

# **PLANNING STATEMENT**

**Peckham Rye Station Square  
& 2-10 Blenheim Grove / 82 Rye Lane,  
Peckham, SE15**

On behalf of

**The London Borough of Southwark**

October 2015

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## 1. INTRODUCTION

1.1. This statement is written on behalf of the London Borough of Southwark ('the Applicant') in support of a full planning application for the redevelopment of the site at addresses; 74a – 82 (excluding 80a) Rye Lane, 4, 10, 12, 12a and 14 Station Way, 2–10 Blenheim Grove, Peckham, London (herein referred to as 'the Site'). The site is located within the London Borough of (LB) Southwark.

1.2. The development comprises the following:

*Provision of a new public square between the existing Grade II Listed Peckham Rye Station building and Rye Lane, created by demolishing the arcade buildings currently located between the north and south railway viaducts. Refurbishment of the railway arches to provide commercial units facing into the new square. Refurbishment and erection of a two storey roof extension to the building at 2-10 Blenheim Grove / 82 Rye Lane, hard landscaping and other associated works.*

1.3. The purpose of the development is to improve the built environment along Peckham's Rye Lane. The objective is to transform the poor quality station forecourt and retail premises into a pleasant and thriving street frontage that will contribute to the wider regeneration of the town centre.

1.4. The development has been designed by Landolt + Brown Architects, who were selected through a competitive tendering process. Their selection was based on criteria which included;

- Past experience of similar projects
- Competency and expertise
- Design quality of recent projects
- Proposed work stages and responsibilities
- Design approach
- Communication and collaboration

1.5. As well as this introduction, this document contains the following sections:

- Section 2 – Site and surrounding area
- Section 3 – Background and project brief

- Section 4 – The development proposals and pre-application discussion
- Section 5 – Planning policy assessment, context and considerations
- Section 6 – Conclusions

1.6. The following documents have also been submitted with the application and should be read in conjunction with the Planning Statement:

- Full set of existing and proposed drawings prepared by Landolt + Brown Architects;
- Design and Access Statement prepared by Landolt + Brown Architects;
- Sustainability Assessment prepared by Sweett Group;
- Heritage Statement prepared by Alan Baxter Ltd;
- Transport Statement prepared by Alan Baxter Ltd;
- Energy Strategy and BREEAM assessment prepared by Meinhardt Group;
- Air Quality Assessment prepared by RSK Environment Ltd;
- Contamination Risk Assessment prepared by RSK Environment Ltd;
- Noise Impact Assessment prepared by RSK Environment Ltd;
- Ecology Report prepared by ASW Ecology; and
- Statement of Community Involvement.

## **2. THE SITE AND SURROUNDING AREA**

2.1. The Site comprises three two storey art deco style buildings and five railway viaduct arches. These buildings are currently occupied by a range of A class uses at ground floor level, including a branch of a national bank. There is also B1 accommodation within the north western railway arch. The upper floors of the buildings currently contain a combination of ancillary A class, D1 and B1 uses. The site is bound by Rye Lane to the east and Blenheim Grove to the south, both of which provide access to the site. There is also access to the site from Holly Grove to the north.

2.2. The buildings within the site are not listed, however the Site shares part of its western boundary with the Grade II listed Peckham Rye Station and is located within the Rye Lane Peckham conservation area. The site also borders the Holly Grove conservation area and is in close proximity to Grade II listed 9, 11 and 11a Blenheim Grove, the locally listed All Saints Church and the row residential dwellings on the southern side of Holly Grove, many of which are Grade II listed buildings.

- 2.3. The Site is highly accessible and achieves a PTAL rating of 6b. The Site benefits from a location directly in front of Peckham Rye Station and is also served by a number of bus routes along Rye Lane.
- 2.4. As one of Southwark's major town centres, Peckham provides a key role in supporting its local community whilst providing a range of shopping, leisure and entertainment options for the wider community. Peckham town centre has the most shopping floorspace of all town centres in Southwark (around 75,000sqm). There are many small businesses in and around the town centre including a large and growing number of creative industries.
- 2.5. Peckham town centre is formed predominantly along Rye Lane which is a long, narrow high street whose busy shop fronts create a vibrant character, but also experiences pedestrian congestion along its length. Its function as an important bus route (serving 18 bus routes with 90 buses per hour) provides good transport connections. However, it experiences local congestion, particularly on Rye Lane. Southwark has experienced significant economic growth over the past decade, with a rapid expansion of its business base coupled with considerable employment growth. The introduction of the Overground in 2012 has also increased Peckham's connectivity to the rest of London.
- 2.6. Various investments in Peckham's transportation links, such as the completed improvements in Rye Lane and the introduction of the Overground, have put the local economy on a platform for strong economic growth. However, a first impression of the area from Peckham Rye Station, a major entry point, devalues the area and discourages visitors from spending time and money in the area and making return visits.
- 2.7. As a consequence of the proposed improvements, businesses in the area are expected to benefit from increased footfall and other positive externalities, while local residents benefit from an improved local environment and increased employment opportunities. Companies are attracted to locations that offer well-designed, well-managed public spaces and these in turn attract customers, employees and services. It is therefore envisaged that while there is no incentive for the private sector to provide or improve this public space, the implementation of this scheme in conjunction with other projects being carried out in the local area will attract private sector investment into Peckham town centre and improve the economic outlook. Hence, the opportunity for realising extensive positive externalities in the form of increased employment opportunities, improved growth in the retail environment, and incentives for further private sector investment in the town centre underpins the economic rationale for this scheme.

**Planning History**

2.8. The Site has been subject to a number of minor planning applications, such as the installation of signage and surveillance cameras and other minor planning matters. There have been no recent applications seeking permission for the change of use or redevelopment of the Site. The planning history is set out at Appendix 1.



Figure 1 - Map showing submitted planning applications (source: Southwark Council)

2.9. In 2009 an application was submitted (09/AP/1580) for an extension to 12-16 Blenheim Grove which sits adjacent to the site and is similar in architectural style to 2-10 Blenheim Grove / 82 Rye Lane (herein referred to as 2-10 Blenheim Grove). The application proposed a single storey roof extension that replicated the same architectural style. This application was refused on the grounds that the extension to the building would have “*a detrimental appearance on the building itself and would fail to preserve the character and appearance of the Holly Grove Conservation Area*”. This application is relevant to the proposed roof extension to 2-10 Blenheim Grove and is discussed further in paragraph 5.51. of this statement.

2.10. An important addition to the area is the cycle hub built under the arches south of the station (12/AP/3665). This signals the gradual improvement of the intermodal facilities around Peckham Rye Station. This is discussed further in paragraph 5.65.

### **3. BACKGROUND AND PROJECT BRIEF**

- 3.1. The Applicant for this planning application is the London Borough of Southwark. Due to the fragmentation and complexity of head lease ownership, it is considered unlikely that this proposal site will be brought forward by the private sector. The Council was successfully awarded a grant from the Mayor's Regeneration Fund in 2012 to contribute to the delivery of the scheme. It was subsequently agreed by the Council's Cabinet in April 2012 to enter into a grant agreement with the Greater London Authority to develop and deliver this proposal for the Site.
- 3.2. This proposal will achieve the Council's strategic objectives and vision for the regeneration of the Peckham Rye Station as outlined in the Peckham and Nunhead Area Action Plan (PNAAP) and act as catalyst for further improvement to the local area. The objectives for the proposed development are as follows:
- i. Reinststate a high quality station square, increasing accessibility to the town centre by improving the entrance and arrival to Peckham and create high quality public realm that reconnects the station with the high street.
  - ii. Draw new visitors to the high street to deliver economic benefits to local businesses including increased retail activity and footfall.
  - iii. Create new jobs in the town centre and provide support for local economic activity and opportunities for local people.
  - iv. Bring diverse communities together to enjoy and connect with their high street and town centre, providing a focus for community uses, socialising and events.
  - v. Continue engagement with the local community to bring out what is unique about Peckham, creating character and vibrancy, and restoring and celebrating some of the high street's historic character, including the Grade II listed Peckham Rye Station.
  - vi. Attract private sector investment to key development sites in Peckham and raise aspirations for design quality in the town centre, setting the standard for future developments and public realm projects.

#### 4. THE DEVELOPMENT PROPOSALS

4.1. As previously highlighted, the application seeks permission for:

*Provision of a new public square between the existing Grade II Listed Peckham Rye Station building and Rye Lane, created by demolishing the arcade buildings currently located between the north and south railway viaducts. Refurbishment of the railway arches to provide commercial units facing into the new square. Refurbishment and erection of a two storey roof extension to the building at 2-10 Blenheim Grove / 82 Rye Lane, hard landscaping and other associated works.*

4.2. The proposed development will contain the following mix of uses:

Use class (proposed)	Area (m <sup>2</sup> )				
	Ground floor	First floor	Second floor	Third floor	Total
A1 - A5	689	0	0	0	689
B1	0	0	284	0	284
D1	0	215	0	262	477
A1/A2/A3/B1/D1 (flexible use)	0	176	0	0	176
Sui Generis	71	0	0	0	71
<b>Gross Internal Area</b>	<b>760</b>	<b>391</b>	<b>284</b>	<b>262</b>	<b>2830</b>
Pedestrian / Public space	1756	0	0	0	829
<b>Total</b>					<b>3659</b>

*Table 1 - All figures are approximate*

4.3. The ground floor of the development will include 1756m<sup>2</sup> of landscaped and improved public realm, including a new public square. The arches underneath the viaducts will be opened up onto the square and provide a mix of A class uses. The ground floor of the refurbished Blenheim Grove building will also provide a mix of A class uses, combined this represents 689m<sup>2</sup>.

4.4. The first floor of the Blenheim Grove development will be accessible via the central arch on the southern viaduct and from Blenheim Grove. It will accommodate 176m<sup>2</sup> of flexible use floorspace for A1, A2, A3, B1 or D1 use. It is anticipated that this will provide ancillary back office accommodation for the re-located bank currently located at 76 Rye Lane. It will also accommodate 215m<sup>2</sup> of D1 floorspace for the anticipated relocation of the dental practice currently located at 10 Station Way. The relocation of these current tenants will be subject to lease negotiations.

- 4.5. The second floor of the Blenheim Grove development will be accessible via the central arch on the southern viaduct and from Blenheim Grove. It will accommodate 284m<sup>2</sup> of B1 use. It is anticipated that this space will be let as a co-working environment to provide desk space for small and medium sized enterprises (SMEs) and start-up organisations.
- 4.6. The third floor of the Blenheim Grove development will be accessible via the central arch on the southern viaduct and from Blenheim Grove. It will accommodate 262m<sup>2</sup> of D1 use. This will include a covered garden roof, it is anticipated that this will provide an environment for local community growing groups.
- 4.7. A phased approach will be taken to construction and moving tenants. It is anticipated that this approach will ease pedestrian movement in and around the station during construction. The construction phasing will comprise three stages;
- i. *Phase 1* - Extension and remodelling works to 2-10 Blenheim Grove.
  - ii. *Phase 2* - Demolition of the buildings contained within the southern half of the square, landscaping of the southern half of the square and repairs/remodelling of the southern arches.
  - iii. *Phase 3* – Demolition of the buildings contained within the northern half of the square, landscaping of the northern half of the square and repairs/remodelling of the northern arch, including any amendments to the structure supporting the station platform above the building.
- 4.8. In March 2015, a full equalities impact assessment was carried in relation to this proposal. The recommendations of this report have been considered and informed the Applicant's approach to mitigate the impact that the proposals could have on those identified within the assessment.

### **Pre-application discussions and consultation**

- 4.9. The proposed development has evolved through a series of four 'CoDesign' workshops held between March and July 2015. These workshops built on initial consultation events which engaged over 600 local people to devise a series of community aspirations for the scheme. The workshops that followed, delivered by the architect team, have provided a

participatory public consultation that has allowed the design principles to be devised in a collaborative approach influenced by feedback from the public. The four workshops have taken the following approach;

Workshop 1 - Design the brief based on the aspirations outlined by the community

Workshop 2 - Explain the findings and outline the design options

Workshop 3 - Review the feedback and develop the options

Workshop 4 - Present and refine the final preferred option

These workshops have been fully documented on the CoDesign website for the scheme, which can be found at [www.PeckhamRyeStationSquare.co.uk](http://www.PeckhamRyeStationSquare.co.uk). Further information can also be found in the accompanying Statement of Community Involvement.

- 4.10. The development proposals were presented to the Mayor's Design Advisory Group in July 2015. The feedback was positive with some recommendations regarding; landscaping, maintenance, market traders, railway arches and the roof extension on Blenheim Grove. These recommendations have been considered and incorporated into the proposed development in this application. Please see the accompanying Design and Access Statement for further detail and a response to this feedback.
- 4.11. The development proposals were presented to LB Southwark's Design Review Panel in September 2015. The feedback was supportive with some recommendations to provide further detail on the materiality of the Blenheim Grove extension, which can be found in the Design and Access Statement accompanying this statement. The Panel also requested further detail on the relationship between the proposed development and the conservation areas in which it is located and neighbouring. This detail can also be found in the Heritage Statement and the Design and Access Statement as well as Section 5 of this Statement.
- 4.12. The development proposals were presented to Officers at LB Southwark in September 2015 for pre application discussions and were well received. Officers raised the need for ensuring the proposed extension to 2-10 Blenheim Grove is sympathetic to its location within a conservation area. This is further discussed in the Heritage Statement and the Design and Access Statement as well as Section 5 of this Statement.

- 4.13. The Applicant has been in discussions with Network Rail throughout the development of the scheme and has consulted them on the design, construction and asset protection requirements for works affecting the railway. They are content with the proposals being submitted. The Applicant has entered into a Service Level Agreement with Network Rail to establish an Asset Protection Agreement prior to works commencing.
- 4.14. It is acknowledged that this proposal will have an impact on the businesses currently operating from the Site. However, the proposals will deliver significant economic and environmental benefits for the local area. The Applicant has implemented a number of measures to manage and minimise the impact the proposals could have on existing businesses / organisations currently occupying the site. These include:
- i. *Independent advisors* - The Applicant has commissioned an independent advisor to support affected tenants and leaseholders to understand and manage their legal rights and obligations through the process of securing vacant possession, including leasehold interest buy-back and relocation.
  - ii. *Identification of relocation sites* - The Applicant has appointed Hindwoods Ltd. to provide monthly updates on commercial properties available to rent as suitable relocation sites for affected businesses.
  - iii. *Traders' day* - A traders' day was held in April 2015 to provide face to face assistance and advice to affected businesses. The purpose of this drop in day was to support businesses to understand their options, rights and obligations in regards to the planning application.
  - iv. *Meanwhile provision* - As a result of the Equalities Impact Assessment March 2015, the Applicant has identified that Black and Minority Ethnic (BME) business owners are particularly vulnerable to potential loss of existing business premises. In response, the Applicant has commissioned a feasibility study to deliver alternative business accommodation approximately 270m from the Site. This will be aimed at relocating a number of the BME hair and beauty businesses.

## 5. PLANNING POLICY ASSESSMENT

- 5.1. This section sets out the planning policy framework relevant to the Site and proposed development.
- 5.2. National planning policy is set out in the form of the National Planning Policy Framework ('NPPF') adopted on 27 March 2012. The NPPF focuses on a presumption in favour of sustainable development of which there are three dimensions; economic, social and environmental. The core planning principles include, amongst others, the requirement to 'drive and support development'.
- 5.3. On 6th March 2014, the Government published the National Planning Policy Guidance (NPPG). This replaces a number of older guidance notes and complements the NPPF. The new guidance is not intended to provide further policy but to guide and clarify issues relating to the planning regime.
- 5.4. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 (as amended), the proposed development must be determined in accordance with the development plan unless material considerations indicate otherwise. The relevant development plan for the Site comprises the London Plan (2015), the LB Southwark Core Strategy (2011) and the saved policies of the Southwark Plan (2007). The Site is covered by the following designations:
- i. PNAAP proposal site 6
  - ii. Rye Lane Peckham conservation area
  - iii. Major town centre
  - iv. Urban density zone
  - v. Air quality management area
  - vi. Protected shopping frontage
- 5.5. The proposals are considered against relevant policy and guidance in respect of the following headings:
- i. Development principles and land use
  - ii. Loss of existing A Class floorspace
  - iii. Loss of existing D1 floorspace
  - iv. Built form (design / massing / public realm and landscaping / materials)

- v. Heritage considerations
- vi. Air quality
- vii. Energy and sustainability
- viii. Transport and parking
- ix. Daylight and sunlight
- x. Servicing and deliveries
- xi. Section 106 and Community Infrastructure Levy

### **Development principles and land use**

- 5.6. This application comprises a retail-led mixed-use scheme on a prominent site adjacent to Peckham Rye Station. The current arrangement of the Site is not conducive to pedestrian movement in and around the station, fails to reveal the setting of the Grade II listed station building and does not provide an attractive arrival point to the town centre.
- 5.7. The NPPF seeks to “*promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas*” (Para 17). Paragraphs 70 and 72 seek to promote healthy communities through the delivery of accessible social spaces. This includes through the creation of high quality public spaces, which encourage the active and continual use of public areas; and the delivery of shared spaces and community facilities to enhance the sustainability of communities.
- 5.8. The London Plan promotes the creation of Lifetime Neighbourhoods, where “*green and open spaces are within easy reach of homes, and where facilities such as public toilets and seating are consciously planned into proposals at the outset*” (Para 7.5). It goes on to state that developments should use public realm to “*contribute to the easy movement of people through the space*”, maximise opportunities for greening, such as through soft landscaping, and that public realm treatments “*should be informed by the heritage values of the place*” (Policy 7.5).
- 5.9. The vision for the PNAAP is set out within the Core Strategy, as below:
- “The area will continue to be home to a diverse and dynamic community with shops, community facilities and services. New development will help bring improvements to streets and public spaces, making them greener, more pleasant and safe. It will be easier to get around by walking and cycling and there will continue to be good public transport links.”*

- 5.10. Furthermore, part of the Core Strategy's specific vision for Peckham is to create a "*new square that will transform the area around Peckham Rye station and the railway arches.*" This Site has been identified as the preferred location for this provision as outlined in Appendix C: Schedule of proposal sites of the PNAAP.
- 5.11. The PNAAP states that "*The feedback at every stage of consultation on the AAP has highlighted overwhelming support for improving the station and removing the existing forecourt buildings. This is one of the key aspirations of the AAP that will help to transform the area.*" (Appendix C: Schedule of proposals sites – PNAAP 6).
- 5.12. The site is located within the Major Town Centre of Peckham, as such the proposals aim to respond to the requirements of Core Strategy Strategic Policy 3 - Shopping, leisure and entertainment. Despite resulting in a loss of the shops fronting Rye Lane it is considered that the proposed uses will enhance the existing retail and commercial offer in Peckham whilst sustaining the unique diversity and vibrancy of the town centre. The proposal will provide 213m<sup>2</sup> of new additional flexible office accommodation or 'co-working' space for businesses within a Major Town Centre. This reflects the aspirations for jobs and business outlined in Strategic Policy 10. This will assist in improving the economic vitality and vibrancy of Peckham, particularly as the accommodation is suited to Small and Medium Enterprises (SMEs). Whilst it is acknowledged that the proposal will result in the loss of A class employment floorspace, the quality of the new spaces within the Blenheim Grove building and the station forecourt will provide a better employment offer, job security and will encourage spending in the area.
- 5.13. The proposals seek to deliver a range of new spaces for the benefit of the local community alongside an array of vibrant retail opportunities for local businesses. The proposals are therefore aligned with the policy principles of the NPPF and consistent within the vision for the local area as set out in the Core Strategy, In particular, Strategic Policy 4 which promotes the provision of flexible community facilities.

#### **Loss of existing A class floorspace**

- 5.14. It is acknowledged that this proposal will incur a net loss in A class floorspace of approximately 1384m<sup>2</sup>.
- 5.15. Table 2 (*below*) outlines the existing, proposed and net floorspace figures. The table assumes that the proposed flexible use (please see table 1, paragraph 4.2) is

implemented as A2 for re-provision of the bank. This is subject to a lease agreement with the existing tenant of 76 Rye Lane.

	Existing (m <sup>2</sup> )	Proposed (m <sup>2</sup> )	Net (m <sup>2</sup> )
A1 - A5	2249	865	-1384
B1	71	284	213
D1	510	477	-33
Sui Generis	0	71	71
<b>Gross Internal Area</b>	<b>2830</b>	<b>1697</b>	<b>-1133</b>
Pedestrian / Public space	829	1756	927
<b>Total</b>	<b>3659</b>	<b>3453</b>	<b>-206</b>

Table 2 - All figures are approximate

- 5.16. Saved Southwark Plan Policy 1.7 ‘Development within town and local centres’ states that *“any floorspace currently in A Class use should be retained or replaced, unless the proposed use provides a direct service to the general public and the proposal would not harm the retail vitality and viability of the centre.”*
- 5.17. Paragraph 2.2.2. of the PNAAP identifies Peckham Rye Station as a ‘key’ development opportunity to improve the retail offer in Peckham. The PNAAP goes on to define Peckham Rye Station and surroundings as a proposal site (PNAAP 6) that will contribute to the delivery of the vision outlined in the PNAAP.
- 5.18. The PNAAP outlines that *“Since the 1930s there has been an arcade in front of the station, which restricts visibility of the station from Rye Lane and creates a low quality public space”* (Appendix C – PNAAP 6).
- 5.19. Core Strategy Strategic Policy 10 encourages the provision of flexible space to help meet the needs of the local office market and independent retailers. This proposal responds to this by proposing a flexible layout that can accommodate smaller retail units suitable for local independent traders and Small and Medium Enterprises (SMEs).
- 5.20. The Applicant has identified a site within its ownership that has potential to re-provide A class accommodation within Peckham town centre. The identified site, located at Bournemouth Close, is approximately 270m from the proposal Site. The Applicant has commissioned a feasibility study to establish the potential for accommodating additional A Class accommodation at Bournemouth Close. The feasibility study indicates that the Bournemouth Close site could accommodate up to 257.6m<sup>2</sup> of additional A class floorspace to off set the loss that this proposal would incur.

- 5.21. As noted previously, the scheme will provide 284m<sup>2</sup> of flexible office accommodation or 'co-working' space for businesses within a Major Town Centre. This will assist in improving the economic vitality and vibrancy of Peckham, particularly as the accommodation is suited to SMEs and generating additional jobs.
- 5.22. The proposed development will enable the delivery of a new station square for Peckham. As stated in the vision of the Saved Southwark Plan (see paragraph 5.16) this proposal is a key aspiration for the evolution of Peckham as a major town centre in the borough. The loss of retail floorspace is essential to enable the delivery of significant social and economic benefit. Furthermore, enhanced retail accommodation will be provided on the Site and options are being actively considered to re-provide additional A class accommodation nearby (see paragraph 5.20), improving the Site's vitality overall within the Peckham area. The proposal will increase economic activity as well as generate opportunities for local people by upgrading the existing environment and creating high quality trading conditions to uphold Peckham as a destination for working, visiting and living. It is therefore considered that the loss of retail floorspace on the Site is acceptable in policy terms.

### **Loss of existing D1 floorspace**

- 5.23. Saved Policy 2.1 of the 2007 Southwark Plan 'Enhancement of Community Facilities' states that planning permission for a change of use from D class community facilities 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 facility users.*"
- 5.24. The proposal incurs a small loss of 33m<sup>2</sup> of D1 space. The refurbished D1 space proposed at first floor level in this scheme will re-provide space suitable for the re-location of the Dentist currently operating from the Site. The D1 space proposed at fourth floor level in this scheme will be of enhanced quality and will provide a flexible space suitable for existing as well as new tenants to use as D class community facilities.
- 5.25. It is therefore considered that the enhanced provision on site complies with the saved policy.

## Built form

5.26. The proposals have been designed by Landolt + Brown Architects who have undertaken a rigorous design and consultation process which has sought to create a proposal that is reflective of the community's aspirations and sensitive to the local historic context. The acceptability of the development in design terms is assessed against national, regional and development plan policies in the paragraphs below.

## Design

5.27. The NPPF considers that *“Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”*. It goes on to say that *“it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes”*.

5.28. The NPPF further states that *“in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area”*.

5.29. The NPPF identifies that the Government attaches *“great importance to the design of the built environment”* and that good design is a key aspect of sustainable development and should contribute positively to making places better for people.

5.30. London Plan policy states that development should be of the highest standards of accessible and inclusive design (Policy 7.2) and consistent with the principles of 'secured by design' (Policy 7.3). Development should have regard to the form, function or structure of an area (Policy 7.4).

5.31. London Plan Policy 7.6 sets out design principles, such as maximising the site potential, and promoting high quality inclusive design.

5.32. Core Strategy Policy Strategic Policy 12 explains that development should achieve the highest possible standards of design for buildings and public spaces, helping to create attractive and distinctive places which are safe, easy to get around and a pleasure to be in.

5.33. Saved policies in the Southwark Plan state that developments should achieve a high quality of architectural and urban design, with new buildings creating a design solution

specific to the Site's shape, size, location, and development opportunities (saved Policy 3.12).

- 5.34. The achievement of high quality urban design is set out as a key planning objective through all levels of policy. The proposals have been considered in terms of urban design and are based upon a number of key design principles which are explained in the Design and Access Statement.
- 5.35. The existing two storey art deco building on the corner of Blenheim Grove and Rye Lane is to be retained, refurbished and extended. The two existing levels will be renovated with replacement glazing to visually match the steel-framed windows that are there today. These will be enhanced, in terms of their environmental performance, to meet current energy standards.
- 5.36. The design of the two storey roof extension above the existing Blenheim Grove building has been carefully considered to respect and enhance the existing building and the surrounding conservation areas. The external wall surfaces will be predominantly clad in an external skin of translucent polycarbonate sheeting, with glass-fronted openings in specific areas to offer clear views for the building users. Specifically located areas of clear glass will also be incorporated under the eaves of the roof gables and on the Rye Lane corners to allow upward views of the sculptural, pleated underside of the roof and into the garden roof, from street and platform level. For the permanently occupied area of the roof extension, a second internal skin will provide thermal insulation set behind the translucent external skin and the intention is to line the external face of this lining with a reflective aluminium sheet, providing a shimmering, silvery surface that resonates with the metal roof sheeting above.
- 5.37. The new roof, which partially covers the community room but extends out to form the garden roof, will be highly visible from street level and will become a new visual marker as train passengers move through or wait at Peckham Rye Station. The form of the new roof is therefore deliberately sculptural and eye-catching, with an architectural character that reflects the light-industrial character of many of the buildings set back from Rye Lane. The roof takes a 'pleated' form, with shallow gable frontages on the north and south elevations, but these are off-set by half a bay on either long edge, to create an engaging, folded profile which has visual links with traditional industrial roofs, but is also obviously contemporary.

### Massing

- 5.38. The massing of the extension to 2-10 Blenheim Grove has been arranged to respect and create an appropriate relationship with neighbouring buildings and massing on Rye Lane. The eastern edge of the extension steps in, complementing the edges of the single storey shop fronts immediately south on Rye Lane. These are relatively tall buildings at upper level with lower-level projecting retail units below. This set-back will reflect the existing line of the high-level street frontage to coincide and complement the existing rhythm of the area's retail frontage.
- 5.39. Along the railway edge, the new upper level accommodation will be inset 2m from the existing roof parapet wall adjacent to the railway, to provide sufficient railway maintenance areas. On the other three elevations, the upper accommodation sits behind the parapet of the existing roof, to provide clear visual distinction between the old and new structures and to reduce the visual bulk of the new accommodation in its relationship with the 1930's building below.
- 5.40. The massing of the building has been designed to respect the outlook and amenity of neighbouring occupiers. A daylight and sunlight desk based study has been carried out which establishes that the scheme principally complies with the relevant British Standards and that of the Council's policies. The conclusions of this study can be found in the accompanying Design and Access Statement and paragraphs 5.70 to 5.72 of this report.

### Public realm and landscaping

- 5.41. Policy 7.5. of the London Plan states "*London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces*".
- 5.42. The proposed palette and range of high quality materials for the landscaping element of the square have been carefully considered and designed to reflect the unique characteristics of Peckham, providing an overlap between cultural and architectural traditions in Rye Lane. Further detail on the materiality can be found in the Design and Access Statement accompanying this Statement.

- 5.43. The new public square and associated landscaping and public realm improvements will vastly improve accessibility in and around Peckham Station. It will provide an inclusive and inviting landscape that will benefit the economic vitality of Peckham by creating an attractive shopping environment.

### Materials

- 5.44. For the extension to Blenheim Grove, the western end of the roof will be clad in silver profiled metal cladding, whereas at its eastern end, where the roof forms the cover over the garden roof, the material will change to profile polycarbonate sheet, to allow daylight to penetrate. This lightweight, industrial character has a deliberate point of reference with the scaffold yard located east of Rye Lane, allowing the building to enhance and complement the context of the surrounding area and sensitively respond to the diverse character seen within the Peckham Rye Lane and Holly Grove conservation areas.
- 5.45. The design, massing and materiality of the proposed square and extension to Blenheim Grove will provide an exemplar of sustainable and inclusive design in Peckham. The palette of materials has evolved from the abundance of tones and textures that create the distinctive character of Rye Lane and Peckham. This respectful yet contemporary proposal has been developed with local people and will contribute positively to Peckham's diversity of architectural styles, setting a precedent for outstanding and innovative designs for future developments.
- 5.46. It is therefore considered that the design, massing and materiality of the proposals are consistent with the guidance from the NPPF alongside the London Plan and the Council's planning policies.

### **Heritage considerations**

- 5.47. The Site shares part of its western boundary with the Grade II listed Peckham Rye Station and is located within the Rye Lane Peckham conservation area. The current arrangement of buildings on the Site provides no opportunity to appreciate the heritage significance and value of the listed station building. Further detail can be found in the Heritage Statement submitted as part of this application.

- 5.48. Paragraph 137 of the NPPF states that opportunities should be sought for new development within the setting of heritage assets to enhance or better reveal their significance. Further, proposals that better reveal the significance of the heritage asset should be treated favourably.
- 5.49. In addition, Saved Southwark Plan Policies 3.15 'Conservation of the Historic Environment' and 3.16 'Conservation Areas' require that development preserves or enhances the historic or special character of heritage assets. Materially, the policies require that high quality materials are used that complement and enhance the local heritage context.
- 5.50. The London Plan (Policy 7.8) explains that "*Development should identify, value, conserve, restore, re-use and incorporate heritage assets, where appropriate.*" Revealing and celebrating the Grade II Listed Peckham Rye Station is a key aspiration of this proposal, enhancing its significance as a valued asset of Peckham's heritage.
- 5.51. As highlighted in paragraph 2.9, the decision to refuse application 09-AP-1580 is relevant to this proposal. Specifically, the refusal of an extension that duplicated the existing architectural style based on its impact on the surrounding conservation area is notable. The design of the proposed extension to 2-10 Blenheim Grove has been sensitively considered to represent the introduction of a new typology of development in Peckham. Its appearance preserves the character of the original building and the surrounding area, not through replication of the existing architectural scale and materials (as proposed by application 09-AP-1580), but through a carefully considered contemporary proposal which highlights the quality and integrity of the existing architecture drawing on the elements of the surrounding environment e.g. the scaffolding yard. Please see the accompanying Design and Access Statement for further detail.
- 5.52. The proposals to deliver a new public square will significantly enhance the setting of the listed station building which was originally designed with an open space in front of it, providing a clear view of its imposing and elegantly detailed frontage from Rye Lane. The development of the railway land in the 1930's obscured this important view of the historic station and the removal of these buildings, along with the formation of the new square will reinstate the original relationship between the station frontage and Rye Lane. The layout and facilities within the new Square have been designed to allow clear eye-level views of the station from all key vantage points, with planting and seating specifically designed to remain at low-level in order to protect these views.

5.53. For these reasons, and the reasons outlined in the accompanying Heritage Statement, the proposals will enhance the character of the conservation area. It is therefore considered that the proposals are consistent with the guidance from the NPPF alongside the Council's planning policies and the London Plan.

### **Air quality and noise**

5.54. The Site is located within an Air Quality Management Area. The Air Quality Assessment accompanying this application sets out an assessment of the impacts on air quality. It concludes that the proposed development is unlikely to be adversely affected by, or have a significant impact on local air quality.

5.55. The proposed development therefore complies with the requirement that all new developments in London will be at air quality neutral and therefore have a negligible impact on air quality. Please see the accompanying Air Quality Assessment for further detail.

5.56. A noise survey assessment has been undertaken using 24 hour measured data at a location representative of local residential receptors to the proposed development and in accordance with British Standard BS 4142:2014 'Methods for rating and assessing industrial and commercial sound'. A noise limit at the nearest residential development has been calculated based on the averaged background noise level measured for the anticipated operational time of the building services plant. This limit will be used in the detailed design process by the Mechanical and Electrical Engineers such that the cumulative noise from building services plant associated with the development does not exceed this level.

### **Energy and Sustainability**

5.57. London Plan Policy 5.2 sets out the Mayor's energy hierarchy to: be lean, (use less energy); be clean (supply energy efficiently); and be green, (use renewable energy).

5.58. Core Strategy Strategic Policy 13 sets out Southwark's strategic approach for achieving high environmental standards. As part of the development proposals, careful consideration has been made to incorporate design features that enhance the sustainable credentials of the building.

- 5.59. As set out within the accompanying Sustainability Assessment prepared by Sweett Group and the Energy and BREEAM assessment prepared by Meinhardt Group, this proposal will be a sustainable addition to the built environment and is targeting a BREEAM rating of 'Very Good' which will support a holistic approach to sustainable development.
- 5.60. The proposal will reduce energy consumption by; improving the thermal performance of the building; implementing lower energy consuming equipment whilst maintaining good design practices; and incorporating low and/or zero carbon technologies where possible. Further information can be found in the accompanying Energy Assessment.
- 5.61. In order to minimise the CO<sub>2</sub> emissions from the construction, the principal contractor will be required to register with the Considerate Constructors Scheme and to monitor and manage the CO<sub>2</sub> emissions through reporting of energy use, water consumption and transport data resulting from all site works. A sustainable procurement plan will be produced and followed to minimise the embodied impacts of construction materials. Please see the accompanying BREEAM strategy for further detail.
- 5.62. In conclusion, energy efficiency and sustainability are key features of the proposal, which is in accordance with the objectives of the national, regional and local planning policy. Further details can be found within the accompanying Sustainability Assessment, Energy and BREEAM statements.

### **Transport and parking**

- 5.63. The PNAAP, paragraph 2.1.5. states that *"Rye Lane suffers from congested footways, particularly around the station and at the junction with Peckham High Street"*.
- 5.64. The Site has a high PTAL level 6b and is accessible through various public transport routes including buses that serve Rye Lane and trains that serve Peckham Rye Station.
- 5.65. The Cycle Hub (planning application 12/AP/3665) is situated adjacent to the Site in arch 205 and can be accessed from Station Way. It has capacity to store up to 62 bicycles. In addition to this, 8 existing bicycle parking spaces are currently provided in one bank of 4 stands by the station entrance. To reduce the visual 'clutter' around the station entrance, the proposal is to relocate these spaces into the generous northern archway linking to Holly Grove, where they will be covered and in clear sight of the station entrance. An additional 4 stands with 8 parking spaces will also be installed here to provide additional

covered cycle parking facilities for the B1 space in the Blenheim Grove building, in line with London Plan standards.

- 5.66. The proposal will significantly increase pedestrian mobility and accessibility between transport modes. The creation of a square will provide more generous circulation and accumulation space and allow pedestrians to follow more natural desire lines to and from the station, as well as easing overcrowding in the existing station forecourt.
- 5.67. In particular, the new square also has the potential to provide a significant increase in circulation space around the northbound bus stop on Rye Lane, which forms a major point of congestion and circulation conflict today, if the bus stop flag were to be moved approximately 10m further south. TfL Buses will need to agree to this formally and discussions are on-going. The proposal provides 'passive provision' for this objective, which has been identified by a number of local stakeholders.
- 5.68. The new square will provide a more accessible environment for the mobility impaired within a step-free environment. Materials have been selected to provide contrast between surfaces for those with visual impairments and the layout of paving has been developed to reinforce the main circulation routes. Seating within the new square will provide new facilities to allow people to rest in close proximity to the station and bus stops and provision will be made for some seats that include arm and back supports, in line with mobility best-practice.
- 5.69. For these reasons and those outlined in the Transport Statement submitted as part of this application, it is considered that the proposals accord with Policy 5.6 and 5.7 of the saved Southwark Plan.

### **Daylight and sunlight**

- 5.70. The Building Research Establishment's (BRE) guidance states that if a proposed development falls beneath a 25 degree angle taken from a point two metres above ground level then no further analysis is required as there will be adequate skylight (i.e. sky visibility) availability.
- 5.71. The accompanying Design and Access Statement outlines the desk based study that has been carried out in respect to the habitable accommodation above the commercial units at the eastern end of Blenheim Grove.

5.72. The desk based study concludes that although there is a slight infringement on the 25 degree angle, the overall impact of the development on the adjacent habitable accommodation will be negligible. This conclusion is based on the following;

- i. The affected windows are particularly substantial in size relative to the size of the habitable accommodation.
- ii. The materials proposed for the roof extension will reflect a large proportion of daylight.
- iii. The affected windows face north, so a large proportion of their daylight is from the east and west directions, neither of which are impacted by the new extension.
- iv. The computer generated sun path studies (which can be found in the accompanying Design and Access Statement) demonstrate the development does not cast shadow on any neighbouring properties.

### **Servicing and deliveries**

5.73. Arrangements for servicing and deliveries have been detailed in section 4.3. and 7.5. of the accompanying Transport Statement.

### **Construction**

5.74. An outline construction plan can be found in chapter 6.0 of the accompanying Transport Statement.

### **Section 106 and Community Infrastructure Levy**

5.75. The NPPF states that local authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations (paragraph 203). In doing so, the NPPF sets out the statutory tests which require obligations to be:

- i. Necessary to make the development acceptable in planning terms;
- ii. Directly related to the development; and

iii. Fairly and reasonably related in scale and kind to the development.

5.76. The London Plan identifies planning obligations as a tool for mitigating a range of planning matters. Policy 8.2 notes that when considering applications of strategic importance the Mayor will take into account the existence and content of planning obligations. These should address strategic as well as local priorities.

5.77. At local level, the Core Strategy Strategic Policy 14 ‘Implementation and Delivery’ sets out the Council’s strategic objective to secure planning obligations to mitigate the impact of development in order to facilitate the granting of planning permission; ensure the development complies with policy requirements within the development plan; and if appropriate, seek contributions for supporting infrastructure.

5.78. The table below presents the potential draft Heads of Terms for this application in light of relevant planning policies and guidance for the proposed scheme:

<b>SECTION 106 DRAFT HEADS OF TERMS</b>	
<b>Affordable housing</b>	Not applicable - no residential accommodation proposed.
<b>Archaeology</b>	Not applicable - not located with an Archeological Priority Zone.
<b>Carbon offset - green fund</b>	A contribution may be required as per the SPD subject to the scheme’s final energy credentials.
<b>Children’s play space</b>	Not applicable - no residential accommodation proposed.
<b>Employment and enterprise</b>	To be confirmed.
<b>Outdoor amenity space</b>	Not applicable - no residential accommodation proposed.
<b>Public realm measures</b>	The proposals will provide new accessible public realm.
<b>Student housing: university schemes</b>	Not applicable.
<b>Transport measures: site specific</b>	To be confirmed.
<b>Wheelchair accessible housing – offset fund</b>	Not applicable.

## **6. CONCLUSION**

- 6.1. This planning application is submitted on behalf of the London Borough of Southwark and seeks permission for the delivery of a high quality sustainable retail-led mixed use development which responds to local aspirations and represents the Council's vision for the area.
- 6.2. The vision, design, mix of uses and layout has been carefully considered to ensure that the development is appropriate to its context and will deliver a sustainable and policy compliant scheme. This will ensure the development provides long term sustainable benefits to the built environment as well as Peckham's local economy and communities. In this respect, the local planning policy requirements have been balanced with the potential of the site to deliver a sensitive and appropriate mixed use scheme.
- 6.3. The proposals will reveal the heritage significance of the Grade II listed station building, significantly enhancing the character of the local conservation area. The proposed new public space will provide a genuine public benefit for the local area, creating a new striking landmark for Peckham alongside a vibrant backdrop to an enhanced retail offer.
- 6.4. The proposals will allow for the redevelopment of a strategic proposal site as identified in the PNAAP, significantly contributing to the vision as outlined in this policy document.
- 6.5. The application is accompanied by a package of supporting information including an Energy Strategy and BREEAM assessment, Sustainability Assessment and Air Quality Assessment. The proposals contribute to and enhance the existing environmental and climate change objectives.
- 6.6. In conclusion, the Development will deliver a sustainable scheme which will have positive regeneration benefits for the local area in line with the NPPF, London Plan and LB Southwark planning policies.

**APPENDIX 1 – PLANNING HISTORY**

<b>Reference</b>	<b>Description of Development</b>	<b>Decision Date:</b>	<b>Decision</b>
95/AP/0823	Display of illuminated fascia, projecting and poster board signs.	1995-09-29	Grant
95/AP/0824	Construction of new shop front to bank.	1995-09-29	Grant
97/AP/1277	Installation of one through the wall cashpoint machine.	1997-11-13	Grant
98/AP/1540	Display of internally illuminated fascia and projecting signs.	1998-11-13	Grant
02/AP/0312	Alterations to bank entrance comprising entry and exit double lobby system.	2002-03-26	Grant
02/AP/0879	Details of the security shutters as required by condition 2 of planning permission dated 26/03/2002 for alterations to bank entrance comprising entry and exit double system.	2002-05-30	Refuse
03/AP/0425	Internally illuminated ATM collar surround sign to existing ATM.	2003-10-31	Grant
06/AP/2233	Erection of 3 internally illuminated fascia signs and 2 internally illuminated projecting box signs.	2007-01-05	Grant
07/AP/2169	Internal and external alterations to form three retail units within floorspace of existing retail units incorporating three new shopfronts on flank elevation.	2007-11-21	Refuse
07/AP/2769	Internal and external alterations to form three retail units within floorspace of existing retail units incorporating three new shopfronts on flank elevation.	2008-01-22	Grant
09/AP/2376	Centralise existing Lloyds logo on fascia, new collar to existing ATM, new cashpoint sign over existing ATM new light boxes fixed internally behind windows.	2009-12-17	Grant
12/AP/3083	Description 1 x non illuminated fascia, 2 x internally illuminated fascias, 2 x internally illuminated projectors, 1 x internally illuminated buckle, 2 x non illuminated vinyl overlays, 1 x non illuminated internally applied vinyl.	2012-09-19	Grant
13/AP/0336	Change of use of the upper floor from Class A2 (employment agency) to a self contained flat.	2013-03-14	Refuse
13/AP/0977	Change of use of the upper floor from an Employment Agency (Class A2) to a self contained flat.	2013-05-23	Refuse
13/AP/1971	Change of use of the upper floor from an Employment Agency (Class A2) to a self contained flat.	2014-02-11	Appeal against non-determination