these issues as ways of addressing the comments raised.
126	Tim Irwin	Issues and Options Report	The big decisions	Local business and employment	I believe more needs to be done to protect residents from the problems caused by certain kinds of businesses. I particularly support the saturation zone on licensed premises in the town centre and would like to see it extended, as the council are proposing.	The saturation policies will continue to apply in the PNAAP. Under Policy 2 of the Towards a Preferred Option we say that we will continue to control the number of new licensed premises in the area.
127	Tim Irwin	Issues and Options Report	The big decisions	Housing	I support increasing the amount of housing/business space in the area, as long as this does not mean losing existing period housing or green spaces.	The housing policies in section 4 and the sites in section 5 are all on current development sites. There are no proposals to build on open spaces. We protect open spaces and are proposing 2 new sites of importance for nature

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						conservation in the policies in section 4. The conservation and heritage policies protect current housing particularly the listed building policy.
128	Tim Irwin	Issues and Options Report	The big decisions	Shopping	Markets: I do not feel I've had enough information to make an informed decision. I believe you should outline firm plans of what markets you are proposing to move where before asking people to decide on this.	Section 4 sets out a markets policy for comment.
129	Tim Irwin	Issues and Options Report	Growth dependent options	General comment	Of the three options, I would support the high growth option, but I have some reservations. I feel I have been steered into this decision by whoever designed the consultation, because it's set out as if benefits such as better cycle and pedestrian routes can't be delivered without allowing high density development throughout the town centre. I would prefer to see any proposed development judged on its merits, rather than a presumption made that large-scale developments should be encouraged no matter what.	Each proposal has a suggested option for comment and can be considered as part of the consultation on the towards a preferred option.
130	Tim Irwin	Issues and Options Report	General comment	Implementation	Also I am worried that under this plan, developers will be able to hold the council to ransom, because you claim that without funds from private developers, none of the transport and community schemes will be possible.	Our section 106 requirements will be clearly stated and required so that developers pay the standard charges and any additional funding required to ensure that development do not have negative impacts. These will be set out in section 106 of the next stage of consultation.
131	Tim Irwin	Issues and Options Report	Growth dependent options	Infrastructure	Lastly, there is the issue of public services and how they would cope with the increased demand from residents in the new housing developments. The consultation document doesn't really provide	The new health, schools, youth and community facilities policies seek to address the comments raised.

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					adequate details of how local public services such as health and education would be expanded to cope with any rise in population that might accompany the proposed developments. This is obviously a major issue.	
132	Tim Irwin	Issues and Options Report	The big decisions	Local business and employment	I welcome the idea of zoning certain businesses, such as night-time entertainment, to reduce disruption to residents, but I believe a thorough consultation would be necessary if such plans would affect the existing saturation zone.	The retail policies in section 4 set out different zones that could be used for different types of businesses. We need responses to consultation on these options before we choose a preferred option.
133	Tim Irwin	Issues and Options Report	Growth dependent options	General comment	I would like to see a bit more flexibility in the council's plans. I realise this consultation is about developing a broad approach to development, but I think the idea that we should have to decide now whether Peckham should plan for high, low or limited growth for the next ten years is a bit prescriptive.	The options are set out more clearly with the preferred option chosen for many issues. This is a mix of different growth options and should provide a clearer picture for consultation.
134	Tim Irwin	Issues and Options Report	Growth dependent options	General comment	I welcome the idea of regeneration and development in Peckham, but not at all costs. I fear that a rush to development could lead to building and design standards or the community benefits mentioned being compromised in an attempt to lure developers in a harsh economic climate.	The community and design policies in section 4 should address these concerns.
135	David Cannon	Issues and Options Report	Peckham and Nunhead Today	Traffic and transport	Peckham is at the heart of Southwark The A202 (peckham high street) is a strategic east-west route but there is not adequate north-south route through the peckham area. Therefore, chronic rat-running occurs to the east and west of rye lane Traffic danger, noise and air pollution are worsened by the consort-heat on-copeland one-way system, which encourages a race-track mentality. These problems	Works are currently being developed for the Consort Road /Clayton Road mini roundabout.

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					<p>were illustrated by a council survey of accidents (in 1997 I think). Two particular black spots were highlighted: the 'dog-leg' at Copeland-consort and the mini-roundabout at consort-clayton. This one-way system also maroons southwark's st mary magdalene school. A brand new school was opened on Monday 5th march 2001. and this notable achievement is undermined by children exposed to high risk of traffic accidents, noise and air pollution particularly on arrival and departure. These dangers encourage parents to fetch and carry children by car; compounding the problem and undermining local and central government polices exhorting children to walk to school! These dangers were recognised by the school's 1997 OFSTED report. Peckham is part of southwark. The A202 (peckham high street) is a strategic ease-west route but there is no adequate north-south route through the peckham area. Therefore, chronic rat-running occurs to the east and west of rye lane. Traffic danger, noise and air pollution are worsened by the consort-heat on-copeland one-way system, which encourages a race-track mentality. These problems wee illustrated by a council survey of accidents (in 1997 I think). Two particular black spots wee highlighted; the 'dog-leg' at copeland-consort and the mini-roundabout at consort-clayton. All these problems wee actually created by southwark council in the early 1070s. At the time the present traffic management arrangements were introduced (to relieve rye lane) but local residents wee told this was a temporary measure until the eastern rye lane was build. This undertaking was never honoured; in</p>	

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					fact the situation has got much worse with the general increase in traffic volumes and the relocation of peckham bus garage to bourne mouth road. Instead of adding to the problems they need to be solved. The present consort-heaton-copeland one-way system should be abolished (just as the high st-clayton-hanover-rye lane system was successfully abolished) and the traffic restricted to a copeland-clayton link road. This would provide a purpose-build and adequate alternative for north-south traffic and allow cu-de-sacs to be created east and west of rye lane. It would also enable the whole length of rye lane to be 'bus only'. Implementation of this long-standing council proposal would: lessen noise and air pollution and dangers of traffic.	
136	Michael Dillon	Issues and Options Report	Vision and Objectives	General comment	I think that the main focus and effort in peckham should be the on-going regeneration of the town centre. This will benefit local people whilst ensuring that Peckham is a major town centre as designated in the Mayor's London Plan.	A vision for Peckham town centre in section 3 and policies in section 4 along with site allocations in section 5 should address the comments raised.
137	Michael Dillon	Issues and Options Report	The big decisions	Local business and employment	I am very concerned about the emphasis being put on Peckham as a creative place. peckham's current creative identity results from its central London location; its adjacency to schools of arts/media etc; low rents for poor quality spaces etc.. its identity is distinct - and apart from the functions of the council and its agencies. it seems odd that the council, through this document, should now be attempting to appropriate this identity into planning policy. The current creative industries have marginal, if any profit margins, and are unlikely to be able to invest	A vision for Peckham town centre in section 3 and policies in section 4 along with site allocations in section 5 should address the comments raised. The focus of the town centre has been broadened in line with the suggestions.

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138	Michael Dillon	Issues and Options Report	General comment	Implementation	<p>in the regeneration of the town centre.</p> <p>Successful regeneration, on the scale that is needed in Peckham, and envisaged in both the high and low growth scenarios, can only be delivered through commercial (retail led) and housing investment. Despite the larger area of shopping along Rye Lane, the quality of the offer for local people and those from neighbouring areas has steadily declined over the last 20 years. The quality of the environment, community safety and general perceptions of Peckham have deteriorated in tandem. The reasons for this decline are complex and will be difficult to redress if the centre of the area is to become a place of choice from people to live, work, relax and shop. The focus and key objectives of planning policy should be to deliver/allow the scale of investment necessary whilst addressing concerns on environment, identity, sustainability and community involvement.</p>	Options in the retail policies in section 4 set out many of the issues raised in this comment for further comment. We would welcome comments on these at the stage of a preferred options stage of consultation.
139	Michael Dillon	Issues and Options Report	General comment	Implementation	<p>Policy needs to be flexible and adaptable and as free of constraining ideas and conflicts as possible. Ironically successful regeneration in Peckham should result in higher rents for business space - reducing the area's attractiveness to artists who will move on to colonize the next area ripe for regeneration.</p>	Business policies introduced in section 4 should address these issues.
140	Shane Clarke	Issues and Options Report	Options for making better use of specific sites	Nunhead Station	<p>Nunhead Station: London's most hidden station! If the main station entrance was moved to Evelina Road this would have a tremendous regenerative effect on the high street and the area more generally. Would improve safety, increase footfall and literally put Nunhead on the map.</p>	This has been considered previously, to create an entrance to Nunhead station would require significant capital works and would result in a long walkway to the station, which may be undesirable. This would also necessitate additional staffing

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141	Shane Clarke	Issues and Options Report	Growth dependent options	Public realm	Queens Road Peckham: The East London Line is a huge boon to the area. Currently the station is covered in graffiti. This just confirms the prejudices of people passing through on the train that Peckham is unsafe. Removing the graffiti would be a quick win.	at the station which the operator has advised they would not support. Southwark Cleaning remove graffiti from all Southwark owned properties. We also remove graffiti free of charge from private properties and businesses where it is facing the highway and is not above approximately 7 foot, unless there is reasonably safe access to the graffiti, e.g. balcony. In most cases a disclaimer is required to be signed before the graffiti removal is carried out. In the case of Queen's Road station we will only clear the graffiti that is outside the station facing the highway. Anything inside the station or on bridges is the responsibility of Network Rail. Unfortunately at this present time we do not have a contact at Network Rail but I am sure they must have a website where comments can be left. Over the last few years the level of reported graffiti requests has dropped dramatically in Southwark and our cleaning crews are also very proactive, we aim to remove reported graffiti within 24 hours and racist/offensive graffiti within 4 hours. In most cases a disclaimer is required to be signed before the graffiti removal is carried out.
142	Shane Clarke	Issues and Options Report	Growth dependent options	Public realm	Brayards Road: With the parade of shops and the Holydale Pub this is effectively the minihub of the area. Suggest new pavements, carriage way and	At present there is nothing formally planned for Brayards road parade of shops. The area has been identified as

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					tree planting as per Holydale Road and Lugard Road where these initiatives really smartened those streets.	an area of improvement but the council is currently focusing on areas of higher pedestrian usage due to budget constraints. Implementation of these improvements will be considered in the preferred option.
143	Shane Clarke	Issues and Options Report	Site options	Site 6: Cinema	Alley at Peckham Cinema: The alley to the side of the cinema beside the railway arches is rather intimidating. If these arches could be opened up for commercial usage it would extend the offer of the town centre and improve safety.	The options in section 4 with the policies on retail and those on leisure consider different ways in which this area could be developed. We would welcome comments that you have on the towards a preferred option on this issue.
144	Shane Clarke	Issues and Options Report	Site options	Site 8: Aylesham Centre	Morrisons: The car park is such a waste of space. Suggest developing the streets around by developing a multi-story and with shopping and residential units.	Options for car parking are set out in section 4 and options for this site are set out in section 5 for comment.
145	Shane Clarke	Issues and Options Report	Site options	Site 2: Copeland Industrial Park	Peckham Vision: Very supportive of the ideas here for the development of the Copeland Cultural Quarter.	Support noted and ideas carried forward.
146	Monica Cornall	General comment	General comment	Consultation	While browsing the internet we came across this consultation document on Peckham. I was rather surprised as we own a house on Highshore Road (which we had rented out until September this year but I have since moved back in) but I had heard nothing about this, and was not aware of any consultation. As someone who has owned a house in Highshore Road for about 15 years (and lived there for most of that time) I feel that I should be considered a stakeholder in this process.	I apologise that you had not heard about the consultation and I will make sur that you are on our database for future consultations.
147	Monica Cornall	Issues and Options Report	The big decisions	Tall buildings	I was absolutely horrified to see that one of the options being considered is a 7-12 storey building on the Lidl site. I suppose that you are aware that	The proposals for tall buildings are set out in section 4. The proposals for the Lidl site are set out in section 5. There

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					<p>Highshore Rd (including the houses and gardens behind them) is a conservation area and that the houses and gardens are Grade II listed. The reason they are classified as such is because they are Georgian houses with walled gardens and retain the original flavour of the era – and are very unusual in doing so. When Lidl was originally developed it was supposed to be in sympathy with the surrounding area and was therefore planned as low rise with traditional materials (brick and slate roof). The character of Peckham, and particularly of the Georgian areas – which are far less spoilt than other areas of London because properties have always been cheaper and houses have not been split into flats or modernised – is absolutely unique and irreplaceable – and makes Peckham what it is. I was lucky enough to buy the house when it was a lot cheaper than it was today, but I feel that I am its 'temporary caretaker'. I hope it will be there in another 200 years time, little changed. I, and I think most other residents of Peckham who enjoy walking down the road and seeing the gardens and trees, would agree that you are in danger of 'throwing the baby out with the bath water' here.</p>	are new proposals for conservation areas in section 4. We would welcome feedback on these proposals. They should address the concerns raised.
148	Monica Cornall	General comment	General comment	Consultation	<p>I hope you can register my comments, as I'm amazed that this consultation has taken place without my hearing of it. I hope the views of a long term resident count more than those of folks who are 'passing through'.</p>	<p>I apologise that you had not heard about the consultation and I will make sur that you are on our database for future consultations.</p>
149	Laurie Eggleston	Issues and Options Report	Growth dependent options	General comment	<p>From reading the consultation report, it seemed to me that the high growth option is really the only way of getting the things that Peckham really needs.</p>	<p>The issues raised in the comments have been taken forward in the visions in section 3, polices in section 4 and sites</p>

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					High numbers of new housing will make the case for the tram much stronger, and since there are so many vacant sites in Peckham in need of development it makes sense. Similarly the proposed public square in front of the station will make Peckham so much more welcoming to visitors. South London has places like Dulwich, Nunhead and Honor Oak that need protecting, but when I tell people I live in Peckham they just mention Only Fools and Horses. I used to live in Sheffield, where the regeneration which has taken place has been amazing. Arriving at the station, you're greeted by a fantastic public square and fountain and then are led up into the city centre through a pedestrianised avenue, lined with trees and sculptures. The effect and overall impression is brilliant.	in section 5. These have all been addressed.
150	Laurie Eggleston	Issues and Options Report	The big decisions	Local business and employment	Peckham seems to be carving a niche for itself as an artistic hub – the gallery space in the multi-story car park (with the fantastic bar on the roof!) being an example of this. What with Camberwell College of Arts being so close too are there thoughts to encourage and exploit this? Places like the Car Park and Bar Story under the railway arches give Peckham a youthful vibrancy which more of could only be a good thing.	The retail and leisure policies in section 4 take forward options for consultation that include the comments raised.
151	Laurie Eggleston	Issues and Options Report	The big decisions	Housing	Perhaps a large-ish student halls of residence could be incorporated in the plans, along with new, ambitious architecture like the Library and prominent spaces for sculptures to be displayed.	We will encourage student housing and halls where 35% of the housing is conventional affordable housing. The development sites in section 5 do allow for new student housing. The design policies encourage more ambitious

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						architecture in the town centre. We will follow up how sculptures and community art could be used for the preferred option.
152	Laurie Eggleston	Issues and Options Report	General comment	Natural environment	The thing which also really interests me is the possibility of tying in the PNAAP, the Aylesbury action plan and the Elephant & Castle plans. This is Southwark's chance to create a green corridor right into central London (with or without the tram).	Transport and tram policies in section 4 set out options for new public transport routes from Peckham through the Aylesbury and Elephant and Castle to central London.
153	Sheila Simpson	Issues and Options Report	Vision and Objectives	Shopping	As houseowner in peckham I would like to see following. A duplicate to croydon town centre development. Pls visit croydon town centre to see we do not have to reinvent the wheels.	Links and comparisons with Croydon are set out in section xx where we consider adjacent boroughs and retail catchment areas.
154	Sheila Simpson	Issues and Options Report	Growth dependent options	Public realm	No cars or busses on rye lane. Pedestrian only.	We set out a vision for Rye lane in section 3 and transport and design policies in section 4 to address transport issues.
155	Sheila Simpson	Issues and Options Report	The big decisions	Shopping	I would like rye lane to be a place you take a day trip out to shop without people selling off the lorry goods, and begging. The Shops presently attract this kind. Investment in high quality shops such as Harvey Nichols, marks @ spencers. Waitross. Get rid of nails and food shop, £ shop too many bringing the area down.	Retail options are set out for comment in section 4 policies.
156	Sheila Simpson	Issues and Options Report	Growth dependent options	Public realm	Rye Lane: Plant trees and status artist stones on rye lane. Making it a pleasurable shopping area. Seating area for disability shoppers parent and elderly in community shopping, café	Consideration of trees and artistic street furniture will be considered at the next stage as part of implementation in the preferred option.
157	Sheila Simpson	Issues and Options Report	Growth dependent options	Public realm	Choumert Road is a health and safety hazard. un hygiene food stall. Needs overall cleaning.	Options for retail and markets are set out for further consultation in section 4.

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158	Sheila Simpson	Issues and Options Report	Vision and Objectives	Public realm	Dulwich village is another duplicate very green, good shops. Good artificial to view whilst walking.	Dulwich village is protected in the retail policies in section 4.
159	Vally Wilson	Issues and Options Report	The big decisions	Shopping	The existing small local amenity shops and businesses are in much decline desperately need council's protection. Severe parking restrictions, traffic enforcement cameras, no stopping no loading signs almost everywhere. And the council's favoured large multinational chain stores with customer's allocation of car parking facilities.	Retail, car parking and transport policies that should address this objection are set out for comment in section 4.
160	NHS Southwark	Issues and Options Report	Vision and objectives	Community wellbeing	P.9 A place to live – surely it is – needs an adjective - an attractive/desirable place to live?	Comment noted and the wording has been changed.
161	NHS Southwark	Issues and Options Report	The big decisions	Housing	P19 Regardless of option, would like to see some commitment to quality of housing – not simply an aspiration. May be catered for elsewhere but needs to be made explicit here.	The housing and design policies in section 4 has been strengthened to address these issues.
162	NHS Southwark	Issues and Options Report	Peckham and Nunhead today	Community wellbeing	P11 - The reference to poor health is a bit vague. In the eventual strategy we would hope that there could be a slightly more specific reference so that the plan can indicate how spatial planning is going to contribute to health improvement. Health inequalities are a significant issue in Peckham. It will be very important that redevelopment does not – as has happened sometimes in the past – exacerbate health differentials in the population. Over a third of the Nunhead and Peckham Rye Community Council area lies in the most deprived 20% of areas in England in terms of health and disability. Despite recent improvements, there are relatively high rates of people who die prematurely or whose quality of life is impaired by	A health policy has been introduced in section 4 to address these issues. Policies on housing, sports provision and youth facilities should also address these issues.

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					<p>poor physical or mental health. There are above average rates of long term conditions such as cardio-vascular disease and diabetes. . Factors such as poor quality housing and overcrowding, low levels of physical activity and participation in sport can also worsen health problems. Young people, in particular, need opportunities to access safe space to play and be active.</p>	
163	NHS Southwark	Issues and Options Report	The big decisions	Community wellbeing	<p>P26 - Regardless of the option chosen, we would like to see an undertaking to ensure that all new development is planned so as to improve local people's health and wellbeing and to contribute to health improvement where there are particular problems at local level. Current key health outcomes that the PCT is concentrating on are:</p> <ul style="list-style-type: none"> . Increasing life expectancy at time of birth . Reducing infant mortality . Reducing cancer mortality rate (PA) . Providing effective treatment for more drug users . Reducing mortality from cardiovascular disease (PA) . Helping people with diabetes to control the condition effectively (PA) . Decrease in obesity rates among primary school children aged 9 and 10 years (PA) . Improving patients' satisfaction with primary and community healthcare services . Improve mental health by helping people access psychological help in primary care Realise that this is not appropriate for incorporation at Area Plan level, but have included it to indicate the potential for spatial planning to accommodate and be aware of local health imperatives. PA indicates raising levels of physical activity a key part of 	<p>A health policy has been introduced in section 4 to address these issues.</p>

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164	NHS Southwark	General comment	General comment	Community wellbeing	<p>effective treatment and self help.</p> <p>Somewhere too, either here or perhaps in the Core Strategy, there needs to be a commitment to making sure that the local planning process is fully engaged with supporting the delivery of LAA outcomes, many of which relate to the socio-economic determinants of health. (www.communities.gov.uk/publications/localgovernment/planningtogether)</p>	This more detailed information is set out in the background papers.
165	Linda Gibson	Issues and Options Report	Site options	Site 4: Peckham Rye Station	<p>I was handed a Southwark council leaflet (on the future of the area) this morning at the station on the way to work. I welcome all moves to improve the area. While I was walking through the pass to the station this very morning I passed shops which smelt appallingly, were in a bad state of repair and were dirty - this was all confirmed when I looked down and to my left I saw a blocked drain with dead RAT!!!! floating on top. I felt sick. Peckham Rye is a zone 2 gateway station into the city. Is this how Southwark want to be perceived - dirty, pest ridden???? Its not going to attract city workers or commuters. It needs URGENT ATTENTION. Please highlight the station as being in need of urgent regeneration, cleaning and get rid of the nasty, dirty, smelly, cheap shops which circle the area.</p>	The visions set out in section 3 set out how we would like the stations to be perceived. These should address these issues.
166	Patricia Hubbard	Issues and Options Report	Growth dependent options	Public realm	<p>I have read the list of things to make Peckham better. I was born in Peckham in 1950 it as gone from a decent community to the worse place ever. The roads are a disgrace and never get repaired only holes filled in. The speed bumps cause more air pollution because you have to keep breaking</p>	The implementation of the PNAAP will need to consider how to improve the highways services so that the environment is pleasant throughout Peckham and Nuhead.

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167	Patricia Hubbard	Issues and Options Report	Growth dependent options	Implementation	and slowing down. The roads when they do get resurfaced some other company comes along and digs it up again leaving the roads uneven again. Peckham is a constant building site buildings being pulled down and left for months with nothing built on them.	The implementation section 6 needs to address the issues of vacant development sites to ensure that development takes place to regenerate Peckham and Nunhead.
168	Patricia Hubbard	Issues and Options Report	The big decisions	Shopping	All of our pubs in the area have been turned into flats our heritage has gone but does anyone care.	The retail policies protect pubs where they are the only pub within 600m in line with the southwark plan. Pubs can also be protected if the building has historical value that warrants protection. Some of the proposed buildings for local listing are pubs.
169	Patricia Hubbard	Issues and Options Report	The big decisions	Shopping	Rye lane Peckham used to have decent shops. Now most of them have gone.	The retail policies in section 4 set out options for Rye lane that require further comment.
170	Patricia Hubbard	Issues and Options Report	Growth dependent options	Public realm	The streets never look clean. The pavements are uneven.	the implementation section in section 6 will need to include a plan of how to ensure the environment is clean and inviting at the preferred option stage.
171	Patricia Hubbard	Issues and Options Report	The big decisions	Traffic and transport	The parking has got totally out of hand meaning that the motorist is the most hit with the yellow lines, the bus lanes, the meters. Everywhere we have to pay I wonder what would happen if all the motorist did actually use London Transport half the public would not get to work.	Options for transport including cycling, walking, public transport and car parking are set out in section 4, we would welcome comments on these.
172	Patricia Hubbard	Issues and Options Report	Vision and Objectives	General comment	You ask what we want in Peckham. Descent streets, roads, pavements shops and the motorist left alone and heritage kept.	The visions for Peckham are set out in the Towards a Preferred Option. We would welcome comments on these.

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173	Natural England	Issues and Options Report	General comment	Public realm	Improvements to public spaces and public transport are welcomed, community facilities/public spaces needs to consider incorporation of open/green spaces and access to nature – green infrastructure.	Policies to protect community facilities, open spaces and public transport have been included in section 4. These should address these comments.
174	Natural England	Issues and Options Report	Vision and Objectives	Natural environment	Natural England welcomes the inclusion of tackling Climate Change – Adaptation and Mitigation. Reducing the impact on the environment is also welcomed but his appears to be a reactive response. New development can be used to enhance, improve and increase the ecological and biodiversity potential of an area, proactively making it greener and complying with relevant legislation such as PPS 9 Biodiversity and Geological Conservation and The London Plan. This is referenced in the background papers and could be more brought out in the main document, strengthening the Councils aspiration and plans for the area.	Policies have been introduced in section 4 to address these comments.
175	Natural England	Issues and Options Report	Peckham and Nunhead Today	Traffic and Transport	Schemes and initiatives to encourage and promote sustainable transport options including walking and cycling are to be welcomed and supported.	Policies have been introduced in section 4 to address these comments.
176	Natural England	Issues and Options Report	Peckham and Nunhead Today	Open spaces	Natural England welcomes the inclusion and recognition that Parks and Open Spaces can form Community Facilities.	Policies have been introduced in section 4 to address these comments.
177	Natural England	Issues and Options Report	Peckham and Nunhead Today	Natural environment	Natural England welcomes and supports initiatives protecting wildlife, biodiversity and open spaces. However, the Council need to consider the potential for increasing ecological and biodiversity potential within new build developments, such as through the provision of living walls and green/brown roofs,	Policies on sustainable design are included in detail in our sustainable design SPD. These are more appropriate in a detailed, technical document rather than a more strategic document.

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					which can be used to help alleviate and ameliorate the effects of Climate Change and 'Heat Island' effects. Although this is considered in the background documents/reports, it could be brought out more clearly in the main consultation document, and the following may be of help.	
178	Natural England	Issues and Options Report	Peckham and Nunhead Today	Natural environment	Paragraph 14 of PPS9: Biodiversity and Geological Conservation1 states that "Development proposals provide many opportunities for building-in beneficial biodiversity or geological features as part of good design. When considering proposals, local planning authorities should maximise such opportunities in and around developments, using planning obligations where appropriate." As stated in London Plan Policy 3D.14, "The planning of new development and regeneration should have regard to nature conservation and biodiversity, and opportunities should be taken to achieve positive gains for conservation through the form and design of development. Where appropriate, measures may include creating, enhancing and managing wildlife habitat and natural landscape and improving access to nature."	Policies on sustainable design are included in detail in our sustainable design SPD. These are more appropriate in a detailed, technical document rather than a more strategic document.
179	Natural England	Issues and Options Report	The Big Decisions	Traffic and transport	Natural England is supportive of schemes and initiatives that promote and encourage sustainable transport options, which can and should include walking and cycling.	Policies to encourage sustainable transport including walking and cycling have been included in section 4.
180	Natural England	Issues and Options Report	The Big Decisions	Housing	Natural England has no formal comment to make on this section, although with any increase in population there will also be an increased need for and pressure on community facilities including Green/Open Spaces. The following may be of use	Comment noted.

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181	Natural England	Issues and Options Report	Growth dependent options	Open spaces	<p>in the Council's consideration of new developments and housing potential within the Action Plan Area.</p> <p>Natural England believes that local authorities should consider the provision of natural areas as part of a balanced policy to ensure that local communities have access to an appropriate mix of green spaces providing for a range of recreational needs, of at least 2 hectares of accessible natural green-space per 1,000 population. This can be broken down by the following system: · No person should live more than 300 metres from their nearest area of natural green-space; · There should be at least one accessible 20 hectare site within 2 kilometres; · There should be one accessible 100 hectares site within 5 kilometres; · There should be one accessible 500 hectares site within 10 kilometres. This is recommended as a starting point for consideration by local authorities and can be used to assist with the identification of local targets and standards. Whilst this may be more difficult for some urban areas/authorities than other, Natural England would encourage local authorities to identify the most appropriate policy and response applicable to their Borough. This can assist the Council with identifying the needs of the local community and increase awareness of the value of accessible natural Greenspace, along with the levels of existing green-space provision, resources and constraints.</p>	The open space policy in section 4 addresses these comments.
182	Natural England	Issues and Options Report	Growth dependent options	Open spaces	<p>Natural England welcomes and supports the provision of new open/green spaces such as Calypso Park and Central Venture Park and the</p>	Supporting comments noted

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183	Natural England	Issues and Options Report	The Big Decisions	Traffic and transport	Council's aspiration to improve the area's open spaces are to be commended and supported. Natural England welcomes and supports initiatives and schemes to promote and encourage walking and cycling together with improvements to Open Spaces.	Supporting comments noted
184	Natural England	Issues and Options Report	The Big Decisions	Natural environment	Provision of new street trees is welcomed and the provision of Green Links/Corridors between Open Spaces is supported, especially when this can be combined with walking and cycling routes.	Supporting comments noted
185	Natural England	Issues and Options Report	Site options	Site 9: Melon Road	Provision of Open Space uses would be welcomed and supported by Natural England, which can help to alleviate areas of open space deficiency.	Supporting comments noted
186	Natural England	Issues and Options Report	Site options	Site 14: Land West of Queen's Road Station	Natural England would welcome and support the provision of new Open/Green Space in urban areas, where possible.	Section 4 contains policies on new SINC's, protection of open spaces and detail of the open spaces strategy which is being prepared at present.
187	Natural England	Background Document	Background document	Traffic and transport	Natural England welcomes the inclusion and recognition of walking and cycling as sustainable transport options, together with Public Transport schemes. This section has clear links and references to appropriate documents and Policies and Legislation.	Support noted
188	Natural England	Background Document	Background document	Natural environment	Recognition of Biodiversity and Nature Conservation is welcomed and supported as is the need for new open spaces. Consideration of improvements and protection of Open Spaces is also welcomed and supported as is the identification of areas of deficiency together with schemes to alleviate this.	Support noted
189	Natural	Issues and Growth	Growth	Natural	Green Corridors/Green Chains: The consideration	Support noted

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	England	Options Report	dependent options	environment	of Green Roofs and Living Walls in new developments is supported and to be encouraged. The Council's aims to seek improvements to the quality of open spaces and where possible accessibility is to be encouraged and commended. Clear references to relevant and appropriate documents, Policies and Legislation are also included in this section.	
190	Natural England	Sustainability Appraisal	Sustainability Appraisal	Sustainability Issues	This section covers the issues and topics that Natural England would wish to see considered by such a document and is broadly supported, especially the following issues: - Need to maintain and enhance Open Space and promote biodiversity; - Need to improve accessibility by public transport and minimise the need to travel by car	Support noted
191	Natural England	Sustainability Appraisal	Interim Sustainability Report (March 2009)	Sustainable Development Objectives	There are sixteen (16) Objectives listed which can be broadly supported and in particular the following: - SDO 6 "To reduce contributions to Climate Change" - SDO 11 "To protect and enhance the quality of landscape and townscape" where this relates to green/open spaces. - SDO 13 "To protect and enhance Open Spaces, green Corridors and Biodiversity" - SDO 16 "To promote sustainable transport and minimise the need to travel by car"	Support noted
192	Natural England	Sustainability Appraisal	Sustainability Appraisal	Sustainability Framework	The Framework is broadly supported by Natural England, and as specified the above Objectives are fully supported. The criteria questions asked are appropriate and provide potential for enhancements and increases in open/green space provision together with ecological/biodiversity enhancements potential, which is welcomed and supported by Natural England.	Comment noted

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193	Natural England	Sustainability Appraisal	Sustainability Appraisal	Sustainability Framework	<p>The above are specific responses to the submitted Consultation document however, there are a number of resources available to assist you and developers when considering the implications of development proposals on the natural environment in Greater London, which may be of general use to the Council. For further information please refer to: Design for Biodiversity http://www.d4b.org.uk/Biodiversity by Design http://naturalengland.communisis.com/naturalenglandshop/docs/TCP1.pdf Improving Londoner's Access to Nature2 http://www.london.gov.uk/mayor/planning/docs/access-to-nature.pdf Right Trees for a Changing Climate http://www.right-trees.org.uk/ Adapting to Climate Change: A Checklist for Development3 http://www.london.gov.uk/lccp/publications/development.jsp The London Rivers Action Plan http://www.therrc.co.uk/lrap.php Biodiversity and the Built Environment: A report by the UK-GBC Task Group http://www.ukgbc.org/site/news/showNewsDetails?id=139</p>	Comment noted
194	Natural England	Sustainability Appraisal	Sustainability Appraisal	Monitoring the natural environment	<p>To ensure that your Council's planning decisions are based on the best available evidence on the natural environment your Council should give consideration to entering into an agreement with Greenspace Information for Greater London (GIGL) for the provision of a variety of natural environment and greenspace datasets. This information is essential for making effective planning decisions and for ensuring compliance with planning guidance. You can contact GIGL at:</p>	The council subscribes to GIGL.

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195	London and Quadrant	Issues and Options Report	Site options	Site 22: 139 Queens Road	<p>enquiries@gigl.org.uk</p> <p>London and Quadrant own land at 139 Queens Road, located on the junction of Queens Road and Asylum Road. The site is currently occupied by a vacant public house. London and Quadrant have submitted a planning application to develop the site for a residential-led, mixed use development. All the proposed units will be affordable. As such, London and Quadrant are keen to be involved in Southwark's Local Development Framework process and the development of the Peckham and Nunhead Area Action Plan. The Area Action Plan (AAP), when adopted, will be a planning document and will influence the planning policies for Peckham and Nunhead. It is stated that the document will control things like:</p> <ul style="list-style-type: none"> • The function of the town centre; • What is built on different sites; • Size and design of buildings; • Amount and type of new homes built; • Impact on the environment and traffic; and • Need for community facilities. <p>In relation to 139 Queens Road, the site is identified as being within the core area of Peckham, within the core shopping area and on a major town centre pedestrian route. In terms of the future potential of 139 Queens Road, the Council have identified the following development options within the AAP:</p> <ul style="list-style-type: none"> • A location for new housing (under the high growth scenario); • A possible location for new business and industrial uses; • A development site; and • An area with potential to improve/create transport links pending funding from other developments. <p>We agree with the Council that this site should come forward for development, particularly in the near future (within</p>	<p>The site currently has planning permission for 4 storey building with 111sqm of Class A1 use and 12 residential units"</p>

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196	London and Quadrant	Issues and Options Report	Growth Dependent Options	Tall buildings	<p>the next 0 – 5 years). The brown field site is located in a highly accessible urban location, which provides a range of service and facilities. In addition, due to the high accessibility of the site, in terms of both transport and access to a range of services and facilities, it should certainly be carried forward as a housing-led development site. This option complies with the aims of PPS3 on housing, whereby new housing should be provided in 'suitable and sustainable locations'. PPS3 also makes it clear higher density, flatted residential developments are suited to urban locations with good links to public transport. The allocation of the site for a housing, or housing-led mixed use development, would be more suitable than just using the site for business/industry, due to its accessibility and the context of the existing street scene on Queens Road. The frontage onto Queens Road is characterised by the commercial use of the ground floor with residential use above. The promotion of a residential led development, with ground floor commercial/retail use is in keeping with the existing character of the streetscene.</p> <p>We note that the site is further identified as a development site in Figure 7: Key development sites and possible building heights (p.33) (referenced as site number 22). We believe that this site is suitable for development up to the height of 7 storeys and therefore should be shown as such in the next draft of the AAP, figure 7. In the context of the street scene along Queens Road, a development of up to 7 storeys would form a "bookend" in relation to the existing building on the</p>	<p>We have set out our proposals for developments in section 5. We would welcome comments on these.</p>

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197	London and Quadrant	Issues and Options Report	Site options	Site 22: 139 Queens Road	<p>corner of Kings Road, therefore balancing the form and relationship of the buildings fronting on to this section of Queens Road. The site therefore presents the Council with an opportunity to allow higher density development on this sustainable site.</p> <p>Overall we agree with the overall aims of the AAP and the recognition of 139 Queens Road (site number 22) for development, particularly residential-led development under the high growth option. However, we believe that the site has the potential to accommodate a higher density of development, than that currently reflected in the draft document, and accommodate a well designed building of up to 7 storeys, reflecting the existing development pattern along Queens Road and enhancing the character of the existing street scene.</p>	<p>This site currently has planning permission for 4 storey building with 111sqm of Class A1 use and 12 residential units</p>
198	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	General comment	Shopping	<p>The achievement of many of the proposals and options depends on the retail experience in the town centre being significantly improved, producing a higher level of turnover and income, in turn producing a more attractive commercial context for quality investment and development. We are not convinced the analysis of the issues and options has produced anything sufficiently new and innovative to stimulate this step change. We have suggested that a seminar, to contribute to the development of the Preferred Options, be arranged for people from a spectrum of interests and expertise to contribute to new thinking for this step change. One aspect to consider would be whether there is adequate data on which groups of residents</p>	<p>The options for the retail in the town centre and also more generally for the town centre are set out in the Towards a Preferred Option. We also set out a policy for leisure and young people. We are holding a workshop to discuss these issues.</p>

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199	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	General comment	Need to be clearer about the nature of the two core areas of the town centre: the High Street area, and the central Rye Lane area, and their relationship	<p>in the town centre catchment area remain un-attracted to shopping in Peckham and what would attract them to shop there. Another important aspect would be to examine what kinds of leisure facilities young people in the area need and how these could be encouraged as part of new investment and developments.</p> <p>The High Street area contains the relatively recent developments of the 'town square', the Peckham Library the modern iconic building, the Peckham Pulse and 'Area 10', which are on the periphery of the town centre. The 'square' seems more of a pedestrian travel route across the area than a place to be. Collectively they seem to have a more passive character, a place where things are permitted to happen, than central Rye Lane. Here an iconic building is the historic Peckham Rye station with its new listed status and visionary ideas for its renewal, at the heart of ideas for change. Behind the station to the west Bar Story and the Sassoon Gallery, and to the east across Rye Lane, the Bussey building, another iconic historic building, and the adjacent site, are generating activity with many independent artists and entrepreneurs finding their own niches amongst a wide variety of buildings across the central area. Examples in the emerging Copeland Cultural Quarter are the CLF Art Café in the Bussey building, and the Hannah Barry Gallery next to the Bussey: see http://www.peckhamvision.org/blog/?p=268 Does the town centre have two 'cores'? How do they relate to each other? These issues are not addressed in the report.</p>	The towards a preferred option has a number of options to take these issues forward in sections 3 and 4 and also a set of site proposals I section 5. These all require further consultation and we would be very iterested in your comments.

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200	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	General comment	Need for integrated plan for each core area	In each of these two major core areas, there are other major development sites identified – in the High Street area a cluster of sites 7, 8, 9, and 10, and in central Rye Lane area a cluster of sites 2, 3, 4 and 6. The options for these are not yet adequately considered together. In both cases, an overall integrated vision (what might be termed a 'masterplan') is needed of the options for each of the development sites in relation to the others in their cluster, and how the generic policies eg for the environment; public realm, pedestrians and cyclists can be incorporated. For an illustration of the core of such a masterplan see: http://www.peckhamvision.org/wiki/Transforming_Central_Rye_Lane See also for the beginnings of an integrated vision for the overall town centre: http://www.peckhamvision.org/wiki/Live-Work_London	The towards a preferred option has new visions in section 3, options and policies in section 4 and sites for consideration in section 5. We would value your comments on these proposals and as to whether they have addressed your concerns.
201	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	General comment	Town centre south	There is also the third core area at the south of the town centre where it merges into Peckham Rye village. This also needs an integrated plan to follow on from the work done in 2006.	We have set out a vision and also options in the Towards a Preferred Option. We would welcome feedback on these issues.
202	Bellenden Residents' Group Southwark Rail Users Group	Issues and Options Report	General comment	Traffic and transport	One of the underutilised assets in marketing Peckham both as a place to visit and to live is that Peckham Rye station has enough direct rail services to central London Tube stations to function almost as a turn up and go station to the central Tube network. Every 5 to 10 minutes a train arrives	Transport policies are set out in section 4 and implementation in section 6. We need to carry out further work with TfL to ensure that when we bring forward the preferred option we can set out how transport will be improved in Peckham

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	Peckham Vision				that can take the user within 9 to 15 minutes to one of six different Tube Lines – Victoria, District, Circle, Bakerloo, Jubilee, Northern (both loops). Unfortunately this is now threatened by the year by year cuts in services to London Bridge and Victoria which have now become evident. The plan to replace these by orbital connections to Clapham Junction and Canada Water and Shoreditch is misplaced. While these orbital connections are useful additions to the services they cannot replace the direct services to the central Tube connections. This serious deterioration in Peckham's connections to central London needs to be reversed as a critical part of nurturing an improving environment to attract innovative commercial investment.	and Nunhead.
203	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	General comment	Traffic and transport	The current traffic management scheme creates serious problems for both the town centre, and the residential neighbourhoods to the east and west of Rye Lane. It is not clear from the Issues & Options report how these issues are going to be addressed early enough to be useful in preparing the Preferred Option report. The same might be said for the provision for and management of car parking throughout the town centre.	Traffic and parking options are set out in section 4 with ways of addressing current issues. We would be grateful for further comments at this stage on these policies.
204	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	General comment	Neighbourhood Profiles	The Issues & Options report rightly says that many of the issues that need to be tackled relate to the town centre and its relationship with the surrounding residential areas. Peckham is said to be the largest town centre in Southwark, but it is intimately bound up and integrated into the surrounding residential neighbourhoods. The issues for those neighbourhoods therefore are an interacting mix of	The visions in section 3, design policies in section 4 and generally the policies in the PNAAP set out different approaches for the character areas. We will be working on integrating the ideas as part of the Peckham Vision website into the preferred option.

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					town centre issues with residential neighbourhood issues. The BRG has proposed that each neighbourhood should be enabled to develop its own Neighbourhood Profile which can sit alongside and complement the PNAAP. This would be a significant contribution to community empowerment to enable the adjacent neighbourhoods to steer their own policy statements about their own neighbourhoods that can complement the statutory PNAAP. More information on how this is being developed is shown at www.peckhamvision.org/brg/brg	
206	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	The big decisions	Housing	Increase amount of family housing in the area. AND encourage renewal of existing housing.	This has been taken forward through the towards a preferred option,
207	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	The big decisions	Local business and employment	There will be more business space than now, especially for creative industries and businesses. <ul style="list-style-type: none"> Require a proportion of all business space built to be for small businesses. AND protect what is there. It could be used flexibly for a range of employment uses. AND Encourage more affordable business space. 	Options for retail are set out in section 4 and also options for affordable business space. We would welcome further comments on these issues at this stage.
208	Bellenden Residents' Group Southwark	Issues and Options Report	The big decisions	Shopping	More retail space and some bigger shop units. AND otherwise broadly. There will be a similar amount and size of shops to now. Better quality will produce the right quantity.	We have set out retail options in the Towards a Preferred Option. We would welcome feedback on these options.

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
	Rail Users Group Peckham Vision					
209	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	The big decisions	Shopping	Higher quality and more diverse shops and refreshments places needed, NOT similar mix as now	We have set out options for the town centre in section 4 of the Towards a Preferred Option. We welcome comments on these options.
210	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	The big decisions	Shopping	Street markets moved to new locations. - Depends on where and what kinds of markets	An option for street markets with locations is set out in section 4 in the markets policy.
211	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	The big decisions	Traffic and transport	Review town centre, and east & west of town centre, one way traffic system and loading arrangements. - Better directional signage and restrict delivery times.	The operation of the highway network has been considered in developing the transport options for the town centre. This includes the one way systems, parking arrangements and local access routes.
212	Bellenden Residents' Group Southwark	Issues and Options Report	The big decisions	Design and conservation	Agree with all three options.	Comment noted.

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	Rail Users Group Peckham Vision					
213	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Growth dependent options	Growth Area	Agree with all the points listed under 'Low Growth' but would call that Mixed Growth, as a lot of it can be combined with some if not all of the points listed under High Growth	Most of the options that have been taken forward are for the low growth option, we would welcome comments on the approach taken.
214	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Site options	Site 4: Peckham Rye Station	Do you agree with the options for creating a square in front of Peckham Rye Station? Yes just add that there is a real need for a newsagents at the station (the nearest are several minutes walk away in either direction,) and also a post letter box and better quality retail units	Options for Peckham Rye station in sections 3 and 4 and the policy on local shops should address this issue.
215	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Site options	Site 4: Land to west of the station	Options 1 and 2 are not mutually exclusive. Prefer those two options. But too premature a choice without first an overall look at the way the options for this whole station site no 4 interrelates with potential developments on sites 2, 3 and 6 across the road to the east of the station	Proposals are set out in the Towards a Preferred Option. We would welcome comments on these proposals.
216	Bellenden Residents' Group Southwark	Issues and Options Report	What is this document	AAP boundary	The PNAAP needs to cover also two areas excluded from Fig 1. These are: the SE15 streets in Bellenden covered by the South Camberwell Ward. This ward boundary and CC	The Southern end of Bellenden Road is within the South C'well ward and is more linked to proposals and guidance for Camberwell than Peckham and is

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	Rail Users Group Peckham Vision				boundary cuts Bellenden in two. The western stretch of Peckham Rye ward between East Dulwich Rd and Camberwell Old Cemetery. We assume this is excluded as it is covered by the Dulwich SPD. But it is an intrinsic part of Peckham Rye and needs to be covered by the PNAAP given that Peckham Rye is now fully covered.	therefore not part of the Action Area. The western stretch of Peckham Rye ward has been excluded, with the western edge of Peckham Rye and Forest Hill Road forming the boundary as it is covered by the Dulwich SPD.
217	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	General comment	General comment	There should be a section in all these documents that deals with any issues on the borders of these different planning documents, even if to say that there are no issues as people who live there have been asked and it has been considered.	This will be included at the preferred options stage once we are clear on the approach for each area.
218	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Peckham and Nunhead Today	General comment	Future Peckham is correct in saying that "many of the issues needing to be tackled relate to the town centre and its relationship with surrounding residential areas" There are a number of ways in which the Rye Lane West neighbourhood is affected by the proximity of the town centre. Some of these are indicated in the comments in the response to this consultation. The BRG has proposed to the Planning Department that there should be a provision for a Residents' Neighbourhood Profile (NPs) if their neighbourhood is near the town centre, and affected in some way by it. This does not have to be part of the statutory PNAAP but we propose that the existence and function of such NPs be mentioned in it. Such a Neighbourhood Profile could be lodged with the Planning Department and given to any developers	This is a very helpful set of information that we will be considering how to reference in the final documents when we prepare them.

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
					<p>or others enquiring about development or planning issues in the relevant neighbourhood. It will also help clarify a number of issues about the neighbourhood, including its inter-relationship with the town centre, which will help to inform other actions that might be taken. Further information about this idea can be found on the BRG website at www.peckhamvision.org/brg/planning-policy-rye-lane-west That outlines the way residents in the Rye Lane West neighbourhood are stimulating material for their Neighbourhood Profile (NP). The website has been designed to enable other neighbourhoods to use it to develop material for their own NP.</p>	
219	Peckham Vision	Issues and Options Report	Peckham and Nunhead Today	Local business and employment	<p>Descriptions of the town centre should also include a reference to the cultural creativity in and around central Rye Lane, around the station area on both sides of Rye Lane.</p>	<p>The Rye Lane options in section 3 and the retail options set out choices. We would welcome further, detailed feedback on these.</p>
220	Southwark Rail Users Group Peckham Vision	Evidence base	Peckham and Nunhead Today	Traffic and transport -	<p>Peckham Rye, Queens Road and Nunhead station services - These are currently under severe threat by the rail industry, through cuts in services to London Bridge and Victoria. The PNAAP should take up the position that these services need to be maintained and improved and not cut further as is now planned for 2012</p>	<p>This comment refers to the loss of the South London Line which relates to the loss of terminating capacity at London Bridge. Discussions are currently taking place to consider stopping a number of fast services from Kent at Peckham Rye and Denmark Hill to support access to London Victoria. The east London line will support existing rail services and create new travel opportunities to employment centres in particular Canary Wharf which, accessed via the Jubilee Line at Canada Water. A strategy for rail travel to Peckham and Nunhead has</p>

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221	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Evidence base	Peckham and Nunhead Today	Traffic and transport	"Parking restrictions around train stations cause commuters to park in residential streets" - Where is the evidence that this is the case? This is not a noticeable problem eg in Nutbrook St which is on the edge of the CPZ to the south west of the station. There needs to be a proper study of this and plans not based on assumptions and anecdotes.	been set out in the policies section 4 including the impact of changing circumstances to ensure that these issues have been taken into consideration when considering the capacity and accessibility of the area. Options for car parking are set out in section 4. We would welcome feedback on these.
222	Peckham Vision	Issues and Options Report	Peckham and Nunhead Today	Traffic and transport	The one way systems funnel traffic round the town centre and not through it. There are serious problems from this and there needs to be a thorough review of the whole traffic scheme as it affects the town centre and the neighbouring residential areas on both east and west sides of Rye Lane and to the north of the town centre.	The operation of the highway network has been considered in developing the transport options for the town centre.
223	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Peckham and Nunhead Today	Traffic and transport	The Main Vehicular Routes marked on this map miss out the western route from Lyndhurst Way/Lyndhurst Grove via Bellenden Road/Maxted Road /McDermott Road, to Nigel Road/Adys Rd	The respondent is correct. These are major vehicular routes from Peckham Road/Camberwell down to the bottom of Rye Lane/ East Dulwich. We will review these routes at the preferred options stage.
224	Bellenden Residents' Group	Issues and Options Report	Peckham and Nunhead	Traffic and transport	Not much if anything is said about improving cycle ways through the area. This needs creative thought to get appropriate routes integrated into the Plan	Increased information is included in the policies section 4 about cycle routes.

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	Southwark Rail Users Group Peckham Vision		Today			
225	Peckham Vision	Issues and Options Report	Peckham and Nunhead Today	Shopping	We also want to see better quality in the shops – the way they operate and what they offer. As The Southwark Plan (Policy 7.1 vii.) says: To seek to improve the diversity of shopping provision within the town centre so as to provide a range of high quality shops attractive to Peckham diverse communities and over time decrease geographical concentration of lower quality shops selling similar products. The big issue is what can the PNAAP do to attract businesses and investment providing a higher quality and greater diversity of goods?	Options in the retail policies in section 4 set out ways of achieving this. We would welcome comments on the proposed ways forward.
226	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Peckham and Nunhead Today	Public realm	There is a special problem around the hair dressers shops near the station. Artificial hair escapes constantly and litters the pavement, not only being an eyesore but seriously damaging the local birds when it is entwined around their legs.	Implementation of the PNAAP will take into account how to improve the station as part of the action plan.
227	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Peckham and Nunhead Today	Community facilities.	"There are a number of community buildings in the area that we need to investigate how to better use." This investigation should also include empty floors above shops (as well as empty buildings of all kinds). In any scheme where owners are encouraged to get the empty floors back into operation it should explicitly also encourage community uses and use for small businesses and	The policies in section 4 on community buildings and shops set out ways of bringing buildings into better use.

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228	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Peckham and Nunhead Today	Community facilities	<p>organisations, where the premises and location are suitable.</p> <p>What a huge disappointment the Library design is in preventing the use of the facilities there for a GROUND floor information and exhibition space. For a Town Square not to have that is extraordinary. What a missed opportunity for both a permanent place all would know they could go to, to keep up to date with public and community information, but also for lost revenue possibility from selling use of the space to commercial interests as well.</p>	<p>Peckham Library opened in 2000 and is the most visited library in the borough. It has been a recipient of a number of design awards including the Stirling Prize. I understand that the planning for the library included a very substantial programme of consultation with local people and that wherever possible, their suggestions and requirements were fed into the design. There are no current plans for major changes to the ground floor or other parts of the library, and although it would be good to be able to review the ground floor space, there is no provision in the Council's over-subscribed capital programme to enable this. However, it is important to note that if activity were to be offered on the ground floor that there would also be additional staff costs since it would be necessary for the area to have additional supervision. The Council is currently going through a period of having to make very large savings, so it is unlikely that additional resource would be available to cover this. There are spaces for hire on the upper floors of the building which are accessible via lifts and these are popular, well-used facilities. These spaces (as well as the main library floor) also offer opportunities for exhibitions and are</p>

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						regularly used for this purpose. A review of the library service is planned for later this year and will include opportunities for community feedback on services and facilities. We will be happy to explore this suggestion in more detail as part of the review and will be publicising the consultation elements of the review in the near future.
229	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Peckham and Nunhead Today	Community facilities	Facilities for young people is one of the most urgent and serious omissions in Peckham today. This is so both in terms of itself in meeting important community needs, but also in the role that provision of adequate facilities has an important role to play in countering youth disorder. Eg there is a waiting list for use of the music facilities in the Safe Shop. There needs to be much more of those kinds of facilities and those like the ones that were provided in the community project, the Spike, that the Council closed down just recently. The physical buildings and land available in and around the central Rye Lane area seem to be capable of meeting some of these needs and the integrated plan that we have suggested for that area should look especially into this. But it should also be at the top of the list of priorities in the PNAAP for all developments and policies.	The community facilities, young people and schools policies should provide policies to address these issues.
230	Bellenden Residents' Group Southwark Rail Users	Issues and Options Report	Peckham and Nunhead Today	Community facilities	Faith group accommodation: Surely here in this Community facilities section, the rapid increase in demand for faith group accommodation in Peckham, and the impact on the whole area, should be mentioned as a significant issue?	The community facilities policy provides for provision of faith groups.

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231	Group Peckham Vision Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Peckham and Nunhead Today	Community facilities	Public Toilets: The serious lack of public toilets in the town centre is a significant omission from the list of issues. This has to be addressed effectively if the quality of the town centre is to be improved.	There are currently public toilets located at Peckham Pulse, the New Peckham Library, the Parkside NHO on Bornemouth Road and Atwell Road. In the wider area, there are public toilets located at Nunhead Library also. A full list of locations and addresses can be found at http://www.southwark.gov.uk/info/100006/environment/544/public_toilets .
232	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Peckham and Nunhead Today	Natural environment	Many front gardens have been paved over (at Council encouragement in Bellenden), and not for car parking. It has to be stopped somehow.	Planning permission is only required for proposals which use traditional, impermeable driveways that do not provide for water to run to a permeable area. Strategic Policy 11 in the Core Strategy sets out how we will protect the overall greenness of places, including through promoting gardens. Our Sustainable Design and Construction SPD sets out further guidance on mitigation measures to be considered when developing on gardens including the use of permeable materials for areas of hardstanding.
233	Bellenden Residents' Group Southwark Rail Users	Issues and Options Report	The big decisions	General comment	The options do not always seem to be mutually exclusive and makes it difficult to comment.	We have tried to be clearer about the options in the towards a preferred option.

Rep Ref	Name of Representer	Document	Section	Issue	Details of representation	Officer response
234	Group Peckham Vision Southwark Rail Users Group Peckham Vision	Issues and Options Report	The big decisions	Traffic and transport	"Funding has just been secured for stage 2 of the East London line extension, which will improve connections between East London, Peckham and Clapham Junction and provide an extra two trains an hour." This doesn't point out that the new orbital connections through the East London Line Extension 2 are at the expense of a serious deterioration of direct radial connections to central London stations. Rail travel into central London is now seriously deteriorating from Peckham Rye where over the period 2008 to 2012 the services to London Bridge and Victoria will be cut in half from 12 to 6 during the day and from 10 to 4 in the evening. The PNAAP has to establish that the direct radial services have to be protected, maintained and improved.	The statement in the document appears to be incorrect. The ELLX2 will provide a service of 6tph. This comment refers to the loss of the South London Line which relates to the loss of terminating capacity at London Bridge. Discussions are currently taking place to consider stopping a number of fast services from Kent at Peckham Rye and Denmark Hill to support access to London Victoria.
235	Southwark Rail Users Group Peckham Vision	Issues and Options Report	The big decisions	Traffic and transport	The figures for journey lengths, given in the Background Paper, bear no resemblance to the actual short journey lengths into central London, which are a key to transport links for Peckham. From Peckham Rye it is 8-10 mins to London Bridge, 12 to 15 mins to Victoria, and 13 mins to Blackfriars. Peckham Rye station is in fact as well connected into the Tube lines as many stations on the Underground itself. It is possible to turn up and go at Peckham Rye station and get a train within 5 to 10 minutes to any one of 4 main Underground stations – London Bridge, Blackfriars, Elephant & Castle, and Victoria, and through them into 6 Tube	The background information has been updated to support the transport policy which includes improved public transport. We welcome comments on the new policy and proposals.

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
					lines – Jubilee, Northern (both arms), Bakerloo, District, Circle, and Victoria. The major problem is the very poor marketing of this, both to local residents, and to visitors. The PNAAP must address this thoroughly, and work out how to maximize its benefits for the marketing of Peckham. It also emphasizes the need for the Council to campaign strongly for the maintenance and improvement of the existing direct services into central London from Peckham Rye to maintain this highly valuable asset.	
236	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	The big decisions	Traffic and transport	"Further research will be undertaken to fully understand existing transport patterns, the impact of recent interventions such as changes to the one way systems and car parking arrangements to test the impacts of different options." But when will this research produce results and how will it be in time to contribute to the development of the PNAAP Preferred Options?	Peckham transport model was prepared between January and December 2010 and is available as a background evidence document. In support of this a car parking study has also been prepared which informed the development of the transport model.
237	Peckham Vision	Issues and Options Report	The big decisions	Shopping	The key issue is how to attract better quality (operational and products) shops. What are the options for this? More work needs to be done to produce much clearer ideas of what the PNAAP can do to forward this. Without it a lot (much?) of the PNAAP aspirations will be unachievable. There is a lot of data, in pages 38-42 of the Background paper, about the commercial activities relating to the town centre. But it doesn't seem adequate. It has not produced big enough samples of current shoppers, nor seems to have produced any data on the population in the nearest catchment area and what would encourage them to shop in Peckham. This and the data that has been collected deserve a	Options for shops have been set out in the retail policies. An event is being set up with the NLA to carry out the discussions as suggested.

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					focused discussion. Could there be a seminar arranged with invitations to those interested from businesses current and prospective, traders and residents, Council officers, ward councillors and relevant experts to look at the relevant data and have a dialogue about it and what lessons, conclusions and ideas to draw from it all? And done in time to influence the preparation of the Preferred Options report?	
238	Peckham Vision	Issues and Options Report	The big decisions	Shopping	<ul style="list-style-type: none"> The poor state of cleanliness and quality of town centre retail The need to find ways to improve the enforcement of trading and planning laws The over saturation of a few types of retail Comparison with successful Lordship Lane – the facts, and analysis of the different dynamics Analysis of where people in the shopping catchment area do their own shopping, & the extent of the scope for attracting them to shop in Peckham town centre. The seminar we propose should address these issues, and test the extent to which the data which has been assembled is adequate to consider them effectively. 	We have set out options for the town centre for retail that consider the issues raised. We would welcome comments on these options.
239	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	The big decisions	Shopping	<p>This does not distinguish between the evening economy and the night economy. There are uses and issues arising from the night economy that are quite different from those of the evening economy, and that are not compatible with the largely residential area that is so closely intertwined with the town centre. The references throughout the paper all use the expression the night economy and it needs to be expanded to distinguish throughout between what is night and what is evening activity. Without this it is not possible to comment on the</p>	<p>We have used the phrase 'night time economy' as a relatively neutral term that refers to activities that take place in the evening or at night. We acknowledge that there may be some differences between 'evening' and 'night time' economies. We will look to provide further detail at the next stage of preparation for the draft PNAAP on local clusters of evening and night time activities, their importance to the local</p>

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240	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	The big decisions	Shopping	proposals or the maps in fig 5 on page 21. What kind of street market(s) would a 'destination' market be, and where might they be? What is the evidence that interfering in this would produce a good effect? If more quality investment and businesses could be attracted to Peckham town centre, then the change in commercial and trading environment might stimulate new and improved markets? Isn't the fundamental question – how to attract good quality businesses?	economy and to further address the impact on other land uses taking account of the cumulative effects of evening and night time uses. We have prepared updated options for street markets and businesses in policy section 4 to ork towards improving the quality of businesses.
241	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	The big decisions	Traffic and transport	It is essential to review the traffic management system throughout the CPZ area and beyond, especially on our neighbourhood to the west of Rye Lane.	The traffic management system has been reviewed in preparing the options for Towards a Preferred Option.
242	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	The big decisions	Design and conservation	The three descriptions of the conservation and development aims for Conservation Area on fig 6 seem to identify the main desirable outcomes. But not clear that the best way to achieve these outcomes is to have three Conservation Areas. Could these different aspects not be written into the designation of the Conservation Area? The issue is not whether a Conserving Area – but how and where? The forthcoming English Heritage (EH) report on Peckham town centre's heritage presumably will have a major contribution to	Conservation, heritage and design policies in section 4 address the issues raised. We would welcome comments on these issues.

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243	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	The big decisions	Community facilities	<p>working out how to use a Conservation Area to protect the heritage, and in turn use that to stimulate well designed regeneration. Can we have a further discussion on this, including the Peckham Society and other interested parties, when the EH report is available? In addition to the Conservation Area(s) in the town centre playing a key role in stimulating better quality design, development, and regeneration, the PNAAP should show how these attractive assets in terms of aesthetics and history can be used to Peckham's overall advantage together with other significant buildings of architectural note. These include the two listed buildings from the 1920s/1940s Peckham Experiment. The main building is in St Mary's Road, and the other one at 142 Queens Road has just got its English Heritage blue plaque. The Peckham Experiment history is a global draw to Peckham and the two buildings, and the history of the project are significant under-used assets</p> <p>Southwark Schools for the Future "The local community will benefit from the opportunity to use school facilities outside of school hours". What exactly is envisaged? What kind of community use and what kind of space? How will it be implemented? This is important as, from experience, there are great barriers to sharing school space even though there is a policy about it. So for the PNAAP it is crucial to say how this is going to be made to happen and what will actually be made available and on what terms.</p>	<p>Southwark Council does not arrange the use of individual schools' facilities by community groups. The use of school facilities will be arranged through contact directly with individual schools' facilities management departments who would determine when and what type of use would be appropriate dependent upon school use, available facilities and required community need.</p>
244	Bellenden	Issues and	The big	Community	PCT health facility: Will the possible locations for	The health policy sets out the health

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	Residents' Group Southwark Rail Users Group Peckham Vision	Options Report	decisions	facilities	this be identified in the Preferred Options report for consultation? It is important that there is a carefully designed process for informing and discussing this with the community in and near these locations as well as with the public at large about the health provision. If it includes a potentially controversial facility such as a drug treatment centre, it would be constructive if this process could include arranged visits to any similar facilities, within easy travelling distance from Peckham, to give examples of the activities and the impact on the local neighbourhood.	locations that may be improved in addition to facilities already provided.
245	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	The big decisions	Community facilities	Space for faith groups: As noted above, this is a major issue in Peckham missing from the list of issues. But agree that it is a borough wide issue that needs a borough wide policy approach in the Core Strategy. A key issue is what impact the ever increasing use of commercial and industrial premises in Peckham town centre to meet these needs has on the success of encouraging and attracting new vibrant investment and commercial enterprises.	This is provided through the community facilities policy.
246	Peckham Vision	Issues and Options Report	Growth dependent options	General comment	The High Growth option seems to be too rigid and concentrating too many of the extremes in one option. This is especially so with the Scale of development and Building heights, where the descriptions in the so called 'low growth option' column seem more realistic and appropriate. But it is debatable that they are in fact 'low growth'. That column might be better described as a mixed growth option. The town centre needs policies which provide an enabling flexible adaptable	We have set out options based on the consultation - the heights and density policies in section 4 have mainly adopted the low growth option with a few exceptions on a few sites.

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					<p>context for imaginative creative enterprises as the national economy recovers from the shocks of the current global financial and economic crises. Actions relevant to this would include: • maintaining and improving good direct rail services into central London are an essential prerequisite. • getting a clearer understanding of what better quality goods and services would attract more and a wider variety of the local catchment area to shop in Peckham • effectively addressing the poor trading standards, and the need for effective enforcement to improve the quality of trading.</p>	
247	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Growth dependent options	General comment	<p>An omission more generally for the whole PNAAP area is: • Business work space - enable existing back land work spaces to be protected and don't let housing always trump them as happens now. With modern technology methods also enable live/work developments to be considered provided they are compatible with the immediate surroundings.</p>	<p>There are options for business space protection set out in section 5 and there are proposals for sites in section 5. These should address the issues raised.</p>
248	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Site options	Site 1: Chourment Grove Car Park	<p>As we have said throughout all the consultations over the last several years, the future planning status of this car park should not be contemplated until after there is a thorough review of car parking based on clear data of existing uses and understanding of trends from existing patterns and projections relating to development options, and travel patterns.</p>	<p>We have carried out a car parks study and we have set out options for car parks in the Towards a Preferred Option. We would welcome your feedback on these.</p>
249	Peckham Vision	Issues and Options Report	Site options	Site 2: Copeland Industrial Park	<p>The choice proposed of the three rigid options is inappropriate at this stage for this large area. What is needed is an imaginative process to stimulate a variety of ideas for the overall development of the</p>	<p>We set out proposals for Copeland Industrial Park in section 5. We would welcome comments on these proposals which should take into account these</p>

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					land which integrates historic buildings with new developments for mixed uses, and integrates new public spaces and pedestrian links, in the context of similar developments for sites 3, 4, and 6. The way these sites are interrelated is illustrated in the plan shown at www.peckhamvision.org/wiki/Transforming_Central_Rye_Lane What is needed is an integrated overall vision for the options on these interrelated sites.	comments.
250	Peckham Vision	Issues and Options Report	Site options	Site 3: Land between the railway line north of site 2, including railway arches (see figure 9)	This land should be included in a brief to encourage imaginative ideas for its future uses which would include ideas from all three growth options. The key would be to seek ideas on an overall integrated approach towards the land in development sites 2,3,4,6	We set out proposals for this site in section 5. We would welcome comments on these proposals which should take into account these comments.
251	Southwark Rail Users Group Peckham Vision	Issues and Options Report	Site options	Site 4: Peckham Rye station and surrounding land	The approach to opening up the station and the land in front and behind it fits well with the emergent trends already taking place there and in the Copeland quarter emerging on part of site 2. But this should not be considered in isolation from the development approach to sites 2, 3 and 6, nor choices made at this stage between the three options for the rear of the station listed on page 35. Again this is too rigid. They are not necessarily mutually exclusive and are too premature anyway given the need to take a coherent and integrated look at these interrelating sites 2, 3, 4 and 6.	Section 3 the vision, section 4 retail and town centre policies consider options for how this could work as an integrated approach. We would welcome feedback on these ideas.
252	Peckham Vision	Issues and Options Report	Site options	Site 6: Cinema / multi-storey car park	The cinema is an important and significant part of the area's cultural and leisure activity. There are anxieties that proposing changes to its location will eliminate a cinema completely from Peckham. So it	Options for the cinema are set out in policy 4, we would welcome feedback on how these options would take this forward.

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253	Peckham Vision	Issues and Options Report	Site options	Site 10: Peckham Square and Eagle Wharf	<p>is essential that any plan to remove a cinema from this site needs to be preceded by the implementation of a plan for a new cinema to be opened before this cinema is lost.</p> <p>The development ideas for this area should consider also the growth of the cultural creativity in and around central Rye Lane as the other cultural hub of the town centre, and the relationship between these two core areas. Where is the central core of the town centre? It is possible, as some do, to consider the central Rye Lane area as the centre, and Peckham Square as on the periphery, as well as vice versa and maybe both at once. On a detail, given the idea of a town square which has been deliberately created here, and the presence of an iconic architectural award winning Library, there is a glaring omission in having no central accessible ground level permanent place for public information exhibitions. The Plan should correct this. Such a space should also be provided in the ideas and plans for the central Rye Lane area.</p>	Section 3 vision and section 4 policies set out options for these areas and issues. We would welcome further comment on these.
254	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Site options	Site 11: Commercial Way	<p>This is the only venue in Peckham which provides reasonable workshop, seminar and small conference facilities. It is rumoured to be closing down soon. Is this true? If so this is a move in completely the wrong direction. All the consultations through the UDP and now the PNAAP have shown how this kind of facility is needed now in the area. How can it be that this might close while we are going through this planning process? If it is true, can it be halted to enable a reconsideration through the PNAAP ?</p>	The proposed land uses for Cator Street Learning & Development centre + land along commercial way (site 10 in TPO)

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255	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	Site options	Site 18: Netto Supermarket	Yes, this site needs to be scheduled for changes which remove the need for the large car park at the rear which has no reasonable access through the narrow residential streets and street market surrounding it.	This site has a proposed use in the Towards a Preferred option. We would welcome feedback on the proposals.
256	Peckham Vision	Issues and Options Report	Site options	Shop fronts and space above shops	A shop front design and improvement strategy is really necessary as part of the way to make the town more attractive to shoppers and to investors. There should be a scheme which at a minimum produces guidance for traders, businesses and developers about the quality and nature of design expected, with signposting to expertise to help achieve this, with in some cases where possible access to funding schemes to encourage it. This policy/scheme should include the fronts above ground floor level. That encouragement can include style and design guidance, and also from time to time some schemes to encourage facelifts in a row of buildings. The Bellenden Renewal Scheme showed how successful this can be in improving the appearance of a row of buildings in simply brick cleaning, and wall and wood painting. Such a renewal scheme in Rye Lane would have a dramatic uplift effect in advance of any more major schemes. It could be done on a gradual basis as any small funding becomes available in a variety of budgets. Also a small scheme in one part of Rye Lane could be used as encouragement, and in demonstrating the impact of good design and also of relatively superficial schemes as well as more	Policies on shop fronts are set out in the section 4 particularly in the design section..

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					detailed ones. The strategy should include reinstatement of some frontages, and the removal of some prefab fronts in front of historic buildings. Identify a row of buildings which might serve as a demonstration project.	
257	Peckham Vision	Issues and Options Report	Site options	Shop fronts and space above shops	Yes also allow flexible mixed use of space above shops, with ability to refuse if unsuitable for a particular context. Not a free for all anything goes policy, but flexibility for common sense	The retail policy in section 4 should provide this protection.
258	Peckham Vision	Issues and Options Report	Site options	Shop fronts and space above shops	"Encourage infill of single storey shop fronts." This might be relevant in some places and not in others. It needs to be decided on its merits in particular places	The shopping policies should provide for this.
259	Peckham Vision	Issues and Options Report	Site options	Shop fronts and space above shops	"Encourage reinstatement of frontages... However some people may prefer the open nature of the shops along Rye Lane." This might be relevant in some places and not in others. It needs to be decided on its merits in particular places. It might also be a phased approach, where new owners could be encouraged that way.	We have set out an option for shop frontages in section 4. We have set out a vision for Rye Lane and design policies for how this area could look and operate. We welcome feedback on these.
260	Peckham Vision	Issues and Options Report	Site options	Shop fronts and space above shops	"Remove some of the pre-fab shop fronts that obscure historic buildings and reinstate the original building line." It would be worth including this in the PNAAP as an aspiration and to initiate action to examine what might be involved. If there is no exploration then it would never happen. An exploration is not a decision.	We have set out an option for shop frontages in section 4. We have set out a vision for Rye Lane and design policies for how this area could look and operate. We have also set out ideas for conservation and conservation areas. We welcome feedback on these.
261	Bellenden Residents' Group Southwark Rail Users	Issues and Options Report	General comment	Peckham Rye Village	Nothing is said about the southern end of Rye Lane where it joins Peckham Rye in the area known locally as Peckham Rye village. In the early draft UDP documents this area was identified as the important southern gateway to the town centre and	The visions in section 3, policies in section 4 and the sites schedule should now provide information on this area.

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	Group Peckham Vision				it formed the third of three focal areas in the town centre, the others being the High St area, and the central Rye Lane area. It is included in the town centre core in the PNAAP. Our comments above are that the other two areas need an integrated approach to the several development sites in their respective areas. We think this area needs this too, though in its context as part of 'Peckham Rye village'.	
262	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Issues and Options Report	General comment	Design and conservation	In 2006 a Nunhead & Peckham Rye Community Council working group examined the issues in Peckham Rye village and LUC consultants produced a report Peckham Rye Common Planning Study which looked at the area between East Dulwich Road and the Rye Lane / Heaton Road junction in great detail. This material needs to be revisited and something included in the PNAAP about the way to produce an integrated approach to that area, both for its own sake and also as an important entry point to the town centre.	The design process and improvements (including materials) used in developing proposals for these junctions will conform with those set out in our emerging draft Streetscape Design Manual. The draft of the first section of this is currently out for consultation. This establishes a clear design process that includes evaluating the site, agreeing the issues and opportunities that exist there and which should be addressed, and vetting the designs produced to respond to these. The process includes consultation and engagement with local people to inform decisions. Design standards and clear palettes of materials applicable to given areas will also be established. The later may be varied in some circumstances to respond to particular opportunities. Whether or not this is appropriate will be determined during the design process mentioned previously.
263	Bellenden	Issues and	General	Design and	The Council is currently planning the redesign of the	The design process and improvements

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	Residents' Group Southwark Rail Users Group Peckham Vision	Options Report	comment	conservation	junctions between Heaton Road and Nigel Road and we have just discovered that this will be following the same design palette as that being adopted for the redesign of the north end of Rye Lane between Hanover Park and the High Street, about which the Peckham Society has registered some concerns. This means that decisions are imminent which will foreclose options which are significant in the enhancement of the public realm throughout the town centre. The PNAAP needs to address this and the way in which this kind of design work can be planned in a more coherent joined up process.	(including materials) used in developing proposals for these junctions will conform with those set out in our emerging draft Streetscape Design Manual. The draft of the first section of this is currently out for consultation. This establishes a clear design process that includes evaluating the site, agreeing the issues and opportunities that exist there and which should be addressed, and vetting the designs produced to respond to these. The process includes consultation and engagement with local people to inform decisions. Design standards and clear palettes of materials applicable to given areas will also be established. The later may be varied in some circumstances to respond to particular opportunities. Whether or not this is appropriate will be determined during the design process mentioned previously.
264	Peckham Vision	Background Document	Background document	Community Wellbeing	It is an important omission not to mention the cultural creativity in and around central Rye Lane as the other cultural hub of the town centre, as if Peckham Square was the key area. Many people see the central Rye Lane area as really the centre of the town centre, and Peckham Square as on the periphery.	The visions in section 3, policies in section 4 and the sites schedule should set out clear information on these areas.
265	Bellenden Residents' Group Southwark	Background Document	Background document	Traffic and transport	Car parks: As far as I can see, it is only the multi storey car park that is not well used. The plans for the car parks need to reflect the fact that people want safe, visible, accessible surface car parks.	There are options for car parking included in section 4 on the policies. We would appreciate comments on our proposals.

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266	Rail Users Group Peckham Vision Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Background Document	Background document	Traffic and transport	This is not a noticeable problem in Nutbrook St which is the edge of the CPZ to the south west of the station. Where is the evidence that this is the case anywhere? It may be more to do with the CPZ that causes anybody visiting our area to park in the residential streets that are not controlled. There needs to be a proper study of the street car parking, and plans not based on assumptions which might be quite wrong.	We carried out a car parking study for the Towards a Preferred Option and we have set out proposals for parking in Peckham and Nunhead.
267	Southwark Rail Users Group	Background Document	Background document	Traffic and transport	East London Line: This doesn't point out that the new orbital connections through the East London Line Extension 2b are at the expense of a serious deterioration of direct radial connections to central London stations. Rail travel into central London is now seriously deteriorating from Peckham Rye where over the period 2008 to 2012 the services to London Bridge and Victoria will be cut in half from 12 to 6 during the day and from 10 to 4 in the evening.	A strategy for rail travel to Peckham and Nunhead has been set out in the policies section 4 including the impact of changing circumstances to ensure that these issues have been taken into consideration when considering the capacity and accessibility of the area.
268	Southwark Rail Users Group	Background Document	Background document	Traffic and transport	Train services: These figures are seriously wrong. From Peckham Rye it is 8-10 mins to London Bridge, 12 to 15 mins to Victoria, and about 28 mins to Croydon! It also fails to mention the Blackfriars services. This is a typical serious underselling of rail services for Peckham. Peckham Rye station is in fact as well connected into the Tube lines as many stations on the Underground itself. It is possible to turn up and go at Peckham Rye station and get a	The statement in the document appears to be incorrect. The ELLX2 will provide a service of 6tph. This comment refers to the loss of the South London Line which relates to the loss of terminating capacity at London Bridge. A strategy for rail travel to Peckham and Nunhead has been set out in the policies section 4 including the impact of changing circumstances to

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					<p>train within 5 to 10 minutes to any one of 4 main Underground stations - London Bridge, Blackfriars, Elephant & Castle, and Victoria, and through them into 6 Tube lines – Jubilee, Northern (both arms), Bakerloo, District, Circle, and Victoria. The major problem is the very poor marketing of this, both to local residents, and to visitors. The PNAAP must address this thoroughly, and work out how to maximize its benefits for the marketing of Peckham. It also emphasizes the need for the Council to campaign strongly for the maintenance of the existing direct services into central London from Peckham Rye to maintain this highly valuable and underutilised asset.</p>	<p>ensure that these issues have been taken into consideration when considering the capacity and accessibility of the area.</p>
269	Bellenden Residents' Group	Background Document	Background document	Traffic and transport	<p>Peckham town centre also suffers from road congestion. This is most prominent at the junction of Rye Lane and Peckham Road where Peckham Road leads on to Queens Road and forms part of London's South Circular, the main thoroughfare from South London to Kent. It is Peckham High Street not Peckham Road . And no - the South Circular runs through Dulwich. This road is the A202, branching off the A2 at New Cross Gate.</p>	<p>"Consultee is correct reword to bePeckham town centre also suffers from road congestion. This is most prominent at the junction of Rye Lane and Peckham High Street which leads onto Camberwell via Peckham Road to the west, to the east onto Queens Road and forms a main route from South London to Kent."</p>
270	Peckham Vision	Background Document	Background document	Traffic and transport	<p>"The congestion at this point seriously affects the reliability of bus services and severs Peckham Square from the rest of the town centre." Exactly. This area is not the centre of the town centre. See comments on the fact that the area round the Library and town square is on the edge of the town centre and not at its core. The core of the town centre is the railway station and the area around it which is spontaneously evolving also into a</p>	<p>We have set out proposals for the library, town centre and transport in section 4. We would welcome comments on the most effective options.</p>

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271	Peckham Vision	Background Document	Background document	Traffic and transport	<p>significant cultural centre, and not because it is designated by the Council like the area around the artificially created "town square".</p> <p>And yet, some of the PNAAP options appear to encourage specialist shopping retail which draws shoppers from long distances. Anecdotally, locally the view is that some of this retail attracts shoppers to buy in bulk and therefore needs car transport. Is this consistent with the desirable aim to reduce shoppers coming by car? It was to produce some factual evidence for the origins and destinations of shoppers to help answer such questions that I had asked two years ago for a detailed shopping survey of shoppers origins and destinations, both existing shoppers and potential shoppers from the local community. Some material has been produced now but so late in the day that it has not been possible yet to consider it adequately in discussion with others both in the Council and in the community. I have asked for a seminar to do just this before the Preferred Options are decided. A clear understanding of this is essential for a well founded view of what is needed to create the right local conditions for a regenerating and thriving commercial centre.</p>	<p>We have set out options for shopping in section 4 and we are setting up an event as suggested to discuss these issues.</p>
272	Bellenden Residents' Group Southwark Rail Users Group Peckham	Background Document	Background document	Traffic and transport	<p>Peckham Road is NOT in the town centre. It starts near Lyndhurst Way going towards Camberwell. Not having a proper lay-by for buses to pull into beside the library causes severe congestion in Peckham Hill St that tails round into Peckham High Rd.</p>	<p>The visions should now be more clear in section 3.</p>

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	Vision					
273	Bellenden Residents' Group	Background Document	Background document	Traffic and transport	There also continues to be severe congestion on Rye Lane where traffic including buses can be stopped for several minutes because of delivery vehicles.	The operation of the highway network has been considered in developing the transport options for the town centre. Through working with a the traders and a programme of enforcement, the council the council improve delivery operations in Rye Lane.
274	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Background Document	Background document	Traffic and transport	There is no mention here of the serious traffic issues through the residential areas to the east and west of Rye Lane as a result of the diversions away from the town centre. It is essential that there is a thorough review of the traffic management system in and around the town centre.	The operation of the highway network including that of the western and eastern parts of the town centre has been considered in developing the transport options for the town centre. The model covered an area bounded by Peckham High Street, Queens Road, Lausanne Road, Evelina Road, Nunhead Lane, East Dulwich Road, Grove Vale, Dog Kennel Hill, Champion Park, Denmark Hill and Camberwell Church Street encompassing the residential areas surrounding the Peckham Town Centre.
275	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Background Document	Background document	Traffic and transport	Choumert Grove and Copeland Rd are also very well used and should be listed with these other car parks, and not with the multi storey car park. The multi storey car park is one of a kind in the town centre. The nature of the ownership, whether public or private, of the rest is irrelevant. They are all well used unlike the multi storey car park. We said it would be a white elephant when it was planned in the late1970s and gave evidence for this at the public inquiry in the early 1980s. Sadly we were proved right. It has always been underused	Optios for car parking are set out in section 4. We would appreciate commets on these and the site proposals in section 5.

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276	Peckham Vision	Background Document	Background document	Traffic and transport	<p>because it is not a pleasant place to be.</p> <p>Yes, but do we know how many shoppers visit Peckham, and where from, to load up and therefore need their cars to carry goods away? They can hardly come by public transport or bike or foot. Is there any data on this? What has the plan to say about it? Also improving rail links and connections should be included, along with bikes, buses and walking, in this list of alternatives as that is such a key to travel to and from Peckham.</p>	<p>The model developed an origin, destination matrix to understand the travel patterns to the town centre.</p>
277	Peckham Vision	Background Document	Background document	Traffic and transport	<p>We were given this extract from the shoppers' survey results in response to these questions which we put to the Planning Department: "Many people visit Peckham because of its independent food stores. A recent survey of 204 shoppers as part of the 2009 Retail Study found that 63% of shoppers are from Peckham. Over 80% are from within Southwark or the areas immediately adjoining Southwark. 75% of shoppers say they use Peckham town centre because it is close to their home, work or friends/ relatives. 87% of shoppers travel less than 30mins to reach the centre, with 40% taking less than 10 minutes. 27% of shoppers walk to the centre, 54% go by bus and 12% drive." This sample is insufficient number to be representative. It can't therefore bear the weight of conclusions about the nature of the shopping dynamic in Peckham town centre, and how useful these figures really are. The seminar we have suggested could test how much weight they can bear in drawing sound conclusions about the impact on the need to come by car. This survey also tells</p>	<p>We have a retail study for Southwark and a car parking study that consider these issues. We have used these when preparing the options for the town centre. We welcome feedback on these options which are set out in section 4.</p>

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278	Peckham Vision	Background Document	Background document	Traffic and transport	<p>us nothing about the other key part of the equation which is why a much larger number and variety of local people do not shop in Peckham, and what would attract them to do so.</p> <p>"Like many historic town centers, Peckham runs along one main street. Shops stretch the length of Rye Lane and have spread onto Peckham High Road and down Queens Road." This is Peckham High Street, not Peckham Road.</p>	Comment noted
279	Peckham Vision	Background Document	Background document	Public realm	<p>"Currently, the layout of the area encourages people who are walking to stick to the main roads. Although there are access roads leading to and from Rye Lane, people do not tend to explore them because there are no obvious attractions to lead them away from Rye Lane. It is, therefore, important to create stronger links between Peckham town centre and nearby neighbourhood centres such as Bellenden Road shops and Nunhead shops" and Queens Road shops. Add Queens Road shops to this. This should also mention the potential for increasing pedestrian routes in parallel with Rye Lane especially on the eastern side of Rye Lane eg as in Peckham Vision's integrated plan for east and west Rye Lane, and in the plans from the German student project supervised by Christoph Heinemann. These are all consistent with the ideas behind Fig 9 page 37 in the Council's Future Peckham. This is especially relevant to the link of Nunhead with Peckham town centre, and also probably links with eastern Queens Road shopping area.</p>	The visions in section 3, design policies in section 4 and cycling and walking policies in section 4 set out our approach for addressing these issues.
280	Peckham	Background	Background	Public realm	"Rye Lane is a fairly narrow road which is served by	Section 3 visions, section 4 design and

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
	Vision	Document	document		a number of bus routes. At busy times people have to walk the road as the pavement is not wide enough to accommodate the number of people using it. This is exacerbated around Peckham Rye Station when people are leaving the station, which can make the experience of being in Rye Lane feel congested and aggressive." "Currently, there are no obvious public spaces or areas of interest to draw people and provide respite from the hustle and bustle of Rye Lane. It is important that circulation space, clear routes and interest is created on and around Rye Lane to improve the pedestrian environment." This needs to be linked to the ideas for increasing open public spaces in this part of the town centre, like the square in front of the station and in some of the places in the area east of Rye Lane, especially in the development sites 2,3 and 6 (in Figure 7 page 33 Future Peckham). More on these ideas can be found at www.peckhamvision.org/wiki/Transforming_Central_Rye_Lane	the policies set out our approach to these issues. We would appreciate comments on these.
281	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Background Document	Background document	Housing	"Peckham and Nunhead's local community has specific housing needs which we need to try and meet through building new housing and refurbishing and improving existing housing. There is a particular need for more family housing in the borough (Southwark Housing Needs Survey). Family housing is defined as housing with three or more bedrooms. There is a need for 13% of all new private housing to be family housing and 67% of all affordable housing." Yes. This needs to be fed into policy as quickly as possible as the small cramped non family housing is still being built everywhere in	The family housing policy and the unit size policy in section 4 provide for this issue.

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282	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Background Document	Background document	Community facilities	the Peckham Nunhead area on every small site. What exactly is envisaged by free-up space on schools sites for appropriate community usage? What kind of community use and what kind of space? Shared with the school or completely separate? This is important as, from experience, there are great barriers to sharing school space even though there is a policy about it. So for the PNAAP crucial to say how this is going to happen and what it will actually be.	We have set this out more clearly in section 4 in the policy on schools.
283	Peckham Vision	Background Document	Background document	Community facilities	Schools are discussed mainly in the sense of being sites for development. But what about having a positive policy for the contribution of schools (primary and secondary) to community life. We might see the recent children's pledge sponsored by the Community Council's as a small example of this outward reach of the schools into the community. A positive policy would enrich this and make it wider reaching and intrinsic and not a small one off.	The schools policy and objective in sections 4 and 3 address this issue.
284	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Background Document	Background document	Shopping	We are concerned that this does not distinguish between the evening economy and the night economy, as we have made the point several times during the last few years in the UDP process, especially as this section is the "You have told us". There are uses and issues arising from the night economy that are quite different from those of the evening economy, and that are not compatible with the largely residential area that is so closely intertwined with the town centre. The references throughout the rest of the section all use the expression the night economy and it needs to be	We have used the phrase 'night time economy' as a relatively neutral term that refers to activities that take place in the evening or at night. We acknowledge that there may be some differences between 'evening' and 'night time' economies. We will look to provide further detail at the next stage of preparation for the draft PNAAP on local clusters of evening and night time activities, their importance to the local economy and to further address the

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285	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Background Document	Background document	Shopping	<p>expanded to distinguish throughout between what is night and what is evening activity.</p> <p>There is a lot of data in pages 38-42 about the commercial activities relating to the town centre. It looks as if it could really deserve a focused dialogue around some of it. Could there be a seminar arranged with invitations to those interested from businesses current and prospective, traders and residents, Council officers, ward councillors and relevant experts to look at the relevant data and have a dialogue about it and what lessons, conclusions and ideas to draw from it all? And done in time to influence the preparation of the Preferred Options report?</p>	<p>impact on other land uses taking account of the cumulative effects of evening and night time uses.</p> <p>We are preparing consultation events on these issues as part of the consultation on the Towards a Preferred Option. The feedback can then influence the Preferred Option.</p>
286	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Background Document	Background document	Shopping	<p>There is not enough in the report on the options to tackle: •The poor state of cleanliness and quality of town centre retail •The need to find ways to improve the enforcement of trading and planning laws •The over saturation of a few types of retail •Comparison with successful Lordship Lane – the facts, and analysis of the different dynamics •Analysis of where people in the shopping catchment area do their own shopping, & the extent of the scope for attracting them to shop in Peckham town centre. The seminar we have proposed should address these issues, and test the extent to which the data which has been assembled is adequate to consider them effectively.</p>	<p>We are preparing consultation events on these issues as part of the consultation on the Towards a Preferred Option. The feedback can then influence the Preferred Option.</p>
287	Bellenden Residents' Group	Background Document	Background document	Shopping	<p>Outside of the town centre there are a number of local shopping frontage serving to day to day shopping needs of local residents. These include:</p>	<p>Section 4 has policies on protecting shops outside the main town centre. There is also a vision for Bellenden</p>

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	Southwark Rail Users Group Peckham Vision				<p>Bellenden Road parade is a mixture of specialist shops which are serving longer distance shoppers as well as local day to day shopping needs. The shops in this parade lie across a spectrum of meeting local needs, medium distance travel and longer distance: eg Costcutter small supermarket, the newsagent, the cafes & takeaways, launderette, hairdresser, betting shop, chemist, dry cleaner</p> <p>Medium distance - local plus outside the local neighbourhood requiring transport: eg Caribbean bakery, dog grooming, book shop, estate agents, plumbers' merchants, chocolate shop</p> <p>Longer distance probably mainly car transport: eg multi media car equipment, CASA architectural salvage, office machines shop, art galleries, chocolate shop.</p> <p>The survival of the shops in Bellenden Rd is a very delicate thing and this should also be studied as the area benefits so much from having the shops occupied and active.</p>	<p>Road. We welcome comments on these proposals.</p>
288	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Background Document	Background document	Community Facilities	<p>There are many local community and voluntary sector organisations in Peckham and Nunhead. Amongst the community organisations in Peckham, there are a number of faith groups based in Peckham. However many are in unsuitable accommodation such as the Copeland Road Industrial Estate, which raises issues of safety, traffic and noise. This – the lack of adequate suitable accommodation for the continually increasing numbers of faith based and religious groups - is a widespread problem in the borough, which has a particular concentration in the PNAAP area partly because of the kinds of property in the</p>	<p>Community facilities policy is set out in section 4 to address all community facilities including those for faith groups. This policy is supportive of new facilities as long as they can meet transport and amenity requirements. We welcome feedback on this policy.</p>

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
					town centre. This doesn't get enough attention both as an issue for Peckham's future development, and in the way to provide for these community needs. The pressure is now spreading beyond the town centre into the heart of the residential area eg in Nutbrook and Howden Streets just in the last few weeks a church group has taken up occupation of a factory without planning permission for change of use. The Council needs to enforce the planning law on change of use and also set out clearly its forecast of the need for faith groups' accommodation and what the options are for dealing with the planning and other issues this may raise in the PNAAP area.	
289	Peckham Vision	Background Document	Background document	Community facilities	"Available toilets for Peckham and Nunhead are as follows:" then a list This just lists the public toilets but doesn't point out that the list shows there are none in the main town centre, which is the main and serious issue. There needs to be a clear plan set out for providing adequate provision of toilets for the town centre	There are currently public toilets located at Peckham Pulse, the New Peckham Library, the Parkside NHO on Bornemouth Road and Atwell Road. In the wider area, there are public toilets located at Nunhead Library also. A full list of locations and addresses can be found at http://www.southwark.gov.uk/info/100006/environment/544/public_toilets .
290	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Background Document	Background document	Design and conservation	Memorable view in the area -map: I have marked on a copy of the map a number of arrows for memorable views to add to those on the map on page 49. I will attempt to scan this in and attach to this by email but may have to send it by post.	We will be considering proposals for local views as part of the preferred options.

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291	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Background Document	Background document	Design and conservation	The two key buildings from the Peckham Experiment need to be mentioned in buildings of special interest. I think both are listed. The main building is in St Mary's Road, and the other one at 142 Queens Road has just got its English Heritage blue plaque. In addition the Peckham Experiment history is a global draw to Peckham and the two buildings are a significant under-used asset.	All of the buildings of local list quality are set out in appendix B.
292	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Background Document	Background document	Design and conservation	This map does not include the recent extended western boundary for Holly Grove Conservation Area to include the rest of Chadwick Road.	The Holly Grove Conservation Area was updated to include Chadwick Road on 2 September 2008. This was prior to the Core Strategy version of the Proposals Map, which was worked on after PNAAP Issues & Options. Therefore any changes to the Conservation Areas boundaries would not have been included at the time. They have however been included now.
293	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Evidence base	Background document	Population breakdown	Can we have the figs for all the wards covered by the PNAAP?	These are set out in figure 6 of the Towards a Preferred Option
294	Bellenden Residents' Group Southwark Rail Users Group	Evidence base	Background document	Population breakdown	Age breakdown of population: Are these figs accessible? Can we see them, and relevant others, in table form by ward?	Section 2 sets out the population figures. Further information is on the council's website.

Rep Ref	Name of Represntor	Document	Section	Issue	Details of representation	Officer response
	Peckham Vision					
295	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Evidence base	Background document	Community well being	Crime in Peckham and Nunhead: Which Peckham here, and in several other places in this whole report. Seems it is not clear if it is the ward or the place. Can any future docs really make it clear, EVERY time it is doing this, what is being referred to? Peckham and Nunhead are both the names of wards, and also ill defined geographical areas covering parts of other wards as well.	WE have clarified this in the towards a preferred option.
296	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Evidence base	Background document	Community well being	Health: Lack of clarity in coverage. The map shows Peckham Rye included but no GP facilities listed here. My own GP is at 1 Forest Hill Rd and inside the PNAAP area but not covered. Maybe others are missed.	We have checked the doctors and other facilities and are providing this detail in the background papers.
297	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Evidence base	Background document	Traffic and transport	"Network Rail manages all the stations" No. Peckham Rye & Queens Road are managed by Southern Rail. Nunhead managed by South Eastern Railways.	This has been checked and Network Rail do manage all of the stations
298	Bellenden Residents' Group Southwark Rail Users Group	Evidence base	Background document	Traffic and transport	Buses: "Peckham town centre also suffers from road congestion. This is most prominent at the junction of Rye Lane and Peckham Road where Peckham Road leads on to Queens Road and forms part of London's South Circular, the main thoroughfare from South London to Kent. "	The traffic congestion policy in section 4 has clarified the issues.

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
	Peckham Vision				Peckham High Street not Peckham Road. No - the South Circular runs through Dulwich. This road is the A202, branching off the A2 at New Cross Gate	
299	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Evidence base	Background document	Traffic and transport	All car parks except the multi storey one are over flowing often. When is the result of the car parking survey going to be ready for us to see?	Options for car parking are set out in the section 4 policy. We would welcome feedback on this issue.
300	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Evidence base	Background document	Traffic and transport	This is Peckham High Street, not Peckham Road.	Comment noted
301	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Evidence base	Background document	Housing	"Today, Peckham and Nunhead are home to almost 24,000 people. People who live here describe one of its best features as being the strong feeling of community. It has a very young population, which is getting younger with some 10,000 children and young people attending local schools and colleges. The area also has a diversity of people from different backgrounds. Peckham and Nunhead have a much higher black and ethnic minority population than the rest of Southwark, with the most dramatic feature of the past ten years being the growth of the black African community, particularly people from West Africa." Is this the case for the whole of the	We have set out clearer character areas and visions that should address this issue.

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
302	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Evidence base	Background document	Housing	PNAAP area or again is it specific to certain wards? Important to be clearer about this. "An updated Housing Needs Study is currently being prepared that will tell us how much new housing and the type of housing required in Peckham and Nunhead and other areas of the Borough." When will this be available?	This is now available on the council's website in the planning evidence section.
303	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Evidence base	Background document	Local business and employment	"62% of Peckham resident population are working age compared with a Southwark figure of 71% (NOMIS, 2007)." Is this Peckham ward? Can we have the figs for each of all the PNAAP wards please, in all cases?	Section 2 sets out the background statistics and the background paper sets out the detailed information.
304	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Evidence base	Background document	Local business and employment	Do these micro businesses include the retail shops? If so these figs just reflect the fact that the town centre is mainly located in the Lane ward? Can we see the more detailed make-up of micro businesses.	Retail policies are set out in section 4, this should address these issues. The background paper will have the detail on micro businesses
305	Bellenden Residents' Group Southwark Rail Users Group	Evidence base	Background document	Local business and employment	"The table below illustrates the % growth change in business units across the Peckham wards. In 2005-2006, The Lane ward and Peckham experienced negative growth in their business stock; this may be as a result of a business closure or relocation out of Peckham or out of the borough completely. Latest	This representation refers to the Issues & Options background paper. We do our analysis by ward (see pg 23, Issues & Options background paper).

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
	Peckham Vision				business data available is for 2006-2007, this shows that none of the wards in the Peckham area have experienced negative growth" Peckham area or Peckham ward?	
306	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Evidence base	Background document	Local business and employment	"Data on job density ratios in Camberwell & Peckham shows that, compared to London, Southwark has a low job density. In 2006, London had 1.02 jobs per resident of working age, whereas Camberwell & Peckham had 0.75 jobs for each working age resident. Southwark has a better job density than Camberwell & Peckham but also compares well against London. In 2006, Southwark had 1.18 jobs per working age resident. (NOMIS, 2006). Employment growth in the Peckham area historically has been weak with the poor performance related mainly to the deprivation levels in the area but also the poor performance of local businesses. Employee jobs analysis shows that during a five year period from 2002 to 2007 although Southwark had an increase of employee jobs by 15%, Livesey ward experienced a -4% decrease in employee jobs, Peckham ward had a 0.2% increase and the Lane ward experienced a 2% increase in employee jobs." Does this mean Southwark borough? It would be helpful to see how the City kind of businesses along the South Bank distorted the figures for the borough as a whole and make Camberwell & Peckham appear even more out of step. [Is the Peckham & Camberwell area the parliamentary constituency?]	Section 2 sets out the background statistics and the background paper sets out the detailed information.
307	Bellenden Residents'	Evidence base	Background document	Local business and	Peckham has a higher number of residents with no qualifications, compared to London figures,	We do not have this level of detail. The information that we do have is set out in

Rep Ref	Name of Representer	Document	Section	Issue	Details of representation	Officer response
	Group Southwark Rail Users Group Peckham Vision			employment	Camberwell & Peckham (22.8%) are 10 percentage points higher, and this proportion is also higher than Southwark average of 16.2%. (NOMIS APS, 2007). Low and no skills create barriers when seeking work. Peckham & Camberwell area also has the highest proportion of residents working in elementary occupations. This is 18.3% compared with a Southwark average of 11.3% and London figure of 9.3%. Is there any way of relating this and comparing it with figures for first generation immigrant proportions compared with indigenous proportions?	the background paper.
308	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	Evidence base	Background document	Open spaces	Local park deficiency: I can't understand this map. I would value a visual explanation sometime.	We can provide explanations at the consultation events on the towards a preferred option if the maps are not clear enough.
309	Bellenden Residents' Group Southwark Rail Users Group Peckham Vision	EQIA	Background document	Natural environment	Flood risk: "Flooding not only poses a risk to people's lives but it can also cause major damage to buildings and disrupt businesses and services. However even in areas where there is no risk of flooding from the Thames there are other potential sources of flooding. Poorly designed drains and high amounts of hard surfaces can lead to local flooding. Much of the action area is also typically paved with concrete which could present a flood risk where high volumes of run off are generated during usually heavy storms. There is a need to consider what implications this may have in terms of	The core strategy sets out the strategy for dealing with flooding in Southwark based on the SFRA. PNAAP needs to be in general conformity with the core strategy and also to set out any additional issues that are specific to Peckham and Nunhead.

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					<p>sustainable urban drainage, particularly for large sites." Absolutely essential. But hope the Council can comply with this itself. I can't resist quoting this extract from the BRG's evidence to the Housing Scrutiny Committee in 2004 about the result of the Council's own actions in the Belenden Renewal Scheme. "Concreting over gardens. Most of the front gardens were covered over with paving. It is ironic that the council review reports that "the condition of front gardens improved considerably" when it seems that they mostly disappeared. There seemed to be an encouragement to go for paving and even some of those who had said they wanted to keep their soil had paving laid before they could stop it. Recently in a very heavy rain storm the pavement in my street was a few inches deep in water in just five minutes – it was quite a mini flood with the water pouring down the front paths into the street. That is until I got to my own house where the soil was retained, and there was hardly any water running off into the street. It was a graphic example of the way in which concreting over front gardens is harmful in terms of flooding as all this water was having to be fed through into the drains and into rivers instead of running off into the land where it fell. I hope that the Scrutiny Committee will look into this and recommend that all regeneration schemes in future include guidance to minimise this loss of run of for rainwater."</p>	
310	Greater London Authority	Issues and Options Report	General comment	General comment	<p>A more detailed response to the Peckham and Nunhead Area Action Plan will be provided at the preferred options stage when detailed policy proposals have been drafted and can be accurately</p>	Noted.

Rep Ref	Name of Representer	Document	Section	Issue	Details of representation	Officer response
					<p>evaluated against the policies of the London Plan. The Mayor will issue his formal opinion on general conformity at the submission stage and it is important to note in drafting the Peckham and Nunhead Area Action Plan that Local Development Documents must be in general conformity with the London Plan under the Planning and Compulsory Purchase Act 2004 (section 24 (1 b)). The general comments below and those comments from Transport for London attached in Appendix One are not exhaustive but intended to assist the Council in drafting the preferred options. All comments are made entirely without prejudice to any future Mayoral comment or decision. Southwark Council should also consider the Mayor's representations on the recent Southwark Core Strategy Issues and Options Paper consultation when drafting the preferred options for the Peckham and Nunhead Area Action Plan.</p>	
311	Greater London Authority	Issues and Options Report	Vision and Objectives	General comment	<p>The production of an Area Action Plan (AAP) for Peckham and Nunhead is welcomed and, in broad terms, the vision for Peckham and Nunhead is well articulated and broadly supported.</p>	Comments noted
312	Greater London Authority	Issues and Options Report	Growth dependent options	General comment	<p>The detailed consideration given to the growth of Peckham as a Major Centre and Area for Regeneration in the London Plan is welcomed and the Council should continue to take full account of the most current retail, employment and other relevant information available in developing the preferred options for Peckham. It is evident that the future growth scenarios for Peckham and Nunhead are consistent, and indeed interdependent, with</p>	<p>We have set targets and methods of achieving growth in the towards a preferred option. We would welcome feedback on the options and how they are considered to best fit with the London plan.</p>

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
					those set out in Southwark's Core Strategy Issues and Options Paper. Accordingly, the 'high' growth option presented in the Peckham and Nunhead AAP appears at this stage to offer the closest fit with London Plan policy. Notwithstanding this, the 'low' and 'limited' growth options could also potentially be consistent with London Plan subject to them forming part of a borough-wide approach that was in general conformity with the London Plan.	
313	Greater London Authority	Issues and Options Report	The big decisions	Design and conservation	The expectation that, regardless of the level of growth, design quality and heritage conservation will be key to the future development of Peckham is supported.	Support noted
314	Greater London Authority	Issues and Options Report	The big decisions	Community facilities	Similarly the expectation that, regardless of the level of growth, the Council will seek to support the local community and businesses with appropriate facilities and programmes is supported	Support noted
315	Greater London Authority	Issues and Options Report	Growth dependent options	Tall buildings	If, under the 'high' growth scenario, the Council anticipates the development of a significant number of tall and large-scale buildings the AAP should explicitly address the issues associated with such buildings as part of a coherent strategy for the area.	Section 4 tall buildings and the sites in section 5 set out more clearly how these taller buildings will fit with the strategy for the area.
316	Greater London Authority	Issues and Options Report	Growth dependent options	Natural environment	The Council should be aware that aspects of the climate change adaptation and mitigation options, specifically the absence of district energy proposals, under the 'low' and 'limited' growth options would not be in general conformity with the London Plan. The inclusion of a district energy system under the 'high growth' option is welcomed. The expectation that all new buildings will meet high environmental standards and on-site renewable energy generation	The energy policy in section 4 should address this issue.

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317	Greater London Authority	Issues and Options Report	Growth dependent options	Natural environment	<p>on buildings in the area under all options is welcomed.</p> <p>The reference to the wildlife conservation function of open space in the area and to the provision of further street trees is welcomed. The Council should ensure that sufficient open space and children's play and recreation space is provided in the area under all growth scenarios.</p>	Support noted
318	Greater London Authority	Issues and Options Report	General	Implementation	<p>The GLA group welcomes collaborative working to ensure that London Plan policy is reflected throughout the Local Development Framework as it progresses from preparation to adoption.</p>	Support noted
319	Greater London Authority	Issues and Options Report	The big decisions	Traffic and transport	<p>Page 12 mentions problems with one-way traffic systems. If this is developed into a proposal to remove the one-way system, it would need to adhere to policy 3C.16 of the London Plan which requires a criteria based approach to road schemes, which would allow them to go ahead if overall congestion reduces, there is local economic benefit, and conditions for pedestrians, cyclists and public transport improve. It would need to demonstrate that the removal of the one-way traffic system would improve conditions for all users, including for pedestrians, cyclists, disabled people, public transport and freight. It would need to specify who will deliver the road scheme, when it will be delivered, how it would be funded, and whether or not there is a reasonable prospect of provision within the lifetime of the plan in accordance with PPS12. This scheme is currently not in the TfL business plan and as such TfL require further detailed discussions on this issue.</p>	<p>The model shows that the proposed scheme will reduce local congestion in the town centre relieving pressure on Rye Lane and the buses that operate in this area. Initial works have started on the detailed review of the Copeland Road/Consort Road, this scheme is located entirely on the borough road network. Further assessment will be undertaken as this scheme progresses.</p>

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320	Greater London Authority	Issues and Options Report	The big decisions	Traffic and transport	<p>Page 18 makes a reference to the fact that TfL recently announced they will not fund the Cross River Tram in the next 10 years. It would be helpful to clarify the current position as set out below:</p> <p>Although the status of the scheme has changed following the publication of TfLs Business Plan, references to Cross River Tram should be retained until the study into potential alternatives is completed, when a further update will be provided and a clear decision on safeguarding can be made with the boroughs affected. In relation to Cross River Tram the TfL Business Plan 2009/10 - 2017/18 states that 'Given the lack of funding available to implement the project and the likelihood of not securing additional third-party funding, TfL is not in a position to develop the scheme any further. Future work will concentrate on working with the boroughs, the London Development Agency and the Greater London Authority to assess potential alternatives to the Cross River Tram, including improving existing public transport capacity. Recommendations from the study will form part of a future bid to Government.'</p>	The tram policy addresses this issue.
321	Greater London Authority	Issues and Options Report	The big decisions	Traffic and transport	<p>The intended level of growth is likely to require additional bus standing (layover) space. This has been omitted from the document. This is particularly relevant when considering the differing development scenarios. For the highest growth option, consideration needs to be given to both improvements to bus passenger facilities and providing more space for buses to stand at the end of their routes. A reference to this would be helpful. See also the next comment which includes queries</p>	The transport policies in section 4 address this issue.

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
322	Greater London Authority	Issues and Options Report	The big decisions	Traffic and transport	<p>about the use of the term "terminus."</p> <p>This section mentions land off Summer Road as a possible location for a terminus and transport interchange for buses.. This is also mentioned on page 40. It is unclear exactly what is meant by the term "terminus". TfL would like clarification as to whether or not this would provide new stand spaces for buses, or if it is proposed to relocate stands from elsewhere. Given the shortages of standing space TfL would expect any proposals to provide an increase in bus stand capacity in the town centre. TfL would be willing to work with Southwark to explore the details associated with the re-located bus station and to examine the benefits to buses. The scheme will need to be assessed from a highway point of view as well as the impact to the bus network. Normally any alternative site to an existing bus station should still have the ability to serve the town centre, and limit the amount of additional mileage or resources to operate the routes. Details of funding would also need to be explored, given that the scheme is not in the TfL business plan. The alternative site would need to be provided and be in operation before the existing bus station is closed. TfL require further detailed discussions regarding the impact on buses.</p>	The Cross river tram policy in section 4 deals with this issue.
323	Greater London Authority	Issues and Options Report	Growth dependent options	Public realm	<p>Whilst proposals to improve streetscapes are supported in principle by TfL, the use of some materials such as block paving or setts can cause problems if surfaces are also used by buses. This therefore requires careful consideration and consultation with TfL London Buses where the</p>	Comment noted

Rep Ref	Name of Representer	Document	Section	Issue	Details of representation	Officer response
324	Greater London Authority	Issues and Options Report	Growth dependent options	Public realm	<p>streets are used by buses.</p> <p>Figure 8 on page 34 identifies Peckham High Street as a location for improved pedestrian linkages. TfL also has aspirations to improve pedestrian facilities along this link, as well as to the east of Rye Lane up to Southampton Way. TfL would therefore welcome the opportunity to work with the London Borough of Southwark to deliver improvements along this stretch of Peckham High Street. The improvements should also consider the impacts on bus journey times.</p>	TfL are mentioned as key to improving facilities throughout the towards a preferred option.
325	Greater London Authority	Issues and Options Report	Site options	Site 4: Peckham Rye Station	<p>The advantages of higher levels of development in relation to site 4 (box on page 35) would allow the opening up of the approach to Peckham Rye Station. This would have benefits to rail users as well as wider environmental benefits to the town. TfL supports the objective of bringing more activity to the area around the railway bridges on Rye Lane and to the south.</p>	Comment noted
326	Greater London Authority	Issues and Options Report	Site options	Site 14: Land to the west of Queens Road Station	<p>Higher levels of development for sites 14 and 22 could open up access to Queens Road Station; the station is well located to provide access to any development. Any proposals, however, must benefit all transport modes including the interchange with buses and taxis, and improvements should also benefit pedestrians, cyclists and disabled people.</p>	We have set out our proposals for development sites in section 5. We have set out proposals for the station and the area around the station in the plans for the town centre and transport in sections 3, 4 and 5. We welcome comments on these.
327	Greater London Authority	Issues and Options Report	Site options	Site 2: Copeland Industrial Park	<p>Page 37 shows an illustrative diagram of possible changes to land east of Peckham Rye Station. It is indicated that the Bus depot should be "retained if required." TfL would object to the re-location of the bus depot and strongly suggest that it is retained. The bus depot provides an important function in</p>	<p>The bus depot has been retained. The council would like to further discuss this issue with TfL.</p>

Rep Ref	Name of Representer	Document	Section	Issue	Details of representation	Officer response
					supporting the local bus network and its relocation may have business case implications for bus services in the area. The re-location of the depot would be contrary to Policy 3C.4 of the London Plan and the 2007 "Land for Transport" SPG which requires land for transport to be retained.	
328	Greater London Authority	Issues and Options Report	The big decisions	Traffic and transport	The document makes no reference to Smarter Travel initiatives. Workplace and Residential Travel Plans can help to manage all modal trips and make best use of existing transport infrastructure, reducing the need for costly capital schemes. Smarter Travel initiatives need to be included in this plan to ensure all future development is in accordance with London Plan policy 3C.2. There should be a comprehensive area wide approach to delivering modal shift and managing trips. This would be in accordance with 4 of the aims stated in section 2: making Peckham and Nunhead – • An accessible place • A functioning place • A clean and green place • A place to live	Smarter travel initiatives will be included at the preferred option stage when we consider delivery and implementation of a preferred approach in more detail.
329	Greater London Authority	Issues and Options Report	The big decisions	Traffic and transport	TfL considers that cycling should be given more emphasis in the document. Specific improvements to existing or proposed cycling facilities should be promoted together with cycle parking. For new developments it would be helpful to state that Southwark will require minimum levels of cycle parking as set out in borough-wide standards. If no standards exist, TfL's Cycle Parking standards could be used.	The cycling policies in section 4, vision in section 4 and design policies in section 4 should provide this detail.
330	Greater London Authority	Issues and Options Report	Growth dependent options	Infrastructure	The document does not quantify the differing levels of development within each growth scenario and the required level of infrastructure necessary to achieve	The level of growth has been quantified with targets.

Rep Ref	Name of Representer	Document	Section	Issue	Details of representation	Officer response
331	Greater London Authority	Issues and Options Report	Growth dependent options	Infrastructure	<p>that growth. TfL considers this essential particularly for the next stage of the document in order to comply with PPS 12.</p> <p>The document also does not quantify the costs of that infrastructure and details of how funding will be raised to achieve that, for example, by planning obligations. For example, the table commencing on page 28 could include information considering the implication on transport of each level of development.</p>	<p>This stage of the document would not quantify infrastructure as we do not have an agreed approach. Once this is agreed at the preferred option there will be far more detailed planning of implementation.</p>
332	Greater London Authority	Issues and Options Report	The big decisions	Implementation	<p>The phasing of future development, particularly at the higher levels and densities, should be linked to associated transport movements so that the required capacity is available at the appropriate stages. Whatever level of development is decided upon, full detailed impact assessments of any proposals will be required at the appropriate stages to form part of the background evidence.</p>	<p>Comment noted</p>
333	Greater London Authority	Issues and Options Report	The big decisions	Traffic and transport	<p>TfL suggests that in the next document the Council needs to be clearer about what transport enhancements are required for the suggested level of development, and how they might be delivered. References to Southwark's policy on planning obligations would be useful.</p>	<p>Transport policy is set out in section 4 providing more information about transport required to improve Peckham and Nunhead. There are also proposals for sites in section 5.</p>
334	Greater London Authority	Issues and Options Report	The big decisions	Traffic and transport	<p>The proposed intensification of development in Peckham and Nunhead should be matched by appropriate access and loading facilities, these should be off-street in new developments, and loading bays should allow for a number of servicing vehicles to use them commensurate with the level of development. As mentioned on page 22, TfL would welcome a review of waiting and loading</p>	<p>All developments are required to provide servicing in line with the Southwark Plan. This information and detail about travel plans are borough wide requirements rather than Peckham and Nunhead specific.</p>

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
					arrangements in the town centre, as the current arrangements can cause delays to buses. Construction and Logistics Plans (CLP) and Delivery and Servicing Plans (DSP) should be secured as part of planning applications for new developments, and can be coordinated with Travel Plans. These should identify sustainability and procurement efficiency gains, including the use of suppliers committed to best practice, as evidenced by membership of TfL's Freight Operator Recognition Scheme (FORS).	
335	Greater London Authority	Issues and Options Report	The big decisions	Traffic and transport	Car parking should be based at least on maximum standards contained in the London Plan. The document acknowledges that Peckham High Street and Rye Lane are busy roads and that residents feel that Peckham is too dominated by the car (page 12). Southwark may wish to employ stricter car parking standards similar to the approach in Canada Water. Restraint based parking measures will help to limit further impacts and allow more road space to be given over to more sustainable transport modes. The document should make it clear that maximum standards will be used and indicate what level of standards they will be.	The model shows that the proposed scheme will reduce local congestion in the town centre relieving pressure on Rye Lane and the buses that operate in this area. Initial works have started on the detailed review of the Copeland Road/Consort Road, this scheme is located entirely on the borough road network. Further assessment will be undertaken as this scheme progresses.
336	Environment Agency	Issues and Options Report	General comment	General comment	We do recognise that other local development documents we have been consulted on earlier may cover some of the issues we have raised. We had earlier on been consulted on Peckham Area Action Plan. We have been made to understand that it has been expanded to include Nunhead. The Area Action Plan offers the opportunity to produce development with the highest environmental	Comment noted

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
337	Environment Agency	Sustainability Appraisal	Sustainability Appraisal	Natural environment	<p>standards. We would like to work with you on the best ways to manage and improve the environmental infrastructure.</p> <p>We are please to note that the sustainability appraisal recognises the risk of flooding in some areas earmarked for development in the northern part. We would recommend a close use of the findings and recommendation of the SFRA to guide development in these areas. These part of action plan area lies within an area that would flood if it were not for the River Thames Tidal Defences, including the Thames Barrier and the river walls. There remains a residual risk of the river walls failing, breaching or being over topped in severe weather. The SFRA assesses this risk in more detail.</p>	<p>Flooding is addressed through the core strategy.</p>
338	Environment Agency	Issues and Options Report	Growth dependent options	Natural environment	<p>Paragraphs 8 and D.5 of PPS25 require decision-makers to steer new development to areas at the lowest probability of flooding by applying a 'Sequential Test'. Only if the council can demonstrate through the sequential process that a site with a lower probability of flood risk is not reasonably available can a case be put forward as to why a site could be considered as an exception. If this can be achieved, then, in accordance with PPS25, for the exception test to be passed it must be demonstrated that the development provides wider benefits to the community that outweigh flood risk, the site is previously-developed land, and a Flood Risk Assessment must demonstrate that the development will be safe without increasing flood risk elsewhere.</p>	<p>The core strategy sets out the strategy for dealing with flooding in Southwark based on the SFRA. PNAAP needs to be in general conformity with the core strategy and also to set out any additional issues that are specific to Peckham and Nunhead.</p>

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
339	Environment Agency	Evidence base	General comment	Natural environment	<p>At present there is little information on flood risk from non-river sources. To understand the level and nature of risk it would be necessary to prepare a Surface Water Management Plan (SWMP) or Integrated Urban Drainage Plan (IUDP) that would help to define the future approach. These can guide your local area policy direction in terms of risk or consequence reduction and management. The London Plan Supplementary Planning Guidance on Sustainable Planning and Construction states that development should: Use SUDS wherever practical (Essential Standard). Achieve 50% attenuation of the undeveloped site's surface water runoff at peak times (Essential Standard). Achieve 100% attenuation of the undeveloped site's surface water runoff at peak times (Mayor's Preferred Standard). The London Plan, Spatial Development Strategy for Greater London - consolidated with Alterations since 2004 was published in February 2008. It states inter alia that "Developers should aim to achieve greenfield run off from their site through incorporating rainwater harvesting and sustainable drainage." page 213. Drainage must be designed appropriately to cope with the peak runoff rates and volumes for the following design rainfall criteria: 1 to 2 -year event to protect the water course from erosion if discharging into a watercourse, 30-year event to meet Sewers for Adoption (Thames Water) requirements and 100-year events to ensure the site does not increase flooding. The layout of a development should take into account the management of extreme flood flows, by showing any flow paths in extreme events (i.e. 1000-year</p>	<p>Flooding in Peckham is addressed through the core strategy, southwark plan and sustainability assessment SPD.</p>

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
340	Environment Agency	Issues and Options Report	Growth dependent options	Natural environment	<p>event.). Runoff from the site, where possible, should be limited to the greenfield rates for the above design events, if this is not possible the London Plan Standards should be used as minimum requirements for site runoff rates. All drainage design must be undertaken with an allowance for climate change in accordance with the increases in rainfall predicted and outlined in PPS25. Current climate change predictions anticipate that the intensity of storms is likely to increase. This will mean that the threat from surface water flooding is likely to increase and the sporadic nature is likely to continue. The application of the London Plan drainage hierarchy should improve the ability of the urban area as a whole to cope with such storm events but individual locations will still be affected</p> <p>We are pleased to note that the action plan will incorporate sustainable drainage system. Within two years sustainable drainage systems will be required from all new development. The Government will publish in 2011 new national standards for the construction and operation of surface water drainage for new developments and redevelopments. Developers will have to demonstrate they have met the national standards before they can connect any residual surface water drainage to a public sewer. These standards will become a material consideration in local authority planning decisions. Under these plans SUDS will be adopted and maintained by local authorities.</p>	<p>Flooding in Peckham is addressed through the core strategy, southwark plan and sustainability assessment SPD.</p>
341	Environment Agency	Issues and Options	General comment	Natural environment	<p>We could appreciate if the Area Action Plan considers the following issues: •Ways the action</p>	<p>These are strategic environmental issues that are addressed through the Core</p>

Rep Ref	Name of Representor	Document	Section	Issue	Details of representation	Officer response
		Report			<p>plan can seek to reduce construction / demolition site waste levels produced within Peckham and Nunhead. Baseline data should be collated showing reuse and recycling of construction waste in these areas. This should include construction waste transported outside the action plan boundaries, so the levels of this waste could be documented. •How to retro fit existing developments to improve recycling rates even further in Peckham and Nunhead. •Ensuring the Waste Management addresses climate change issues within the action plan area and Southwark as a whole. •How the waste management links with neighbouring boroughs and the wider London region. Maximising the use of the River Thames as a transport route for waste. ••Consider ways new development can make space for management of domestic waste e.g. using Supplementary planning documents, validation checklists, promoting good practice. •Consider how waste trends will change within Peckham and Nunhead as the regeneration continues. •Consider how a changing population in Peckham and Nunhead may require different service levels, e.g. opening hours of waste management facilities, ensuring waste management facilities are accessible to all e.g. people without access to cars. •Ways to change attitudes that waste can be a valuable resource not just "rubbish" •Ways to minimise illegal waste activities and unlicensed waste activities. •Celebrating and sharing good practice in relation to waste management in Southwark across London and nationally</p>	<p>Strategy. Where there are particular additional issues that impact on Peckham and Nunhead these are addressed through policies in section 4.</p>

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
342	Environment Agency	Issues and Options Report	General comment	Natural environment	<p>It would be preferable to have a separate waste water treatment objective taking into account the Water Framework Directive and the need for any further operational development at the existing Sewage Treatment Works. More new development will create higher volumes of sewage to be transported from houses to sewage treatment works, and additional treated effluent to discharge to surface and ground waters. The Environment Agency supports growth that can be supported by the necessary environmental infrastructure (for water resources, wastewater, waste and flood risk management), provided in a co-ordinated and timely manner to meet the physical and social needs of both new development and existing communities. Early investment and careful planning may be required to ensure expanded or improved infrastructure will have the capacity to cope with additional demands, particularly with climate change. See our report 'Hidden Infrastructure: The Pressures on Environmental Infrastructure. The report can be downloaded at http://publications.environmentagency.gov.uk/pdf/G EHO0307BMCD-E-E.pdf Therefore the infrastructure should be sufficient to guarantee both surface and ground water quality would not be detrimentally affected, and avoid unacceptable impacts on the environment such as sewage flooding of residential and commercial property and pollution of land and watercourses. The Water Framework Directive sets ecological standards in addition to chemical standards for rivers. This is likely to place greater demands on Sewage</p>	<p>The framework for water management is set out in the core strategy. More detailed requirements are set out in the sustainable design and construction and Sustainability SPDs. Our research does not find that there are any local Peckham issues that require specific detail on water infrastructure. Please could you provide us with any Peckham and Nunhead specific issues that you are aware of if you would like them included in the implementation plan at the preferred option.</p>

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
					<p>Treatment Works to achieve cleaner effluents. In preparing the Core Strategy, the council must: i) ensure that the rate of development broadly accords with the capacity of existing water supply, sewage treatment and discharge systems, particularly in connection with major new development ii) require development to incorporate measures to enhance water efficiency, and sustainable drainage solutions iii) work with the Environment Agency and water companies to identify infrastructure needs and allocate areas for and permit necessary infrastructure</p>	
343	Environment Agency	Sustainability Appraisal	Sustainability Appraisal	Natural environment	<p>We welcome the findings of the sustainability appraisal on water stress level in Southwark. Water efficiency initiatives are vital to reduce people's daily water use and maintain a supply-demand balance. We would recommend the inclusion of water conservation technologies to encourage the use of rainwater harvesting, water use-limitation devices etc beyond what is required for a good Code for Sustainable Homes rating. We would recommend consideration of the following advice: • Water use for WC flushing can represent 35% of all household use. Consideration should be given to installing low (6 litres or less) or dual flush toilets; • 10% of household water use comes through wash hand basin taps. The installation of water-efficient taps such as spray taps can reduce consumption from this source by up to a half; & • A shower uses less than half the water used for a bath. Power showers on the other hand can use as much water as a bath in just 5 minutes. Therefore, shower units using a maximum of 9 litres of water per minute</p>	<p>The framework for water management is set out in the core strategy. More detailed requirements are set out in the sustainable design and construction and Sustainability SPDs. Our research does not find that there are any local Peckham issues that require specific detail on water infrastructure. Please could you provide us with any Peckham and Nunhead specific issues that you are aware of if you would like them included in the implementation plan at the preferred option.</p>

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
344	Environment Agency	Issues and Options Report	Growth dependent options	Natural environment	<p>should preferably be fitted. New homes built to a 120 litres per head per day, or better, water efficiency standard will have a large positive impact on the supply-demand balance. Design for environmental performance should be the key. Building Regulations may require new homes to be 'zero carbon' by 2016. The SPD should consider whether existing buildings remain fit for purpose under new climatic conditions.</p> <p>We appreciate the need to create Peckham specific policies on energy and carbon emissions. This should be linked to Energy Performance Certificates (EPCs). These are energy ratings for homes, similar to consumer-friendly 'fridge ratings'. They are compulsory as part of Home Information Packs from 1 June 2007. The certificates outline the costs of heating, hot water and lighting in homes and give practical advice on how to cut these costs and reduce emissions. It is far better to build above the minimum standards so that energy can be reduced over the building's lifetime. It costs more to bring existing buildings up to standard later on by retrofitting extra insulation. Apartment buildings may be suitable for combined heat and power schemes, and other forms of renewable energy generation. On a smaller scale, green roofs can keep the building cool in the summer and provide thermal insulation in the winter. They can be constructed largely from demolition waste, such as crushed brick. Whatever the size of the development, the arrangement of buildings can help make the most of solar energy and reduce exposure to the cold. There are large environmental benefits to be gained</p>	<p>The framework for energy management is set out in the core strategy. More detailed requirements are set out in the sustainable design and construction and Sustainability SPDs. We have included an energy policy where there are specific Peckham and Nunhead issues to address regarding infrastructure. Please could you provide us with any Peckham and Nunhead specific issues that you are aware of if you would like them included in the implementation plan at the preferred option.</p>

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
					<p>from using the ground as a source of heating and/or cooling for buildings, providing the risk of groundwater pollution is addressed. To tackle climate change, there is urgently need to reduce energy use by adopting more efficient technologies. There is also need to generate energy from sources that release far fewer - or no - carbon dioxide emissions. We support increase in renewables, but only if it happens in an environmentally sensitive way as they can have impacts on biodiversity, landscape, transport and air quality. Including energy and water efficiency measures in new development will mean the occupiers can have homes that are more affordable to run. Homebuyers are increasingly interested in the environmental performance of their homes. Research conducted in 2004 revealed that 84 per cent of homeowners are willing to pay an extra 2 per cent for a property with a good eco-home rating (CABE, WWF and Halifax research). Our own research has highlighted the cost benefits of building homes to higher environmental standards. It has shown that improving an existing home's resource efficiency by 25 per cent could cost £800, but save approximately £138 a year in utility bills. This was achieved largely through improvements to energy efficiency, as waste and water efficiencies are achieved at little or no cost.</p>	
345	Environment Agency	Issues and Options Report	Growth dependent options	Open Space	<p>The action area has a significant amount of green space. This may provide an opportunity to design in some storage/retention of surface water into green spaces, in the form of small detention basins or wetlands. This option can be investigated in more</p>	<p>The framework for surface drainage is set out in the core strategy. More detailed requirements are set out in the sustainable design and construction and Sustainability SPDs. Our research does</p>

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
					<p>detail as part of the AAP. Surface water from development could drain to these storage and/or wetland areas and they would also be valuable amenity for local residents as well as improving habitat. In Peckham SUDS techniques which may be appropriate would include green roofs, pervious paving, rainwater harvesting, infiltration gardens and small swales, conventional drainage such as pipes and storage cells may also form part of a sustainable drainage solution, when combined with more sustainable elements. Please refer to the drainage hierarchy in the London Plan for further guidance. Where possible, paving should be avoided. Further information on the London Plan can be accessed via the link below http://www.london.gov.uk/thelondonplan/docs/londonplan08.pdf</p>	<p>not find that there are any local Peckham issues that require specific detail on infrastructure. Please could you provide us with any Peckham and Nunhead specific issues that you are aware of if you would like them included in the implementation plan at the preferred option.</p>
346	Environment Agency	Issues and Options Report	Growth dependent options	Natural environment	<p>We would support the adoption of green roofs for all development in the action area. Green roofs have other benefits: _ Noise entering the building can be reduced by up to 18 decibels. Reflective noise can be reduced by three decibels or more. For more information, visit LivingRoofs.org's pages on noise and sound insulation. _ Green roofs can filter dust and other air pollutants. For more information, visit LivingRoofs.org's pages on air quality. _ They can increase amenity space. For more information, visit LivingRoofs.org's pages on green space and health. _ They improve the property's value. They increase the life of waterproofing by acting as a protective layer against frost, ultra-violet light and other climatic stresses. For more information, visit LivingRoofs.org's pages on extended roof life. The</p>	<p>The framework for green roofs and sustainability is set out in the core strategy. More detailed requirements are set out in the sustainable design and construction and Sustainability SPDs. Our research does not find that there are any local Peckham issues that require specific detail on green roofs. Please could you provide us with any Peckham and Nunhead specific issues that you are aware of if you would like them included in the implementation plan at the preferred option.</p>

Rep Ref	Name of Representor	Document	Section	Issue	Details of representation	Officer response
					<p>Environment Agency vision of a greener London is in line with that the London Plan (consolidated with Alterations since 2004): _ Policy 4A.3 - Sustainable design and construction _ Policy 4A.9 - Adaptation to climate change _ Policy 4A.11 - Living roofs and walls _ Policy 4A.14 - Sustainable drainage _ Policy 4A.17 - Water quality _ Policy 4A.11 - Living roofs and walls - states: The Mayor will, and boroughs should, expect major developments to incorporate living roofs and walls where feasible and reflect this principle in DPD policies. It is expected that this will include roof and wall planting that delivers as many of these objectives as possible: _ Accessible roof space _ Adapting to and mitigating climate change _ Sustainable urban drainage _ Enhancing biodiversity _ Improved appearance Boroughs should also encourage the use of living roofs in smaller developments and extensions where the opportunity arises. For more information on overcoming barriers and realising the full potential of green roofs please visit our website: www.environment-agency.gov.uk/greenroofs. Further information on the London Plan can be accessed via the link below http://www.london.gov.uk/thelondonplan/docs/londonplan08.pdf Living roofs and walls can also enhance biodiversity, reduce the risk of flooding (by absorbing rainfall), improve a building's thermal performance, thus reducing associated energy costs, help counter the Urban Heat Island Effect, support higher density more sustainable development and improve the appearance of the urban areas. For more information please use the</p>	

Rep Ref	Name of Representer	Document	Section	Issue	Details of representation	Officer response
347	Environment Agency	Issues and Options Report	Growth dependent options	Infrastructure	<p>link below: http://www.london.gov.uk/mayor/strategies/sds/docs/living-roofs.pdf</p> <p>We would support the approach of more detailed guidance for individual Areas. This should be in the form of a comprehensive implementation plan with a greater focus on infrastructure delivery (environmental, physical and socioeconomic infrastructure). The preparation of an integrated infrastructure delivery plan is essential for the action plan area and the partners involved. To fulfil this role and to be found practical, the Area Action Plan must identify the infrastructure requirements for the identified sites, who will provide it and when. For example the need to balance the different water management pressures: flood risk, water resources and water quality in management of run-off and sewer discharge would be achieved through an integrated approach to managing flood risk so that management of fluvial, surface water and sewer flooding is effective and complementary. The production of an integrated infrastructure plan will also yield significant benefits for 'partner' service providers. It would create scope for greater efficiency and more beneficial outcomes in the planning and delivery of their individual service strategies and contributes to achieving their wider LAA targets and responsibilities. To start with, we propose the preparation of an infrastructure schedule from existing current public expenditure plans including local authority capital programmes, PCT capital programmes, LDA funded schemes, MOD, EA or other government agency investment.</p>	<p>The sites in section 5 set out the major projects that may impact on infrastructure with timescales for development. Please could you provide us with detailed information on the infrastructure requirements that you are suggesting are necessary for Peckham and Nunhead.</p>

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
					For tangible development to be realised in Peckham and Nunhead we recommend formulation of a programme to assess the availability of resources. This programme should comprise of the infrastructure schedule with schemes: <ul style="list-style-type: none"> • already committed by public sector • already committed by private and voluntary sectors • with a reasonable prospect of funding • s106 Developers' contributions on commenced schemes This is likely to be supported by a borough schedule which includes: <ul style="list-style-type: none"> • schemes which are currently being worked up for funding • bids submitted where outcome is awaited • schemes where funding is currently uncertain • schemes that have been identified where no funding is available but that are supported for funding when available 	
348	Environment Agency	Issues and Options Report	Growth dependent options	Open spaces	The key issues we have identified for the Peckham and Nunhead Area Action Plan relate to: Improving and linking open spaces to local residents and wider London population and visitors. In particular we see the regeneration as an opportunity to turn the Old Padding Pool area on Peckham Rye Common into a major educational and community resource.	We have set out an open space policy in section 4 that should cover this comment. We will consider specific implementation projects at the next stage the Preferred Options.
349	Environment Agency	Issues and Options Report	Growth dependent options	Open spaces	Providing new and attractive green grid style development	The energy and open space policies should address this issue in section 4.
350	Environment Agency	Issues and Options Report	Growth dependent options	Open spaces	<ul style="list-style-type: none"> • Improving entrance ways and knowledge of open spaces 	The open spaces policy should address this in section 4.
351	Environment Agency	Issues and Options Report	Growth dependent	Open spaces	<ul style="list-style-type: none"> • Increased environmental recreation in and around parks e.g. increased access to fishing and 	The open spaces policy should address this in section 4.

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
		Report	options		environmental education. A more informal / softer landscape that connects to the water edge would add a quality of life value for visitor enjoyment and could be an environmental and economic benefit to new development in the area.	
352	Environment Agency	Issues and Options Report	Growth dependent options	Traffic and transport	<ul style="list-style-type: none"> Improved environmental links (e.g. cycle ways, walkways, extensions and links to existing green space areas) between Old Kent Road, Elephant & Castle, Walworth Road and Peckham. 	The transport policies in section 4 should address this issue.
353	Environment Agency	Issues and Options Report	Growth dependent options	Natural environment	<ul style="list-style-type: none"> Incorporating high standards of sustainable construction in the new development. Aiming for high scores on Code for Sustainable Homes. 	The sustainability policy in the core strategy and the Sustainable Design and Construction and Sustainability SPDs should address this issue.
354	Environment Agency	Issues and Options Report	Growth dependent options	Natural environment	<ul style="list-style-type: none"> Ensuring new development incorporates sustainable drainage systems. Major opportunity to link this to environmental improvement across the area action plan area for present and future generations. 	The framework for sustainable drainage systems is set out in the core strategy. More detailed requirements are set out in the sustainable design and construction and Sustainability SPDs. Our research does not find that there are any local Peckham issues that require specific detail on green roofs. Please could you provide us with any Peckham and Nunhead specific issues that you are aware of if you would like them included in the implementation plan at the preferred option.
355	Environment Agency	Issues and Options Report	Growth dependent options	Natural environment	<ul style="list-style-type: none"> Assessing the impacts of climate change and how the area action plan can ensure new development is compatible with a changing climate. 	The framework for climate change is set out in the core strategy. More detailed requirements are set out in the sustainable design and construction and Sustainability SPDs. Our research does not find that there are any local Peckham

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						issues that require specific detail on climate change. Please could you provide us with any Peckham and Nunhead specific issues that you are aware of if you would like them included in the implementation plan at the preferred option.
356	Highways Agency	General comment	General comment	General comment	Thank you for your letter dated 30th October 2008 inviting the Highways Agency (HA) to comment on the Peckham & Nunhead Area Action Plan. The HA, on behalf of the Secretary of State for Transport, is responsible for managing and operating a safe and efficient strategic Road Network (SRN) (i.e. the Trunk Road and Motorway network) in England as laid down in the Department for Transport (DfT) circular 02.2007 (Planning and the Strategic Road Network).	Noted
357	Yoland Chiaramello	Issues and Options Report	The big decisions	Design and conservation	To consider thoughtful, respectful design of new developments to celebrate the history of Peckham, so it is not so changed, it becomes just another high street with new growth, there is another construction of drain on current stretched local resources, surgeries, schools, Peckham Pulse. Therefore, possible new schools childrens centre.	Policies in section 4 on design, schools, community, youth and leisure should address these issues.
358	Marian Aibamdienkh en	Issues and Options Report	Peckham and Nunhead Today	Open spaces	The Parks: The parks are greener and looking but there are a lot of dog mess which can be emerging sometime, when you take the children out to play in the parks. No Dog Mess!	This is a detailed issue which we can consider as part of the implementation plan at the preferred options.
359	Nike Awobirape	Issues and Options Report	Peckham and Nunhead Today	Open spaces	I lived in Nunhead, Hollydale Road. I will like to have a park at the green space behind the houses. At the moment there is a plan to use the space for a football pitch which I do not agree with. I have three	We have set out open spaces policies in section 4 and new open spaces for comment in the Towards a Preferred Option. We would welcome comments to

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					children, I have to travel down to Evelina Raod around Nunhead Green to go take them to the park. If the green area can be used as a park OR the caged section it will be fine. Love to see more ATM's around Nunhead. Thanks	see if they address the comments.
360	Linda Glassar	Issues and Options Report	Peckham and Nunhead Today	Public realm	I think Peckham is a vibrant centre but is often dirty especially the pavement. More arts in the area would be good and less crowded centre near the station (pedestralise?). Cinema good, but lighting leaving = poor. Keep the interesting old building – tidy up and celebrate the diversity here.	The vision for Peckham town centre in section 3 and the policies in section 4 particularly on the town centre and conservation should address some of these issues. We will be considering arts at the preferred option stage as part of the implementation strategy.
361	Suzie Petcher	Issues and Options Report	Peckham and Nunhead Today	Public realm	Improvements to pedestrian pavements and street spaces is badly needed on Rye Lane.	This should be addressed in the vision for Rye lane in section 3 and the transport policies in section 4.
362	Suzie Petcher	Issues and Options Report	Peckham and Nunhead Today	Traffic and transport	Queues at bust stops on Rye Lane block the street and they become very congested. A new space/location for shop keepers to unload their deliveries	This should be addressed in the vision for Rye lane in section 3 and the transport policies in section 4.
363	Erica Shorter	Issues and Options Report	Peckham and Nunhead Today	Traffic and transport	Q2) I do agree with the issues set out, however, I don't believe transport is a valid issue as the area is quite well served...	Noted
364	Erica Shorter	Issues and Options Report	Growth dependent options	Housing	Q6) Part 5, although I have put high growth, I believed for housing this could be a dangerous site especially for families with young children if housing was to be put up there 1 beds would be good for the workers and single people	We have set out a low and medium growth option for housing with sites in section 5 to show where much of this would be. We have also set out policies on family housing in section 4 to increase the sizes of homes and to have more houses with gardens.

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365	Erica Shorter	Issues and Options Report	The big decisions	Community facilities	On a whole I feel community space is much needed on the area, especially for the youth. Places like the railway arches beside Ethel Austin would make good music studio for you people and also for bicycle maintenance for the younger generation also	There are no specific plans for a music venue as part of the Council's plans currently. However, it has been identified that cultural facilities for music and/ or dance, or multi-arts use are a gap in provision in the area. Any venue plans will be dependent on a financially sustainable option which is not reliant on public funding or subsidy.
366	Private 50441	Issues and Options Report	Site options	Site 8: Aylesham Centre	Aylesbury Centre is good for large shops Cinema should not be brought there	The options for the Aylesham centre and cinema are set out in sections 4 and site proposals are set out in section 5. We welcome comments on these proposals.
367	Private 50441	Issues and Options Report	Site options	Site 6: Cinema	The cinema should be left where it is but refurbished so it will be safer for people	Options for redeveloping the cinema site are set out in section 4. We would welcome comments on the different approaches.
368	Government Office for London	Issues and Options Report	Growth dependent options	Implementation	In the "Growth dependent options" section, on page 29 the fourth bullet refers to planning enforcement and environmental health tackling unpermitted removal of shop fronts and business waste being left on footpaths. Are these appropriate issues for this AAP?	The AAP is a wide plan that should deal with issues of enforcement and environmental health if they are necessary for implementation and achievement of the vision.
369	Tiger Developments	Issues and Options Report	Growth dependent options	Infrastructure	Tiger supports the high growth and major change options for Peckham, set out in the PAAP. The growth options should be allowed to happen without relying on new transport infrastructure.	The growth options are now set out more simply in section 4 and the sites are set out in section 5. These are linked to transport improvements where this is relevant for moving more people in and out of Peckham and Nunhead.
370	Tiger Developments	Issues and Options Report	The big decisions	Traffic and transport	Cross River Tram: From reviewing the PAAP, it is clear that provision for Cross River Tram (CRT) still features in the plans for Peckham even though	The tram policy in section 4 address these issues.

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					<p>the Major has withdrawn funding. The suggestion is that funding could come from a number of other sources, including London Borough of Southwark Tiger supports the principle of the CRT route to Peckham town centre in order to provide quick access to central London and act as a catalyst for regeneration of the area as a result. However, the route locations proposed to date impinge on Tiger's ability to bring forward regeneration proposals for the Aylesham Centre (see Tiger's representation to the Future Peckham document in April 2008) Tiger withdrew their proposals for the extension and development of the Aylesham Centre, because of the inability of Transport (TfL) to determine the CRT preferred route in a reasonable timescale. Further to this, the continued inclusion of a safeguarded route set out in various policy documents effectively sterilises the site indefinitely. Indeed, as a result of this situation, Tiger attempted to sell the Centre last year and completed a soft marketing exercise. However, whilst the majority of potential purchasers were attracted by the regeneration potential they were deterred by TfL's proposals, the safeguarding policy, and the uncertainty surrounding them and the property has been withdrawn from the market. • The growth option identified in the PAAP and regeneration of Peckham is highly unlikely to be implemented until this issue is resolved. We strongly recommend that Southwark Council, in discussion with TfL, review alternative options for the CRT route, such as using Rye Lane, or terminating the route immediately north of Peckham town centre. Both options would allow for the tram</p>	

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					to be routed to Peckham in the future, but in the meantime, the regeneration of the Aylesham Centre will not occur and the environment and retail offer in the town centre will not improve for the foreseeable future. The knock on consequences for everyone in Peckham obvious. We would welcome the opportunity to discuss the proposals for the Aylesham Centre again with the Council when the CRT route is resolved.	
371	Tiger Developments	Issues and Options Report	The big decisions	Shopping	Tiger welcomes the inclusion of all of the Aylesham Centre and car park within the Core Shopping Area as identified in Figure 1 of the PAAP and supports the principle of significantly improving Peckham's retail offer to provide the essential catalyst for comprehensive regeneration.	Options in section 4 set out how retail could be taken forward. Sites in section 5 set out specific guidance for the shopping centre and car park that should address these issues.
372	Sport England	Issues and Options Report	General comment	Community facilities	Thank you or consulting Sports England (SE) on the above consultation document. Sports England is the government agency responsible for delivering the Government's sporting objectives. Maximising the investment in to sport and recreation through the land use planning system is one of our national and regional priorities. You will also be aware that Sports England is a statutory consultee on planning applications affecting playing fields. The consideration of sport and recreation should be an important facet of AAP's and a building block in provision of community facilities. Furthermore they should be used for the creation of opportunities for infusing sport and recreation in to everyday life	The Council has in place a 'Sport and physical activity strategy' guiding the borough for 2009-2013, undertaken by the Culture, Learning, Libraries and Leisure department. It is currently under review due to national and local government changes. This document provides a sports strategy at a borough-wide level. The policy in the towards a preferred option in section 4 for community facilities covers sports as does open spaces.
373	Sport	Evidence	Peckham	Open Spaces	We welcome the inclusion of open spaces and sport	The community facilities, leisure, youth

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	England	base	and Nunhead Today		and leisure opportunities within the category of community facilities, which the council recognises as vital in part of the overall vision of the area. However, in order to adequately assess the current and future provision of sporting facilities in the borough, a comprehensive assessment of open space, sport and recreation provision in accordance with guidance in PPG 17, Planning for Open Space, sport and Recreation, and its companion guide is essential. This would allow the council to be able to identify the specific sport and recreation needs of the borough, addressing therefore the community's current and future needs. I am aware that the council is currently working in partnership with sport and leisure consultancy PMP to prepare a strategy for open spaces and outdoor sport and recreation facilities. This is welcome as a clear and prioritised local sports facility strategy is crucial to inform the evidence base for the AAP. However, as I have not seen a copy of the audit it is not possible to comment on how robust the document is in relation to providing a basis for informing local sports facility provision.	and schools policies in section 4 should address these issues. The audit will be available for the next stage of consultation the preferred options.
374	Sport England	Evidence base	Peckham and Nunhead Today	Community facilities	In addition however, we would encourage the production of an up-to-date borough wide indoors sports facility assessment and strategy which should form the evidence base to inform the options. This could lead to the setting of appropriate standards for the provision of indoor sports provision of indoor sports provision and would help ensure the community had good access to quality community sports facilities	The Council has in place a 'Sport and physical activity strategy' guiding the borough for 2009-2013, undertaken by the Culture, Learning, Libraries and Leisure department. It is currently under review due to national and local government changes. This document provides a sports strategy at a borough-wide level.

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375	Sport England	Issues and Options Report	The big decisions	Community facilities	The council's assurance of providing adequate facilities to support the community regardless of the growth is welcomed. We would however support a specific policy which would ensure provision of adequate sport and recreation facilities as part of new developments. The production of this would require an up-to-date assessment of both outdoor and indoor sports provision, which would result in the creation of local standards.	Policies on leisure and community should provide this in section 4 along with infrastructure provision when this is prepared for the preferred option.
376	Sport England	Evidence base	Peckham and Nunhead Today	Community facilities	In relation to indoor sports provision, SE are in the process of launching a web based toolkit which aims to assist local authorities in delivering tailor-made approaches to strategic planning for sport. The guidance in the toolkit both complements and augments current government guidance set out in PPG17, Planning for Open Space, Sport and Recreation (2002), and the companion guide Assessing Needs and Opportunities. The toolkit focuses on built facilities for sport and recreation, setting out how planners can make the best use of sport-specific planning tools in following the PPG17 good practice principles and approach to determining local facility needs. This is due to be released on our website shortly and will notify you when it this occurs	noted
377	Sport England	Issues and Options Report	The big decisions	Community facilities	SE's Planning Policy objective nine in our policy document Planning for Sport and Active Recreation: Objective and Opportunities welcomes the inclusion for dual/multi use of sport and leisure facilities at schools, seeing the provision of sports facilities at school sites as an important resource. However, the shared use of sports facilities should not just be	The community facilities, sports and youth policies in section 4 should address these issues.

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378	Sport England	Issues and Options Report	Growth dependent options	Community facilities	<p>confined to school sites, with a number of universities and colleges playing an important role, along with other privately owned sports facilities. In addition we would also encourage the council to look at how they can integrate Sustainable community Sports Hub in to their policy.</p> <p>The effect of these different growth options on the existing sport and recreation facilities, and the future demand they would generate, are not adequately addressed here. All new development can potentially generate demand for additional for enhanced places for sport. In some areas existing facilities may be able to cope with additional users, but in many areas facilities are already under pressure and enhancements or new provision will be needed in order to satisfy the new demand created by the development. We would therefore request that the effects on sport and recreation are specially looked at through these three different options.</p>	Impacts are considered in the sustainability appraisal and they will also be considered in the open spaces audit.
379	Metropolitan Police Authority	Issues and Options Report	General comment	General comment	<ul style="list-style-type: none"> The MPA provide a vital community service to the borough of Southwark and policing is now recognised within the 2008 London plan as being an integral part of social infrastructure. The MPA have previously made representation to a number of documents within, the Southwark LDF, including the Core Strategy, the Walworth Road SPD, the Canada Water AAP, and the S106 Planning Obligations SPD Initially I review the context to the representations, then set out the relevant planning policy framework in support of the MPA's position, and finally provide a number of representations. 	Noted.

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					<p>MPA Site locations within the AAP The MPA operate a Police Station at 17 High Street, Peckham, which has not been designate as a site for redevelopment. • Planning Policy Framework the relevant planning policy framework can be found in CgMs' letter dated 11 December 2008, in which representation were made on behalf of the MPA to the Core Strategy. Below I outline relevant development plan policy, extracted from the Southwark UDP (2007) and relevant SPDs, which have not previously been highlighted. • Policy SP9 (Meeting Community Needs) states that `All developments should, where appropriated, enable growth and development of education, community and welfares services in line with the community's needs'. Furthermore, Policy 2.` (Enhancement of Community Facilities) states that "planning permission will not be granted unless the applicant demonstrates that another locally accessible facility with similar or enhanced provision can meet the identified needs of the local community users." • Section 1, paragraph 14, of the Council's adopted SPD on Planning Obligations states that planning obligations may be sought for police and fire services. • Mindful of the planning policy framework referred to above, it is clear that the statutory development plan supports continued effective policing and therefore I present further representations regarding the emerging policies below. • Representations to the Peckham and Nunhead AAP I refer below to relevant topics within the emerging AA Plan and provide comment in order that the emerging AAP is concurrent with the</p>	

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380	Metropolitan Police Authority	Issues and Options Report	Peckham and Nunhead Today	Community wellbeing	<p>statutory development plan regarding policing, as outlined above.</p> <p>The MPA support the Council's aim to work together with he police to make Peckham a safer place.</p>	Support noted
381	Metropolitan Police Authority	Issues and Options Report	Peckham and Nunhead Today	Community facilities	<p>Policing facilities are currently not identified within this section. PPS1 states that development plans should promote inclusive, healthy safe and crime free communities, and the London Plan, reiterates this point further within policies 3A.17 and 3A.18 as outlined in our letter on 11th December 2008; accordingly the MPA believe policing should be referred to within this section. Recommendation: The MPA suggest the following wording be included with this section: In order to maintain the safety and security of Peckham, the provision of relevant policing facilities, where necessary is considered appropriate.</p>	<p>The policing provision needs to be meaningful addressing the issues that are relevant in Peckham and Nunhead. The preferred option needs to set out the relevant way forward and we will work with the MPA to agree some wording for this document.</p>
382	Metropolitan Police Authority	Issues and Options Report	The big decisions	Community Facilities	<p>The MPA recommend that community facilities should be protected through emerging planning policies unless adequate re-provision has been made in the locality. The MPA recognise that where existing community facilities are surplus to requirements, policies should support the redevelopment of these facilities and corresponding sites for alternative replacement community facility provision is made. Recommendation: The MPA suggest the following wording be included within this section: When a site is no longer required for community facilities and adequate re-provision has been made elsewhere in the locality, the Council</p>	<p>This is included in section 4 in the community facilities policy.</p>

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383	Metropolitan Police Authority	Issues and Options Report	The big decisions	Housing	<p>may consider it appropriate to use surplus for alternative uses, such as housing and social infrastructure</p> <p>The MPA support the 'faster regeneration' option to ensure that additional housing targets within Peckham would comply with those in the London Plan.</p>	Support noted
384	Metropolitan Police Authority	Issues and Options Report	The big decisions	Local business and employment	<p>The MPA support the 'slower regeneration' option. This would provide flexibility for appropriate alternative land uses within employment areas in line with London Plan Policy 3B.4 "Industrial Locations". This would potentially allow for the provision of community uses on such land. London Plan Policy 3A.18 indicates that policies in Development Plan Document (DPDs) should assess the need for social infrastructure and community facilities in there are essential forms of community facility and are key to delivering a safer neighbourhood within the AAP.</p>	Support noted. These options are now set out in more detail and we would welcome comments.
385	Metropolitan Police Authority	Issues and Options Report	Growth dependent options	Infrastructure	<p>This section highlights the various sites that are proposed for redevelopment. Cumulative large scale development can potentially increase pressure on policing facilities, and the MPA believe that the impact should be mitigated appropriately through the use of planning obligations, in order to assist the provision of additional policing facilities where relevant. The AAP should ensure that the provision of policing facilities is an integral requirement of the S106 agreements for large-scale development. This will also ensure consistency with adopted Southwark polices and guidance including the S106 SPD, paragraph 14 which states that</p>	<p>The sites are set out in section 5. We will be preparing more detailed information for consultation on section 106 for the next preferred option stage.</p>

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					planning obligations may be sought for police and fire services and UDP Policy SP 9 (Meeting community needs) which states that all development should enable growth and development of community needs.	
386	Private 50441	Issues and Options Report	Site options	Site 6: Multi-storey car park	The car park under the centre should be done so people will like to use it, like Lewisham shopping centre car park.	Options for parking are set out in section 4. We would welcome feedback on these options.
387	Private 50441	Issues and Options Report	Site options	General comment	The question is fashioned in a way that we could end up choosing the one option and not be able to determine whether we have gotten rid of all our car parks cinema or any other.	Options for the town centre, car parks and cinema are set out in section 4. We would appreciate comments on these issues.
388	Private 50441	Issues and Options Report	Site options	General comment	Answering questionnaire difficult – we need to tour the sites before we make decisions.	We have included more detailed site information in section 5 to assist with considering the sites.
389	English Heritage	General comment	General comment	Design and conservation	Overall, English Heritage would like to highlight that there is a rich mix of heritage in the area, which contributes the diversity and distinctiveness of Peckham and Nunhead today. This is recognised in the consultation; however we would like to highlight areas where greater consideration of the historic environment is needed to inform the AAP, in particular the baseline evidence and justification for development proposals. Our recommendations in relation to the consultation documents are set out below. The attached Draft 'Central Peckham Historic Area Assessment' was commissioned by English Heritage in 2008 and we hope this can inform the baseline evidence and further development of the AAP options	Information noted.
390	English Heritage	General comment	General comment	Design and conservation	We hope our advice is useful in ensuring your AAP is technically sound in accordance with government	Information noted.

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391	English Heritage	Sustainability Appraisal	Sustainability Appraisal	Design and conservation	<p>planning policy, such as PPG15 and 16, and the assessment is based on robust evidence. The policies set out in the AAP should aim to protect and enhance the historic environment, helping achieve genuinely sustainable development, as set out in PPS 1 paragraph 5.</p> <p>Links to other Policies, Plans and Programmes (section 4.1) English Heritage notes and welcomes that PPG15 and PPG16 have been identified as key documents to be taken into account in preparation of the APP. We would also endorse use of the English Heritage/CABE Tall Buildings Guidance (2007) to help inform policy formulation (available at http://www.helm.org.uk/upload/pdf/tall_buildings07.pdf). It should be noted that it is endorsed by Government as capable of being a material consideration in planning applications. The European Landscape Convention, which came into force in the UK in 2007, should also be considered and reference to the Conservation Area Appraisals and Management plans immediately adjacent to the AAP area</p>	Information noted.
392	English Heritage	Sustainability Appraisal	Sustainability Appraisal	Design and conservation	<p>•2 Summary of Baseline Information (section 4.2) The summary on 'historic character' is inadequate as it does not make reference to the broad range of heritage assets in the AAP area or provide a good summary of the historic character. Although there are no conservation areas within the AAP it should be noted that development within the AAP could impact on the broader area, particularly the setting of the Holly Grove conservation area. It should also be noted that the historic environment has an</p>	The design and conservation policies should address this issue along with proposals for 2 new conservation areas in section 4. There is also a background paper which will provide the more detailed information.

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393	English Heritage	Sustainability Appraisal	Sustainability Appraisal	Design and conservation	<p>important role to play in maintaining community connections, providing a continuing sense of place and identity in areas undergoing new development.</p> <p>Sustainability Issues (section 5.1) and Sustainability Objective (section 5.3) English Heritage welcomes specific reference to the historic environment as a sustainability issue, although it is not really phrased as an 'issue' at the moment i.e. the pressure from new development on the historic environment needs to be acknowledged. We welcome inclusion of a sustainability objective for the historic environment (SDO12) and landscape/ townscape quality (SDO11).</p>	<p>There is now a design objective which should address these issues.</p>
394	English Heritage	Sustainability Appraisal	Sustainability Appraisal	Design and conservation	<p>SA Framework (section 6.2) The criteria for SDO12 set out Table 6.2 could include a question as to whether the objectives will enhance access to the historic environment and also contribute to better understanding of the historic environment. There should also be a reference to protecting the setting of heritage assets in the second question on SDO11</p>	<p>Suggestions for questions are noted and have been taken forward in the towards a preferred option.</p>
395	English Heritage	Sustainability Appraisal	Sustainability Appraisal	Design and conservation	<p>Comparison of Sustainability Objectives against Plan Objectives (section 7.2) We note that the objectives of the AAP are expected to be broadly compatible with the historic environment. However, 6 of the 9 AAP objectives are said to have no relationship to heritage. We would suggest that this should be given more thought, for example transport infrastructure and housing numbers/ density do have an impact and heritage can help to achieve community objectives.</p>	<p>These issues are addressed in the sustainability appraisal.</p>
396	English	Sustainability Appraisal	Sustainability Appraisal	Design and conservation	<p>Assessment of the AAP Objectives (section 7.3)</p>	<p>The low and medium options have</p>

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	Heritage	ity Appraisal	Appraisal	conservation	The comparison of the 'The Big Decisions' and 'Growth Dependant'/ 'Site Proposals' options clearly demonstrate that high growth will put pressure on the historic environment and that this should therefore be managed in a sustainable way. It also highlights the importance of designating a conservation area in Peckham town centre to sustain the historic environment and ensure high quality design that respects its unique character. Lower or limited growth will not necessarily have to result in limited improvements to the area, as currently suggested.	mainly bene taken forward for development. The sites show the level of development in section 5 on each specific area. We would welcome feedback if you consider any of these to have heritage or conservation issues.
397	English Heritage	Evidence base	Background document	Design and conservation	The section on the 'built environment' acknowledges the high value the community of Peckham and Nunhead place on the historic environment (pg 47). There is also an overview of Peckham's local heritage (pg 50 -53) which is welcomed. However, there are a number of issues in relation to the evidence base that need to be addressed	Comment noted
398	English Heritage	Evidence base	Background document	Design and conservation	In particular: . There has not been a character assessment/ appraisal of the AAP, incorporating the historic environment, despite the statement that LB of Southwark "want to ensure that new developments add to the character of the area" (pg 47);	There are character assessments that are included as background papers.
399	English Heritage	Evidence base	Background document	Tall buildings	. The discussion on building heights (pg 48) acknowledges that tall buildings can have a negative impact on the historic environment. English Heritage strongly recommends that LB of Southwark carries out a detailed urban design study to identify locations where tall buildings would or	Section 5 and Section 4 tall buildings policy set out the sites and the approach to tall buildings. The detail is set out in the background papers.

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400	English Heritage	Evidence base	Background document	Design and conservation	<p>would not be appropriate (as set out in English Heritage/CABE Tall Buildings Guidance 2007);</p> <ul style="list-style-type: none"> The 'memorable views' map (pg 49) lacks clarity. It does not show what the views are of, there is no identification of landmark buildings/ heritage assets and the supporting text should explain why these views are significant; 	<p>We will be considering proposals for local views as part of the preferred options.</p>
401	English Heritage	Evidence base	Background document	Design and conservation	<ul style="list-style-type: none"> There are two registered parks and gardens in the AAP of special historic interest, which have not been identified as part of the evidence base. These are Nunhead Cemetery (Grade II*) and Peckham Rye Park (Grade II); 	<p>We will include these registered parks and gardens as part of the evidence base for the preferred options.</p>
402	English Heritage	Evidence base	Background document	Design and conservation	<ul style="list-style-type: none"> The only map locating local heritage assets is on pg 52 and this includes conservation areas. The colour used to define the AAP core area is very similar to the colour depicting the conservation areas so the map lacks clarity. English Heritage recommends this map should also include listed buildings; registered parks and gardens; and, archaeology priority areas; and 	<p>The maps are now more clear and detailed.</p>
403	English Heritage	Evidence base	Background document	Design and conservation	<ul style="list-style-type: none"> Although this paper states LB of Southwark is exploring the opportunity for a new conservation area in Peckham town centre, justification and evidence should be provided for this as it is a key issue for the AAP 	<p>The conservation policy in section 4 and the conservation area proposals address this issue.</p>
404	English Heritage	Evidence base	Background document	Design and conservation	<ul style="list-style-type: none"> The attached 'Central Peckham Historic Area Assessment' commissioned by English Heritage in 2008 provides information about the historical development of central Peckham and the form of its built environment. Importantly, it also contains a summary of its historical significance and how this contributes to Peckham's local distinctiveness 	<p>The design policies in section 4 and the background paper address these issues.</p>

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405	English Heritage	Issues and Options Report	Vision and Objectives	Design and conservation	<p>today. Most physical change as a result of the AAP will take place in and around Peckham town centre, it is therefore vital that there is a robust evidence base for the historic environment to inform the management of change. English Heritage recommends that LB of Southwark fully considers this study, to ensure the AAP clearly sets out what is valued about Peckham's local heritage, and what should be retained and enhanced through regeneration of the area. Please note that this is currently a draft document, which is why it is text only at this stage, however it is timetabled to be published by July 2009. The contact person to discuss the Historic Area Assessment and obtain a final version of the document is Joanna Smith (Senior Investigator, London and South Team) tel: 020 79733741.</p> <p>It is important to note that the historic environment is not just about attractive buildings. It has a vital role to play in providing sense of place and identity, and enhancement of this resource is a key component of maintaining local character/distinctiveness in Peckham and Nunhead. LB of Southwark should consider how the historic environment can underpin the wider vision for the area and its objectives, for example how enhancement of heritage assets can help maintain distinctive neighbourhoods and communities, as well as providing an important link with the areas past and identity</p> <ul style="list-style-type: none"> On an editorial note, the vision currently states "It will be an attractive place that 	<p>The visions in section 3, objectives in section 3, policies in section 4 and background papers should deal with this issue.</p>
406	English Heritage	Issues and Options	Vision and Objectives	Design and conservation	<ul style="list-style-type: none"> On an editorial note, the vision currently states "It will be an attractive place that 	<p>The visions have been updated and the support is noted.</p>

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		Report			respects the past, but looks to the future". We would suggest the 'but' could be replaced with 'and' as it could imply the two are exclusive of each other. English Heritage welcomes reference to character, celebrating history and the need for high quality modern architecture on page 9.	
407	English Heritage	Issues and Options Report	Peckham and Nunhead Today	Design and conservation	English Heritage supports and welcomes acknowledgment of the issues set out in relation to heritage in this section	Support noted.
408	English Heritage	Issues and Options Report	Peckham and Nunhead Today	Design and conservation	Figure 3 on page 15 depicting Peckham's existing town centre would be improved if it included the heritage resource in the area. Alternatively, a figure to support the text on the historic environment (page 16) could be introduced. This should include listed buildings; registered parks and gardens; and, archaeology priority areas, which are within this area	The figures have been improved and include more detail.
409	English Heritage	Issues and Options Report	The big decisions	Design and conservation	When transport schemes are developed, its impact on the historic environment needs to be fully assessed, to avoid or mitigate any adverse effects, and to ensure a high standard of design in any new development (see http://www.helm.org.uk/server/show/nav.7710).	The design and transport policies in section 4 should address this issue.
410	English Heritage	Issues and Options Report	The big decisions	Design and conservation	English Heritage supports policies on good design and appropriate density levels, which should be based upon a clear understanding of the character of the site and its surrounding historic context. It is therefore important this is fully assessed in new developments, including how it will relate to any heritage assets, their setting and the wider historic environment, in terms of design quality, location,	Policies in section 4 should address these issues.

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					scale, form and materials. Where the conversion of an existing heritage asset is proposed, such as a listed building, then principles of good conservation should be applied. High-density housing does not necessarily involve building high or disrupting the urban grain, alternative design solutions that respect the local character of an area can also be commercially successful. Further English Heritage and CABE guidance on Building in Context is available at http://www.helm.org.uk/server/show/nav.7709	
411	English Heritage	Issues and Options Report	The big decisions	Design and conservation	English Heritage would like to highlight the importance of assessing the significance of industrial heritage in the area and the retention of important historic assets, which can be refurbished and adapted for new uses. The 'Central Peckham Historic Area Assessment' identifies a number of industrial buildings that are of historic importance	These historic issues addressing significant industrial issues are included in the assessment of new conservation areas and conservation policy as set out in the visions and section 4 policies.
412	English Heritage	Issues and Options Report	The big decisions	Design and conservation	LB of Southwark is encouraged to consider our advice on retail development in the historic environment, particularly when developing local design polices (available at http://www.helm.org.uk/server/show/nav.7740). There is often a risk of increasing homogeneity of town centres, including the loss of historic buildings and street layouts to accommodate larger and simpler footprints for increased retail space	The design policies in section 4 and the visions in section 3 should address these issues.
413	English Heritage	Issues and Options Report	The big decisions	Shop fronts and space above shops	The AAP needs to consider the potential heritage value of some shop frontages in the area and ensure this is not eroded. Shops frontages can be an important aspect of conservation areas, including their historic townscape value and general	The policies to retain shop frontages in section 4 and to designate a conservation area should address these issues.

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414	English Heritage	Issues and Options Report	The big decisions	Public realm	<p>character. Designating a conservation area in the town centre is one mechanism for ensuring good quality design (including scale) of new shop development. The 'Central Peckham Historic Area Assessment' identifies a number of shops that are of historic importance</p> <p>LB of Southwark should ensure that any new signage introduced to the area does not create unnecessary clutter and it may be an opportunity for a 'street audit' of signage. Well designed, ordered and maintained streets are an expression of a confident and caring community. English Heritage's streetscape manual, Streets for All, set out the principles for street management – such as reducing clutter, co-ordinating design and reinforcing local character (available at http://www.helm.org.uk/server/show/nav.7723).</p>	<p>This is very detailed, however it will be taken into account in the implementation stage of the preferred options.</p>
415	English Heritage	Issues and Options Report	Growth dependent options	Design and conservation	<p>The growth dependant options for the scale of development; building heights; and, development in other parts of the AAP, will need to be carefully considered by LB of Southwark if they intend to protect local heritage 'regardless of the level of growth'. Improving on what is already there, and ensuring new developments are suitable in the local context, are important for maintaining local heritage, but also make financial and environmental sense too.</p>	<p>The low and medium growth options have mainly been progressed to address these issues as set out in sections 3 and 4.</p>
416	English Heritage	Issues and Options Report	Growth dependent options	Public realm	<p>Options for promoting better streets and public spaces are supported by English Heritage. However, it is worth noting that enhancement can occur without high levels of growth, which was not always clear in the different options presented in the</p>	<p>These issues are reflected in the toward a preferred option. The delivery section will be provided in more detail at the preferred options stage.</p>

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417	English Heritage	Issues and Options Report	Growth dependent options	Design and conservation	<p>consultation. The economic benefits of conservation-led regeneration (in terms of attracting inward investment) and the role of public sector investment are also overlooked in the delivery section (see our guidance: http://www.helm.org.uk/server/show/nav.19587).</p> <p>Whichever option is adopted, we would suggest the overarching strategy should: • Place particular importance on maintaining local distinctiveness in the area • Ensure a 'balanced approach' to town centre development in Peckham and Nunhead that recognises the contribution of the historic environment to the economic, social and environmental well-being of the area. • Makes the most of heritage assets and the wider historic environment, which can, when sensitively used, help regenerate and retain the distinctiveness of an area</p>	<p>This strategy has been taken forward in the towards a preferred option.</p>
418	English Heritage	Issues and Options Report	General comment	Design and conservation	<p>Ideally, the preferred options will not cause harm to the heritage value of the area, and decisions will be clearly based on a sound evidence base and understanding of the heritage significance of the area.</p>	<p>The evidence base and understanding are set out in detail in the background papers.</p>
419	English Heritage	Issues and Options Report	Growth dependent options	Tall buildings	<p>English Heritage is concerned with the possible location for tall buildings (fig 7) and the lack of evidence and justification for their location. This is of particular concern when LB of Southwark is considering a conservation area in the town centre. The Question has to be raised as to whether the tall buildings proposed at sites 7.8 and 28 of up to 15 stories are appropriate. Site 7 is also adjacent to the Holly Grove conservation area. English Heritage</p>	<p>Section 5 and Section 4 tall buildings policy set out the sites and the approach to tall buildings. The detail is set out in the background papers.</p>

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					strongly recommends that LB of Southwark carries out a detailed urban design study to identify locations where tall buildings Guidance 2007. Government endorses this guidance as capable of being a material consideration in the determination of planning applications and in particular we refer you to paragraph 2.6 and 2.7 setting out a plan-led approach to tall buildings and paragraph 4.1 setting out the criteria for evaluating tall buildings proposals. It is available at http://www.helm.org.uk/upload/pdf/tall_buildings07.pdf .	
420	English Heritage	Issues and Options Report	Site options	Design and conservation	The development sites suggested in the AAP will need to be assessed in relation to their heritage value so that regeneration of Peckham and Nunhead has a positive impact. As the 'Central Peckham Historic Area Assessment' highlights, there is a wide range of historical buildings of mixed character in the area, which contributes to the lively and diverse place that Peckham is. This includes a significant collection of Georgian buildings and a rich architectural legacy of shops. English Heritage hopes the baseline data presented in the 'Central Peckham Historic Area Assessment' can help inform change in these areas and I have also attached the gazetteer of individual sites that will form one of the appendices of the final report.	This has been used to inform the policy in section 4 on design and the local list proposals.
421	English Heritage	Issues and Options Report	Site options	Site 4: Peckham Rye Station	In particular I would like to highlight that we support proposals to upgrade the public spaces around Peckham Rye Station, which should have a positive impact on the setting of this Listed Grade II building.	Support noted.
422	English	Issues and	Site options	Site 2:	We would also encourage LB of Southwark to retain	This is on the local list proposals and

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	Heritage	Options Report		Copeland Industrial Park	the existing Bussey Building as one of the few remaining important industrial buildings in the area, which could easily be refurbished/ converted for other uses	there is a site suggestion as set out in section 5.
423	English Heritage	Issues and Options Report	Site options	Shop fronts and space above shops	As already referenced (above), there is a rich architectural legacy of shops which should be protected and enhanced to maintain the local character of the area.	The visions in section 3 and the design options address this issue.
424	English Heritage	General comment	General comment	Design and conservation	Finally, English Heritage would strongly advise that the local authority's conservation and archaeology staff are involved throughout the preparation and implementation of the AAP, as they are often best placed to advise on local historic environment issues and priorities; sources of data; and, consideration of options relating to the historic environment.	Comment noted.
425	English Heritage	General comment	General comment	Design and conservation	English Heritages has also recently published Conservation Principles, containing policies and guidance for the sustainable management of the historic environment (see http://www.english-heritage.org.uk/server/show/nav.9181). We recommend use of this document when considering heritage values, how to assess their significance and manage successful change in the historic environment	Comment noted
426	The Coal Authority	Issues and Options Report	General comment	General comment	Thank you for consulting The Coal Authority on the above. Having reviewed your document, I confirm that we have no specific comments to make on this document at this stage.	Comment noted
427	London Fire and Emergency	General comment	General comment	Community Facilities	London Fire and Emergency Planning Authority (LFEPA) runs the London Fire Brigade (LFB) and operate 111 land fire stations located across	Comment noted

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	Planning Authority				Greater London. Four of these are located within the London Borough of Southwark (Southwark) as detailed below: • Dockhead Station: 8 Waiseley Street, SE1 2BP • Old Kent Road Station: 405 Old Kent Road, SE1 5JH • Peckham Station: 78-80 Peckham Road, SE5 8PR • Southwark Station: 94 Southwark Bridge Road, SE1 0EG	
428	London Fire and Emergency Planning Authority	Issues and Options Report	Growth dependent options	Community wellbeing	<ul style="list-style-type: none"> Future growth and design improvements within Peckham and Nunhead Town Centre may well create additional risks from fire and other emergencies across the Borough. The LFB urges the Council to ensure that future policies specifically mention the links between future development proposals and maintaining community safety. Therefore, LFB specifically requests that policies address the need to grasp opportunities offered by new developments in Southwark to designing out risks from fire, particularly in residential accommodation. This would include giving consideration to installing hard wired smoke alarms and sprinkler systems where the risks justify it. Efforts to try and reduce crime such as arson through good design should also be promoted. LFB note that the future 'Growth dependent options' (page 29) will address improvement to the design and layout of the streets in Peckham and Nunhead Town Centres, and request that emergency access is considered when undertaking this design review to ensure that emergency vehicles access is not hindered. 	This is very detailed information which we address in the design and access and also the residential design standards SPDs.
429	London Fire and	Issues and Options	Growth dependent	Infrastructure	To assist the LFB in continuing to provide a fast, effective and resilient emergency response, it	Section 106 will be considered in the implementation section at the preferred

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	Emergency Planning Authority	Report	options		considers that financial contributions towards improving and expanding current fire stations facilities and services should be identified within a policy on potential Section 106 requirement for development schemes. We support the opportunity for the involvement of stakeholders in the application of planning obligations where it is appropriate within the S.106 Agreement, and would appreciate for the Council to include the emergency services as a required stakeholder for future contributions.	options stage.
430	London Fire and Emergency Planning Authority	Issues and Options Report	Growth dependent options	Infrastructure	The LFB believes that the capacity of the key emergency services, such as fire and rescue services, to improve community safety and maintain a speed of emergency response in line with standards the LFB have set (see the London Safety Plan 2009/2012 at www.london-fire.gov.uk) is one such issue which should take into account when considering Section 106 agreements.	Section 106 will be considered as part of the implementation plan in the next stage which is the preferred options.
431	Hal-Luke Savas	Issues and Options Report	Growth dependent options	Traffic and transport	Cycle access at the bottom of Rye Lane with Peckham Rd./Peckham High Street and joining Old Canal Route: . We have raised many times our concerns for lack of cycle route on Rye Lane joining with Peckham Rd/Peckham High St., and joining the existing cycle route down the old canal route. Nothing seems to have been done since our concerns were raised over 2 years ago! Wonder what you are doing about the problem!	Southwark Council worked with Transport for London on a set of major improvements to the northern section of Rye Lane . New road surfacing, a widened shared space with quality paving, two upgraded pedestrian crossings, and a new contra flow cycle track were some of the improvements for local shops and businesses, cyclists, shoppers and bus users. The works started in January 2010 and were completed during July 2010. We have introduced cycling policy in section 4 that

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432	Morrisons Supermarket Plc	Issues and Options Report	General comment	Shopping	Morrisons is a major food and grocery store retailer that operate a store at the Aylesham Centre in Peckham Town Centre. The store is a key anchor for the Town Centre and thus contributes to its vitality and viability. Our client would therefore like to be kept informed and consulted upon further stages of preparation of documents which are to comprise the Local development framework for the Borough.	should improve the routes and accessibility. Comment noted
433	Morrisons Supermarket Plc	Issues and Options Report	Site options	Site 8: Aylesham Centre	We note that the emerging AAP sets out three potential developments options for the Aylesham Centres. Whilst in principle our client support improvements to Peckham Town Centre, any proposals Should be formulated with a full understanding of how the Town centre could effectively complete with large out-of-centres supermarkets which are located on Old Kent road. Both Asda (4,422 sq m net floorspace) and Tesco (2,981 sqm net floorspace) are represented on Old Kent Road, and are served by large customer car parking facilities	Options for the town centre and car parking are set out in section 4 and for the shopping centre site in section 5. We would appreciate comments on these proposals.
434	Morrisons Supermarket Plc	Issues and Options Report	Site options	Site 8: Aylesham Centre	In light of this, we would like to ensure that any redevelopment of the Aylesham Centre recognises the important role that Morrisons currently play and could play in the future in retaining and clawing back trade to Peckham Town Centre. In order to effectively compete with out –of-centre stores, it is critical that sufficient and suitable customer car parking is provided to serve the supermarket and the wider Town Centre.	Options for the town centre and car parking are set out in section 4 and for the shopping centre site in section 5. We would appreciate comments on these proposals.

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435	Thames Water	Issues and Options Report	Growth dependent options	Infrastructure	<p>Thames Water is the statutory sewerage and water undertaker for the entire Borough. Under the Water Industry Act, Thames Water has a duty to ensure that its area is effectively drained and to effectively deal with the contents of its sewers. That duty is mindful of available resources and requires the assistance of local planning authorities in ensuring that those resources are not overwhelmed in complying with those duties. Having reviewed the Peckham and Nunhead AAP Issues and Options document we are concerned that there is no reference to water or sewerage infrastructure. Regarding the funding of water and sewerage infrastructure, it is our understanding that S106 agreements can not be used to secure water and waste water infrastructure upgrades. However, it is essential to ensure that such infrastructure is in place to avoid unacceptable impacts on the environments such as sewage flooding of residential and commercial property, pollution of land and watercourses plus water shortages with associated low pressure water supply problems. Water and sewerage undertakers also have limited powers under water industry act to prevent connection ahead of infrastructure upgrades and therefore rely on the planning system to ensure infrastructure is provided ahead of development either through phasing or the use of grampian style conditions. It is essential that developers demonstrate that adequate capacity exists both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for</p>	<p>Water and sewerage are strategic issues that are addressed in the core strategy, sustainable construction and sustainability SPDs. The research does not demonstrate that there are any additional issues for Peckham or Nunhead. We are very keen to know if there are any additional issues so that we can include them in the implementation plan at the preferred options stage.</p>

Rep Ref	Name of Representer	Document	Section	Issue	Details of representation	Officer response
					<p>developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water & sewerage infrastructure. Where there is a capacity problem and Thames Water (or any successor) have no planned improvements, the Local Council will require the developer to fund appropriate improvements that must be completed prior to occupation of the development. Network upgrades can take up to 18 months and where additional funding from our regulator is required up to 5-years lead in times may be necessary. We rely heavily on the planning process to ensure we have the necessary infrastructure in areas where development is clearly identified and seek planning conditions where it is not. Capacity problems, possibly leading to flooding or problems associated with low/no water pressure, could occur in some cases if we have not been given the opportunity, either through advance planning or through conditional planning approvals, to provide the capacity prior to development.</p>	
436	Thames Water	Issues and Options Report	Growth dependent options	Infrastructure	<p>Due to limited information on the size of proposed developments and the complexities of water and sewerage networks, Thames Water are unable to determine the infrastructure needs at this stage. Water supply and drainage areas do not fit neatly over local authority boundaries and therefore we also need to consider neighbouring boroughs ambitions as well. Consequently the needs for water and sewerage infrastructure would need to be covered by suitable worded planning policies. In very general terms it is easier to provide</p>	<p>Water and sewerage are strategic issues that are addressed in the core strategy, sustainable construction and sustainability SPDs. The research does not demonstrate that there are any additional issues for Peckham or Nunhead. We are very keen to know if there are any additional issues so that we can include them in the implementation plan at the preferred options stage. The sites for assessment</p>

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437	Thames Water	Issues and Options Report	Growth dependent options	Infrastructure	<p>infrastructure for a small number of large clearly defined sites than it is for a large number of smaller less defined sites.</p> <p>Water & Sewerage Infrastructure Policy: Within our representations on the Core Strategy Issues & Options document we set out details of our investment programmes and how funding is regulated. The comments also outlined the need for a policy within the core Strategy relating to the provision of water and sewerage infrastructure. Policy 4A.18 of the London Plan relates to water and sewerage infrastructure. However, a more detailed policy is required within the Local Development Framework to ensure that any required infrastructure upgrades are provided ahead of the occupation of development. Since the issue concerns the whole of the borough it is considered that the most suitable place for such a policy is within the core Strategy. The Area Action Plan should then refer to the infrastructure policy set out in the Core Strategy. As outlined in our response to the Core Strategy Issues and Options document an objection was made to the omission of the policy and sewerage infrastructure and I would again emphasise the need for such a policy. Should no policy on the need for water and sewerage infrastructure upgrades be included in the Core Strategy. The issue would need to be covered by the Area Action Plan. However, since the DPD's being produced in addition to the Core Strategy are all area based it is not considered that this would be the best place for a policy on water and sewerage infrastructure which is a Borough wide issues.</p>	<p>are set out in section 5.</p> <p>Water and sewerage are strategic issues that are addressed in the core strategy, sustainable construction and sustainability SPDs. The research does not demonstrate that there are any additional issues for Peckham or Nunhead. We are very keen to know if there are any additional issues so that we can include them in the implementation plan at the preferred options stage.</p>

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438	Thames Water	Issues and Options Report	Growth dependent options	Natural environment	Water Consumption: In order to reduce water demand arising from new housing, all new dwellings should be required to meet the water usage targets set out in code for sustainable homes code 3 rating as a minimum.	Water and sewerage are strategic issues that are addressed in the core strategy, sustainable construction and sustainability SPDs. The research does not demonstrate that there are any additional issues for Peckham or Nunhead. We are very keen to know if there are any additional issues so that we can include them in the implementation plan at the preferred options stage.
439	Government Office for London	Issues and Options Report	Vision and Objectives	General comment	Thank you for inviting comments on your consultation draft version of the Peckham and Nunhead area action plan. Our detailed comments are in the attached Annex but I thought it would be helpful to set out the key issues first. · Vision and local distinctiveness Section 2 refers to the AAPs aims. Is this intended to e/to be developed in to the document's vision for the lifetime of the plan? If so, it would have been helpful to have explained this. Also are the bullet points following the aim the plan's objectives?	The vision and objectives have been updated in section 3.
440	Government Office for London	Issues and Options Report	Vision and Objectives	Local Distinctiveness	· The AAP's aim as it stands is not locally distinctive. You may wish to consider how to tie in the specific characteristics and needs of the locality to add such distinctiveness, in particular how projects/developments will achieve the aims of the AAP, along with an indication of the quantum of development envisaged. PPS12 Local Spatial Planning states that a DPD should include "an overall vision which set out how the area and the places within it should develop".	The aim has been updated to be more locally distinctive and the quantum of development has been added in section 3.

Rep Ref	Name of Representer	Document	Section	Issue	Details of representation	Officer response
441	Government Office for London	Issues and Options Report	General comment	Flexibility	Section 4 is well presented and clear. We welcome the use of diagrams and fact boxes, and the fact that options for making use of specific sites (pages 35-42) are site specific and flexible. Is it realistic, however, to give readers the options to pick and choose from across both sets of options listed in the "Options we are consulting on" section (page 19)? Would this mean that either option became impractical or unbalanced? If responses are split between the high and low growth option, how would you balance this? If the eventual preference is the high growth option, could you provide the necessary infrastructure required?	The options have been simplified, this should address the issues raised.
442	Government Office for London	Issues and Options Report	Growth dependent options	Developments Quantums	On page 43, we welcome the approach adopted, settling out the options for use of development, but I note that there is no indication of the quantum of development for the different options, nor any reference to the evidence base to justify them. In the next consultation document, I would expect to see an indication of the quantum of development for each proposed use.	The quantum of development is set out in section 5 as part of the sites review.
443	Government Office for London	Issues and Options Report	General comment	Implementation	The consultation document does not contain a separate section on delivery and implementation. At the next consultation stage I would expect to see a comprehensive section explaining how you are working with stakeholders to achieve and vision and objectives of the AAP, whether there are any issues arising from this, and the proposed phasing of development. There should also be discussion of the infrastructural work which would need to be carried out to support the various change options, and indicating what discussions you have had with	The implementation section will be prepared in more detail for the preferred option once we have an agreed approach on the issues.

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
					the key infrastructure providers, for example Transport for London and Network Rail. The Planning Inspectorate's 'Local Development Frameworks: Lessons Learnt Examining Development Plan document' says that "DPDs should be firmly focused on delivery. Thus the implementation and monitoring section of a DPD is of equal importance as the policies in the DPD."	
444	Government Office for London	Issues and Options Report	General comment	Monitoring	The reference to reviewing progress on page 45 is very brief. I note that the index referred to reviewing progress on page 57, though the document ends at page 54. Has something been omitted? We would expect to see by the publication stage a rather fuller explanation of the arrangements for monitoring progress, and actions which might follow.	More detail will be provided in the preferred option once we have agreed on the approach.
445	Government Office for London	Issues and Options Report	General comment	Presentation	We welcome the inclusion of a "quick guide", which summarises the point of the document clearly and points a pathway through it.	Support noted
446	Government Office for London	Issues and Options Report	General comment	Plan Period	Section 2 is generally well set out, signposts the rest of the document, and is easy to read. However, the first sentence refers to bringing improvements by 2020 and then the second sentence refers to achieving this over the next 15-years which would imply 2025. Is this what you intend? Although PPs12 only to plans periods for the Core Strategy (paragraph 4.13 -15 years from the date of adoption), the timetable you are working to the AAP, of adoption in late 2011 indicates that the plan may only cover 9 years from adoption if it looks ahead to 2020. Clarification of the plan period is desirable to assist with monitoring the implementation of the proposals	The plan period has been changed to address this comment.

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447	Government Office for London	Issues and Options Report	What is this document	AAP boundary	Also in section 1, the first and second paragraph under the heading "What are the boundaries of the plan" appear to conflict, insofar as the first paragraph says that the area action plan tackles issues across two community council areas whereas the second paragraph says that "some parts of (the?) two community councils areas .are not included in the wider action area". Can this be clarified? At publication stage you will need to prepare an Inset Proposal Map for the AAP, that should clearly identify the boundary of the AAP, as well as illustrating the specific proposals in the AAP.	The text has been clarified to address this issue.
448	Government Office for London	Issues and Options Report	Peckham and Nunhead Today	Spatial Portrait	We welcome the inclusion of the spatial portrait set out in Section 3 of the AAP area. This helps set out the context of the plan clearly. (A reference is made to looking ahead to 2020 – the comment on section 1 about the timing of delivery – 2020 or 2025 – applies here too.)	Support noted and also comment on timeframe.
449	Metropolitan Police Authority	Issues and Options Report	The big decisions	Community facilities	The MPA wish to see the scope for the location community facilities, including police facilities increased in order to provide improved accessibility. Policy 6A.1 of the London Plan (2008) states that the MPA has a `critical role in delivery and can influence safety and security throughout London`. The MPA's Estate Strategy (attached) explains how policing is changing from a single contact point to purpose built facilities for each function. Crucially, each contact point should be within central locations which are easily accessible, acting as a physical point where the public can contact the police. The location of police facilities within designated retail areas would maintain the vitality and viability of	The police facilities will need to be justified and resourced if the proposals are to be robust and based on evidence. We will agree a way forward with the MPA for the preferred option consultation.

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450	Peckham Society	Issues and Options Report	The big decisions	Design and conservation	<p>these frontages by maintaining footfall at such locations</p> <p>We reject the idea that a central Peckham Conservation Area should be divided into three areas. The central Peckham Conservation area is an organic whole that encompasses the original settlement of Peckham. Rye Lane and the centre of Peckham high street developed together from the 16th century onward and this area has a unified character and real historic and archaeological interest.</p>	<p>The design and conservation policies and the consultation on 2 new conservation areas should address this issue.</p>
451	Peckham Society	Issues and Options Report	The big decisions	Design and conservation	<p>We strongly re-iterate our fundamental point that the designation of a central Peckham Conservation area would not preclude the demolition of buildings that do not make a positive contribution to the local townscape on and around Rye Lane and the High Street. In fact, one of the main objectives of the Peckham Society's campaign is to ensure new development is realised to a high design standard. The Peckham Society is pro-development, providing that it is of high quality. The major sites in Peckham should be vetted by Southwark's Design Review Panel.</p>	<p>The design and conservation policies, the local list and the town centre policies in section 4 should address these issues.</p>
452	Peckham Society	Issues and Options Report	The big decisions	Design and conservation	<p>The Peckham Society has some specific comments about the map entitled 'Figure 11' on page 46 of the issues and options report March 2009. We believe that you have omitted some building of special local interest. - The timber frame houses 58-62 Peckham High Street, (south side) featured in Peter Guillery's The Small House in Eighteenth Century London. - The Grade II listed Peckham Rye Station, designed by Charles Henry Driver in 1865. Perhaps The Big</p>	<p>The local list should address this and provide protection to these buildings.</p>

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					Art Deco Department Store - 'Kahn's Bargain's' - formerly Holdron's 1935 by T.P Bennett architects. The Early Sainsbury's number 61-63 Rye Lane The RACS shop 176-178 Rye Lane by Percy Westwood. The Stirling Prize winning Peckham Library by Alsop and Stormer. The large late-nineteenth century industrial building known and the Bussey Building – a former sporting goods manufactory The Art Deco office building (?) where MacDonald's is now.	
453	Peckham Society	Issues and Options Report	Site options	Site 10: Peckham Square	The Peckham Society questions the designation of the Peckham Square as a large development site – 'site 10'. This site comprises the award winning Peckham Library the Peckham Pulse and the canal head public square a major recent achievement of Southwark Council. We recognise that there may be the potential for some development around the edges of this space however the principal of a large public space must be retained here.	We have set out proposals for Peckham Square in section 5 and we have set out options that include this area in section 4 policies. We welcome feedback on these options.
454	Peckham Society	Issues and Options Report	Site options	Site 9: Melon Road	Site 9' We question any proposals that might involve the demolition of the handsome 19th century shops with houses above on the north side of Peckham High Street. This old terrace really helps mark / announce the centre of Peckham	There are no proposals for this in the towards a preferred option.
455	Peckham Society	Issues and Options Report	Peckham and Nunhead Today	General comment	We do not feel that the artistic community in Peckham can be relied upon as an agent of regeneration, per se. The Bellenden Road regeneration was helped by the publicly sponsored response to the then nascent artistic scene. The necessity for public intervention to enliven the public realm cannot be avoided, if the real benefits are to be sustained.	The arts and cultural benefits are included in the policies in section 4. Implementation of these improvements will be addressed at the towards a preferred option.

Rep Ref	Name of Representer	Document	Section	Issue	Details of representation	Officer response
456	Peckham Society	Issues and Options Report	Site options	Community facilities	We support the intention to retain the cinema, and this should be done without interruption, i.e., if the cinema site is redeveloped, a replacement should be provide first. Like the incidental benefit of the artistic presence, the cinema currently has n important social side effect, in maintaining a public presence on Rye Lane, during the evening	Options for the cinema are set out in section 4. We would appreciate comments on the proposals.
457	Peckham Society	Issues and Options Report	Site options	Community facilities	We also support the proposal for a Music Venue, as we feel this will provide additional recreational facilities for an enlarged community	There are no specific plans for a music venue as part of the Council's plans currently. However, it has been identified that cultural facilities for music and/ or dance, or multi-arts use are a gap in provision in the area. Any venue plans will be dependent on a financially sustainable option which is not reliant on public funding or subsidy.
458	Peckham Society	Issues and Options Report	Growth dependent options	Community Well Being	The increase in housing will need t o be matched with greater recreational provision. One way t o meet this is indicated on the green east west link alongside the railway arches. This will also connect Peckham with Nunhead, and provide a pleasant outlook from possible new housing on the multi-storey car park site. It would ideally be connected with the opened up space in front of the railway station.	We have continued that option for Peckham Rye station and surrounding land. We need to work with our partners to find a way to implement this scheme. Options for the station are set out in section 4 policies on Peckham town centre and section 5 in the sites. We would appreciate feedback on these options. The open space, community facilities, sports and youth policies in section 4 should also address these issues.
459	Peckham Society	Issues and Options Report	Growth dependent options	Public realm	The improvements to the street frontages could also include widened pavements, where, as suggested the modern frontward extensions might be removed to the shops on the south side of Peckham High	Options for the High street are included in section 4. Detailed suggestions for improvements will be included at the next stage of consultation on the preferred

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460	Peckham Society	Issues and Options Report	The big decisions	Traffic and transport	Street, west of Rye Lane. As the shopping streets become busier, they will need to be wider. The question here is, with the planned heavy cuts in the rail services to Peckham Rye, how is the expanded population to be served, and how is any opened up forecourt to Peckham Rye station to be kept lively with a decreased footfall? How can these outside pressures be confronted? Cities cannot survive without adequate transport, and environmentally, it is much more economic for a worker to commute from Peckham to London Bridge (les than two miles), than from the further suburbs.	option. We have set out proposals to Peckham Rye station in section 5 and we have set out proposals for transport and rail in section 4. These should address these issues.
461	Peckham Society	Issues and Options Report	Site options	Site 1: Choumert Grove Car Park	Choumert Grove car park could also be used for housing, possibly over a car park, like the flats over Rye Lane Market	Options for car parking are set out in section 4. We would welcome feedback on these proposals.
462	Peckham Society	Issues and Options Report	Site options	Site 2: Copeland Industrial Park	The Bournemouth Industrial Estate could also provide a housing site, to further strengthen the link to Nunhead, along the Green route	The proposals for this site are set out in section 5. We would appreciate comments on the proposed land uses.
463	Peckham Society	Issues and Options Report	The big decisions	Shopping	Market stalls are moveable which is their special quality. The idea of trying to make them permanent is inimical to a vigorous town centre. The markets will move around Peckham as different areas are redeveloped	The approach to markets has been set out in section 4 in the markets policy. This mainly provides for temporary sites rather than creating a set of permanent sites.
464	Peckham Society	Issues and Options Report	The big decisions	Design and conservation	We strongly support designation of all three proposed Conservation Areas, or also as one CA, comprising all three	Proposals for 2 new conservation areas are set out in section 4 and there is also a separate consultation being carried out to designate the areas that have heritage value.
465	Peckham	Issues and	Growth	Tall buildings	We think the frequent model of 8-10 storeys could b	Section 4 of the towards a preferred

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	Society	Options Report	dependent options		model for future development.	option sets out an approach to tall buildings with very few tall buildings in key places.
466	Peckham Society	Issues and Options Report	Growth dependent options	Open spaces	As stated above, the proposed E-W, green, link, taking in opening up the front of the station, and between the railway arches, could transform Peckham Town Centre	Options for the station are set out in section 4 policies on Peckham town centre and section 5 in the sites. We would appreciate feedback on these options.
467	Peckham Society	Issues and Options Report	Site options	Site 4: Peckham Rye Station	Following on from much of the foregoing, the very welcome proposal to open up in front of the railway station might be made financially more viable by replacing the multi-storey car park with housing	Options for the car parking and station are set out in section 4 policies on car parking, Peckham town centre and section 5 in the sites. We would appreciate feedback on these options.
468	L S Smith	Issues and Options Report	Growth dependent options	Tall buildings	I am in favor of limited development - I would not wish to see taller buildings in the area simply for the sake of ramming more people in to cheaper accommodation. However, I agree with the other sentiments laid out in that particular strategy column.	Section 4 of towards a preferred option sets out an approach to tall buildings with very few tall buildings in key places.
469	Andy Wales	Issues and Options Report	Growth dependent options	Tall buildings	In particular, despite agreeing with the high economic growth scenario, I don't agree with tall buildings everywhere.	Section 4 of the towards a preferred option sets out an approach to tall buildings with very few tall buildings in key places.
470	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		Q How long have you been living in Peckham? 18 years – Safe Place, go out any time 21 years – Youth – more facilities that they can go to 1 year – Safety, more facilities for youth Rye Lane – Better quality of Shopping More Jobs	We have taken up these ideas in the policies and proposals for the Towards a Preferred Option. We would welcome your feedback on these.
471	Willowbrook & PVSF Ghanaian	Issues and Options Report	General comment		Q What can be improved? More secondary schools More free parking More places to worship More post offices	We have taken up these ideas in the policies and proposals for the Towards a Preferred Option. We would welcome

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	Community					your feedback on these.
472	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		QWhat do you like? Public transport links are good, but the tram would make it even better GP Services – lots	We have taken up these ideas in the policies and proposals for the Towards a Preferred Option. We would welcome your feedback on these.
473	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		Visions of Peckham: Choumert Grove Car Park Car Park and Shops Increased car parking – it must be free	We have set out options for car parking and also for development on Chaumont Grove in the Towards a Preferred Option. We would welcome your feedback on these.
474	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		2. Industrial land/off Copeland Road: No shops Some offices Housing – Flats preferred Community use – churches	We have set out an option in the sites section on Copeland road. We would welcome your feedback on these proposals.
475	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		3. Land between Railway Line: Small start up businesses Light industry Community facility	We have set out an option in the sites section on land between the railway lines. We would welcome your feedback on these proposals.
476	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		4. Rye Lane Station: Redevelopment for: Business start up units Community use	We have set out options for development on Rye Lane station in the Towards a Preferred Option. We would welcome your feedback on these.
477	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		5. Copeland Road Car Park: Keep parking – (re visit no 5)	We have set out an option in the policies and sites sections on car parking and Copeland road. We would welcome your feedback on these proposals.
478	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		6. Multi –story car park/cinema: Cinema to stay – redevelop car park	We have set out options in the policies and sites sections on the multi-storey car park. We would welcome your feedback on these proposals.
479	Willowbrook	Issues and Options Report	General		7. Lidl Site: Continue to use as a large shop	We have set out proposals for the Lidl

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	& PVSF Ghanaian Community	Options Report	comment			site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
480	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		8. Aylesham Centre: Big shopping centre No housing Mixed use Leave bus space	We have set out proposals for the Aylesham site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
481	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		9. Land off from Sumner Road: Community facility – school Not suitable as transport interchange Already too congested	We have set out proposals for the Sumner Road site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
482	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		10. Peckham Square: Exhibition space for local artists etc	We have set out proposals for the Peckham Square site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
483	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		11. Cator Street: Housing Community facilities Education uses	We have set out proposals for the Cator street site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
484	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		12. Tuke School site: Housing	We have set out proposals for the Tuke school site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
485	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		13. Sumner House: Adapt for Community use	We have set out proposals for the Sumner House site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
486	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		14. Timber yard/Queens Road: Business/low growth	We have set out proposals for the Timber yard/Queens road site in the Towards a Preferred Option section 5. We would welcome comments on this

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487	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		15. Lister Primary Health Centre: Dead – community use	proposal. We have set out proposals for the Lister Primary Health Care site in the Towards a Preferred Option section 4 health policy. We would welcome comments on this proposal.
488	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		16. Peckham Lodge: Student Housing	We have set out proposals for the Peckham Lodge site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
489	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		17. Kennedy Sausage Factory: Housing and Community Facilities	We have set out proposals for the Sausage Factory site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
490	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		18. Netto: Keep or something similar losing park	We have set out proposals for the Netto site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
491	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		19. 190 Rye Lane: No housing – retail Business or Community use	We have set out proposals for the 190 Rye Lane site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
492	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		20. Land south of Co-op House: Housing/retail	We have set out proposals for the Land south of Co-op house site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
493	Willowbrook & PVSF Ghanaian Community	Issues and Options Report			21. Peckham Rye Baptist Church: Keep	We have set out proposals for churches as part of protection of community facilities in the Towards a Preferred Option section 4. There are proposals for this site in section 5. We would welcome

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494	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		22. 133-139 Queens Road: Business/housing/community use	comments on this proposal. The site currently has planning permission for 4 storey building with 111sqm of Class A1 use and 12 residential units.
495	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		23 Former Peckham Library: Housing	We have set out proposals for the former Peckham Library site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
496	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		24. Acorn Neighbourhood Office: Community use	We have set out proposals for the Acorn NOI site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
497	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		25. Clayton Arms (Behind): Keep it as it is	We have set out proposals for the Clayton arms site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
498	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		26. Sumner Road workshops: Already being developed	We have set out proposals for the Sumner Road workshops site in the Towards a Preferred Option section 5. We would welcome comments on this proposal.
499	Willowbrook & PVSF Ghanaian Community	Issues and Options Report	General comment		Q How do you feel about the form you have to complete? Form ok, but support from Nadia was very helpful	Comment noted
500	Willowbrook & PVSF Rye Oak Parents Forum	Issues and Options Report	General comment		What do we like about Rye Lane? Lots of people, visit Rye Lane More variety of shops Free parking Reasonable car park Public transport is good Peckham Pulse Peckham Square	These comments have been taken forward in the vision for Peckham Rye. We would value feedback on these options.
501	Willowbrook	Issues and	General		Q What do you not like about Rye Lane? Too many	These comments have been taken into

Rep Ref	Name of Represantor	Document	Section	Issue	Details of representation	Officer response
	& PVSF Rye Oak Parents Forum	Options Report	comment		cars – Bigger shopping centre, more parking spaces Too many of the same shops Not enough free car park space Too many deliveries over two days – Thursday/Friday No Buses – especially between 3-5pm, school children, pedestrians only Too many school kids 3-5pm More community wardens to make people feel safe – especially between 3-5pm	account in preparing the vision and policies for Rye Lane in sections 3 and 4.
502	Willowbrook & PVSF Rye Oak Parents Forum	Issues and Options Report	General comment		Q What do you like about Queens Road Tesco's Train station looks nice More policing in area, clean up of type of shops No more	These comments have been taken into account in preparing the vision and policies for Queens road in sections 3 and 4.
503	Willowbrook & PVSF Rye Oak Parents Forum	Issues and Options Report	General comment		Q What don't you like about? 100 Queens Road – too much anti social behaviour – people hanging about Physical looks – dreary Hostel – drugs Unfinished buildings – eye sore Better quality shops Woodene – looks deserted Community facility – special needs	These comments have been taken into account in preparing the vision and policies for Rye Lane in sections 3 and 4. Partioicularly the community policy and retail policy. We also have a site allocation to address the issues for Woodene in section 5.
504	Willowbrook & PVSF Rye Oak Parents Forum	Issues and Options Report	General comment		Changes to Queens Road Solutions: More facilities for children – community, advice, after school projects - especially as more people are moving into the area.	These comments have been taken into account in preparing the vision and policies for Queens road in sections 3 and 4. Particularly the youth, community and schools policies.
505	Willowbrook & PVSF Rye Oak Parents Forum	Issues and Options Report	General comment		Q What do you like about Nunhead? Good range of shops Good bus service/transport links Quiet and good neighbours Feel safe Good community facilities: • Creating lots of activity • Local newsletter Clean environment Good community spirit New developments match the area – no tall buildings	These comments have been taken into account in preparing the vision and policies for Nunhead in section 3. Section 4 policies also address these issues especially the retail, public transport, community facility and design policies.

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506	Willowbrook & PVSF Rye Oak Parents Forum	Issues and Options Report	General comment		Q What don't you like about Nunhead? Children and young people hanging around Too many alcoholics	These comments have been taken into account in preparing the vision and policies for Nunhead in section 3. Also the policy for youth provision and community facilities set out in section 4.
507	Willowbrook & PVSF Rye Oak Parents Forum	Issues and Options Report	General comment		Visions for Peckham 1. Tall Buildings : As we do not have enough space	We have set out a policy for introducing tall buildings in section 4.
508	Willowbrook & PVSF Rye Oak Parents Forum	Issues and Options Report	General comment		Visions for Peckham 2. Teenagers to have somewhere to go: More community facilities – bringing more people together More lighting Beautiful shopping centres x 10, where everyone can sit down More modern looking	We have set out policies for Peckham to have more community facilities, improved retail and an improved environment in sections 3 and 4.
509	Parents Group	Issues and Options Report	General comment		Rye Lane: • No Goods Spilling out • More space for delivery trucks and vans to unload other than Rye Lane	These comments have been taken into account in preparing the vision for Rye Lane in section 3.
510	Parents Group	Issues and Options Report	General comment		Lidl: •Could be shopping Mall •Leave as it is •Open Space •Bowling Alley	We have set out a proposal for comment on the type of development that could go on the Lidl site in section 5.
511	Parents Group	Issues and Options Report	General comment		Peckham Rye Station: • Too Dirty • Beautiful building • Do not knock it down • Keep it –history • Too much grubby looking shops next to station	We have set out a proposal for Peckham Rye station in section 5 and we have set out ideas for how the station can be improved in section 3.
512	Parents Group	Issues and Options Report	General comment		Aylesham Centre: • Needs better shops	We have set out policies for improving retail in the Aylesham centre in section 4, there are options that require comment.
513	Parents Group	Issues and Options Report	General comment		Woodene: • Family Housing – Low Density • Larger • Outside green areas/space for children	We have set out proposals for the Woodene site in section 5 that include housing for families, green space and children's play space. These require

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514	Parents Group	Issues and Options Report	General comment		Cinema: • Ok, where it is - better lighting and some shops along the alley way • Multi storey car park • Is really scary • If this was to be redeveloped, it could be a shopping mall	<p>further comment.</p> <p>We have set out options for redevelopment of the cinema in section 4 as part of the leisure policies. There are no decisions and our suggested proposals require further comment.</p>
515	Parents Group	Issues and Options Report	General comment		Issues – Traffic: • Aylesham section of Rye Lane should be pedestrian only	<p>The removal of buses from this section of Rye Lane would have a significant impact on bus journey times and the accessibility of the bus network. These stops are among the busiest in Rye Lane and alternative stops (to the south) the surrounding footway would not be able to cope with demand. Although having considered, it was felt that this option could not be taken forward.</p>
516	Parents Group	Issues and Options Report	General comment		Issues – Housing: • More housing for families	<p>We have introduced a new family housing policy in section 4 that should meet the suggestions in this comment.</p>
517	Parents Group	Issues and Options Report	General comment		Issues – Market: • Should stay as it is – but should be pedestrian • Markets –should be more accessible and attractive to invite people in	<p>We have set out a policy option for markets in section 4 that should address the comments.</p>
518	Parents Group	Issues and Options Report	General comment		Issues – Parking: • Parking is adequate	<p>We have set out policy options for parking in section 4 that require additional comments.</p>
519	Parents Group	Issues and Options Report	General comment		Vision; • More use of space for creative industries - could be a centre for arts, theatre would be good • Very multi cultural, but need to bring Peckham communities together • Rye Lane - too congested, more open pedestrian space • More cleaner • Needs a shopping mall and bigger shops • More	<p>We have set out visions and policies in sections 3 and 4 that require further comments. We have introduced policies for creative industries and also site allocations in section 5. We have also set out a vision for Rye lane and retail</p>

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					<p>about education • More community facilities • Nice restaurant and cafes • Parks are nice, but have too much dog mess • Nunhead station - Improve physical look, Make it more open, more ATM machines/green spaces • Less congested • Feel safe • More shops/better transport (Nunhead) • More cafes • Town Centre – congested • Cinema (Good resource, but does not feel safe) • I love Peckham x 2 • General safety is issue • Better mix of shops • Like Peckham Pulse/Cinema • Public transport - trains good (exception Nunhead) • Peckham Pulse</p>	<p>policies to address the shopping issues. We have set out policies on schools, community facilities, restaurants and cafes, open spaces and cafes. We have set out a vision for Nunhead in section 3 and also a vision for the town centre that address the comments.</p>
520	Willowbrook & PVSF Turkish-Cypriot	Issues and Options Report	General comment		<p>Q What do we like about Rye Lane? Lots of people, visit Rye Lane More variety of shops Free parking Reasonable car park Public transport is good Peckham Pulse Peckham Square</p>	<p>The comments have been addressed in the vision for Rye Lane set out in section 3.</p>
521	Willowbrook & PVSF Turkish-Cypriot	Issues and Options Report	General comment		<p>Q. What do you not like about Rye Lane? Too many cars – Bigger shopping centre, more parking spaces Too many of the same shops Not enough free car park space Too many deliveries over two days – Thursday/Friday No Buses – especially between 3-5pm, school children, pedestrians only Too many school kids 3-5pm More community wardens to make people feel safe – especially between 3-5pm</p>	<p>Many of these comments have been addressed in the vision for Rye Lane set out in section 3. Further comments are required on these proposals.</p>
522	Willowbrook & PVSF Turkish-Cypriot	Issues and Options Report	General comment		<p>Q. What do you like about Queens Road Tesco's Train station looks nice More policing in area, clean up of type of shops No more</p>	<p>Most of these comments have been addressed in Queen road vision in section 3. Further comments are required on the proposals.</p>
523	Willowbrook & PVSF Turkish-	Issues and Options Report	General comment		<p>Q. What don't you like about? 100 Queens Road – too much anti social behaviour – people hanging about Physical looks – dreary Hostel – drugs</p>	<p>Many of these comments have been picked up in the vision for Queens road and the site allocation for Woodene.</p>

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	Cypriot				Unfinished buildings – eye sore Better quality shops Woodene – looks deserted Community facility – special needs	Further comments are required.
524	Willowbrook & PVSF Turkish-Cypriot	Issues and Options Report	General comment		Changes to Queens Road Solutions: More facilities for children – community, advice, after school projects - especially as more people are moving into the area.	We have introduced policies on community, schools and young people in section 4 that should address these comments.
525	Willowbrook & PVSF Turkish-Cypriot	Issues and Options Report	General comment		QWhat do you like about Nunhead? Good range of shops Good bus service/transport links Quiet and good neighbours Feel safe Good community facilities • Creating lots of activity • Local newsletter ~ Clean environment ~ Good community spirit ~ New developments match the area – no tall buildings	We have included many of these factors in the vision for Nunhead in section 3. This requires further comment.
526	Willowbrook & PVSF Turkish-Cypriot	Issues and Options Report	General comment		Q. What don't you like about Nunhead? Children and young people hanging around Too many alcoholics	We have introduced policies on young people, schools and community centres to address these comments.
527	Willowbrook & PVSF Turkish-Cypriot	Issues and Options Report	General comment		Visions for Peckham 1. Tall Buildings As we do not have enough space	We have introduced a policy on tall buildings which addresses these comments in section 4.
528	Willowbrook & PVSF Turkish-Cypriot	Issues and Options Report	General comment		2. Teenagers to have somewhere to go More community facilities – bringing more people together More lighting Beautiful shopping centres x 10, where everyone can sit down More modern looking	We have introduced policies on youth facilities and retail in section 4 along with visions to improve the local environment in section 3. These require comment however they should provide for the issues suggested.
530	Peckham Voluntary Sector	Issues and Options Report	General comment		The focus of this report is a response to the PNAAP document from various ethnic community leaders who are active citizens within their own	Comment noted

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	Forum				communities running or involved with grassroots activities set up to benefit the residents of Peckham and Nunhead. Seven of the attendees live in SE15 and the remaining five are involved with groups who run services in the area. The following issues concerns and suggestions have been summarised from a workshop held with these leaders on 1st July 2009. These are documented as follows	
531	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		Stage One: Vision Statement and Opinions This section looks at Southwark's vision statement and what it entails for residents from Peckham and Nunhead; page 9 from the issues and options PNAAP report. There was a general consensus amongst community leaders for a prosperous town centre and neighbourhoods. However, given the present economic restriction on authorities like Southwark, it was asked whether there were enough funds to deliver on all the promises listed in the PNAAP? Given the transportation constraints in the borough, what are the alternative solutions; as the document does not put forward any options? The tram proposal has positive long term implications for the borough thus leaders have asked for more transparency about whether the tram proposal has been dropped or shelved	Section 6 sets out how we will implement the plan for Peckham and Nunhead to ensure that we are delivering the visions for the different areas. We have set out policies for transport including the tram in section 4. These address the comments provided.
532	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		Enthusiasm was given to creating a safer community/place. It was felt by most leaders that the interrelated problems experienced in the area, in particular Peckham was inflated and more associated to the perceived levels of crime and anti-social behaviour. This could have an adverse effect on transforming Peckham	We have set out visions for the character areas within Peckham and Nunhead to be clear about the types of places that we think they should be. These visions should strengthen the places and change the perceptions that have been created particularly concerning crime and anti-

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533	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		While there is a need to retain small businesses in the area, as they cater and represent the borough's diversity, there is also a strong and evident need for larger high street outlets in Peckham. Reasons given for this include: <ul style="list-style-type: none"> • To attract more people to the area; small businesses do not lend themselves to employing more than 2-5 people which are not aiding the unemployment issue in the area; • Most of the small businesses do not reflect the ethnic groups in Peckham and Nunhead • The choices and varieties are limited, thus residents have to travel to Lewisham or the West End for luxury goods • But most of all, it is felt that having high street names in Peckham will improve the built infrastructure by having cleaner streets, better frontage, secure 	<p>social behaviour. We also encourage regeneration and changing perceptions in the implementation section to creating changes required.</p> <p>We have introduced policies on business in section 4. We have also introduced visions that include business and improvements for employment.</p>
534	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		<p>However Peckham's bad reputation hinders its marketability to attract high street outlets. For example, getting insurance in Peckham will be high. Therefore tackling crime and addressing safety measures will help improve the environment for shoppers. It will also help people to be more considerate of the built environment</p>	<p>We have set out visions for the character areas within Peckham and Nunhead to be clear about the types of places that we think they should be. These visions should strengthen the places and change the perceptions that have been created particularly concerning crime and anti-social behaviour. We also encourage regeneration and changing perceptions in the implementation section to creating changes required.</p>
535	Peckham Voluntary	Issues and Options	General comment		<p>The Community leaders felt that property owners of community buildings (D1 class use) are not making</p>	<p>We have introduced a policy on community facilities in section 4 that</p>

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	Sector Forum	Report			<p>their properties readily available to the voluntary sector. In comparison, the property owners are more interested in income generated schemes rather than meeting the needs of the community (hiring and leasing) for use. Health and safety issues are not put at the forefront use of users. There is also a fear that should community halls be renovated the rates for hiring the hall will be increased further – it would help if the council ensured that community facilities can be subsidised for the voluntary sector.</p>	<p>should address the comments raised.</p>
536	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		<p>It was mentioned on several occasions that voluntary groups facilitate the efforts of government agencies i.e. promoting good education, sports, partnership working; therefore, it was advocated that different agencies should share their resources more i.e. schools, gyms for free or at a subsidised rate for charities. At present, community leaders have found it very difficult and frustrating to get a response from agencies who hire-out community spaces. Therefore, it would be appreciated if these buildings have a centralised list created for community groups so that hiring a space is more easy and accessible</p>	<p>This idea has been suggested to the community involvement unit and we will be taking forward the provision of more accessible community buildings through the policy in section 4 of Towards a Preferred Option on schools and community facilities.</p>
537	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		<p>Community leaders are not against development, but feel that measures should be taken to protecting Peckham and Nunhead's built heritage. This can be done by retaining the façade of buildings to ensure that the high street and neighbourhoods have character and history</p>	<p>We have a design policy and a heritage and conservation policy in section 4 to protect buildings heritage.</p>
538	Peckham Voluntary	Issues and Options	General comment		<p>However, major concerns have been given to the rate at which development occurs and the time-</p>	<p>We have introduced policies on community spaces and open spaces to</p>

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	Sector Forum	Report			span of development plans for neighbourhoods. It is felt that recent development of residential areas is disrupting families' social mobility and community networks. In reality sufficient open green spaces and community facilities that were originally there are not replaced. Instead there is a presumption that Burgess Park should cater for all the needs of families in Peckham and Nunhead, but in reality it is preventing children from exercising/playing outside in their neighbourhoods as the Park is not considered by many families as "safe". This problem is not helped by the new housing stock – as there is a general consensus that the housing/apartments provided are too small or not for large families. Therefore, it has been strongly suggested that new developments of a particular size should have its own green spaces	provide these facilities to support new development. The housing policy sets out that infrastructure should be provided to support new development. We are protecting a range of open spaces and improving community safety to ensure that they can be well used by local communities. We have also introduced a new family housing policy to increase unit sizes and also units with 3 bedrooms and that they should have green spaces.
539	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		Tall buildings should be introduced with respect to the existing building structures in Peckham and Nunhead. However, it is felt that tall buildings do not address the needs of large families and changing family structures. There is also a need to refer to literature and past experiences where tall buildings have been introduced and have major fire hazards, damages to elevators, and isolating residents from the whole community. For example, the fire incident in Camberwell where lives were lost.	We have introduced a tall buildings policy for Peckham and Nunhead that set out the few areas where they should be permitted.
540	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		Concerns have been given to the council's rationale to promote cycling in Peckham and Nunhead in light of the negative stereotypes labelled on youths who presently cycle in the area, as being in a gang. Comments were made in regards to the council's	We have introduced cycling policy in section 4 that should improve the routes and accessibility.

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541	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		<p>ability to provide cycle routes in Peckham and Nunhead given the constraints of the built environment and legacy as an old town centre like most places in Britain. It was suggested that safer pathways be introduced instead of cycle routes</p> <p>At present gyms and leisure facilities charges are too expensive. There is recognition that to attract more people from outside the borough to Peckham for sports, better and more athletic facilities should be provided at an affordable rate for small and large families</p>	<p>The leisure facilities in Southwark are managed by Fusion. The council's priority is to make these facilities accessible to all residents, including disabled elderly and low income residents. The facilities offer a range of incentives to make the them more affordable to these groups, such as memberships benefit cards. These are outlined on the Fusion website www.fusion-lifestyle.com/contracts/London_Borough_of_Southwark. The Council reviews Fusion's yearly pricing proposals and, additionally, the facility prices are monitored annually and compared against other facilities within and outside London to ensure pricing is regulated. (Alan Scott - Leisure) Court hire costs in parks are benchmarked against all other boroughs in London and an average is taken to determine these costs. In some instances, registered charities may be able to apply for a concession rate. (Chris Cook - Parks)</p>
542	Peckham Voluntary	Issues and Options	General comment		In light of all the comments made any development should not hinder the unique characteristic of	These comments have been taken forward in the visions for the character

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	Sector Forum	Report			Peckham and Nunhead which are: the affordability of goods; the diversity of Southwark; and Nunhead's good reputation	areas set out in section 3.
543	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		Stage Two: Peckham and Nunhead Regeneration 1. It is advocated that Peckham needs a shopping centre like Lewisham or Westfield in Sheppard Bush. Having a shopping centre of this stance will attract big names like Mark and Spencer, Next, Evans, H&M and foreign chains to mention a few	We have introduced a vision for Peckham town centre in section 3 and policies to improve shopping in section 4. There are different options that require comments.
544	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		2. Peckham Square should be used more, it was noted that fewer community activities were being held there	We have included guidance on Peckham square in the vision in section 3 and we are encouraging markets in section 4.
545	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		3. Too attract bigger high street stores; more control is needed over the growth of ethnic shops to create more choices and employment. At present small stores employ less people	We have included retail policies in section 4 that require further comments.
546	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		4. The council should campaign and support the voluntary sector more especially grassroots activities. Doing so, will support community groups/school/club activities.	We have introduced community and school policies in section 4. We have also introduced section 6 to set out how we will implement the policies that includes working more with the voluntary sector.
547	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		5. Peckham cinema and car parks should be renovated and made more accessible, by introducing better lighting and pathways.	We have introduced a policy on design that addresses this comment in section 4.
548	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		6. Two of the three public parking facilities should be retained for parking in light of efforts to attract more businesses by having a shopping centre like Lewisham or Westfield in Sheppard Bush. The	We have set out options for car parking in the policies in section 4. These require further comments.

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549	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		<p>Choumert Grove and the multi-storey car park at Moncrieff Place should be kept as their location is ideal for management of traffic, meeting residents' needs and changing demand for parking in the near further</p> <p>7. Burgess Park needs more leisure facilities (gym/halls for indoor activities); the children park needs renovating; and it was noted that Burgess Park is becoming segregated and less accessible; and accessing resources presently available more expensive. Measures taken to improve Burgess Park should not affect the amount of open green space available to the public</p>	<p>Over 90,000 new plants are to go in by spring 2012, with a temporary partial closure programme in place to allow works to progress. Work is to get underway imminently on the £6m improvements to Southwark's largest park. Following a major public consultation, a once in a generation upgrade to Burgess Park will deliver a raft of improvements in response to residents' needs. Just over two years ago it was announced that Burgess Park had been chosen as the recipient of a £2m award from the Mayor of London, Boris Johnson, which was matched by a further £4m from central government, and further funding from the council. Now contractors are set to get to work, carrying out improvements to the lake, creating better entrances, and removing redundant roads and pathways. Visitors to the park will also see: 92,000 newly planted items Two new wetland habitats created for the redesigned lake 2,300m² gain in scrubland 164 extra trees A new over five play ground A newly created lawn and wildlife garden (St. George's gardens) New 'rain gardens' that capture</p>

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550	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		8. The prices for hiring the courts in Burgess are too high – there is a need to introduce more subsidies for charities in Southwark.	<p>surface water drainage at entrances "</p> <p>The leisure facilities in Southwark are managed by Fusion. The council's priority is to make these facilities accessible to all residents, including disabled elderly and low income residents. The facilities offer a range of incentives to make the them more affordable to these groups, such as memberships benefit cards. These are outlined on the Fusion website www.fusion-lifestyle.com/contracts/London_Borough_of_Southwark. The Council reviews Fusion's yearly pricing proposals and, additionally, the facility prices are monitored annually and compared against other facilities within and outside London to ensure pricing is regulated. (Alan Scott - Leisure) Court hire costs in parks are benchmarked against all other boroughs in London and an average is taken to determine these costs. In some instances, registered charities may be able to apply for a concession rate. (Chris Cook - Parks)</p>
551	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		9. New housing developments should have bigger rooms for indoor playing and for large and small families. Having better housing stock will ensure that families are able to stay in the community	<p>We have introduced policies for larger unit sizes and more family housing which should address this comment in section 4.</p>
552	Peckham Voluntary	Issues and Options	General comment		10. There was a general consensus to have faster and different modes of transport. It is thought that	<p>We have introduced policies on transport and accessibility in section 4 that should</p>

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	Sector Forum	Report			this will help to attract businesses to the area and, shoppers to the new shopping centre and existing businesses. At present Peckham is poorly connected to other hubs of commerce.	address these comments.
553	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		11. The desired effect is to create a town centre where there is not a need to travel to the West End.	We have introduced town centre options in the retail policies in section 4 that require further comments.
554	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		12. Having new and better facilities will help to educate young people that there is a world beyond Peckham and Nunhead. It will also attract residents from neighbouring boroughs to Southwark.	We have introduced policies to support increasing youth facilities, schools, leisure and sports facilities in section 4 that should address these comments.
555	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		13. To enhance the built environment by having more trees planted (eco-friendly) and preserved in the community and high street	The council always tries to increase the amount of trees in the built environment, where appropriate. Any trees that are removed are replaced on the principle of 'right place, right tree', meaning that appropriate species are chosen in locations that are suitable.
556	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		14. To have better lighting and cleaner streets with enough public toilets (for all users) that are accessible 24 hours – less reliance on private facilities like McDonalds for example.	"Lighting - There has in recent years been major capital investment in the Lighting stock of Southwark. Improvements have included the removal of all concrete lamp columns in the borough and the removal of all steel columns with major structural deficiencies. These works over the last 10 years have meant the replacement of over 8500 of the Borough's 17000 lamp columns. The new columns all being fitted with improved lanterns and providing improved lighting standards.

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						<p>Coupled with the Councils own capital investment alternative funding streams have also been utilised to carry out improvements to railway arches, parks and open spaces and retail centres. Other areas of improvements have included the specification of energy efficient materials, innovative use of technology in the reduction of the boroughs energy consumption and use of alternative funding streams for the introduction of decorative lighting to enhance the public realm. Further improvements are planned in reduction of energy consumption through the use of LED technologies, continued lamp column replacement programmes and reducing costs through contract efficiencies and procurement. Jon Lauder manages public toilets. Their response for 24 hour facilities is that they are very expensive and there is not that much demand for the existing one in Peckham. Sue Grisedale comment on street cleaning: The streets of Peckham are swept manually once every 4 weeks but there are exceptions, Rye Lane, Peckham High Street and Peckham Road have permanent presences. This means that we have street cleaners there for 12 hours a day sweeping and litter picking. The streets in Peckham are litter picked every other day. We also</p>

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						have mechanical brooms that sweep main roads but also the smaller machines can be seen sweeping roads as well which is done approximately once a week depending on accessibility, eg. parked cars. "
557	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		15. Uniform shop frontage and clean shops to create a pleasant environment	We have introduced a design policy in section 4 that should address this comment.
558	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		16. Peckham and Nunhead should have more community wardens. Community wardens help to prevent anti-social behaviour and create a safer community through being vigilant	We have introduced section 6 to start to set out how we can implement the action plan. We need to consider community wardens as part of this process.
559	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		17. Where possible to have wider roads; have less traffic by having more accessible mode of public transport like tram/train/tube/buses	We have set out transport policies in section 4 that should address this comment.
560	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		18. Access to community halls should be made easier by addressing above concerns. To have a centralised list created for community building available to community groups so that hiring a space is more easy and accessible	We have introduced a policy on community facilities.
561	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		19. To have tall buildings in moderation with respects to the existing built environment	We have set out a policy on tall buildings in section 4 to address this issue.
562	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		20. It is felt that there is not enough space in Peckham and Nunhead to create cycle routes; consider above concerns	We have set out a policy in section 4 to create cycle routes that should address these issues.

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563	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		21. To have a town centre that is vibrant and attractive	We have set out a vision for the town centre in section 3 and policies in section 4 that should address this issue. We still require comments on options for the best way to achieve this.
564	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		Stage Three: Recommendations The issues and options in the PNAAP document enable the community to express their opinions on better community involvement. Please refer to questionnaire as well. There is an overall consensus by community leaders that the questionnaire has not been designed appropriately. Several examples can be given to support this statement	We have taken these comments into account in preparing the response form for the Towards a Preferred Option.
565	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		Firstly, some of the options for 1-28 are repetitive and have a strong enthusiasm on housing. It is felt that having housing on all sites mentioned would change the characteristic of Peckham High Street from a business and shopping area to a residential area; doing so, will increase the likelihood of more social problems which this document attempts to address, by promoting safe communities and less crime.	We have noted the comments on the questionnaire in preparing the questionnaire for the towards a preferred option. We have aimed to set out questions that will address the wide range of issues that affect Peckham and Nunhead.
566	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		Secondly, sites 17, 27 and 26 may of already happened or strong plans for the sites to be developed. There are worrying concerns that is sites are already being developed without the full consultation being complete then the opinions' of community leaders and residents will not have an impact on the transformation of Peckham and Nunhead. The community leaders emphasised that representation for their concerns should be directed	We have set out proposals for sites in the Towards a Preferred Option section 5. We would welcome comments on these proposals.

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					and handled on their behalf by Peckham Voluntary Sector Forum. The whole consultation process needs to be scrutinized more closely to ensure that the future plans for Peckham are actually led by the residents and not the Council. The future plans of Peckham must meet the resident's needs	
567	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		Thirdly, the phrasing of the sites issues and options creates confusion thus hinders the ability of community leaders and residents to participate fully in workshops and seminars for the PNAAP and others	The towards a preferred option sets out more detail about the sites. We have tried to be clearer and we are offering assistance at events.
568	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		Fourthly, PNAAP builds a sense of false hope through the uncertainties about what Southwark Council is trying to achieve	We have set out how we intend to deliver the AAP in section 6. This requires further working up as we clarify how we will achieve the changes.
569	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		Fifthly, it is perceived that the questionnaire has been designed not to take residents comments seriously – given that the vision statement can be used for any town centre in Britain and the lack of tailored findings	We have taken these comments into account and we have aimed at tailoring the comments more specifically to Peckham and Nunhead.
570	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		Sixthly, the council should indicate more specifically what options are achievable or likely to occur on sites 1-28.	We have set out more detailed site options in section 5.
571	Peckham Voluntary Sector Forum	Issues and Options Report	General comment		Finally the consultation would be more effective if extra time is allocated to gathering residents opinions and a variety of models used to collect their comments and views. For example residents could be given a tour of all the 27 sites so that they know where they are and can see how the issues and options presented would impact on the area. Most critically it is essential that the council	We have set out a consultation plan and we have asked groups for suggestions on how they would like to be involved. We are providing feedback through the officer comments on each comment made by the public. These are available on the website.

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					provided full feedback on residents' opinions including both successful and failed ideas/contributions	