

Tina Smith
Local Resident
Southwark SE15 2BX

Matters 10:13

NSP71 - Aylesham Centre and Peckham Bus Station

10.83 Is the site developable during the plan period? Is the bus station facility on the site required to be accommodated as part of the redevelopment and is the policy justified in seeking 'small business space' in lieu of any surplus bus infrastructure?

- The site is not developable during the time period. The area to which this site plans for development is heavily tainted with traffic along consort road, Hannover Park, Rye Lane and Peckham High Road. The adjoining side roads that lead to the high street are frequently used by motor vehicles and London transport bus service. Traffic congestion would delay mobility and traffic flow, hence with the increased air pollution risk to an individuals health. Travelling routes and bus services to Central London, Lewisham, Victoria, crystal palace, Croydon would be disrupted.
- There is no traffic plan in the site allocation, which doesn't make the sense given where the site is. And no assessment has been made on the assumption that the development of new business would'nt impact the benefit of green and open spaces.
- The Peckham bus station is essential for service users to visit the area, commuters travel and local shopping. Therefore it would not be justifiable to remove the bus station, but there is a need for more clarity to justify using the space for small business in lieu of any surplus bus infrastructure.
- The plan does not justify the adequate spacing for individual business use or mitigate new guidelines with social distance in seeking 'small business spaces'. For the plan to be justified it needs to show a true vision of how the council are going to manage the increase of people moving into the area and to provide enough jobs to supplement local residents, small business and young adults.

10.84 Does the allocation make the most of the opportunity to reduce the quantum of car parking on the site given its PTAL rating? [NO COMMENT]

10.85 What evidence and assumptions of density/building heights have informed the indicative capacity of the site to accommodate a mix of uses including some 850 new homes? Is the indicative capacity reflective of the site's location within the Borough View of St Paul's Cathedral from One Tree Hill?

- With the assumption to provide 850 new homes the plans do not reflect the increasing population of families moving into the area nor do the plans show adequate spacing for children outdoor play to accommodate 850 new homes in the indicative capacity. The plan proposes to be developed within the area of Peckham Convestory sites effectively would diminish the significance value to the history of Peckham and Peckham Town centre. The evidence is not sound approval varying to height, this would effectively obscure the borough view of St Paul's Cathedral and respectively effect Peckham heritage sites, and listed buildings that are permanently used by local residents. Local residents are loosing out on being able to preserve their history or the impact it would have on their communities.

10.86 Does heritage and townscape assessment of the site in the Peckham and Nunhead Area Action Plan (PNAAP 26), which concluded that the development of up to 20 storeys could be appropriate in this location remain valid in justifying the NSP approach to tall buildings on this site?

- Tall building up to 20 storeys high would not be justifiable with regards to Peckham heritage and Town centre assessments, the tall building on this site would block the view of Peckham Historical Buildings ie; Jones & Higgins Clock Tower, Peckham Levels (Peckham plex car park), Rye Lane Capel and other listed buildings on Highshore Road and Peckham Hill Street also overshadowing the area and residential houses. It would also not be appropriate to build up to 20 storeys high because tall buildings block natural light which effectively make the area dark, dense and isolated.
- Planning legislation requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the conservation area. The approach to build on this site should fall in line with Peckham Conservatory Area Appraisal assessment and to justify the provision for open/green spaces to enhance and preserve our historical buildings.

10.87 Is it necessary for plan soundness in respect of the NSP71 allocation that the view (undefined) from the Bussey Building is protected? Is the policy justified and effective in its guidance on the approach to tall buildings and the Bussey Building?

- It is necessary for the plan soundness to reflect the view of the Bussey Buildings. Southwark is home to a wide range of historical assets of local, regional and national importance, the Bussey Buildings is identified as community assets for local business and community cohesion, therefore should not be obscured.

10.88 Is the policy justified in requiring intermediate affordable housing to be provided through a community land trust? [NO COMMENT]

NSP72 - Blackpool Road Business Park

10.89 Is the Policy for NSP72 effective in enabling the site to come forward in a comprehensive and viable form? NSP73 – Land Between the Railway Arches (East of Rye Lane)

- Pre-plan states that 'commercial uses and the taller building should be concentrated towards the north of the site, however, this raises concerns as these would obscure the Victorian arches of the railway viaduct which are a local heritage asset and should be protected and celebrated. This site contains The Old Mill building built-in the late 1800s this building is of the significant value which represents part of Peckham History, for the plan to come forward open space must be reflected for safety reasons, night time obscurity railway arches dark and dense via bridge underpass and to not undermine Peckham's historic town. Furthermore, the policy clearly undermines the impact of traffic which has increased due to the closure of rye lane. For the policy to be effective in Southwark the council have to consider the flow of traffic. The risk of traffic accidents, noise and air pollution, which will cause a devastating impact on local residents, including children arriving at school and departure and elder residents.

10.90 Would the Policy for NSP73 facilitate effective and deliverable regeneration of this site? Is there a realistic potential for the site to accommodate residential development as part of a mix of uses?

- At the moment along Copeland road, 11 thousand new homes are in construction on top of Atwell estate, which already houses 250 residents, another construction ongoing beside consort bridge Cudsac passage and less than 5 years ago new block of flats was erected on the corner of Brayards Road cross-section with Consort Road. The current road system marrons St.Marys Magdalene School and Greenhive Nursing Home built in 2002. As the need to provide sociably housing there is potential to provide New homes (C3) on this site, however, Southwark Council lacks consultations with local residents. The plan should provide more community centres, leisure and open spaces alongside the required needs of the growing population; young people, children and adults.
- The plan for the designated Blackpool Road Business Park is not effective because it has not undertaken meaningful consultations with or include the participation of the local residents, stakeholders and business, in particular, Abbey Ross Buildbase.

NSP74 - Copeland Industrial Park and 1-27 Bournemouth Road

10.91 Is the site developable against the requirements and guidelines set out in the policy? Is the site alternatively allocated in the Peckham and Nunhead Area Action Plan (PNAAP)? If so, would the PNAAP allocation be rescinded on the adoption of the NSP? {NO COMMENT}
