

Selvaratnam, Selva

From: Planningstatconsultees
Subject: FW: FAO Victoria Lewis re 15/AP/4337 74-82 RYE LANE IN FRONT OF PECKHAM RYE STATION AND 2-10 BLENHEIM GROVE, LONDON, SE15 4RY

From: Hiley Andrew [mailto:Hileyand@tfl.gov.uk]
Sent: Tuesday, November 24, 2015 4:51 PM
To: Planningstatconsultees
Subject: FAO Victoria Lewis re 15/AP/4337 74-82 RYE LANE IN FRONT OF PECKHAM RYE STATION AND 2-10 BLENHEIM GROVE, LONDON, SE15 4RY

FAO Victoria Lewis

Your reference: 15/AP/4337

Address: 74-82 RYE LANE IN FRONT OF PECKHAM RYE STATION AND 2-10 BLENHEIM GROVE, LONDON, SE15 4RY

Proposal: Creation of a new public square between Peckham Rye Station and Rye Lane following demolition of the arcade buildings currently located between the north and south railway viaducts; refurbishment of the railway arches facing onto the new square and refurbishment and erection of a two storey extension to the building at 2-10 Blenheim Grove / 82 Rye Lane, to provide A1 (retail), A2 (financial and professional), A3 (restaurant / cafe), A5 (hot food takeaway), B1a (offices) and D1 (non-residential institution) uses, together with hard landscaping, public WC and other associated works

Thank you for consulting TfL Borough Planning on this planning application. I understand that this application was referred to the Mayor of London, but that it is not yet clear if it meets referral criteria. Should the application be referable, the comments below should not be taken to be reflective of the Mayor or GLA's position.

The application site is adjacent to, but not including Peckham Rye Station itself. The Planning Statement highlights that discussions have taken place with Network Rail with regard to Asset Protection, so TfL (London Overground) services which serve the station wouldn't be impacted, unless advised by Network Rail. As such, TfL has no comments from a rail operations perspective.

Unfortunately the application focusses on public realm, rather than identifying specific interchange improvements, although it is acknowledged that removing the buildings in front of the station building will improve pedestrian flow (and visibility) to and from the station, which will benefit interchange. Examples are given below.

The transport assessment states that the bus stops serving the station are of poor quality – for example northbound bus passengers wait under the railway arch – but the proposals do not include specific measures and/or more definite plans to improve facilities for waiting bus passengers. For example, the TA states:

There is a future aspiration to relocate the northbound bus stop U flag on Rye Lane approximately 10m south adjacent the new public square to provide more space for waiting bus passengers and allow pedestrians to pass without obstruction. Delivery of this aspiration is subject to further

discussion and agreement with TfL, but if agreed this would provide significant potential benefit to the quality of the public realm, enhance the pedestrian environment and interchange facilities between public transport modes.

The ideal time to deliver this improvement is logically at the same time as the station square works, so the application could have been more forthright in this respect i.e. that this improvement would be funded and delivered as part of the station square works, subject to TfL agreement, rather than being a 'future aspiration'.

No provision for taxis/private hire is mentioned.

Peckham has been identified as a potential area where cycle hire could expand to, and this expansion has strong support from the council. The station square and surrounding area would be a logical location where provision of a cycle hire docking station may be considered, but there is no mention of this in the application material, for example passive 'safeguarding' of a potentially suitable area.

Regards

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