

Consultation Report

Peckham and Nunhead Area Action Plan

Issues and Options Stage

March 2009

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1. Introduction

Southwark Council is preparing an area action plan for Peckham and Nunhead that will be used as a planning framework to deliver and manage significant positive changes to the area.

The process of developing and preparing Area Action Plans includes involving the local community at each stage in preparing the plan.

What is this document?

This document explains the consultation that has been undertaken so far on preparing the area action plan and how these comments have been taken into account. There are a number of consultation stages in preparing the action plan. The table below shows the timetable:

Consultation on sustainability scoping report	November 2006 to February 2007
Consultation on Future Peckham vision paper	14 March to 25 April 2008
Consultation on issues and options	30 March to 25 May 2009
Consultation on the preferred options	October to December 2009
Consultation on draft area action plan	May to November 2010

We have completed two stages of consultation and are currently consulting on the issues and options.

Where to get more information

You can download a copy of the issues and options paper and the accompanying background documents from the council's website at the following address:

www.southwark.gov.uk/futurepeckham

This includes the Consultation Strategy, which explains how we will involve people in preparing the area action plan and sets out a timetable for consultation on the issues and options.

Copies are also available by contacting the Planning Policy Team: Regeneration and Neighbourhoods department

Email: futurepeckham@southwark.gov.uk or telephone 020 7525 5471

2. Summary of consultation

What was consulted on at each stage?

Stage 1 involved consulting on the sustainability scoping report. This document set out the issues that the area action plan will need to address in order to create a sustainable community in Peckham and Nunhead.

The next stage involved consulting on the Future Peckham Vision paper, which explained the need for and process of preparing the action plan and invited comments on the issues we need to look at. We also consulted on the Community Involvement Strategy, on the responses to the consultation on the scoping report and the equalities impact assessment scoping report.

Who was consulted and how?

The following sets out the consultation that has been carried out at each of these two stages.

		Stage in consultation	
		SA/SEA Scoping Report	Vision Paper
Statutory requirement	Mailout to statutory consultees (see Appendix C of draft SCI)	10 November 2006. We invited comments from Environment Agency, Natural England, English Heritage as required by law.	Mail-out 11 March 2008
	Displaying documents at council offices	The Scoping Report was made available at Southwark Town Hall, local libraries and local area housing offices	Vision Paper, SPD, EqIA, SA report distributed to all libraries, council offices, Town Hall, one stop shops, housing offices
	Advertisement in local press	An advertisement was published in the South London Press on Friday 29 December 2006.	No advertisement. This is not a statutory requirement.
	Putting document on council website	Made available on website in November 2006.	The Vision Paper, EqIA, Committee Report, Community Involvement Strategy and responses to the scoping report were put on the website in March 2008.
Additional Requirements from SCI	Written notification to residents and interest groups	A letter explaining the purpose of the scoping report and how it fits into the Peckham and Nunhead Area Action Plan programme was sent to over 2,500 consultees on our mailing list including residents, schools, local traders, local businesses, community groups and voluntary organisations on 10 November 2006.	A letter explaining area action plans and dates for consultation was sent to over 2,500 consultees on our mailing list including residents, schools, local traders, local businesses, community groups and voluntary organisations on 11 March 2008.
	Presentations to community councils	We made announcements of the consultation at Nunhead and Peckham Rye Community Council: 19/9/07; Peckham Community Council: 20/9/07	Nunhead and Peckham Rye Community Council: 26/3/08
	Presentations to area housing offices	We presented to the Nunhead and Peckham Rye Area Forum on 21 September 2007	Peckham Area Housing Forum: 17/4/08, Dulwich Area Housing Forum: 1/5/08
	Presentations to Equalities and Diversity Panel	We attended to the EDP on 15 May 2007 during preparation of the equalities impact assessment scoping report.	

		Stage in consultation	
		SA/SEA Scoping Report	Vision Paper
	Presentations to Planning Committee	14 November 2006	18 December 2007
	Translations of documents supplied	None undertaken	None undertaken
	Consultation comments and officer responses made available	These were made available during consultation on the Vision paper.	These were made available during consultation on the issues and options. Everyone who submitted comments were sent a copy of officer responses in August.
	Follow up letter sent to responders advising of committee dates	N/A	We sent a letter to everyone who commented on 15 August 2008 informing them of the Planning Committee date
	Follow up letter sent to responders advising of decision to adopt	N/A	N/A
Other consultation	Internal officer consultation	We worked with officers from the Peckham Programme to prepare the scoping report.	The project board was consulted, this included officers from Peckham Programme, Property, Transport, Development Control
	Member briefings	The Executive Member for Regeneration was briefed on the scoping report and approved it for consultation. Local ward councillors were briefed in October/November 2006	The Executive Member for regeneration was briefed on the vision paper and approved it for consultation. Local ward members were also briefed on the Peckham and Nunhead Area Action Plan.
	Attendance at public events	Stall at I Love Peckham Festival (2007 and 2008), Peckham Flavas Event (November 2007), Cossall Estate Spring Event (May 08), The Event (July 08), The Mix Youth Festival (August 2008) where we had leaflets about the projected and asked people to fill in a questionnaire about how they would like Peckham to change.	

How many comments were received on the Scoping report and Vision paper?

We had 11 groups/individuals responding to the scoping report, making 74 comments.

We had 24 groups/individuals responding to the Vision paper, making 118 comments.

So far we have had over 100 people filling out our questionnaire on how Peckham can improve.

What did consultees have to say about the consultation process?

We have previously reported on the responses to the sustainability scoping report. Comments on the vision paper and our responses to them are included at Appendix 1.

3. Summary of issues raised

The council received 24 responses to the vision paper. The key points that people raised were:

- The need to not just focus on the area within the town centre, but to address the issues that affect the wider Peckham area.
- The need to improve shopping along Rye Lane and protect independent retailers.
- We need to consider alternative uses on the land around Copeland Road Industrial Estate (Site 71P in the Southwark Plan) as well as its need for a tram depot.
- We need to look at improving and creating public spaces, in particular in front of Peckham Rye Station.
- The importance of creative uses to the area and the need for space for enterprise and exhibitions. The need for affordable studios and work space.
- Importance of conserving heritage and that new development must be of a good design.
- Concern with congestion on local roads and on the quality of walking and cycling routes to different parts of Peckham.
- The need to improve the safety and look of streets, including planting more trees.
- The needs for places for people to meet, including community buildings and cafes.

All issues raised have been taken into account in preparing this report.

Comments on the vision paper and our responses to them are included at Appendix 1.

4. What have we done since?

Since we consulted on the Vision paper we prepared a draft issues and options paper at the end of 2008. This has been revised over the past few months and the final version will be published in March 2009. During the past few months we have carried out information consultation on the area action plan to raise awareness about the project and help people to better understand what it is all about, what topics it will cover and how it may affect them. It helped focus people on how they can get involved in the process and get them thinking about what sort of change they would like to see. This coincided with consultation on the Core Strategy. This informal consultation should help the community be better placed to respond to the area action plan issues and options paper once it is released.

The consultation included

Date	Event
2007 and 2008	I Love Peckham Festival
November 2007	Peckham Flavas Event
20 September 2008	Stand at the Green Fair for Open House
24 September 2008	Attendance at Dulwich Community Council
September 2008	Peckham Fete
September 2008	Nunhead Family Day
1 October 2008	Nunhead and Peckham Rye Community Council
13 October 2008	Peckham Area Housing Forum
22 October 2008	RSLAG
18 October 2008	Annual Tenants Conference
23 October 2008	Somali Advisory Forum
20 October 2008	Well London
29 October 2008	Peckham Pride of Place and Community Council
30 October 2008	Nunhead and Peckham Rye Area Housing Forum
October 2008	2 page feature in SE15 magazine
October 2008	Peckham Voluntary Sector Forum (PVSF) newsletter article
October 2008	Flyer distributed with PVSF AGM agenda
October 2008	Southwark Life short article
6 November 2008	Stand at Peckham Rye Station
8 November 2008	Aylesham Centre
11 November 2008	Queens Road Station
12 November 2008	Nunhead Pride of Place and Community Council
13 November 2008	Nunhead and Peckham Rye Community Council
15 November 2008	Conversation Cafe in Peckham Pulse
18 November 2008	Peckham CRAG meeting
19 November 2008	Peckham Society
22 November 2008	Peckham Power Company
22 November 2008	Evolution Quarter Residents Association
November 2008	SE15 Magazine article
9 December 2008	Bellenden Road Neighbourhood Group meeting
10 December 2008	Astbury Road Area Residents Association meeting
December 2008	Southwark Life Magazine article
13 January 2009	Town centre walkabout with Benedict O'Looney and Eileen Conn
14 January 2009	Nunhead and Peckham Rye Community Council
20 January 2009	Choumert Grove residents question and answers session
17 January 2009	PNAAP Leaflets handed out at the AGM
24 January 2009	Sierra Leone Community Forum
4 February 2009	Peckham Town Centre Management meeting
Ongoing	Facebook
September 2008 to date	Southwark website
10 November 2006, 11 March 2008, 25 July 2008	LDF Mail out
On going	Workshops in local schools
On going	South City Radio project with young people preparing a radio documentary about the area

Appendix 1: Comments received on the Vision paper and officer responses

Respondent	Comments	Officer response
Adam Khan	<p>The map in the 'Future Peckham' paper does not show site 63P/71P. There are many issues relating to that site, that the Issues and Options paper needs to cover, so it should be shown on the map.</p> <p>The Council's Issues and Options paper must cover all the issues and future options for the site, whether the tram depot is eventually located there or if it is not located there, and also for the time before a decision is made.</p>	<p>The options for this site are included in the Issues and Options Paper. This includes options with and without a tram depot. Options for the use of the site if the tram depot is not developed include a mix of uses including space for cultural uses, creative industries, small business, housing and shops. We will work with Transport for London to find out timeframes for the depot site. This will allow us to develop proposals for how the site can be used in the short term to ensure it does not become unused or derelict.</p>
Astbury Road Area Residents' Association	<p>Queen's Road Peckham is the 'Gateway to Southwark' from the south east. The buildings look shabby and incoherent; there is little greenery lining the main road and litter is a major problem. There has previously been talk of erecting sculptures or planting trees to mark the entrance to one of London's most historic boroughs (and one of its most maligned neighbourhoods) these should be revived.</p>	<p>In the Issues and Options paper we ask if people want a gateway into Peckham and also include as an option under the "Getting to and moving around Peckham" to plant trees along streets.</p> <p>We also recognise the issue of litter on the streets and have included in the options the need for tidying up Peckham.</p>
Astbury Road Area Residents' Association	<p>Improvements should be made to amenities in the Queens road area, including local neighbourhood convenience shops, cafés, restaurants, pubs and other social spaces.</p> <p>The area warrants a wider variety of local convenience stores, attracting such businesses to the area would be a welcome development and be beneficial to the local economy; whilst at the same time helping to reduce the amount of litter in the area and perhaps encouraging local school children to have a healthier diet</p>	<p>We have identified a number of sites on Queens Road in the Issues and Options paper that should be redeveloped. On these sites, we want shops or other uses such as cafes and restaurants along the street to provide local services to people living in the surrounding area and to encourage activity on Queens Road. The Issues and Options Paper also looks at how the Peckham and Nunhead Area Action Plan can improve people's health. We also recognise there is a lot of waste left on the pavement by local businesses. This is addressed in the Issues and Options Paper.</p>
Astbury Road Area Residents' Association	<p>The amount of housing development in the area is growing rapidly, yet the immediate area also lacks meeting and social destinations such as coffee bars, restaurants & pubs.</p>	<p>In planning the development of Peckham, we have included options in the Issues and Options paper for community facilities on sites in the area to meet the needs of a growing population. We have also included options for allowing a greater mix of uses in the town centre including cafes and restaurants.</p>
Astbury Road Area Residents' Association	<p>The route between Peckham town centre and Queens Road is particularly bleak and feels unsafe, particularly at night. The route contains a number of housing estates with no street-side access, a number of empty development lots and an absence of amenities, making pedestrians feel isolated and unsafe when walking.</p> <p>Further developments in this strip (e.g. the site of the Wooddene) need to involve consideration of the 'streetscape' of this area making it an inviting and safer walk for pedestrians.</p>	<p>The issues and options paper presents options for a number of sites along Queens Road including Wooddene. Options are also included for improving the streetscape and addressing safety and security, for example, encouraging shops and other active uses at ground floor fronting onto the street. These options together with other strategies and projects can make Peckham safer.</p>

Respondent	Comments	Officer response
Astbury Road Area Residents' Association	The strip of Queen's Road from the town centre to the boundary of Lewisham is distinctly lacking in public landscaping and consequently feels bleak and uninviting. Substantial trees and planting lining the street would significantly improve the character of the area and soften the concrete mass.	With new development in the area, we can obtain contributions from developers towards landscaping and the planting of trees to make Queens Road greener
Astbury Road Area Residents' Association	<p>Concern with the loss of family homes or small work spaces/industrial units, to make way for small, sometimes poor quality & cramped flats.</p> <p>There is appears to be no monitoring of the overall distribution of types of housing (particularly family housing).</p>	<p>Options are presented for the type of housing you want in the area as part of the Peckham and Nunhead Area Action Plan, including having more family housing in new development. We are proposing to do further work in setting targets for the mix of housing we want in Peckham and how this achieved.</p> <p>It is also recognised there is not enough space for small businesses and light industrial uses. To meet this need we ask what uses you want on different sites in Peckham including small business units so Peckham continues to provide jobs.</p>
Astbury Road Area Residents' Association	The area has been overdeveloped and local services are unable to support the increasing population. There appears to be no way of assessing the cumulative impact of these smaller planning applications.	<p>In planning the future development of the area, we include options for where services including a new health centre is located and sites that community uses could be accommodated on. We are also working with service providers such as schools, the PCT and community groups to make sure there is space to deal with increased pressure from new development. We will require contributions from developers towards improvements to services before they reach capacity.</p> <p>The impacts of individual development and the combined effects of options on services are assessed as part of the sustainability appraisal which will inform what our preferred options are for Peckham.</p>
Astbury Road Area Residents' Association	The impact of population growth due to the extensive new housing developments in the Queen's Road area needs to be considered. The growth in rail users at Queen's Road Peckham needs attention and needs to be taken into account in future transport strategies.	In planning the development of Peckham improvements are required to services including transport. The Issues and Options paper describes improvements proposed to Queens Road station and other improvements to public transport, footpaths and roads that are subject to funding. We propose to take contributions from developers towards transport improvements in the Peckham area.
Astbury Road Area Residents' Association	There is a need for a greater variety of retail space in the area to both better serve the local community and bring new money and commerce to the area. A resurgent Peckham would attract money and shoppers	<p>Options are included in the Issues and Options paper for a greater range of uses including services such as banks, cafes and restaurants in the town centre and the areas we protect shops.</p> <p>Also through identifying options for the use of sites in the area</p>

Respondent	Comments	Officer response
		and working with landowners/ developers, we can attract money and people to Peckham.
Astbury Road Area Residents' Association	The proposed siting of the tram depot is wrong headed and shortsighted. The centre of Peckham needs to be developed as a more cultural and artistic centre.	Transport for London has not yet made a final decision on the location of the tram depot. The options for this site are included in the Issues and Options Paper with and without a tram depot. Options if the tram depot is not developed include space for cultural uses, creative industries, small business, housing and shops. We will work with Transport for London to ensure the most efficient use of the site is made if it is needed for a depot.
Astbury Road Area Residents' Association	The suggested improvements to Peckham Rye station and the creation of a piazza would also help, as would the classification of central Peckham as a conservation area.	An option is included for a public square in front of Peckham Rye station with a mix of uses surrounding the square to attract people and activity to the area. We also include options for a conservation area to preserve historic buildings in Peckham.
Bellenden Residents Group	Does the 'area' in the Council's question mean the area included within the boundary shown on this map? The exact purpose of the map is not clear given that many of the issues to be covered extend far beyond that area. The boundary in the map appears to be roughly the commercial area plus the area the paper says where 'most change is likely to happen'. But is this just a 'land use' focus on 'development sites'? Is this at odds with the wider purpose of the PAAP to look at all interlinked issues, which make sense only in the context of the wider Peckham area, and related social, economic and environmental factors?	We have considered the issues across the wider Peckham area. The area referred to in the vision paper is where most change and new development is planned, and that has a mix of uses and buildings of different sizes compared to the surrounding area. The core area includes a number of development sites. Development in this area will benefit the surrounding area. Although many of the options relate to the physical environment, they have effects on social issues such as health and crime, which is explained in the Issues and Options paper and Sustainability Appraisal.
Bellenden Residents Group	The relationship between the issues in the area within the PAAP boundary on this map, and the issues in the adjacent areas, is very unclear.	Issues identified in the core area, for example the range of shops impacts on the wider area as residents may travel to other centres for shopping. By including the wider area of the two Community Councils (Peckham and Nunhead and Peckham Rye), issues that affect the surrounding area can be addressed with changes and new development in the core area.
Bellenden Residents Group	It is not possible to read the map in 'Future Peckham' as it is impossible to read the streets on and around the boundary.	A map of the boundary showing streets will be included in the Issues and Options Paper.
Bellenden Residents Group	Why does the boundary exclude Choumert Road between Choumert Market and Bellenden Road? It would seem to make more sense to cover Choumert Road as the main walk route between Rye Lane and Bellenden Road	The boundary of the AAP does not include the full length of Choumert Road as there is little or no change expected to the physical environment of this area. Improving linkages between Peckham and Bellenden Road are addressed in the Issues and Options paper.
Bellenden Residents Group	Why does it include the land between Choumert Rd and McDermott Road? Cannot see the rationale for this.	The boundary includes this area as there is potential for new development on sites including Bellenden primary school. The

Respondent	Comments	Officer response
		area also extends to Bellenden Road to include community uses (faith chapel, nursery) that could accommodate groups currently in the town centre.
Bellenden Residents Group	Why is the shopping parade between Choumert Rd and Chadwick Road excluded? The boundary should include the whole of the Bellenden shopping parade, as it should be dealt with as a totality in planning terms.	The action area is where changes including new development is expected. This section of Bellenden Road shops is within Holly Grove Conservation area. It is not proposed the boundary of the conservation area is changed.
Bellenden Residents Group	Is the boundary in this area excluding the land in the Conservation Area? If so that does not make sense on the ground	There is change expected in the action area while it is the objective to preserve/enhance the character of the conservation area. The conservation area has been excluded for this reason.
Bellenden Residents Group	Why does the boundary exclude the end of the shopping parade on the west side of Peckham Rye, between Rye Passage and Dewar Street? This should be included as an integral part of that shopping parade	The shops south to the junction of Dewar Steet and Peckham Rye (road) are included in the action area. The boundary is drawn where there are natural barriers such as a road and the town centre should not be extended as there is enough space to accommodate all uses in the existing town centre boundary. Peckham Rye south of the northern point of Peckham Rye common does not feel a part of the town centre and the shops provide for top-up shopping different to the role of the town centre.
Bellenden Residents Group	This site, which is safeguarded in the UDP for the tram depot does not appear on the 'Future Peckham' map although the other UDP development sites do. It should be identified on the map as a major strategic site, which has major issues and options to be considered.	Proposal site 71P is included in the Issues and Options paper with options for different uses on the site
Bellenden Residents Group	<p>The AAP should cover the cumulative impact of small and medium developments as well as large planning permissions. Impacts can result in increased demands on services and on the nature and character of the neighbourhood.</p> <p>This should be set in the context of what might be referred to as a 'neighbourhood development profile'. Neighbourhood profiles are where residents together with ward councillors and support from the Council draw up a preferred neighbourhood profile from resident's perspectives which are given to developers.</p>	<p>The Area Action Plan will provide a vision and objectives for all of Peckham, and not just development sites within the core area. We will be asking residents to identify if they want the character of Peckham to change/be preserved. The Issues and Options paper presents options for protecting the character of areas in Peckham. This includes creating a conservation area over parts of the town centre. We will investigate the potential for creating neighbourhood development profiles for areas outside the town centre. These would not have any legal weight, but could form part of the background documents for the area action plan.</p> <p>The impacts of individual development and the combined effects of options on the area are assessed as part of the sustainability appraisal which will inform what our preferred options are for Peckham. We are also working with service providers to make sure there is space to deal with increased</p>

Respondent	Comments	Officer response
		pressure from new development. We will require contributions from developers towards improvements to services before they reach capacity.
Bellenden Residents Group	<p>Commercial encroachment on, and nuisance to, residential spaces and buildings</p> <p>- This is a serious issue for the areas adjacent to the commercial areas. These needs to be included and the options for dealing with it. The lack of adequate development control of changes to commercial premises and uses is a serious issue impeding efforts to improve the town centre. How it can be remedied should be addressed.</p>	<p>New space for industrial uses provided in areas close to housing or in mixed use development is subject to policies in the Southwark Plan that protect amenity of residents in the surrounding area.</p> <p>In areas where businesses are currently located or space is available that when occupied could impact on resident's amenity, we can try to relocate businesses to more appropriate locations.</p> <p>Another issue has been the removal of shop fronts so shops can extend onto Rye Lane and other streets that results in noise and smells spreading. The Council will control this more closely in the future to minimise impacts on nearby housing.</p>
Bellenden Residents Group	<p>Design and heritage - Town Centre Conservation Area</p> <p>The issues and options relating to the proposed Conservation Area should be included.</p>	This has been done.
Bellenden Residents Group	<p>Open Space – town centre</p> <p>Will the proposal to open up the space in front of Peckham Rye station be included here as an Issue and Option? This proposal needs to be linked with the proposals from Peckham Vision to explore the issues and options around opening up the spaces also on the other side of Rye Lane in relation to the multi-storey car park site, between the railway lines, and the industrial site behind 133 Rye Lane.</p>	An option is included for a public square in front of Peckham Rye station. Options are presented for the cinema/ multi-storey car park site, land between the railway lines and land off Copeland Road/ Bournemouth Road that includes linkages between the sites.
Bellenden Residents Group	<p>Housing – family housing</p> <p>The size of housing is an issue that must be included. There is a shortage of family housing in Peckham, and new developments are overwhelmingly providing dwellings with a small number of rooms of small sizes. Conversions are further reducing the supply of family housing</p>	This is an issue that affects all of Southwark. Options on the type and size of housing in Peckham are included in the Issues and Options paper.
Bellenden Residents Group	<p>Community facilities – meeting rooms & public toilets</p> <p>There is a real shortage of adequate meeting facilities in Peckham for workshops, meetings, training, and conferences both for voluntary, and commercial use. This should be included in the Issues and Options. So also should the provision of public toilet facilities</p>	<p>Community facilities are considered in the Issues and Options paper. Options are included for new and existing community facilities on specific sites in Peckham.</p> <p>We also want to make sure toilets are in the right locations and there are enough toilets. The Issues and Options paper asks for your views on this issue.</p>
Bellenden Residents Group	<p>Employment and retail – shopping demand</p> <p>Where current shopping demand comes from, and the extent to which</p>	We are currently preparing a study of where people travel from to shop in Peckham, where people living in the Peckham area

Respondent	Comments	Officer response
	<p>local shoppers are or are not provided for adequately by Peckham town centre, are crucial issues that need to be addressed - with up to date information of</p> <ul style="list-style-type: none"> • who shops in Peckham, where they travel from, and • where people who live in the town centre catchment area go to shop and if they don't shop in Peckham why not. The transport and ecological impact of encouraging long distance travel to shop in Peckham is an issue that needs to be addressed. 	<p>shop and if more space is needed for shops in Peckham. An issue we have identified is the lack of variety of shops and services on Rye Lane. Options are included on protecting the existing shops or allowing a greater range of shops and services.</p>
Bellenden Residents Group	<p>The inaccessibility of Peckham Rye station and Queens Rd station to people with disabilities, with children and with luggage, is an issue that needs to be included</p>	<p>The issue of access to Queens Road and Peckham Rye stations is included in Issues and Options paper. Improvements required to Queens Road station have been identified which are subject to funding. We want improvements to be made to Peckham Rye station that should be part of redevelopment of land either side of the station.</p>
Bellenden Residents Group	<p>Development sites – site 63P/71P This site should be included on the PAAP area map along with the other developments and opportunity sites, with the options explored for minimising the blight caused by the tram depot designation, and options for alternatives if the tram depot is not located there. These should include the potential for quality development, especially in relation to the other development sites around the railway station and railway lines</p>	<p>We have prepared options for this site, both with and without the depot. We want the site to be redeveloped and not remain unused or derelict. When we know the timeframes for the depot we can identify how the site is used and what we want for the site until the tram depot and other uses are developed on the site.</p>
Bellenden Residents Group	<ul style="list-style-type: none"> • Education does not appear on the list of issues • Resources – public, private and voluntary sector - for implementing the PAAP are issues and options that need to be included. 	<p>Education is addressed in the Issues and Options document.</p> <p>We are working together with the PCT, police, developers, landowners and community groups to make sure our work is linked and that there is agreement about what needs to happen in Peckham.</p> <p>In the preferred options, we will describe what the public, private and voluntary sectors are doing to achieve the vision and objectives of the AAP.</p>
Brandenburg University of Technology	<p>Peckham's historic center offers a variety of existing structures which could be initial starting points for a future revitalisation of the area. The existing social, programmatic and physical “monostructure“ should and can be diversified by using several key sites and spaces.</p>	<p>The Issues and Options paper includes options for the preservation of Peckham's historic buildings and redevelopment of sites to regenerate the area while addressing social issues such as crime and poor health and physical issues such as the poor state of sites/ buildings.</p>
Brandenburg University of Technology	<p>Rye Lane clearly represents the center of Peckham. A revitalisation of the main street and connected spaces, including the area around Peckham Library, is crucial for a positive gentrification process. It would strengthen the identity of and the identification with the quarter, improve diversity and mixture, certainly most important goals for a prosperous,</p>	<p>Linking public spaces with Rye Lane including Peckham Square is important to improving the area. Options are included for improving links between sites and between Rye lane and the square.</p>

Respondent	Comments	Officer response
	comfortable and peaceful urban everyday life.	
Brandenburg University of Technology	Initial structural interventions could be: A central public space in front of Peckham Rye Station, “opening up” Rye Lane and stressing its central function. In addition to that spaces in between the railway lines should be appropriated for the use as market places, the railway arches could accommodate a variety of small shops and workshops. The area around the station should become a gate to the quarter reflecting its possibilities and potentials.	Options for land either side of Peckham Rye station includes a public square opening up onto Rye Lane. The Issues and Options paper also includes options for the reuse of the railway arches including access between sites, space for small business, light industrial uses and places of worship.
Brandenburg University of Technology	Connected to Rye Lane via smaller streets and historic arcades several sites would offer the possibility to implement new businesses, new housing typologies, public buildings and -spaces. Sites currently used as parking lots like the Morrisons car park or the space on the lot of former Odeon’s Cinema, also free spaces adjacent to Peckham Library and the public swimming bath can be used for new public and private developments. Finally the lot occupied by the Bussey Building (site 63p/71p) is to be considered as a key site. All these spaces can be connected by a net of public paths using existing streets and passages, thus activating Rye Lane’s “Second Row” and using it for the diversification of programmes and uses of Peckham’s Center. These measures would radically change the present situation of Rye Lane as a linear monostructure, adding and connecting new functions and typologies of different scales, thus upgrading the quarter as a whole.	The sites identified are included as development sites in the Issues and Options paper with options for the future use of these sites. Options include providing access between sites to the north and south of the railway lines including the cinema site. Options for the development of land to the west of Peckham Rye station and the development of Choumert Grove carpark would support the growth of the town centre to the west, while improving Rye Lane and its attraction.
Brandenburg University of Technology	Smaller scale interventions could strengthen the whole fabric (short term). Possible measures reach from simply cleaning, opening up already existing public spaces - introducing “care takers” linked to active groups in the community - up to public investments feasible in short term, for example the activation of the railway arches and the spaces adjacent to them.	The area action plan will link with projects and the work of different groups to achieve the vision for Peckham.
Brandenburg University of Technology	The introduction of a tram network as a positive infrastructural measure to revitalise, reactivate and promote the area. This would certainly allow a better connectivity to the city as a whole, enhance diversity and productivity.	Noted. The council supports the cross river tram.
Brandenburg University of Technology	We fully agree with Peckham Vision’s appeal not to use site 63p/71p for the implementation of a future tram depot. We strongly do recommend to consider alternative sites for the construction of the tram depot	Transport for London has not yet made a final decision on the location of the tram depot. Options for this site are included in the Issues and Options Paper with and without a tram depot. Options if the tram depot is not developed include space for

Respondent	Comments	Officer response
		cultural uses, creative industries, small business, housing and shops. We will work with Transport for London to ensure the most efficient use of the site is made if it is needed for a depot.
Christina Dominguez-Medina	The area being looked at in the AAP should include North Peckham, particularly the area around Burgess Park. The regeneration programme has been left unfinished with a need for improved public transport and services (shopping and leisure).	While the core area of the area action plan is the focus for change, we are also wanting to address issues affecting the wider area including Peckham north to Burgess Park. As highlighted in the Issues and Options paper, public transport will be improved with the cross-river tram. We also want people living in north Peckham to have access to local shops and have included an option for small-scale shops to be developed on Cator Street.
Christina Dominguez-Medina	Southampton Way is in need of modernisation to attract businesses to vacant and derelict shops. Residents in the area therefore need to travel elsewhere to meet, drink or shop and are forced to travel to the Old Kent Road.	We want to encourage the reuse of shops and other buildings with proposals to redevelop sites along Southampton Way. Most change is planned for a core area in Peckham which will provide new and improved services, which would mean people have less distance to travel.
Christina Dominguez-Medina	Transport is an important issue as there are not enough bus routes or buses on a route, especially with a larger number of homes and people. The Peckham area is 'plunging' extremely quickly and we need to date for the tram to be borough forward from 2016.	The level of access by public transport in Peckham will be improved with the East London railway and the cross-river tram. The dates that the East London line will be finished by is subject to further work and funding. The council supports the cross river tram and is lobbying Transport for London to make a decision on the project. We will also obtain contributions from new development towards improving public transport.
Christina Dominguez-Medina	Burgess Park is in need of modernisation and increased security for residents who are afraid to use facilities at certain times of the day.	Burgess Park will be improved as part of changes we are proposing in the Aylesbury Area Action Plan. We are consulting on the draft Aylesbury Area Action Plan in January 2009.
Christina Dominguez-Medina	The lack of security and facilities in the area make it a reasonably abandoned, sleeping only area that is luring criminals, drug dealers and burglars	The Issues and Options paper includes options for improving safety and people's feeling of safety in Peckham. Options on improving public space and development in the area can make Peckham feel safer. Through linking with the plans and projects of other organisations incl. the police, we can also make Peckham a safer place.
Christina Dominguez-Medina	I support the creation of a piazza around Peckham Rye station which would make it a more open and safe area.	An option is included for a public square in front of Peckham Rye station with a mix of uses surrounding the square to attract people and activity to the area.
Christina Dominguez-Medina	We do not go to Peckham Town Centre because of the 'commercial installations'. I understand the need to protect small businesses but the state of shops and disposal of waste is terrible. The area can be improved without the need to remove local businesses.	We have identified a number of issues and options for improving shopping in Peckham including allowing a greater range of shops. Options are also included on the size of shops people want including retaining existing small independent shops.

Respondent	Comments	Officer response
Clare Colvin	The map in the 'Future Peckham' paper does not show site 63P/71P. There are many issues relating to that site, that the Issues and Options paper needs to cover, so it should be shown on the map. The Council's Issues and Options paper must cover all the issues and future options for the site, whether the tram depot is eventually located there or if it is not located there, and also for the time before a decision is made	We have included this site in the issues and options paper and present a number of different options for the site, with and without the depot.
Colin McMaster	Finding suitable and affordable studio space is a prime concern.	This issue is addressed in the issues and options paper.
Colin McMaster	The current site at 133 Rye Lane/ 133 Copeland Road, which includes the historic Bussey building houses an expansive range of studio practitioners and continues to draw a range of artists. It has also become an exhibition and concert venue. It has great potential for developing public workshops for local people of all ages. Enabling this work and these enterprises to continue and flourish will contribute to the creative atmosphere in Peckham. We therefore think that Peckham and Nunhead Area Action Plan and the PAAP should include discussions of the potential for this site if the tram depot does not get located in Peckham Town centre. We ask that possible alternative uses for site 71P are included.	Alternative uses for the site are considered in the issues and options paper. Options include space for cultural uses such as exhibition space, workshops and creative industries.
Dave Cannon	There is no adequate north south route through the Peckham area. Traffic danger, noise and air pollution are worsened by the Consort-Heaton-Copeland one-way system which encourages a race-track mentality. This one-way system also maroons Southwark's St Mary Magdalene school with children exposed to traffic, noise and pollution. The present one way system should be abolished and the traffic restricted to a Copeland-Clayton Link road. This would provide an adequate alternative for north-south traffic, allow cul-de-sacs to be created east and west of Rye Lane. It would also enable Rye lane to become bus only.	A new north south route for cars would require a new road to be constructed linking Copeland Road and Clayton Road under the railway lines and through housing. This would be subject to an assessment of feasibility, planning and funding. In the Issues and Options paper, proposals to improve walking, cycling and public transport in Peckham and reduce reliance on the car are included, and also options to improve safety and the public realm.
Dave Cannon	Improving Rye Lane north of Hanover Park would improve air quality and pedestrian safety and enable trees to be planted and benches installed. This would in turn create attractive public spaces.	The issues and options paper includes options for improving footpaths and the road along the northern section of Rye Lane including pedestrianisation. In addition, options are included for creating or improving public spaces on several sites including Peckham Square, land either side of Peckham Rye station and in front of the cinema.
Dave Cannon	Peckham has the potential to be a vibrant centre where people come first ahead of the car.	This is reflected in the hierarchy we will apply to new development giving priority to walking, cycling and public transport. Improvements to Peckham through the area action plan will make it a place more attractive to visit and less dominated by

Respondent	Comments	Officer response
		the car.
Derek Kinrade	The map lacks clarity only providing a generalised picture of the proposed action area.	A more detailed map showing streets is included in the issues and options paper.
Derek Kinrade	The wishes of local people are more important than the Mayor	We want the Peckham and Nunhead Area Action Plan to address issues affecting the area and with evidence to support this, we can take a different approach to the Mayor of London.
Derek Kinrade	Peckham should not be over-developed and I like Peckham as it is with its diversity, character and charm	The Issues and Options paper includes options for protecting the existing character of the area and making sure new development is of a similar height and scale.
Derek Kinrade	Small shops should be supported rather than Peckham becoming a centre of chain stores and multi-storey shopping precincts	Options are included on the size of shops you want including the protection of small independent shops.
Derek Kinrade	Historic buildings need to be enhanced with an emphasis on preservation of public and private buildings. Conservation areas should be extended particularly in the town centre	The Issues and Options paper includes options for where a conservation area should be located to preserve historic buildings and for identifying building of special interest
Derek Kinrade	The frontage of Peckham Rye station should be opened up	The Issues and Options paper presents options for the development of land either side of Peckham Rye station including a new public square in front of the station.
Greater London Authority	The extension of the area covered by the Peckham and Nunhead Area Action Plan is supported	Noted
Hannah Barry Gallery, Sven-Alexander Mündner	It has come to our attention that the site 63P/71P is not included in the 'Future Peckham' map. We would appreciate a full consideration of the development options for the site as without doubt it has an enormous development potential for Peckham and its residents. We have a long-term interest in maintaining and developing this site as an important platform for creative industries in London and more widely. We urge you to see it fully covered in the PAAP.	Proposal site 71P is included in the Issues and Options paper with options for different uses on the site including small business space for creative industries and cultural uses.
Hannah Barry, Hannah Barry Gallery	The site 63P/71P is not included in the 'Future Peckham' map. We would appreciate a full consideration of the development options for the site as without doubt it has an enormous development potential for Peckham and its residents.	Proposal site 71P is included in the Issues and Options paper with options for different uses on the site.
Hannah Barry, Hannah Barry Gallery	We have decided to found an independent public art library that we hope will be located on the 63P/71P site. We aim to establish the Library for Modern and Contemporary Art in Peckham as a serious and long-term resource for residents, students, artists and art specialists and make the project a cornerstone – albeit a privately driven initiative - in the development and progress of Peckham as a significant cultural and creative destination.	We would welcome the location of a library for Modern and Contemporary art in the area reflecting the importance of Peckham for creative industries and art. Options for the 71P site and other sites include space for cultural uses, which could include a library for modern and contemporary art.
Jennifer Quinton Chelley	Older people need central heating on to suit them - not part-district heating off a lot of time, plus need to be safe.	Options are included for better designed buildings that are more environmentally friendly, and reduce the energy required.

Respondent	Comments	Officer response
		The Issues and Options paper also describes how Peckham can be made safer with changes to the physical environment.
Jennifer Quinton Chelley	Traffic Congestion controls no longer work due to increased amount of traffic using Bellendon Road, Clayton Road and Consort Road to from the 24/7 too busy A2 main road through tiny Peckham Village Centre.	The Issues and Options paper describes how the area action plan together with other projects can reduce congestion and reduce reliance on the car.
Jennifer Quinton Chelley	Safer Cycle lanes and facilities. Worn out road markings should not be allowed to be worn away and should be continuous not on and off along A2 to and from Peckham Village. Cycle markings always kept 100% at Vauxhall etc, including cycle lanes on broad pavement areas.	Options on improving cycling in Peckham are included in the Issues and Options paper, making it easier and safer to cycle in the area.
Jennifer Quinton Chelley	Children and young people need somewhere safe, indoors, supervised every night and w/e - not once a week or month! Not sports clubs but simply a place to sit and talk to their friends, buy a cold drink or a hot chocolate, whatever. SOCIALISE, and be shown how to socialise and behave with other people	Options for development sites in the Area Action Plan include new community facilities for young people such as a multi-use games area proposed beside Peckham Pulse.
London Development Agency (C- Greater London Authority)	The LDA would encourage the Council to set out the London plan policies for Peckham as a starting point including its status as a major centre and area for regeneration	In preparing the area action plan for Peckham we recognise the importance of regenerating the area and supporting Peckham's role as a major town centre.
London Development Agency (C- Greater London Authority)	The retail study (2003) should form the basis for assessing the capacity of Peckham and ensure that it provides opportunities that would strengthen its status as a major centre.	We are currently preparing a retail study as an update to the 2003 study that will inform how much floorspace we want in Peckham and on different sites in the area
London Development Agency (C- Greater London Authority)	Local residents should benefit from the creation of jobs resulting from the construction and operational phases of development. Initiatives to create training and employment opportunities and to utilise the goods and services of Small and Medium Enterprises (SME's) and local businesses could be included as part of s106 contributions, which could be delivered by financially contributing to established initiatives such as the Southwark Works programme.	Planning obligations from new development in the area will contribute towards the Southwark works programme and other projects in Peckham to help people gain skills and employment
London Development Agency (C- Greater London Authority)	The LDA would encourage the Council to consider the need for social infrastructure and employment initiatives as part of the Planning obligations paper.	<p>In planning the future development of the area, we include options for where services including a new health centre are located and sites that community uses could be accommodated on. We are also working with service providers such as schools, the PCT and community groups to make sure there is space to deal with increased pressure from new development. We will require contributions from developers towards improvements to services before they reach capacity.</p> <p>The impacts of individual development and the combined effects of options on services are assessed as part of the sustainability appraisal which will inform what our preferred</p>

Respondent	Comments	Officer response
London Development Agency (C- Greater London Authority)	The LDA would encourage the Council to consider opportunities for on-site provision of affordable employment space including retail, which could support local businesses and SMEs	options are for Peckham. It is recognised there is not enough space for small businesses and light industrial uses. To meet this need we ask what uses you want on different sites in Peckham including small business units so Peckham continues to provide jobs. We will explore the potential for requiring affordable business space in new developments.
Natural England	Natural England welcome and support consideration given to sustainable travel and improved open spaces	Noted
Natural England	The issues identified cover those that Natural England wish to see considered	Noted
Network rail	Proposals are being developed to improve passenger facilities at Peckham Rye and Queens Road station. Proposals at Peckham Rye station involve improving canopies, clearing platform buildings, improving flows between the booking halls and the platforms and the introduction of gating. There is potential to improve access to the station and open up the forecourt subject to funding from planning obligations. Proposals for Queens Road station include the creation of a ticket office at ground level and the introduction of lifts. This is not funded and subject to funding from planning obligations.	Improvements to both stations are supported.
Paul McQuail	The area shown on the map is too narrow to make sense in relation to a number of the Issues identified for attention – for example health, community facilities, and transport. Each of these needs to be considered over a much wider area than that identified by reference to expectation of physical change. Saying that surrounding areas will be considered when necessary wholly ignores the key question of where the people for whom Peckham is important live. The section on Difference in your papers makes this clear when it refers to the demographics, which clearly relate to a substantial hinterland. That wider area ought to be specified in the Plan throughout the consultation process and included on the face of the Plan itself.	We have considered the issues across the wider Peckham area. The area referred to in the vision paper is where most change and new development is planned, and that has a mix of uses and buildings of different sizes compared to the surrounding area. The core area includes a number of development sites. Development in this area will benefit the surrounding area. The wider area will be identified in a map in the issues and options paper. This includes the community council areas of Peckham and Nunhead and Peckham Rye. Through the sustainability appraisal we will test how the development in the core area will help address the wider issues in the area.
Paul McQuail	The list of Issues to be further looked at is in no particular order: even at this stage they should represent the outline of a narrative. Omissions include Resources (people and money, and their source) without which the Plan is largely irrelevant; and Conservation Areas: these may be ruled out for major development. But they – surely – have a contribution to make to the Vision.	The Issues and Options paper includes the issues identified in the Vision paper together with other issues including preserving historic buildings (with options for a conservation area). We are required to demonstrate the area action plan can be delivered with details of who is responsible for projects, when they will be delivered and how.

Respondent	Comments	Officer response
Paul McQuail	I agree generally with the comments made by Eileen Conn about the major importance of Site63P/71P.	Proposal site 71P is included in the Issues and Options paper with options for different uses on the site.
Paul McQuail	Wording: the Vision is to be “new, shared, ambitious and challenging”. It must also be “realistic”.	We have included a vision in the Issues and Options paper that we want your views on. We want to work with partners including the PCT, police, business, community groups, residents and the wider public to deliver the vision and must demonstrate how this will happen, therefore being realistic.
Peckham Business Park Ltd	Safeguarding' of the 71P site has effectively blighted the site for development	We will work with Transport for London to find out timeframes for the depot site. This will allow us to develop proposals for how the site can be used in the short term to ensure it does not become unused or derelict.
Peckham Business Park Ltd	The PAAP must consider alternative visions for the area (Site 63P/71P) should the Tram Depot not be positioned in this totally inappropriate location	Options for site 71P with and without a tram depot have been prepared, including the potential for further development on the site.
Peckham Business Park Ltd	It is imperative that Site 63P (71P) be shown in the PAAP as an area for regeneration to allow for positive alternatives to the Tram Depot to be actively considered. That such a large area has not been included does in itself give rise for concern as to the quality of the presentation and formulation of the PAAP visions.	Proposal site 71P is included in the Issues and Options paper with options for different uses on the site.
Peckham Vision	The PAAP Issues and Options paper needs to include the issues and options for site 71P including the identification of the site's boundary	Proposal site 71P is included in the Issues and Options paper with options for different uses on the site.
Peckham Vision	If the tram depot is located on the 71P site, its layout and its perimeter need to be designed and agreed. Some of the issues and options arising from this need to be covered in the PAAP.	We are still waiting for a decision from Transport for London on the tram route and location of tram depots. Until then we will not know the layout and perimeter of the tram depot, making it difficult to present options for other uses on the site at this stage. However the desire for mixed uses on the site will be explored and we will work with Transport for London to make the most efficient use of the site.
Peckham Vision	The PAAP discussions need to deal with what will happen to the 71P site up to a decision about the depot, to minimise the blight during the continuing uncertainty about the locations for the Cross River Tram depots.	We will work with Transport for London to find out timeframes for the depot site. This will allow us to develop proposals for how the site can be used in the short term to ensure it does not become unused or derelict.
Peckham Vision	The PAAP discussions must cover what the issues and options might be if the depot were to be located somewhere else	This has been done.
Peckham Vision	The town centre is conceived only as a long narrow linear shopping street, with relatively isolated opportunity/development sites. But there is the potential for viewing this area around Rye Lane Central in a very different way - as an integrated matrix with old and new buildings interlinked with open pedestrian spaces. In achieving this vision, an open space should be considered in front of Peckham Rye station	The Issues Paper considers options for the use of land around Peckham Rye station to open up the town centre and improve east/west connections. This includes options for a public square in front of the station.

Respondent	Comments	Officer response
Peckham Vision	<p>Three sites on the east side of Rye Lane have the potential to transform the central part of Rye Lane</p> <ul style="list-style-type: none"> - the multi-storey car park area, - site 71P 'safeguarded' for the tram depot, - the area between the railway lines, <p>The links that these three sites already have with Rye Lane, and with each other, could also be opened up in imaginative developments to create a new cultural and business quarter in this central part of Rye Lane. The sites could be interconnected through the pedestrian open spaces leading to rehabilitated historic buildings integrated with new modern buildings</p>	Options are presented for these sites addressing land uses and linkages. The future use of site 71P will depend on decisions relating to the cross river tram.
Peckham Vision	The 71P site is characterised by a mixture of commercial and industrial buildings, with scope for additional new developments, including office, housing and retail. It is a natural place for Peckham to expand into and develop for mixed uses, building on the commercial and cultural presence on the site.	Options for site 71P with and without a tram depot have been prepared, including the potential for further development on the site.
Peckham Vision	A town centre should be created with a busy shopping area intermixed with a cultural, residential and business facilities quarter with open pedestrian spaces.	The Issues and Options paper includes options for cultural uses, space for business and housing in the town centre.
Peter Heath	<p>Choumert Road is the only south and west-bound exit from Rye Lane. Traffic leaving Rye Lane at the Choumert Road junction is then forced into Alpha Street by the one-way system. Because of the presence of the Netto supermarket car park entrance half-way along Alpha Street through-traffic is often faced with a lengthy queue waiting to gain access to the restricted number of places in the Netto facility. This results in a queue of very frustrated, annoyed drivers leaning on their car horns right outside my front door. This in turn leads to....</p> <ul style="list-style-type: none"> a. Cars mounting the pavement in an attempt to get through. b. Frequent angry exchanges between motorists who leave their vehicles to yell abuse at each other. c. Noise nuisance. d. Mini-cabs wishing to pick up fares in Netto's entering Alpha Street against the one-way directions in order to gain access. e. The significant risk from my standpoint that emergency services would be considerably delayed in reaching my property should the need arise. f. Loss of amenity on the part of myself and my neighbours. <p>The underlying cause is the volume of traffic being forced through a single route off the main road</p>	Options for traffic management including parking and unloading are included in the issues and options paper. Options also include development of the Netto car park that would require people to use other car parking areas, public transport, walk or cycle for shopping

Respondent	Comments	Officer response
Shellgate Ltd	Further to the Southwark Plan proposal site designation 64P, this site should be allocated in the PAAP as an area for comprehensive mixed use redevelopment; acceptable uses to include residential accommodation, student accommodation, Class A and Class B uses	Options are included in the Issues and Options paper for mixed use redevelopment of the site including housing, shops, cafes, restaurants (A uses) and business units (class B). Evidence is required to demonstrate student housing is needed.
Sue Hill	The Issues and options paper needs to cover issues for the 71P site whether the tram depot is located there or not, and before a decision is made.	Proposal site 71P is included in the Issues and Options paper with options for different uses on the site, with or without a tram depot. We will work with Transport for London to find out timeframes for the depot site. This will allow us to develop proposals for how the the site can be used in the short term to ensure it does not become unused or derelict.
Sue Hill	The town centre has suffered from a lack of joined up thinking.	The Area action plan will provide a vision for how we want Peckham to look and how this is delivered including co-ordinating changes to the area, and improving the town centre to make it more attractive.
Sue Hill	Much of the housing built has been low quality and badly designed	New housing proposed in the Area Action plan will be required to meet standards in the Southwark Plan and London Plan. Options on the mix and type of housing, and how new housing should be designed to minimise impacts on the environment are included in the Issues and Options paper.
Sylvie Champenois	There are too many shops selling the same products & too many chains (especially at the bottom of the High Street). It needs variety to cater for all the different type of people living in Peckham.	Options on the mix of uses on Rye Lane and Peckham High Street are presented in the Issues and Options paper.
Sylvie Champenois	Not enough use is made of the Square by the library – great to have events every now and again and the weekly farmers market but why isn't there a café for instance? Just too much of a big empty space	Options for the future use of Peckham Square and the neighbouring site north of the library (known as Area 10 or Peckham Wharf) are included in the Issues and Options paper, including options for café and restaurants.
Sylvie Champenois	Peckham is about communities: ethnic groups, artists etc and the tram depot will not only look ugly, it will destroy any future hope of building a different future for Peckham. The idea of a tram is great of course but there are enough industrial zones in the areas to be put somewhere else.	We want the site to be redeveloped and not remain unused or derelict. A decision has not been made on the location of the tram depot, and alternative uses are presented as options for the site if it is not developed for a tram depot.
Sylvie Champenois	Peckham Rye station The design for a square outside the station is great and would transform the image of Peckham and echo the square by the library. Would be good not to fill it only with shops from chains but have a variety of businesses.	An option is included for a public square in front of Peckham Rye station with a mix of uses surrounding the square to attract people and activity to the area.
Sylvie Champenois	We're lucky enough in Peckham to have beautiful buildings and these need to be looked after given a new lease of life in some instances to eliminate the idea that Peckham only has estates which although changing is still widely thought.	The Issues and Options paper includes options for protecting the existing character of the area. Options for a conservation area that would preserve historic buildings is also presented. We also want to encourage the reuse of these buildings and

Respondent	Comments	Officer response
	<p>The Hodron's Victorian arcades are not only beautiful, they show Peckham's prosperous history so it would be fantastic if they could be renovated.</p> <p>Imaginative use of buildings i.e.: The Sassoon Gallery is great and always better than having an empty building.</p>	<p>this is made clear in the Issues and Options paper.</p>
<p>The Chronic Love Foundation</p>	<p>Alternative uses should be explored for the area known as Site 63P / 73P by adding it to the PAAP Issues and Options Papers list.</p>	<p>Options for this site with and without a tram depot have been prepared, including the potential for further development on the site.</p>
<p>The Chronic Love Foundation</p>	<p>The site should be added to 'Peckham and Nunhead Area Action PlanDoc' potential redevelopment site Map.</p>	<p>This is done</p>
<p>The Chronic Love Foundation</p>	<p>The best use for the 71P site is the building of a range of mixed-use facilities that helps evolve Peckham Town Centre, creating a new bigger, wider town centre. One that utilizes / restores the old and blends it with the newly built.</p> <p>As well as the new 3 Floor CLF Art Café, The Chronic Art Foundation Artist Studios and Galleries the proposed redevelopment would include</p> <p>Buildings such as Affordable Housing, Youth Facilities, Galleries, Exhibition Space, Restaurants, Live Work Units, A 21st Century Community Centre, An Open Air Park, the restoration of The 120 Year Old Bussey Building + the Creation of brand new progressive Office buildings linked by huge glass Atriums</p>	<p>The Issues and Options paper includes options for a mix of uses including artists studios, exhibition space, a venue for cultural events e.g. performances / music/ art, housing, and shops</p> <p>Space for small businesses as part of any redevelopment is also included as a part of options for the site, along with the option of a tram depot on the site.</p>
<p>The Chronic Love Foundation</p>	<p>Change of use for Railway Arches [next to Cinema / Car Park] to create bars, cafes, restaurants and potentially a new street market, linked to the Multi Storey Car Park Potential Development with open air piazza, which in turn could link to the Bussey Building + new buildings / theatres etc as mentioned</p>	<p>Options for this site are presented in the issues and options paper, including shops and cultural uses and an open square. Options are also presented for linking this site to surrounding streets and sites. Options for the railway arches include space for place of worship, light industrial uses and access between sites to the north and south.</p>
<p>The Chronic Love Foundation</p>	<p>Peckham should be a destination of choice that people actually would aspire to Live, Work, Shop, Eat or actually Visit / Entertain in. A destination of choice for Lovers of Art, Music, Creativity and Intercultural Life!</p>	<p>The vision for Peckham reflects this by identifying the diversity and creativity of Peckham and it being a place that is attractive to live, work and visit. The options provide different ways of achieving this.</p>
<p>The Chronic Love Foundation</p>	<p>The building of the tram depot would force us and numerous other Progressive Businesses, Artists, Families and Individuals to relocate elsewhere.</p>	<p>Options in the Issues and Options document include providing space for small business, creative industries and places of worship on the remaining part of the 71P site if a depot is built (subject to space) and for relocating these to other sites in the Peckham area if the tram depot is built.</p>
<p>The Peckham Society</p>	<p>We see Peckham and Nunhead Area Action Plan as a chance to protect the collection of historic buildings that survive in Peckham, which are unprotected by listing and in a very vulnerable condition.</p>	<p>In the Issues and Options paper, we have asked whether there are buildings of special character that should be protected.</p>

Respondent	Comments	Officer response
The Peckham Society	Creating a Central Conservation area is essential for Peckham's future. A conservation area along Rye Lane and the High Street is a really intelligent way of raising the design standards of new development and looking after our best historic townscape, giving people of Peckham a sense of pride, belonging and local identity.	The Issues and Options paper includes options for protecting the existing character of the area, including options for a conservation area.
The Peckham Society	Peckham Society despairs at the depressingly low design standards accepted for new development in Peckham.	We will require new development to be of a high standard in design to make Peckham an attractive place to live, work and visit
The Peckham Society	We hope that all major applications in Peckham particularly on key sites will be assessed by Southwark's Design Review Panel. New development must be of a much higher architectural standard.	Proposals on large sites that are likely to have a significant impact will be assessed by Southwark's Design Review Panel including plans for the Wooddene site, Aylesham centre and land off Copeland Road (71P).
Tiger Developments	It is important that the vision explains what the new role for Peckham is as this is not identified in the documents produced for consultation. We hope it includes creating a vital and viable town centre through supporting inward investment.	The Issues and Options paper includes a vision for what we want Peckham to look like and we want your views on this. We want Peckham to be an attractive place to live, work and visit which reflects a vital and viable town centre.
Tiger Developments	We welcome the identification of The Aylesham Centre as a major redevelopment site for mixed use retail led regeneration including shops and homes that could improve the town centre	Options are included for the possible uses that could go on the site.
Tiger Developments	The vision document does not refer to the proposed route of the cross-river tram and how that fits in with the Council's ambitions. The lack of certainty of the route for the tram is preventing Tiger from delivering regeneration proposals in the short to medium term	The Issues and Options paper summarises the proposed cross-river tram and its impacts on Peckham are included in options for development sites in the area.
Tiger Developments	It would be helpful if an indication of the order of the 11 issues identified in the vision paper	No order is given in the issues and options paper to issues listed in the vision paper. Options are presented to address a range of issues that together can bring positive change to Peckham. Given some issues are related to others, it is not appropriate to prioritise particular issues.
Transport for London	TfL suggests that the document is developed to have a clear overarching transport policy that guides the transport aspects of development. The core strategy should link to detailed transport policies which have development plan status which cover: <ul style="list-style-type: none"> • Cycling, walking and public transport. • Travel Plans and Transport Assessments • Cycle Parking • Car Pooling/Car Clubs • Freight issues including delivery and servicing requirements 	Options are included in the Issues and Options paper to address transport issues specific to Peckham including projects subject to funding. The Core Strategy will contain policies for transport addressing the points listed. Options for Peckham are consistent with options for the borough as a whole unless local circumstances demonstrate a different approach is required.
Transport for London	A policy which illustrates the need to collect planning obligations for public transport, walking and cycling would be beneficial. TfL periodically enters into Section 106 agreements as co-signatory with	Southwark's Supplementary guidance on planning obligations provides the necessary information to support improvements to public transport, walking and cycling at both a borough wide

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	<p>boroughs, if TfL is required to provide the transport infrastructure required as part of the agreement. This often assists in determining the details of the scheme and delivery of the infrastructure more accurately. A reference to this in the policy would be helpful. It is appropriate to seek contributions which contribute to borough wide transport improvements as well as site specific improvements.</p>	<p>and site specific level. The Peckham and Nunhead Area Action Plan will link with the SPD.</p>
<p>Transport for London</p>	<p>TfL considers there is a need to ensure the provision of sufficient land for the development of an expanded transport system. The consideration of such facilities should not be left to specific site policies or major development applications, as this would not enable opportunities to be maximised throughout the borough. Opportunities for improvements or new facilities can often arise in locations where there is no need for site specific policies or where there is no major development proposal.</p> <p>TfL suggests a general policy on safeguarding land for transport functions, in line with the 'Land for Transport (March 2007) document which is Supplementary Planning Guidance to the London Plan. This is particularly a consideration in light of the developing Cross River Tram proposals.</p>	<p>The area action plan is a plan for delivery of change to Peckham and there is a need for a site specific approach to development of the town centre to address issues affecting sites in the area. A general policy to safeguard land for transport uses will form part of the Core strategy.</p> <p>Through ongoing liaison with partners, including Transport for London, we can ensure the preferred tram route and site of the tram depot are included in the area action plan.</p>
<p>Transport for London</p>	<p>TfL suggests that the document contains a policy that encourages developers to submit transport assessments for major developments, in accordance with TfL's "Transport assessment best practice guidance document"(May 2006).</p>	<p>Guidance on Transport assessments is included in a Draft Supplementary Planning Document on sustainable transport.</p>
<p>Transport for London</p>	<p>TfL suggests that separate and specific policies for walking and cycling should be included in more detail. Whilst they are often linked to one another, it is important to acknowledge that the two issues have individual priorities</p> <p>The cycling policy should contain a commitment to minimum cycle parking standards in line with TfL standards and include those standards as an appendix to this document (or include the standards in another relevant development plan document). Cycle parking standards should not be included in a Supplementary Planning Document as this has less status in planning terms. A map showing proposed improvements to cycle and walking routes would be beneficial (or details added to existing maps in the document</p> <p>A reference to TfL's "Improving Walkability" and "The London Walking Plan" should be made in the Walking Policy. A map showing proposed</p>	<p>Guidance on walking and cycling is included in a Draft Supplementary Planning Document on sustainable transport. Cycle parking standards are included in the Southwark Plan and are being reviewed as part of the Core Strategy. We have not included cycle standards in the Peckham and Nunhead Issues and Options paper as there is not evidence to support standards specific to Peckham.</p> <p>Options are included in the Issues and Options for Peckham and Nunhead that includes possible projects the Council will spend money on to improve walking and cycling in Peckham.</p>

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	improvements to walking routes would be beneficial (or details added to existing maps in the document).	
Transport for London	TfL notes that there is no reference to Travel Plans in the document. It is essential that developers are aware of their responsibility to produce robust and comprehensive travel plan documents. A policy which requires travel plans for residential and non residential uses should be included. A travel plan can assist as a delivery mechanism to achieve higher levels of public transport modal split and in accommodating high trip generating developments. Travel plans should include targets and be robust and deliverable. Importantly they should be monitored, reviewed and enforced. TfL has adopted best practice guidance for residential and work place travel plans in 2008. A reference to these documents would be useful.	Guidance on Transport assessments is included in a Draft Supplementary Planning Document on sustainable transport including reference to TfL's guidance.