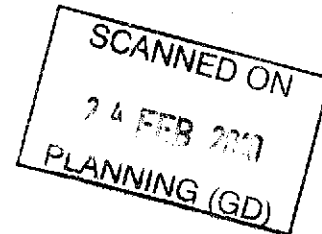


	Classification OPEN	Decision Level DELEGATED	Date 22-01-2010
From HEAD OF DEVELOPMENT MANAGEMENT		Title of Report DEVELOPMENT MANAGEMENT	
Proposal (09-AP-2487) Retention of front facade with demolition and re-development to rear to create ground floor retail unit with 65 residential units over ground to seventh floors in a 4-8 storey building (76.49 AOD), with 24x 1 bedroom, 24x 2 bedroom and 17x 3 bedroom units; with associated cycle storage (65 spaces) and refuse store at ground floor level.		Address 143-149 RYE LANE & 1-15 BOURNEMOUTH ROAD, LONDON, SE15 4ST Ward The Lane	
Application Start Date 19/11/2009		Application Expiry Date 18/02/2010	

PURPOSE

- 1 To consider the above application



RECOMMENDATION

- 2 Refuse Planning Permission.

Recommendation proposed by Case Officer:

Signed *A. Chen* date 16/2/2010

Recommendation cleared by Team Leader:

Signed *KC* date 17/2/10.

Recommendation agreed by Delegated Officer:

Signed *BT* date 18.2.10.

Reason Recommendation either not cleared or agreed:

Signed _____ date _____

BACKGROUND

- 3 **Site location and description**
The site is located on the eastern side of Rye Lane on the corner with Bournemouth Road. Currently located on the site there are two separate buildings. The first fronts onto Rye Lane, and comprises a 4 storey building with 3 retail units. The second

fronts onto Bournemouth Road, and comprises a vacant part five / part six storey building. The building on Bournemouth Road originally formed the storage for the retail element fronting onto Rye Lane and has been vacant for a number of years. The site is located approximately 130m south east of Peckham Rye Train Station and is also served by a number of bus routes along Rye Lane.

- 4 The site is located within Peckham Town Centre, an area characterised by a mix of commercial and residential uses. There is a predominance of retail uses to the ground floors of premises, with residential above. Bournemouth Road also demonstrates similar uses both commercial and residential in nature. Of the buildings on the site, 1-15 Bournemouth Road is a 6 storey former warehouse, dating from the early 20th century; 143-147 Rye Lane is a late 19th century building demonstrating a Dutch gable design; and 149 Rye Lane is an early 20th century building which is of lower quality and of a plainer appearance than the adjoining buildings.
- 5 The site is designated as being within the Peckham Action Area, a Major Town Centre, Protected Shopping Frontage and site 71P for the use as a tram depot and route.

Details of proposal

- 6 The site covers 0.12 hectares, and as detailed above currently accommodates two buildings. The proposal is for the demolition of the building to the rear of the site fronting onto Bournemouth Road as well as the building on the corner of Rye Lane and Bournemouth Road, with the retention of the front facade to Rye Lane, and redevelopment to form 645sqm of gross retail floorspace to ground floor with 65 residential units on the lower ground and upper floor levels.
- 7 Beyond the retained facade, the development would appear with a newly constructed set back fifth storey onto Rye Lane. This fifth storey would be flush to the front facade for the part of the development at 149 Rye Lane. A sixth storey then appears to this front section of the site, set in from both the Rye Lane and Bournemouth Road frontages. Along Bournemouth Road the proposal would be seven storeys high with a set back eighth storey. The majority of the bulk of the proposal would be 22.7m high, however the inclusion of a large lift overrun on the roof of the development gives a further maximum height of 25.3m.
- 8 Due to the retention of the front facade for 143-147 Rye Lane, the development experiences a change in ceiling and floor level heights between the front (Rye Lane) and rear of the proposed premises. Therefore the first floor areas to the front of the development, appear at a similar height to the second floor areas to the rear.
- 9 The following tables illustrate the unit sizes and level of private amenity space provided for each unit in the scheme:

Table 1: Unit Size - Ground Floor

Unit Number	Number of Beds	Floor Space	Amenity Space (Private) sqm
B001 (wheelchair)	1	63.6	16.3
C001 (wheelchair)	3	108.2	25.6
C002 (wheelchair)	1	52	33

Table 2: Unit Size - First Floor

Unit Number	Number of Beds	Floor Space	Amenity Space (Private) sqm
B101 (wheelchair)	3	108	11.6
C101 (wheelchair)	3	108.2	10

C102 (wheelchair)	1	50	5.8
C103 (wheelchair)	2	70.5	12

Table 3: Unit Size - Second Floor (first floor to front of building)

Unit Number	Number of Beds	Floor Space	Amenity Space (Private) sqm
A101	2	59	0
A102	1	46	3.1
A103	1	45.6	0
A104	2	59.3	3
B201	2	62	3
B202	1	47.5	3
B203	1	46.1	4.7
B204	2	71.7	3
C201	2	72.4	4.7
C202	3	80.4	6
C203	3	87.4	7

Table 4: Unit Size - Third Floor (second floor to front of building)

Unit Number	Number of Beds	Floor Space	Amenity Space (Private) sqm
A201	2	58.1	0
A202	1	46	4.1
A203	1	45.6	0
A204	2	59.3	3
B301	2	62	3
B302	1	47.5	3
B303	1	46.1	4.7
B304	2	71.7	3
C301	2	72.4	4.7
C302	3	80.4	6
C303	3	87.4	7

Table 5: Unit Size - Fourth Floor (third floor to front of building)

Unit Number	Number of Beds	Floor Space	Amenity Space (Private) sqm
A301	1	55	0
A302	1	46	4.1
A303	1	43.6	0
A304	2	59.3	3
B401	2	62	3
B402	1	47.5	3
B403	1	46.1	4.7
B404	2	71.7	3
C401	2	72.4	4.7
C402	3	80.4	6
C403	3	87.4	7

Table 6: Unit Size - Fifth Floor (fourth floor to front of building)

Unit Number	Number of Beds	Floor Space	Amenity Space (Private) sqm
A401	3	83	22.3
A402	3	88.3	14.4 although unclear if private

B501	2	62	3
B502	1	47.5	3
B503	1	46.1	4.7
B504	2	71.7	3
C501	2	72.4	4.7
C502	3	80.4	6
C503	3	87.4	7

Table 7: Unit Size - Sixth Floor (fifth floor to front of building)

Unit Number	Number of Beds	Floor Space	Amenity Space (Private) sqm
A501	1	52	33.2 although unclear if private
A502	2	59.7	21.2
B601	2	62	3
B602	1	47.5	3
B603	1	46.1	4.7
B604	2	71.5	3
C601	2	72.4	4.7
C602	3	80.4	6
C603	1	46.4	6
C604	1	46.4	0

Table 8: Unit Size - Seventh Floor

Unit Number	Number of Beds	Floor Space	Amenity Space (Private) sqm
B701	3	98	9
B702	1	47.5	3
B703	2	65	7.5
C701	2	63.2	7.3
C702	3	80.4	6
C703	3	82	10.5

- 10 Units also benefit from communal amenity space. A roof terrace area of 127.7sqm is detailed on the plans at seventh floor, and a further roof terrace providing 150sqm of communal amenity space is indicated at eighth floor level. The treatment, overall appearance, and securing of these spaces has not currently been indicated in the submitted plans.
- 11 The proposed development would be car free, and the Transport Assessment states that it is proposed to provide 100% cycle provision to the number of proposed units. No separate cycle store for the retail use is proposed, and there are not any visitor cycle spaces indicated on the submitted plans. The cycle stores and refuse stores are located to the ground floor, and are accessed from Bournemouth Road. There are three cores (A, B & C) proposed, with each core served by a single lift over second floor and above. Wheelchair units are found on the lower 2 floors, and here each core is served by two lifts.
- 12 **Planning history**
 01-AP-1696 – Planning permission refused for the conversion and extension of 1-15 Bournemouth Road to provide a hostel and bed and breakfast.
 04-AP-0679 – Planning permission refused for an eight storey block for 55 units at 1-15 Bournemouth Road and refurbishment of 143-145 Rye Lane for continued use of retail on the ground floor and 7 units on upper floors. ALLOWED on Appeal.

05-AP-2138 – Certificate of Alternative Use granted for residential redevelopment [Use Class C3(a) in the form of an 8 storey apartment block on the site of 1-15 Bournemouth Road AND mixed redevelopment comprising retail [Use Class A1] and residential use [Use Class C3(a)] in the form of a 5 storey apartment block with ground floor retail use with 4 storeys of residential development above on site of 143-147 Rye Lane

06-AP-0995 – Planning permission granted for eight storey building comprising 54 flats at 1-15 Bournemouth Road and refurbishment to 143-145 Rye Lane to provide 7 units on upper floors, roof terrace and continued retail use on the ground floor.

13 **Planning history of adjoining sites**

137-141A Rye Lane

03-AP-1417 – Planning permission granted subject to legal agreement for the construction of replacement retail units at ground floor together with 40 affordable residential flats in two blocks of 4 and 6 storeys above. This development has been implemented and is now occupied.

Various other applications in the surrounding area, none of relevance to this application.

FACTORS FOR CONSIDERATION

14 **Main Issues**

The main issues in this case are:

- a] the principle of the development in terms of land use and conformity with strategic policies.
- b] design issues including layout, heights, massing and elevations
- c] housing mix and type;
- d] quality of accommodation;
- e] traffic issues;
- f] impact on the amenities of occupiers of adjoining properties;
- g] assessment of the Environmental Statement;
- h] planning obligations; and
- i] energy and sustainability

15 **Planning Policy**

Designations

PTAZ

Peckham Action Area

Major Town Centre

Rye Lane – Protected Shopping Frontage

Part of Proposal Site 71P

PTAL 6a

Southwark Plan 2007 [July]

- Policy 1.7 Development within town and local centres
- Policy 2.5 Planning obligations
- Policy 3.1 Environmental effects
- Policy 3.2 Protection of amenity
- Policy 3.3 Sustainability Assessment
- Policy 3.4 Energy efficiency
- Policy 3.5 Renewable energy
- Policy 3.6 Air Quality
- Policy 3.7 Waste reduction
- Policy 3.9 Water
- Policy 3.11 Efficient use of land
- Policy 3.12 Quality in design
- Policy 3.13 Urban design
- Policy 3.14 Designing out crime
- Policy 4.1 Density of residential development
- Policy 4.2 Quality of residential accommodation
- Policy 4.3 Mix of dwellings
- Policy 4.4 Affordable housing
- Policy 4.5 Wheelchair affordable housing
- Policy 5.1 Locating developments
- Policy 5.2 Transport impacts
- Policy 5.3 Walking and cycling
- Policy 5.6 Car parking
- Policy 5.7 Parking standards for disabled people and the mobility impaired
- Policy 7.1 Peckham Action Area

London Plan 2008

- 3A.1 Increasing the overall supply of housing
- 3A.2 Borough housing targets
- 3A.6 Quality of new housing provision
- 3A.9 Affordable housing targets
- 3A.10 Negotiating affordable housing
- 3D.13 Children and young people's play
- 4A.1 Tackling climate change
- 4A.3 Sustainable design and construction
- 4A.4 Energy assessment
- 4A.7 Renewable energy
- 4A.11 Living roofs and walls
- 4A.12 Flooding
- 4A.14 Sustainable drainage
- 4A.19 Improving air quality
- 4A.20 Reducing noise
- 4B.1 Design principles for a compact city
- 4B.5 Creating an inclusive environment
- 4B.8 Respect local context and communities
- 4B.15 Archaeology
- 6A.5 Planning Obligations

Planning Policy Guidance [PPG] and Planning Policy Statements [PPS]

- Planning Policy Statement 1: Sustainable Communities;
- Planning Policy Statement 3: Affordable Housing;
- Planning Policy Statement 6: Planning for Town Centres;
- Planning Policy Guidance Note 13: Transport;
- Planning Policy Statement 22: Renewable Energy;
- Planning Policy Statement 23: Planning and Pollution;

Planning Policy Guidance Note 24: Planning and Noise;
Planning Policy Statement 25: Development Flood Risk.

16 **Consultations**

Site notice date: 14-12-2009

Press notice date: 17-12-2009

Neighbour consultation letters sent: 01-12-2009

Case officer site visit date: 14-12-2009 (unaccompanied)

Internal consultees

Archeology Officer
Design and Conservation Officer
Environmental Protection Team
Housing Regeneration Initiatives
Access Officer
Planning Policy
Transport Group
Waste Management

Statutory and non-statutory consultees

Transport for London
Metropolitan Police
English Heritage
The Peckham Society

Neighbour consultees

Please refer to map at appendix one (538 letters sent).

Re-consultation

None required.

16 **Consultation replies**

Internal consultees

Environmental Protection Team

No objection subject to conditions being attached to any grant of consent, concerning the following mitigation measures; Contaminated land; Site Characterisation investigation and risk assessment; Submission of Remediation Scheme; Implementation of Approved Remediation Scheme; Reporting of Unexpected Contamination; Protection of occupiers of the development from poor air quality; Protection of residential premises against sound from adjoining commercial premises; and Vibration.

Planning Policy

There are concerns with the proposal. The affordable housing tenure mix is inappropriate, the number of wheelchair units should exceed 10%, and due to the size of the development, the standard charges in the Section 106 Planning Obligations Supplementary Planning Document apply. The site is a designated site 71P for the use as a tram depot and route. The alternative uses for this site is for a mix of uses including retail and residential. The proposal should justify the departure from the primary consideration from use as a tram depot before the alternative uses are accepted. It is understood that the 2 extant permission exist on this site for mixed use development, therefore, subject to justification for the departure from the primary use, the mixed use proposal is acceptable.

Officer Comment

Worthy of note, is that Transport for London no longer proposed to use this site for a depot and that a Certificate of Alternative Use was issued in 2005; furthermore previous planning applications have gained approval on this site for redevelopment for residential purposes.

Archaeology Officer

Recommend that the buildings on site are subject to a programme of archaeological building recording prior to the commencement of works on site, to be secured through conditions.

Transport Group

There are unresolved issues on the site.

- Separate cycle storage for the residential and the retail uses is required;
- Request a sum of £2,750 to cover the costs associated with amending the TMO;
- The applicant need to provide a robust justification as to why they are not providing disabled spaces on site;
- The applicant has stated that servicing will be undertaken from on street, the applicant should be aware of any loading waiting and restrictions that operate in the area and that any contraventions will be enforced accordingly;
- A service management plan would be required for this development;
- A s106 contribution should be sought using the s106 SPD standard charge formula;
- The proposal is contrary to the Southwark Plan-Policy 5.2 'Transport Impacts' which requires servicing to take place within the site. It has not been demonstrated that the various different users' servicing can be undertaken from on street without impacting adversely on road safety, congestion and the capacity of the highway. The proposal is also contrary to policy 5.7 'Parking standards for the disabled and mobility impaired' which requires developments to provide adequate parking for disabled people the mobility impaired;
- If you are minded to refuse this application, Transport DC believe that the reasons outlined in our comments (no on-site servicing no associated disabled parking) provided are strong enough to support a refusal.

17 Statutory and non-statutory consultees

Transport for London

TfL request s106 (Town and Country Planning Act 1990) contributions of £20,000 for the upgrade of 3 bus stops on Rye Lane in the near vicinity of the proposed development, which require kerb adjustments in order for them to be fully accessible. Subject to the above condition being met, the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network.

Metropolitan Police

No objections.

English Heritage

Recommend that this application is determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

The Peckham Society

Object to the planning application.

- The existing buildings along this important corner site are of real quality and contribute much to Peckham's townscape on Rye Lane;
- Earlier this year English Heritage published its Peckham Historic Area Assessment which singles out this group of buildings as being of architectural merit;
- The Peckham Society would like to see the re-use of the existing buildings, which, particularly in the case of the Bournemouth Road showrooms, with its generous interiors, could have been marketed as luxury 'loft style' apartments. The Edwardian buildings on Rye Lane are amongst the best Edwardian commercial architecture in

Southwark, and should be sensitively restored;

- With their determination to squeeze 65 small flats on this site, the developers appear to be offering dwellings at the bottom range of the market. This site is flanked by two large social housing projects. We wonder if there could be a mix of low-cost and more generous, luxurious dwellings, so the centre of Peckham could be more socially diverse;
- The perception here is the raw, commercial orientation of the developers to fit in as many flats as possible, no matter how small the rooms and associated amenity space is;
- The building of tough, tiny flats like these does not bode well for a happy community in Peckham's centre;
- As the buildings are well documented in local collections, a great conservation project could be initiated here, going beyond the reluctant facade retention approach the architects have agreed to.

Peckham Vision

Consider that the proposal falls short of achieving policy criteria for new developments in Peckham.

- The homes are not of high quality. The flats are too cramped, and the density is too high for what is in reality a small site even though prominent and significant for the townscape;
- The mix of tenure is also inappropriate for this site as it exceeds the proportion of social housing that the UDP sets out for Peckham;
- Low quality housing at too high a density is particularly inappropriate given its proximity to the adjacent Wandle blocks which in the two years since they were built and occupied have resulted in continuing anti-social behaviour problems;
- The destruction of the historic features of these important buildings does not improve and enhance Rye Lane. Their replacement by poor quality design, given the setting, results in a serious deterioration of the townscape. The adjacent Wandle development which was completed two years ago shows strikingly the way the townscape deteriorates with such inappropriate and poor quality design. The retention of the facade on Rye Lane is incongruous in front of the much higher building behind it. It can result in only in the deterioration and not an improvement and enhancement of Rye Lane;
- Taller buildings should be set further back away from the narrow main street to avoid being over-bearing;
- The promotion of excellence in design is not achieved by the poor quality of design of the accommodation, and also the poor quality of external design where the resulting buildings do not fit well with the surrounding townscape;
- Should be referred to the Design Review Panel;
- The development does not create an urban environment to the highest standards for those reasons outlined above;
- There have been significant material changes in the planning for this area since planning permission was granted for a development on some of that land in 2007;
- The Peckham and Nunhead Area Action Plan Issues and Options report sets out imaginative mixed use options for the whole of site 71P, which no longer include any provision for a tram depot or tram associated facilities. Peckham Vision has asked that the Preferred Option Plan should include an overall framework plan for the part of the site 71P which lies between Copeland road, Bournemouth Road and Rye Lane, including the applicant's site within is an integral part of it.

Councillor Gordon Nardell (Labour Member for The Lane Ward)

- Objects to the application as Ward Councillor:
- The proposed major additional demolition and rebuild behind the retained facade, over and above the 2007 approved scheme (06-AP-0996), is an unsustainable option that represents overdevelopment of the site, relates poorly to the retained facade itself and to neighbouring buildings fronting to Rye Lane, and has a detrimental visual

impact to Rye Lane;

- The bookend element to the south of the retained facade is poorly designed and causes visual harm on this prominent site;
- The proposed energy options are inadequate.

18 Neighbour consultees

9 responses in objection to the proposal:

33 Highshore Road

- Support those comments made by The Peckham Society in objection to the proposal;
- Planning should preserve the integrity of this part of Peckham.

59 Waghorn Street

- The complete lack of consideration given to the restoration and retrofitting of existing buildings;
- It is likely that the most energy efficient approach is to restore and retrofit existing buildings;
- Inappropriate high density nature of this site's accommodation; most of the flats are 1 or 2 bedrooms only; a household of several people sharing one flat, one cooker, one heating system etc is far more energy efficient than individual households of the same number of people each with one cooker, one heating system etc;
- Lack of consideration given to easy incorporation of all the low carbon energy features identified in the Energy Statement in future;
- Lack of links to the development local de-centralised energy networks;
- Need for a dedicated electricity sub-station;
- Failure to choose solar thermal panels;
- Window design and food growing; I welcome the proposal to including significant-sized balconies, because these can be used to grow food;
- Developer should guarantee that residents of the proposed new building will not be able to own cars and park them elsewhere in Peckham;
- Provision of retail space; the design seems to imply that the retail space will be fully glass-fronted. Is this the most energy efficient design?;
- The overall impression from the proposal is that of a failure of vision for desirable, characterful, energy-efficient, and locally distinctive housing for communal living and working in the centre of the 21st century Peckham that will contribute and positively integrate into the wider community, and thus it needs substantial revision.

15 Holly Grove

- Decisions regarding such prominent sites as the one in question clearly have an enormous impact on the character of this vulnerable environment;
- In recent years, an apparent lack of overview regarding the development of Rye Lane, alongside seemingly slack enforcement of existing regulations, have contributed to its increasing appearance as a slum: both visually and commercially, it's a mess, and getting worse. The more the area has the appearance of a slum, the more it is treated as such. The proposed building can only exacerbate this perception;
- The existing group of buildings on this site is recognised by English Heritage as being of architectural merit;
- If this present proposal goes through unchallenged, we will lose the opportunity to benefit from one of the few buildings that could, with a careful contemporary approach to restoration, contribute to re-introducing something of the diversity of architectural potential of Rye Lane and, in doing so, possibly also engender some respect for the use and appearance of the area.

5 Choumert Square

- An 80-storey [*sic*] residential block would be too high. Any new premises should

conform to the height of adjacent, existing premises. Also, such a building on the corner of Rye Lane / Bournemouth Road would detract from the ambience of Rye Lane.

21 Choumert Square

- The current buildings are 4 - 4 ½ storeys high. To enlarge these to 8 storeys would be absurd, and quite out of keeping with all the other buildings in Rye Lane;
- Multi-storey housing leads to social problems;
- Wish to see Rye lane re-developed as a thriving shopping area, not a residential one.

Peckham Business Park Ltd (managing agents for the owners of the site known as Copeland Industrial Park to the rear of the site) 133 Copeland Road

- Despite the planning blight caused by the Cross River Tram Depot on this land the Copeland Industrial Park (CIP) site has seen organic growth in Cultural and Artistic uses over the last 10 years. A further increase in residential uses, especially with a high proportion of social housing would not facilitate this growth;
- The social mix of the proposed development is over 75%. The neighbouring property, Chloe Court is also mostly social housing. The proportions are therefore much higher than the Southwark Plan suggested figure of 50%. Within Southwark it could be argued that Peckham already has a higher than average level of affordable and social housing. A high proportion of social housing at high density is known to produce long-term negative consequences for both residents and the locality;
- This planning application seeks to share its amenity space with the neighbouring development at Chloe Court. The current plans for new development would allow residents and members of the public access to the neighbouring land via this amenity space. The neighbouring land (CIP Estate) is used for industrial and commercial uses and would be dangerous to members of the public;
- This application, if granted, would see the loss of the Holdrons building, which is one of the few remaining examples of Peckham's architectural past;
- The proposed development would appear to only have 8% wheelchair accessible accommodation; the Southwark Plan stipulates that this figure should be 10% for new developments.

The Chronic Love Foundation 1st Floor Block A, CIP House, R/O 133 Rye Lane

- Do not support the development of yet more high density housing in the centre of Peckham;
- The locating of the building next to a mixed use commercial and industrial site will lead to numerous health and safety issues, and lead to further anti-social behaviour;
- Granting of planning permission will, I feel also jeopardise and undermine my companies efforts alongside CIP to re-develop the neighbouring CIP site into a progressive Cultural Quarter including the creation and running of a world class International Centre of the performing / Fine arts.

First Floor Flat, 33 The Gardens

- Inappropriate mix of tenures; as the planning statement clearly acknowledges in para. 4.13, the proportion of social rented and intermediate housing in this development is at odds with the proposed policies in the Peckham and Nunhead Area Action Plan;
- The proposals should be assessed against the space standards set out in the new draft replacement London Plan, as a material consideration which would highlight the inappropriate nature of these flats for Peckham;
- Energy Statement; if the energy hierarchy were correctly applied, the applicants would put more emphasis on the efficiency of the building (perhaps achieving the efficiency targets for Code level 4) and on future-proofing the energy generation in the building. The London Plan policies 4A.4, 4A.5 and 4A.6 clearly put more emphasis on opportunities for decentralised energy than the energy statement

suggest;

- Transport; I fully support the car free plans. If the development is to provide a more appropriate housing mix, however, consideration should be given to more cycle parking spaces. Car club bays should also be included;
- Local Character; I find it very disappointing that the design doesn't retain all of the beautiful facades on the building. Rye Lane has a terribly messy mix of architecture, but the one continuity is the presence of Edwardian and Victorian facades. I should think that their retention would not only contribute to the character of the area, and save a good deal of the energy embodied in the materials, but also lift the sales value of the intermediate homes.

AR'CHIC Chic Architecture

- The proposal is an architectural failure; 143 Rye Lane and the corner building on Bournemouth road are distinctive buildings of the beginning of the 20th century and need a clear respectful approach. The building on top of such delicate architecture (143-147 Rye Lane) is totally disrespectful;
- A proposal for refurbishing the existing construction seems much more appropriate and would generate a great interest within the artistic background of Peckham. These populations are looking for large and quality spaces easy linking with central London;
- The proposal is an urban failure; the current proposal suggests that one could allow for higher buildings as you go away from the high street. It is contrary to Peckham centre urban plan and there is no need for density or higher buildings in these small streets;
- It would be incongruous to go higher than the given general volumetry of the High street especially in this case where the existing building presents a distinctive facade and a formed parapet that gives a very distinctive roof line. The proposal goes clearly against the local architectural typology and introduces an ill-designed secondary roof that sits on the original one. This is totally unacceptable in architectural and urban townscape terms;
- Increasing density in the centre of Peckham is a result of high demand for housing in a constantly evolving area of London. Peckham is now recognised by a majority of young families as a perfect location to start family lives. The proposed number of small units is too high considering the need for 3 or 4 bedroom houses / flats in this area;
- Eco friendly issues; the proposal should encourage multiple occupancy to allow the sharing of resources; the scheme should include solar voltaic panels;
- Further bike storage provision should be provided – for a car free development, families are likely to own more than one bike per unit;
- The general quality of the proposal cannot be accepted for it will set a precedent for other developers to negate these simple urban needs.

- 19 Re-consultation
Not required.

PLANNING CONSIDERATIONS

- 20 **Principle of development**
The vision for the Peckham Action Area as detailed in the Southwark Plan 2007, is for 'a mixed use district town centre, providing an attractive public realm and community facilities, new retail and leisure outlets, increased employment opportunities, additional residential dwellings with a range of sizes and tenures, and transport improvements to encourage sustainable modes of travel.'
- 21 The site is designated as site 71P for the use as a tram depot and route. However TfL, have not raised any objections to the application, and a review of the history of the site demonstrates that alternative uses may be justified.