

NSP55: Aylesham Centre and Peckham Bus Station.

Peckham Vision summary of information for local discussions up to April 2017.

Site introduction:

Outline - This is a very large development site with a joint owner – Tiger Developments + Blackrock (hedge fund). Currently all commercial, no residential. Council proposing mix of town centre uses plus 400 homes (and tall building), redesigned bus station, open space, no increase in car parking.

Included on the site currently: car park, petrol station, bus station, service Rd for historic High St buildings, Morrisons store, the glazed Arcade, Rye Lane frontage.

Planning status: PNAAP development site, included with revised designation in NSP. First public consultations were last November on site development concepts, now waiting for site designs in next couple of months. Planning application expected 2018.

Some issues and questions raised:

- Why redevelop? What can redevelopment achieve?
- Could the arcade and supermarket be greened and refurbished – good reuse, and less disruption and cost?
- How to get right mix of town centre facilities?
- What job & food growing opportunities are there?
- Bus station & Morrison's redesign and relocations on site.
- Loss of petrol station – impact on local area?
- Impact on commerce of reduction in town centre car parking?
- Impact of development on heritage buildings on High St – site adjoins back of High St.
- Effect of tall building (?20 stories?) on Multi Storey and also Bussey Building rooftop views.
- Type of architecture/design for commerce to suit unique Peckham town centre heritage?
- Open designs and street pattern needed, not enclosed shopping centre.
- Who can afford the new 400 homes? Need for social housing at cost, not for profit.
- Are 400 in one location too dense? Cumulative effect on demand for local services?



A collation of some comments on the February 2017 NSP Preferred Option:

The proposed text generally seems to have the right vision with some suggested changes:

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* Adequate provision for the bus garage must be made. If the bus garage is surplus to requirements the released space should be used for a variety of town centre uses not just retail but also non retail employment spaces and facilities for shoppers, visitors and community uses.

Redevelopment must:

* Provide new public open green space easily accessible from outside the site, and the main pedestrian flows including Rye Lane.

* Provide new homes with a minimum of at least 50% as social housing.

* Provide town centre car parking of equivalent size as the current car park.

* Provide a petrol station unless a detailed survey of need for petrol stations demonstrates clearly there is no need for a petrol station on this site.

* The retail facilities on the site should all be accessible from a street and not be in a closed mall.

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* Building heights on the site should not be higher than existing taller buildings in the town centre such as the Bussey Building, and should enhance the views from rooftop venues in the town centre.

* The shared boundary of the site and the backs of Peckham High Street where historic buildings are clustered should have special attention to improve the shops servicing and enhancement of the heritage features.

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Copy of text from Southwark Council's Preferred Option for Peckham sites: <http://goo.gl/LFokc4>

Description of Site

This large site comprises the Aylesham Centre shopping centre which houses many retail outlets, restaurants and small businesses. It also includes Morrisons supermarket, a large car park and servicing area associated with the shopping centre, and a petrol filling station that occupies the south-east corner of the site. Peckham bus station is situated on the northern edge of the site fronting Peckham High Street.

Site Area 30,462 sq.m.

Existing Uses

Retail, including supermarket use – 16,150 Bus garage (sui generis) 600 sq m.

Site vision

Redevelopment of the site must:

- Complement the thriving small business, creative and cultural employment cluster in Camberwell and Peckham providing at least the amount of employment floorspace currently on the site;
- Retain the supermarket use;
- Retain the bus garage if the use is still required. If the bus garage is surplus to requirements, the equivalent space should be provided as retail;
- Provide new public open space;
- Provide new north-south and east-west pedestrian and cycle links;
- Provide active frontages facing Rye Lane, Hanover Park and Peckham High Street, including shops, restaurants, bars and cultural uses. Redevelopment or refurbishment of this site should diversify the retail offer in the town centre, with new opportunities for a range of shop sizes, including suitable space to attract a variety of retailers to Peckham;
- Provide new homes.

Redevelopment of the site may:

- Provide new affordable housing through a community land trust;
- Accommodate meanwhile uses on the car park;
- Provide retail car parking;
- Provide new visitor accommodation.

Indicative Development Capacity

* Residential (C3) – 400 homes

* Town centre uses (A1,A2,A3,A4,D1,D2) 16,750 sq.m

Required Uses

* Town centre uses (A1, A2, A3, A4, D1, D2) to at least existing level of provision including retention of supermarket use and active frontages facing Rye Lane and Peckham High Street.

* Active frontages facing Hanover Park including business space (B1) or community uses (D1 or D2) unless the development is suitably set back from the street, in which case residential (C3) may be appropriate.

* Bus Garage (sui generis) -2000 sq ft if required or town centre Uses (A1, A2, A3, A4, D1 and D2) equivalent to any loss of bus garage space

* Residential (C3)

* Open Space (at least 15% of development site area).

Other Acceptable Uses

- Car parking (sui generis) – must not exceed existing provision.
- Hotel (C1)
- Business space (B1)

Continued...

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Design and Accessibility Guidance

- The Aylesham Centre is identified within the Peckham and Nunhead Area Action Plan for future development. Comprehensive mixed-use redevelopment of the site could include taller buildings subject to consideration of impacts on existing character, heritage and detailed townscape analysis. The site is within the setting of Rye Lane Peckham and Peckham Hill Street conservation areas, so any taller development would have to be set back from the Rye Lane shopping frontage, towards the eastern end of site, to mitigate its impact. Careful consideration would also need to be given to the neighbouring residential areas and important local heritage buildings.
- Redevelopment or refurbishment of the site should introduce active frontages throughout the site, and retain and enhance frontages to Rye Lane, taking Rye Lane Peckham conservation area into consideration. Currently there is poor access to Peckham High Street and Queens Road due to the location of the bus station. Redevelopment should maximise opportunities to improve links across the site and connect to the existing road and public realm layout, while retaining bus station provision on the site.
- The site is within the setting of Grade II listed Rye Lane Chapel and a group of listed buildings on Highshore Road. The site is also within the setting of a number of important unlisted buildings on Peckham High Street and Rye Lane, including Jones & Higgins Clock Tower and 43-49 Rye Lane. The site lies within the 'Peckham Village' archaeological priority zone. Archaeological investigations have taken place on this site and revealed multi-phase archaeological deposits (predominantly prehistoric in date), and this should be reflected.