Network Rail, working in partnership with Southwark Council and the Mayor of London, are making plans to significantly improve the area around Peckham Rye Station, to the front and to the rear.

This major regeneration project is part of a broader programme of works to reinvigorate the station, but does not include restoration work to the station itself, which is a separate project.

It responds to long-established local desire to improve the station setting, in particular through the creation of a useful and attractive public "square" in front of the station, improving the station and its surrounds as documented in a key aspiration, with overwhelming public support, in the Peckham and Nunhead Area Action Plan (PNAAP) – planning policy (rules and principles) for the evolution of the local area that must be followed in any development project. This plan has been developed in close consultation with local people.

Today’s event is a design consultation to explain the concept design and invite community feedback on the proposals. This means that it presents the architects’ response to the brief that we have set out in our client Network Rail. This design response has been heavily influenced by factors such as local community views, planning policy (rules for what can and cannot be done in terms of local development) and the physical character of the area.

What is today's event about?
This is the second of the three proposed design consultation events.

We are presenting our concept design to you and seeking your feedback on this. We are particularly interested in learning what you think might be an appropriate character (look and feel) for any new buildings on the site.

We are not presenting multiple options in terms of layout (i.e. Option A vs Option B) for discussion today because that is not the way the design process has worked i.e. we ourselves have not compared two or more significantly different schemes for the site. Once we had considered all factors (the nature of the site, the design brief, planning policy, established public desires for a forecourt square) we felt that there was one layout for the site that made sense and the work of the past weeks has focused on exploring and developing that to the level of detail which we are showing you today.

How are we recording what you tell us?
Please do take the time to complete a feedback form. This ensures that we can rigorously document and understand what you tell us, and not rely on interpreting informal conversations.

If you would like any help completing your form, just let us know!

Feedback received by Sunday January 26th will be used for the Event 2 report, however feedback is welcomed on an ongoing basis as described on board B, and as part of the statutory planning application process.
1. You liked the idea of a significant public square in front of the station. This idea has been taken forward in the concept design.

2. You liked the idea of opening up Dowell Court to the rear of the station to provide creative and cultural activity. This idea has been taken forward in the concept design.

3. You queried whether Blenheim Grove was an appropriate location for housing. You pointed out that housing inside these properties might not be pleasant, that residents would be right next to the noise of the railway, and that new residents might complain about existing activity in the area. These are all fair points, and we are no longer proposing housing on this part of the site.

4. You were concerned about the impact of a tall building on the corner of Rye Lane and Blenheim Grove. You felt that a tall building might be out of character with the rest of the area, might overshadow any new public space in front of the station, and might make Rye Lane feel more congested and unsafe. The current scheme still proposes a taller building on this corner, but one of only 5 stories. This responds to the more busy urban character of Rye Lane and, along with a 4-5 storey building on the corner of Holly Grove and Rye Lane, provides a ‘frame’ to the station site and is offset by the new Station Square and improvements to the station setting that the scheme will deliver.

5. You asked whether the development could happen in multiple phases, rather than all in one go. The development had to be ready to happen in more than one phase so it may be that Network Rail develops one block at a time, and this may well involve different developers and different design teams. However, it is important in the first instance to produce a coherent and non-piecemeal approach to the site that holistically considers the relationship of individual areas to each other, and the overall impact of the redevelopment on the station and the local area. A convincing and well-rounded proposal is required in order to gain planning permission. For that reason the design of, and planning application for, the site are being prepared as one project by one architect. We'd be interested in knowing if you feel there are particular aspects of the scheme that ideally would be continued, but we can't guarantee that to follow, as other factors will also influence phasing.

6. You asked whether the development had to happen so quickly. Although this stage of the design development is happening at a relatively efficient pace, it is only able to do so because discussion and consultation on the future of this area has been happening for a long period of time. The principles of the Local Area Action Plan (see Board 1) provide a strong steer for what can and should happen on the site, and the proposed scheme closely follows these. This existing policy is very useful, as it allows us to take advantage of funding that is available for the regeneration of the station area. This funding has to be used by a fixed deadline, so requires us to be able to work quickly and efficiently.

7. You asked whether any of the existing buildings could be kept, rather than everything being redeveloped. The site requires comprehensive development to accommodate future improvements to the station including new lift access points and improved circulation around and between the station, new station square and Dowell Court.

8. You asked what provision was being made for local businesses, concerned that they might be negatively affected by the redevelopment.

9. You emphasised the need to accommodate creative and cultural activity, not just shops. This is certainly the intention. Again, as architects, we have been asked to design spaces that could accommodate a range of activity. The details of this will be developed at a later date. Network Rail is landfill to a high proportion of local, SME and independent traders. Cultural activities could also take place in the public spaces being provided (eg event days) provided this is properly managed to safeguard the station operation. Such activity doesn’t necessarily need a lease area of its own.

10. You emphasised the unique character of the area – both historic and contemporary - and that this be carefully considered and hopefully enhanced by any proposals. We agree that this is important. We aim to maintain and enhance the original station architecture – building, viaducts and arches – with the proposals, and to retain the views from the raised platforms. Buildings and public spaces have been designed to accommodate community and cultural activity alongside shops and businesses. The precise character of the architecture (its look and feel) is being developed now, and we ask for your views on Board 7.

11. You felt that the area could be improved by being made cleaner, safer and less cluttered. We have worked to address this by opening up the space in front of the station, opening up space rear of the station, and making better connections between these and the wider local area. Better public spaces and open areas are to be provided and mechanical public spaces and buildings should be easier to clean and maintain, and removed dark hidden spaces where crime can happen.

12. You raised concerns regarding anti-social behaviour in the area, and did not want to see this increase. Designing more open, less cluttered and better lit public spaces helps remove dark corners and narrow passages where anti-social behaviour such as vandalism tends to happen. Although the precise nature of businesses and activities occupying the new buildings is yet to be determined, we are aware that – although people close to the area are more enthusiastic about the idea of night-time activity such as clubs, and are less keen on that this activity be located sensitively with regard to housing so as to minimise disturbance.

13. You emphasised the need for the development to be developed in collaboration with residents, with particular emphasis on the relationship to the station. We have aimed to do this not only by opening up a large public space in front of the station, but also by ensuring every part of the site is inclusive and accessible, and by designing in consultation with the disabled, so that they are better able to access and enjoy the station.

14. You asked whether public toilets could be provided. Public toilets are not being provided as part of the current scheme. However, the Council and Network Rail are aware of local desire for these. Although there is no statutory requirement for local authorities to provide public toilets, Southwark provides them as a contribution towards the key strategic priorities of a cleaner greener borough and cutting crime and the fear of crime. Funding for providing and maintaining toilet facilities is limited, and therefore the council has implemented a public conveniences strategy to maximise toilet provision while minimising costs. In summary, the strategy ensures that:

   - All existing council public toilet facilities are more effectively used.
   - Resources provided by others provide part of overall public toilet offer in Southwark.
   - All toilets are not Disability Discrimination Act 1995 (DDA) compliant or subject to altoids, or do not have a near viable alternative, are closed or removed.
   - Signposting is enhanced for all toilets (in accordance with British Toilet Association and Disabilities Discrimination Act recommendations) including mapping on the Southwark website.

15. You asked for more and wider consultation. Although it is not possible to extend the length of the programme, we have listened to your views and ensured that - as we enter this second focused phase of the consultation period – we (a) have publicised the opportunity to contribute to a wider cross-section of people, (b) have offered more opportunities to contribute (e.g. longer events and places to view the designs) and (c) are conducting parallel outreach work with specific local groups who were underestimated in the pre-design consultation. We have listened to your concerns, reviewed the programme and propose a field trip in event to kick off from event 2 to planning permission. We will present the final proposals along with detail of how community opinion has influenced the design.

The following additional questions were asked during the first focused phase of consultation:

16. Does the project only involve Network Rail land or are other landowners involved?

This site is entirely Network Rail Involved land. However, many of Network Rail's tenants do have long leases and Network Rail and Southwark Council is talking to them individually.

17. Who will be responsible for managing and 'curating' any new public spaces created?

It is envisaged that the land will remain in Network Rail ownership. However there is scope for agreement with the Council to make it available for public uses, events etc as long as this is via a proper management regime and operational-tenancy issues are safeguarded. For example, it is important to keep a clear area outside the station in case an emergency evacuation is ever required.

18. What is going to happen to the station building itself? When will this take place?

Projects that include Access for All (AFA) to provide lifts to each platform, Billiard Room conversion and facade lighting are all ongoing. The AFA application is expected to be made shortly led by the station operator Southern Railway.
Improving the Area Around Peckham Rye Station

Feedback from last time....

This board is a diagramatic summary of a number of the key points of feedback on the project site.

The site from Elm Grove
Hidden station facade
Existing station arcade to Rye Lane
Corner of Rye Lane and Blenheim Grove
Dovedale Court looking west
Platform 1 + 2 from Blenheim Grove

You told us there is significant support to see the station architecture restored and enhanced in the new design.

You asked us to consider the historic character of the viaduct arches that should be enhanced and respected.

Development must respect, conserve and enhance the Holly Grove and Rye Lane conservation areas and listed building settings.

You asked us to consider the use of good quality materials.

The project design brief is to redevelop the buildings around the station in accordance with the PNAAP 6 site designation and guidance.

You told us that there is overwhelming support for the creation of new public space to the front of the station and potential use for community activities and events. Removal of the unsightly and dirty arcade building will facilitate this.

You asked us to consider improved access to Dovedale Court and the potential for public space to be used for community events and possibly a market.

You told us there is over-whelming support for the creation of new public square to the front of the station and potential use for community activities and events. Removal of the unsightly and dirty arcade building will facilitate this.

You asked us to consider the value of the Holly Grove green spaces and their relationship to the proposals.

You asked us to consider the importance of views from the station platforms to Dovedale Court and Blenheim Grove.

You told us that new business spaces should be of an appropriate scale for Peckham and have flexibility to maintain the cultural qualities of existing premises.

The station building does not form part of this project brief.

You asked us to consider the historic character of the viaduct arches that should be enhanced and respected.

The station building does not form part of the project site.

You told us that the Blenheim Grove yards adjacent to the railway viaduct are not considered to be an appropriate location for housing as suggested in the concept massing study prepared by previous architects.

You told us to consider improved access to congested spaces, connectivity, lighting and removal of visual and spatial clutter around the station area.

The project design brief is to redevelop the buildings around the station in accordance with the PNAAP 6 site designation and guidance.

The station building does not form part of this project brief.

Existing pedestrian / vehicle access
Buildings to be removed as part of redevelopment proposals

Diagram of existing site highlighting key areas of community influence taken into the concept design.
This board addresses some of the questions you have raised about possible future activity on the site.

It looks at:
- Current use and occupation of spaces on the site
- Possible uses and tenancies of the redeveloped spaces
- Implications for existing tenants and buildings

Many of you asked questions and raised concerns about possible future occupation and use of the site. You stressed to us the unique nature of Peckham’s existing local economy, with many small creative and cultural businesses and organisations not only occupying buildings and arches on the site – taking advantage of relatively affordable rents and flexible spaces – but also contributing to the cultural life and character of the area. Likewise, you emphasised the role of culturally-specific businesses such as hairdressers and food shops in creating character and offering vital community resources.

There was concern that this might be disrupted by the arrival of major chain stores, by increases in rent or by removal of useful space.

Network Rail and Southwark are keen to support creative, cultural and community activity in the area, so have asked us to design buildings and spaces that could accommodate a broad range of possible occupants. There is a particular focus on small units, and on making good use of the existing arch and viaduct infrastructure. They have therefore provided some relevant information about likely future use and activity:

1. What will be the implications of redevelopment for existing businesses and cultural activity on the site?

- All existing tenants have been made aware of redevelopment plans, and offered assistance in thinking about their future. This involves help in finding an appropriate replacement property where applicable. Network Rail’s portfolio manager Gurpreet Tank and Southwark Council’s business advisors OLE have approached all businesses to discuss possible future options and offer support, and will keep them aware of plans as these evolve.

- Although no decisions will be taken about tenancy of the new buildings and spaces until designs are complete and development and lettings strategies confirmed, please do give Gurpreet your contact details if you wish to receive information about leasing units once this is available.

- Some disruption is inevitable as part of redevelopment. However conditions on hours of construction and Environmental Health regulations will ensure physical disruption is minimised to reasonable levels.

- It is important to note that Bermondsey Court, location of a number of creative businesses, is not being redeveloped, in line with current revisions to the local planning policy to protect creative activity in that zone.

- The graphic material opposite demonstrates the current activity on the site.

Gurpreet Tank
Network Rail Property Operations Manager
6 Buranel Street, Southwark, London, SE1 0UN
T: 07711 602304
E: gurpreet.taral@networkrail.co.uk

Liam Hickey (for Southwark Council)
Business Advocacy Expert, OLE Group
10-12 Queen Elizabeth Street, London SE1 2UN
T: 020 7040 1529; 01714 38835
E: liam.hickey@co.uk

2. What kind of businesses and retail will be encouraged and accommodated in the new development?

- Network Rail tends to be a landlord of small and medium-sized businesses, and of independent businesses, and they envisage that this will continue to be the case at Peckham Rye. The intention is not to move in significant amounts of major chains. They have provided an example here of tenants who have recently taken premises with them on similar sites. If you were to walk down the railway line from London Bridge towards Peckham you would see that almost without exception tenants are made up of small and independent businesses. Network Rail tend only to locate chains in the major London termini.

- Network Rail are keen to support and accommodate the kind of creative and cultural activity that is already present on the site. The proposed new flexible properties on Bermondsey Grove, and in Dovecot Court are likely to be particularly suitable for the creative sector.

- Overall, Network Rail are largely repositioning the volume of commercial floorpace in their approach to the redevelopment, not the tenants directly.

For the station square Network Rail are replacing the current arcade building with approximately the same amount of commercial floorpace, but it will be repositioned to either side of the new square adjoining the two viaducts so that it frames this new public space.

This selection of images shows examples of Network Rail’s small independent business tenants that include a bar and café, florist, bookshop, pool club and pop-up market.

The existing tenants within the boundary of the redevelopment site include the following use types presented by number and percentage.

Source: Southwark Council Jan 2014. (This information is correct to the best of our knowledge and understanding).

<table>
<thead>
<tr>
<th>Use *</th>
<th>Number</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business - Retail</td>
<td>13</td>
<td>30%</td>
</tr>
<tr>
<td>Storage</td>
<td>4</td>
<td>9%</td>
</tr>
<tr>
<td>Business - Light Industry</td>
<td>6</td>
<td>14%</td>
</tr>
<tr>
<td>Cafe/restaurant/pub/bar</td>
<td>5</td>
<td>11%</td>
</tr>
<tr>
<td>Arts/Creative</td>
<td>4</td>
<td>9%</td>
</tr>
<tr>
<td>Vacant</td>
<td>3</td>
<td>7%</td>
</tr>
<tr>
<td>Church</td>
<td>2</td>
<td>5%</td>
</tr>
<tr>
<td>Unknown</td>
<td>2</td>
<td>5%</td>
</tr>
<tr>
<td>Total</td>
<td>44</td>
<td>100%</td>
</tr>
</tbody>
</table>

* This is based on permitted uses from the tenancy agreements.
Improving the Area Around Peckham Rye Station

Key Moves:

1. Creation of a new public square in the station forecourt and removal of existing arcade building.
2. Repositioning of the entrance arches leading to and from the new station public square.
3. Remodeling of Dovedale Court (i) as a public space that can be used for community activities and (ii) to provide improved small scale commercial units in the railway arches. The front additions to the Dovedale units improve flexibility of the internal space and can be seen currently with businesses occupying adjacent units.
4. New commercial building at west end of Dovedale Court linking to viaduct arches.
5. New additional entrance to Dovedale Court from Blenheim Grove, including creation of a small plaza.
6. Redevelopment of spaces immediately surrounding the station including the north and south corner buildings facing Rye Lane, no. 4 Holly Grove and no.12-16 Blenheim Grove.
7. New small flexible business units on Blenheim Grove to the south of the railway viaduct.

The design aims to respond to the unique historic character of the site, its architecture and heritage, as well as to the evident cultural vibrancy at the centre of Peckham.

Height, scale and massing of proposed buildings aim to make a positive insertion into the surrounding townscape. Corner buildings are taller facing onto Peckham Rye where the streetscape is busier and buildings have increased height. Scale then reduces along Holly Grove and Blenheim Grove in response to lower (predominantly 2, 3 and 4 storey) residential buildings further west.

Blenheim Grove:
- 2 storey station and retail studio with outside yard spaces and access from the street provides small scale and flexible workspaces for creative businesses.
- The design aims to respond to the unique historic character of the site, its architecture and heritage, as well as to the evident cultural vibrancy at the centre of Peckham.

Station Square:
- Architecture of listed station building revealed as the link leading to the new public square, as stepped entry removal of the existing removed arcade building.
- New hard landscaped "clad" public square with transparent frontages to commercial spaces allowing the railway arches to be exposed within.

This board sets out our ‘key’ moves and strategies that make up the concept design and massing.

This is based on:
1. The brief from our client Network Rail, with support from the GLA and Southwark Council based on regeneration objectives.
2. Engagement and emerging policy.
3. Key stakeholders and community feedback.
4. Constraints and opportunities.
5. Heritage benefits of opening views to and the setting of the listed station, and operational/(station user benefits of improving circulation and access around the station.)
This board sets out our ‘key’ moves and strategies that make up the concept design and massing.

This is based on:
1. The brief from our client Network Rail, with support from the GLA and Southwark Council based on regeneration objectives.
2. Existing and emerging policy.
3. Key stakeholder and community feedback from Event 1.
4. Constraints and opportunities.
5. Heritage benefits of opening views to and the setting of the listed station, and operational/station user benefits of improving circulation and access around the station.

Improving the Area Around Peckham Rye Station
Spatial arrangement and character

This board shows the ground floor arrangement of the proposed buildings and public spaces.

The sketch layout of the concept design describes:

- general layout and spatial arrangements
- public and private spaces
- circulation, access and connectivity

It also sets out some of our initial thoughts on the possible character of the development. This will need to be developed in detail over the coming weeks and we would particularly welcome your input here.

Key principles of the proposed spatial arrangement are listed below. More detail on these are presented in the drawing on the right.

**Public Realm / Connectivity.**
1. Opening up of the Rye Lane pavement, which we know to be cluttered and narrow, by the square, improving connections between buses and trains.
2. Widened side access routes to the station.
3. Potential through station route to Dovedale Court. (Note this is expected to form part of the future works to the station building).
4. Location of possible new lift access to the station (Note this is part of future works to the station building).
5. Opening of Dovedale Court to Blenheim Grove.
6. Key spaces and strategies in terms of deliveries and refuse.

**Building Type and Use.**
The precise planning use classes of the buildings is still to be decided. At the moment it is just about deciding the principles of what goes where and designing flexible spaces. With the commercial units tenants will tend to bring in their own interior designers or do their own internal fitouts.

**How should the new buildings and spaces look and feel?**
Here is a small range of images of recent projects by other architects that we feel offer inspiration for the possible character of this scheme.

- All are of course specific to a particular site, but show how different designs and materials can be combined to create buildings with individual yet complementary characters. The detail design proposal is likely to combine influences from more than one of these, as well as other sources.

  - We are interested in your response to these inspiration images. What do you feel would be appropriate or inappropriate for the Peckham site in terms of the shapes, character and materials shown?
  - Do you have other thoughts about what kind of character might be appropriate for the new buildings and spaces?
The redevelopment of Peckham Rye Station and Dovedale Court will deliver three primary new public spaces.

The approach to these is to:

- Retain a degree of flexibility that will allow for a variety of different events to take place;
- Use robust materials that respect the historic setting of the station building and railway viaducts;
- Add lighting to the space to make it safe to move through at various times of the day; and
- Encourage active and social use of the space by giving commercial properties opportunities to use spaces adjacent to buildings.

**Station Square.**

A new public square in between the station building and Rye Lane will offer a significant new ‘civic’ space for Peckham. It will also do a better job of reflecting the qualities and character of Peckham to those arriving by train.

Access to the new Station Square will be retained from Holly Grove and Blenheim Road through arches that will be illuminated for safe and pleasant passage. Cycle parking could be provided under these arches in places where lighting, shop fronts and possibly CCTV will offer increased comfort and surveillance. The existing cycle station is understood to remain.

The potential new route through the station linking Dovedale Court would be delivered as part of the separate project to restore the station building.

**Dovedale Court.**

The space is divided into two areas:

- A pedestrian area close to the Station, shaped by the arrangement of seating, which can be used for commercial activities as well as passage into and out of the station. This includes a new pedestrian link to the station and to the Station Square beyond that as mentioned above. (The linking of these two spaces is important as their character will differ: the Station Square being more ‘civic’ and Dovedale Court being more commercial.)
- A ‘shared surface’ (accessible to both vehicles and pedestrians) space between the two access arches that is open and flexible can be used for a wide variety of events and activities. Each commercial unit would have a small ‘address’ wall to identify the unit while making a safe space for pedestrians. The access arches would be used by both pedestrians and service vehicles.

**Entrance space off Blenheim Grove (Church Place).**

- The creation of a small public space at the entrance to Dovedale Court creates a space that assists in identifying the existence of Dovedale Court to pedestrians and vehicles on both Rye Lane and Blenheim Grove.
- The space forms part of the shared surface entrance to Dovedale Court. Seating and bollards manage vehicle access to the space.

**Artists Impressions - All Seasons at Peckham Rye**

The artists impressions simply suggest how the space might be used throughout the year and over different seasons for a variety of events reflecting the diversity of the community and surrounding area.

They attempt to show the diversity of activities that can be encouraged within the different spaces around the site for any communities or organisations that express interest.

The creation of these spaces will require the development of a cultural programme to ensure that these spaces are vibrant, exciting and can make Peckham Rye Station more than a transport hub but a destination in its own right.

---

**Indicative landscape diagram of Station Square showing possible market stalls and seating**

**Indicative landscape diagram of Dovedale Court and Church Place off Blenheim Grove showing possible market stalls and seating**

**Art Fair in Dovedale Court**

**Pride festival in Dovedale Court**
Further Information

What happens next?

After this event, and the one in Peckham Square on Monday afternoon:

1. Please do make sure you complete a feedback form, and ask us for any help you would like completing it. That way we can ensure that we accurately record and analyse your opinions.

2. Today’s material will be available for comment online at peckhamryestation.com from Sunday 19th January 2014 for the extent of the project, and in the lobby of Peckham Library until Monday 27th January. We politely encourage you to get feedback to us by 27th January. (Comment continues to be welcome after that date. This deadline is simply a cut-off point for feedback making it into the design report for this stage.)

3. Final designs will be displayed at a further drop-in event, as well as online, prior to applying for planning permission. At this third event we will present the final design proposals along with detail of how community opinion has influenced the design.

4. We aim to submit a planning application in early Spring 2014.

5. This consultation period is additional to the statutory process required by law, and does not replace that. We have invested in this process not only because it is encouraged by policy, but because we believe that it is the right thing to do, and that we will develop better and more local specific proposals in response. Southwark Council will be conducting the standard consultation process later in 2014 once proposals are submitted as part of the planning applications process.

6. Plans for how and when development will be delivered will not be drawn up until after we have gained planning permission for the project. It is likely that development will be phased, but we do not yet know in how many phases or in what order.

7. Please contact Daisy Froud on daisy.froud@theaoc.co.uk or on 020 7739 9950 if you require further information or have questions or comments.