SHEPPARD ROBSON

Pre-app 4: 2nd November 2022

The Aylesham Centre

FOR
BERKELEY GROUP

SHEPPARD ROBSON

The
AYLESHAM
CENTRE
Peckham

The Aylesham Centre

Transport Workshop

04.03.22

Agenda

01 Site overview
02 Emerging Masterplan framework
03 Improving Rye Lane

01

Site Overview

The Site

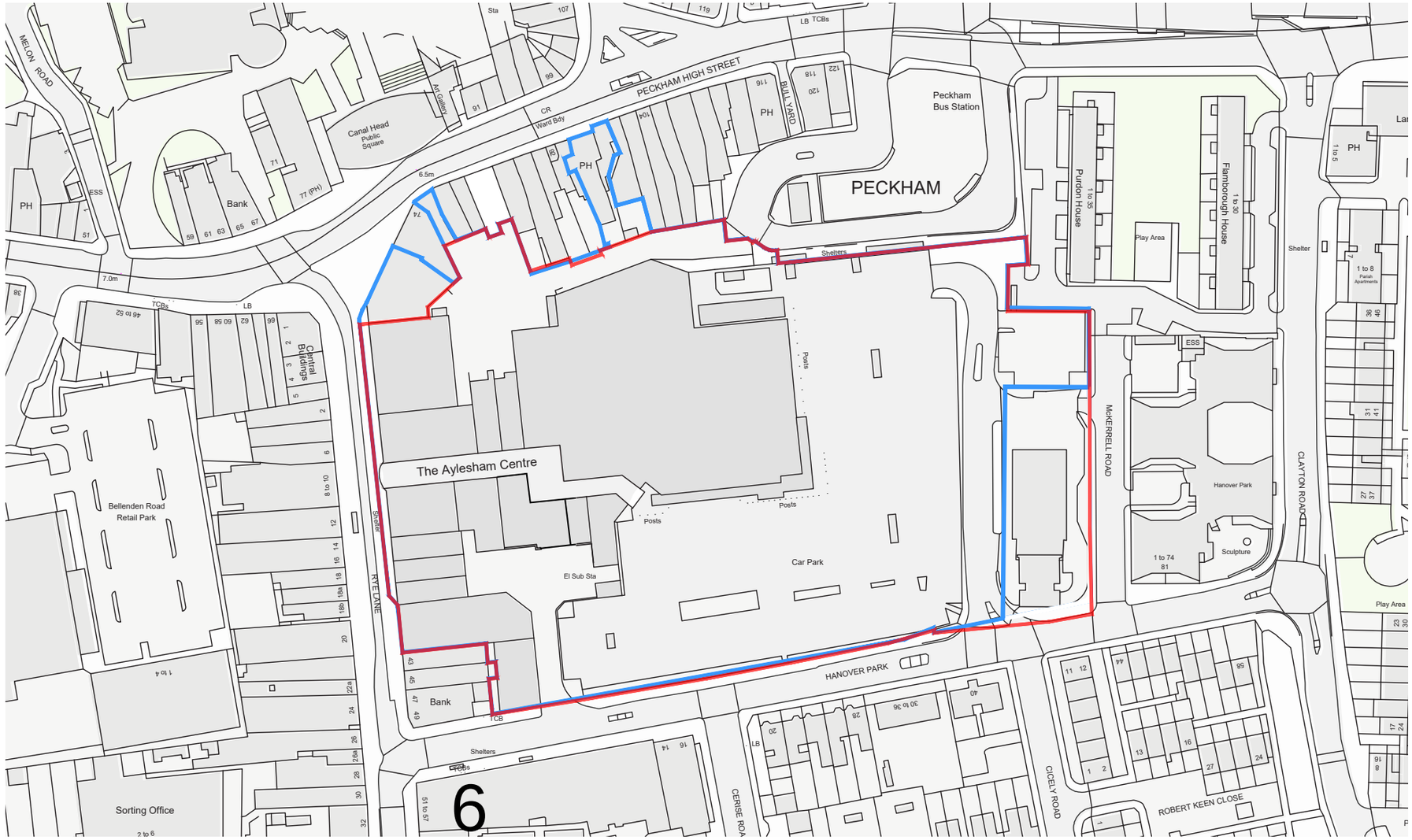


The Site

Key

Planning Boundary

Land Ownership

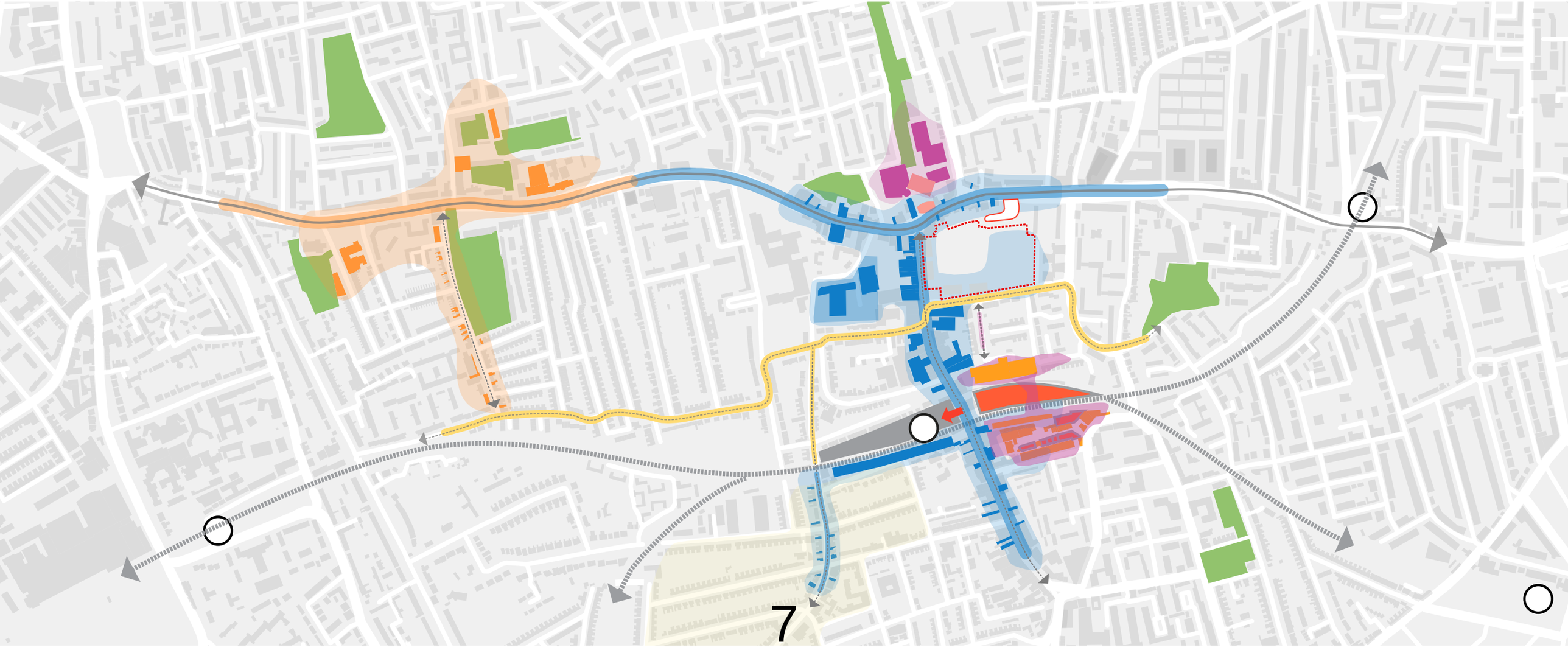


Town Centre Context

MAIN CONNECTIONS
- RETAIL STREET
- RESIDENTIAL STREET
- RAILWAY

CHARACTER AREAS
- RETAIL
- KNOWLEDGE & CULTURE
- PUBLIC SPACES

SPACES & BUILDINGS
- RESIDENTIAL GREEN AMENITIES
- RETAIL
- KNOWLEDGE INSTITUTIONS
- COMMUNITY
- PECKHAM RYE STATION
- CREATIVE WORKSPACE
- MIXED USE ENTERTAINMENT/ WORKSPACE VENUES



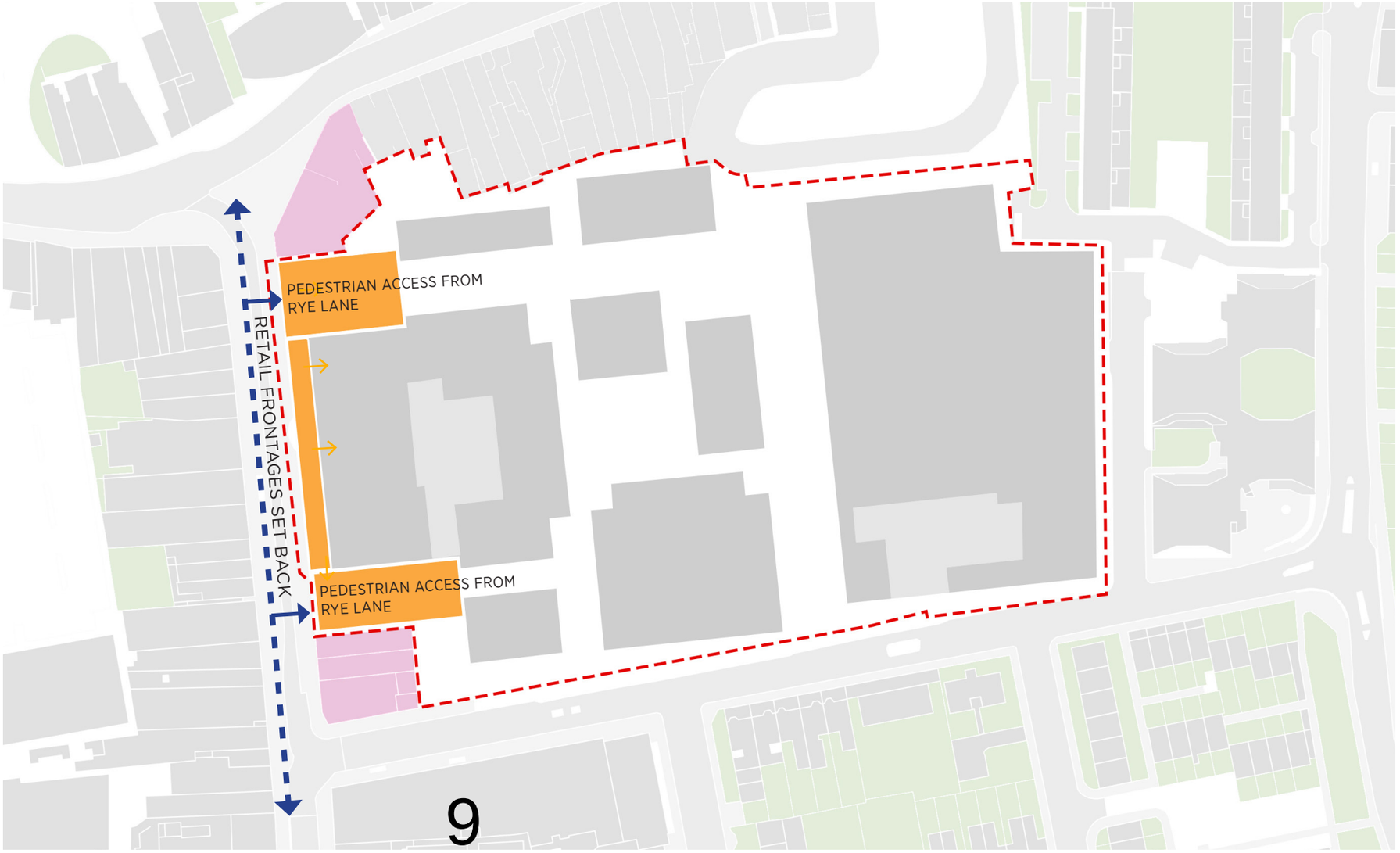
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Emerging Masterplan Framework

Masterplan Narrative: Generous Widening of Rye Lane & Public Realm

- Widening Rye Lane creates an opportunity to widen the pavement and add tree planting.



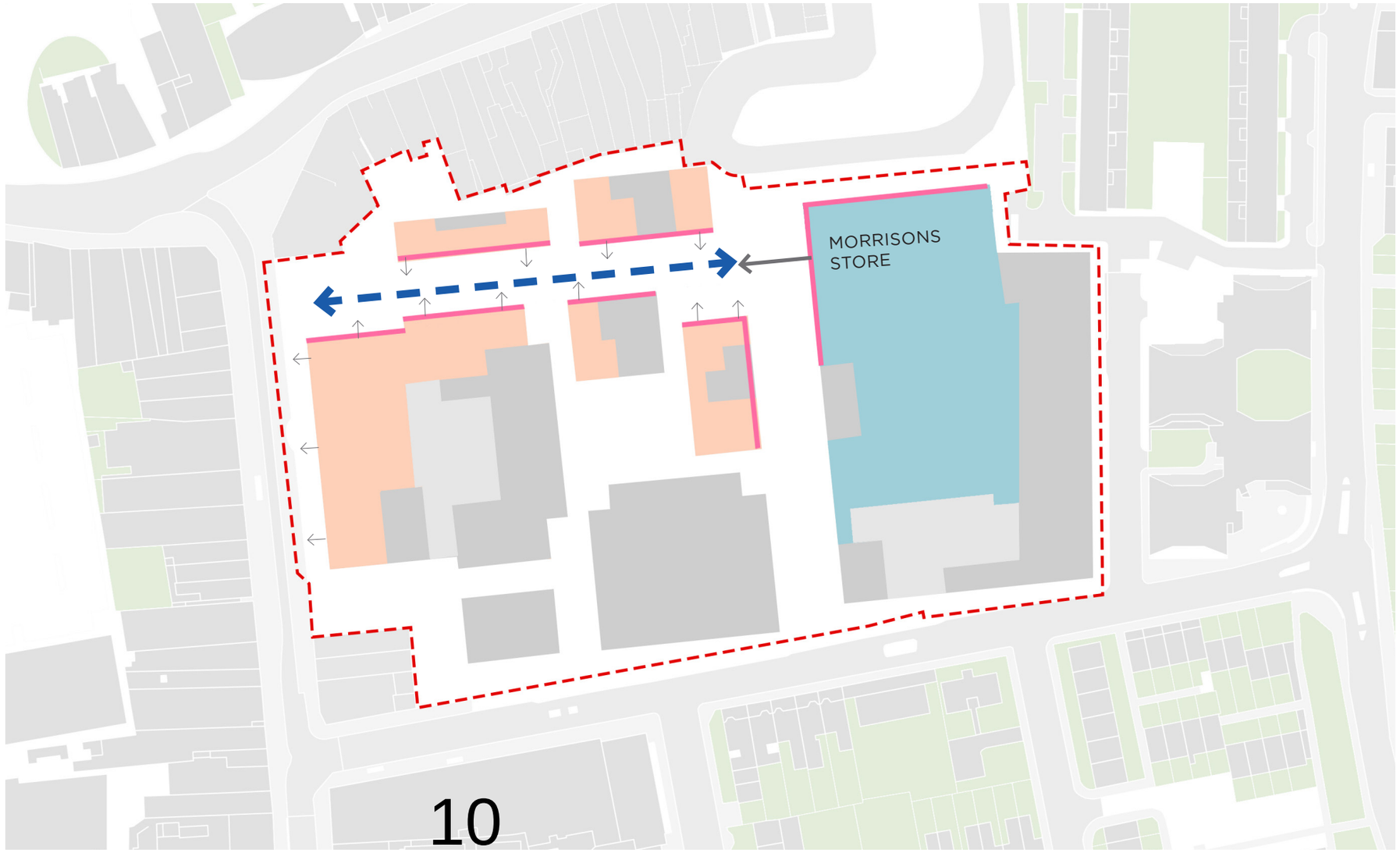


Masterplan Narrative: Simple & Legible Retail Strategy

- Reinforce Rye Lane retail
- Focus retail activity down central route with Morrisons as the anchor





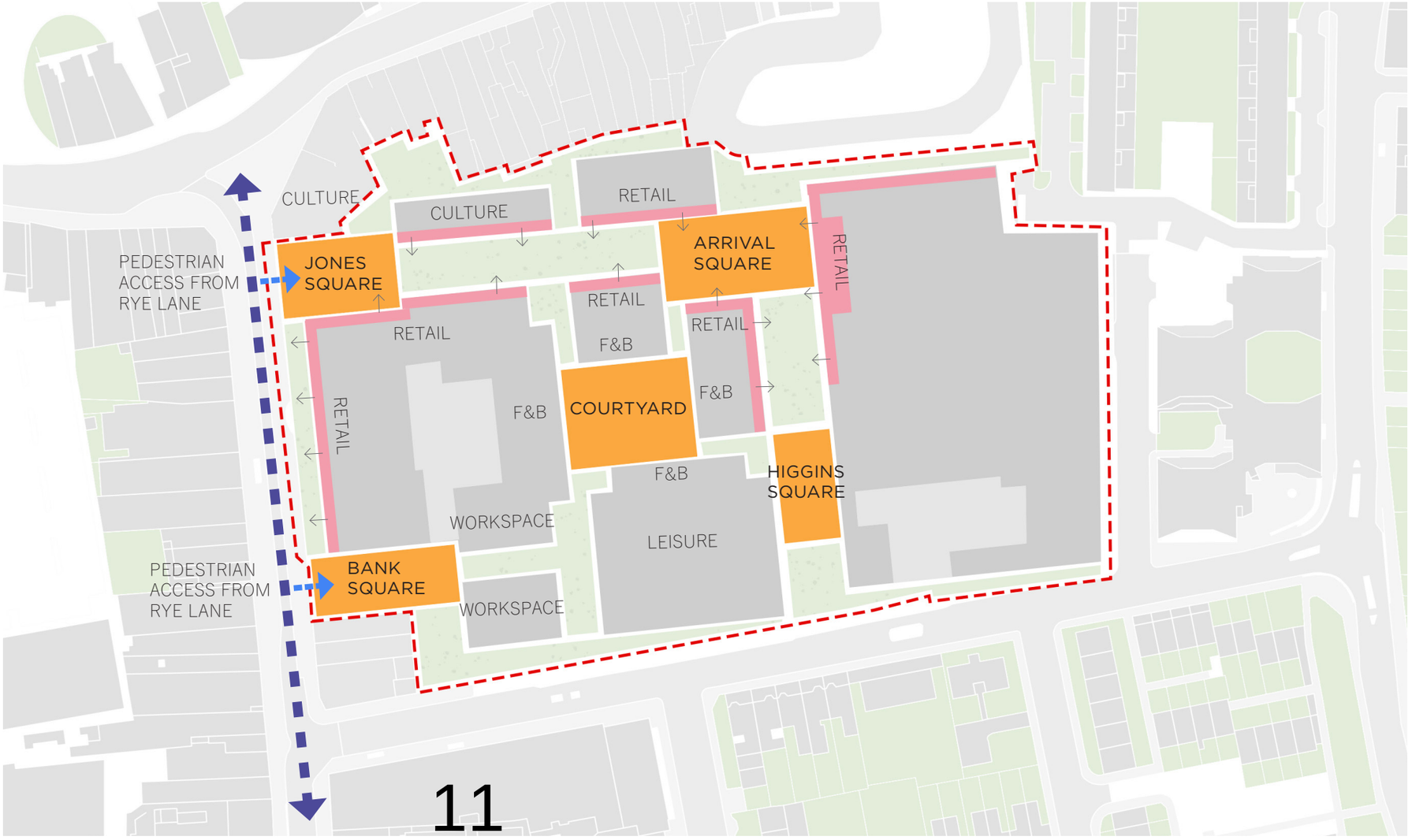


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Masterplan Narrative: Pedestrian friendly Public Realm

There are a variety of spaces to suit a variety of uses. The 5 key spaces of public realm are:

1. Jones Square
2. Higgins Square
3. Arrival Square
4. Courtyard
5. Bank Square

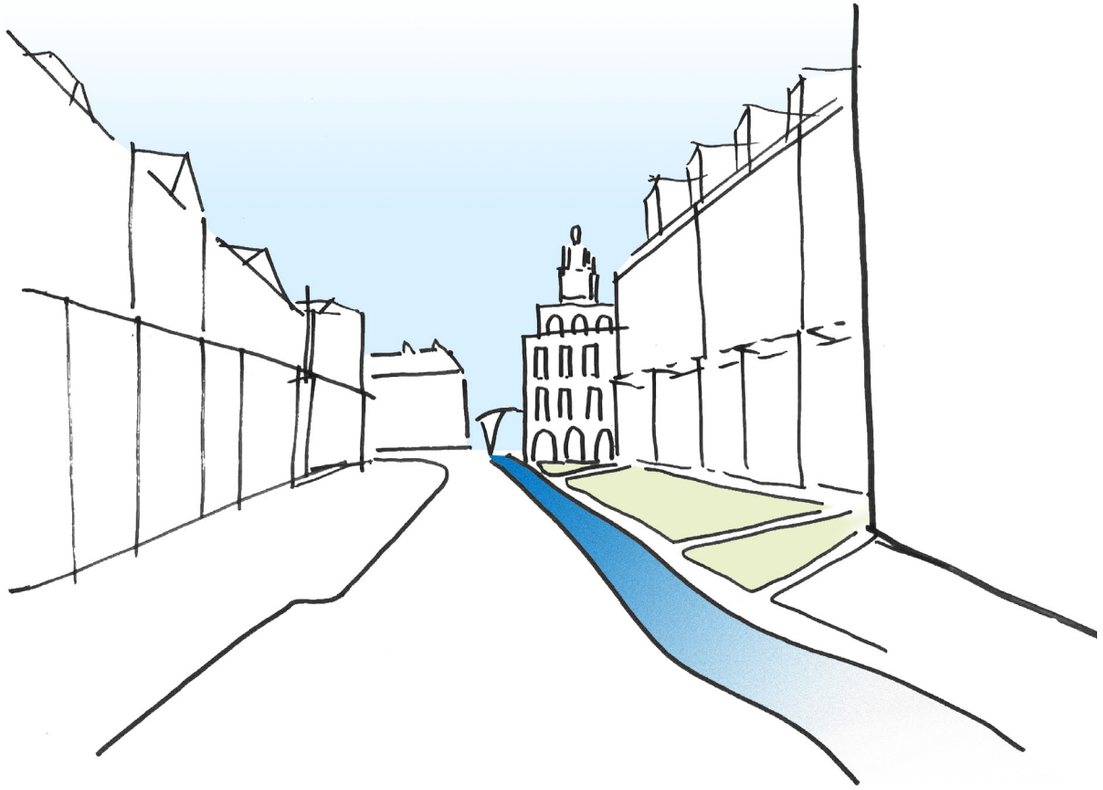


Widening Rye Lane & opening up corners

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03

Improving Rye Lane

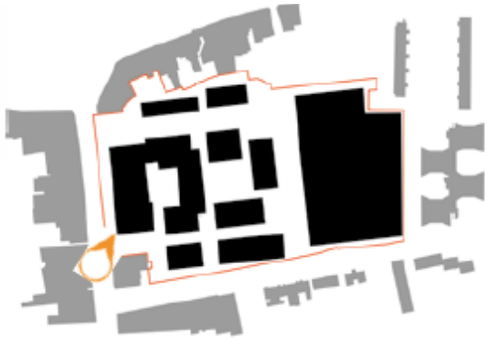
Existing Conditon - Fabrik

- Vibrancy & Human Scale
- Hidden history above and behind the shops
- Tired and inconsistent material palette
- Unclear hierarchy of movement – frequent user conflict
- Little reference to the Conservation status of the street
- Eastern footway shared with Southbound cycle route – little designation
- Very few trees and little urban greening



Rye Lane Collage - View North

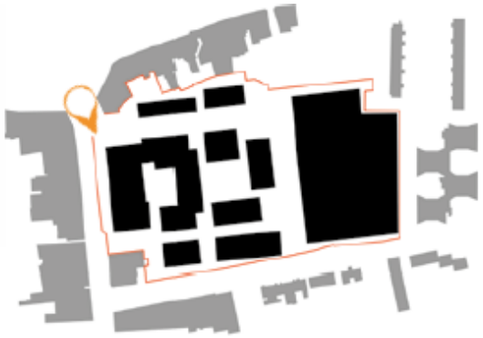




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Rye Lane Collage - View South

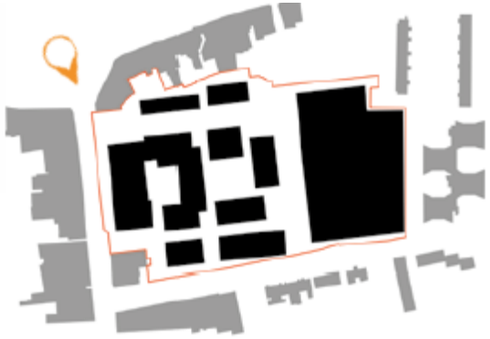




16

Rye Lane Collage - Elevated View South





17

Rye Lane Proposal

- Widen Rye lane by 6m from existing building line
- Increasing it from 15m to 21m

The widening of Rye Lane allows us to:

- Open up the street at either end with two public spaces
- Widen the cycle lane to make it two way
- Add trees and urban greening
- Widen the pavement around retail

Rye Lane Sections



Section Aa



Section Bb



Section Cc



Existing Building Line

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Masterplan Overview

- Pedestrian friendly plan
- Variety of public spaces
- Choices of routes
- Good east-west connectivity



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FOR
BERKELEY GROUP

SHEPPARD ROBSON

The AYLESHAM CENTRE Peckham

The Aylesham Centre

Masterplan Design Workshop

08.03.22

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Agenda

01 Pre-App Scheme
02 Masterplanning Strategies
03 Updated Masterplan

01

Pre-App Scheme

Site Location - Aerial Photo

The site is bounded by Rye Lane to the west of the site, Hanover Park to the south, Mckerrell Road to the east, and Peckham Bus Station and Peckham High Street to the north.

The Aylesham Centre and Morrisons supermarket occupies the majority of the site area, with a surface car park and petrol filling station to the east. The car park is accessed via Hanover Park, with pedestrian access predominantly through the shopping centre from Rye Lane, or via Hanover Park and Peckham Bus Station.

Existing servicing to the shopping centre is from the north road within the site area, accessed from the bus station.

Key

1. Aylesham Centre
2. Morrisons supermarket
3. Surface car park - 363 car capacity
4. Petrol filling station
5. Aylesham Centre servicing road and loading bays.



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Masterplan Overview

A FRESH VIEW

A new masterplan designed from the ground level up.

COMMUNITY

A design that provides enhanced public realm for the community

KNITS WITH THE FABRIC OF PECKHAM

Building forms which knit with the architectural grain of Peckham

FLEXIBLE RETAIL & LEISURE

A ground level plan which provides a variety of space for retail and leisure uses

PUBLIC SPACE

A masterplan that maximises the quantum of public space

PEDESTRIAN ENVIRONMENT

Plan which enhances current pedestrian desire lines with servicing away from public realm



Pre-app feedback summary

Consider routes through to Peckham High Street

Reduce reliance on servicing from the north

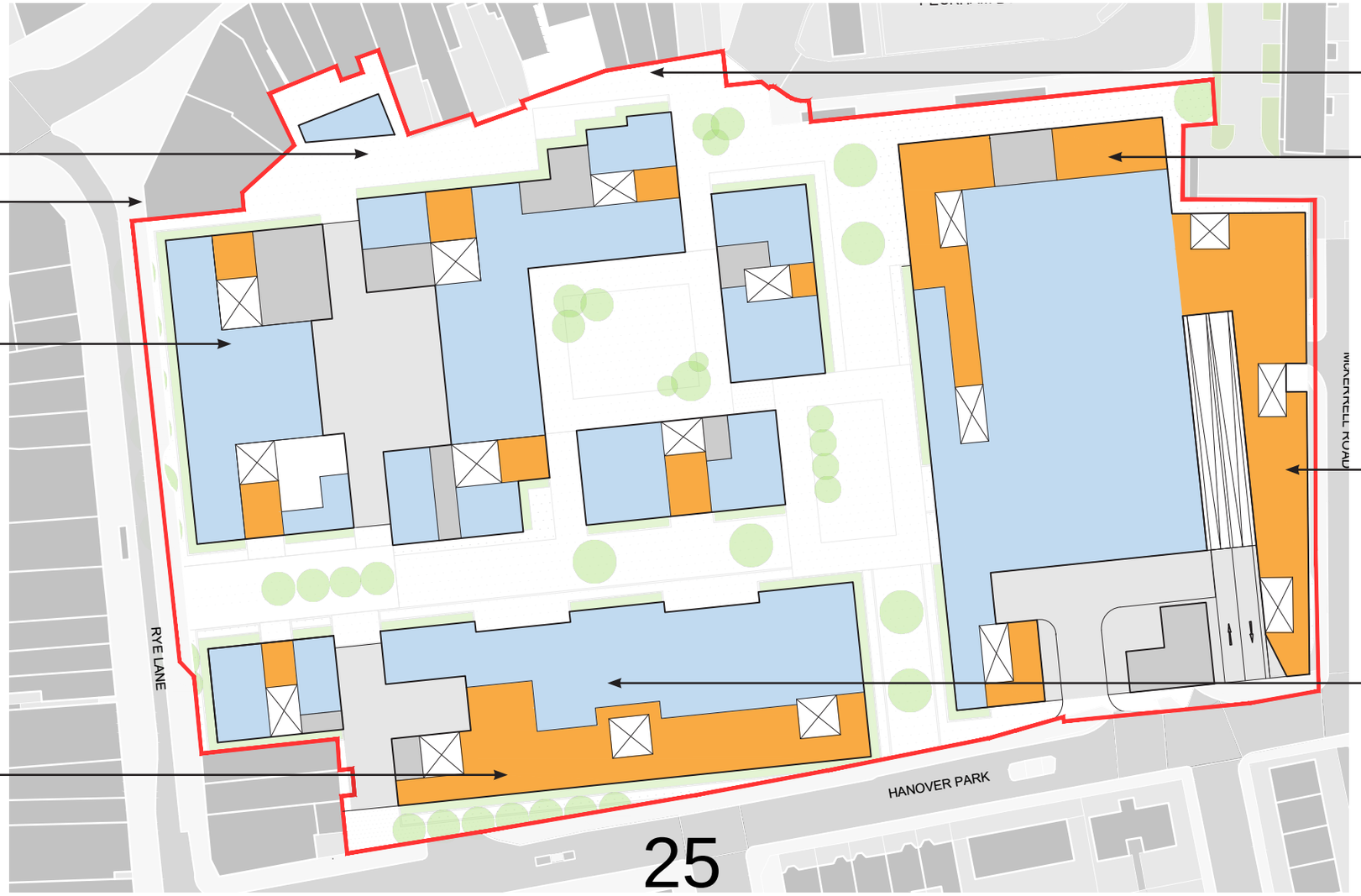
Include Rye Lane and Higgins clock tower in the scheme

Should we break up blocks and express fronts and backs?

What types on non-residential uses will there be in the masterplan?

More detail on servicing strategy required.

Consider non-residential uses facing Hanover Park



Consider how masterplan addresses northern edge

Consider non-residential uses facing bus station

Consider a non-residential building or non-residential above ground floor

Avoid single aspect townhouses beside supermarket

Collaborate with local architects

Should there be greater permeability through the site following desire lines?

02

Updated Masterplan

Rye Lane Cultural Importance

- Rye lane has historically been an important shopping street.
- Higgins & Jones department store was the biggest of its kind in the UK at the time.
- The clock tower building remains and is a local landmark.



1871 Peckham Map



Clock Tower



37 - 49 Rye Lane



1905 Rye Lane

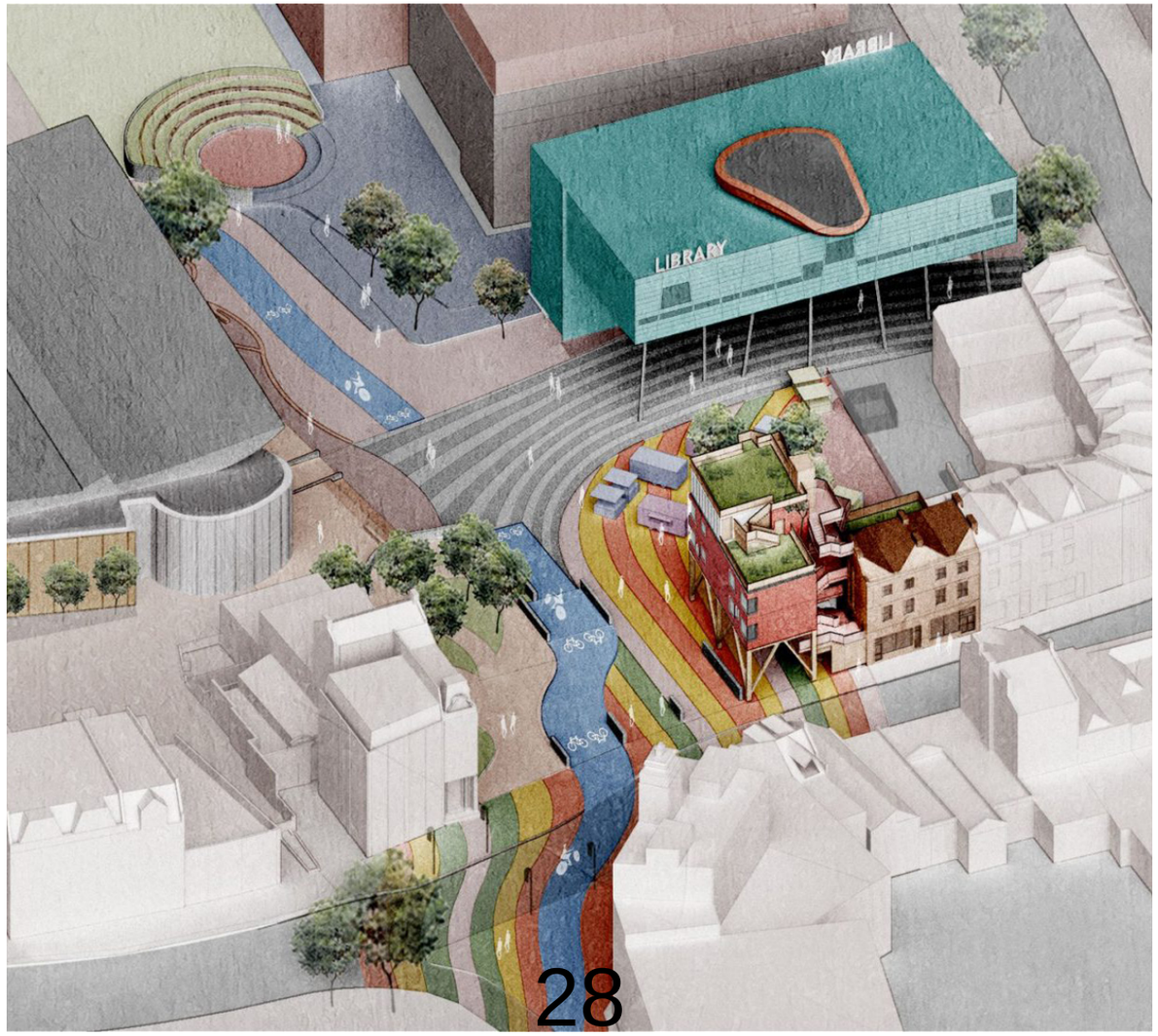


High St, Peckham

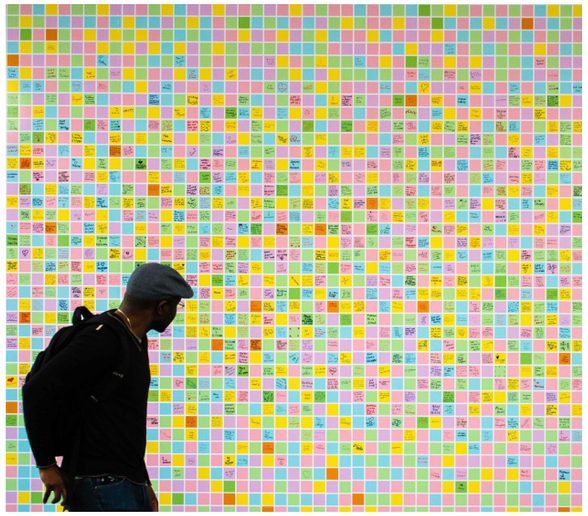
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Peckham Library Square: Spheron

- Comprehensive re-landscaping of Library square
- Cycle and pedestrian routes marked out in bright colours
- Representing the views of the local and under-represented community

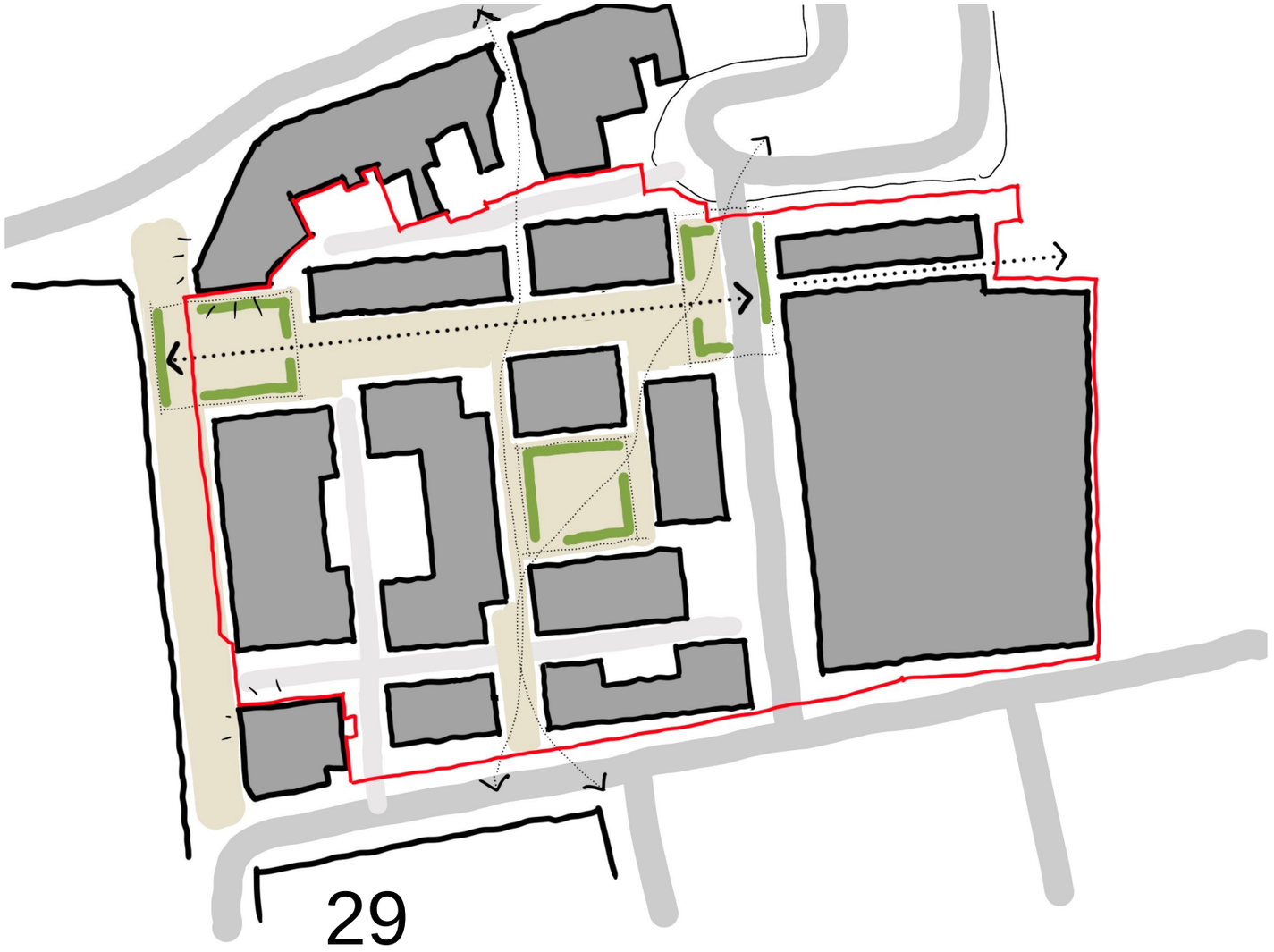






Revised Masterplan Diagram

- Jones & Higgins square retained, but at the north of the site.
- Courtyard retained and shifted to centre of site.
- Diagonal permeability.
- Clock Tower and Bank building given greater prominence.
- Supermaket entrance could be to the north end of the store.



KEY

Streets (Primary)

Servicing (Secondary)

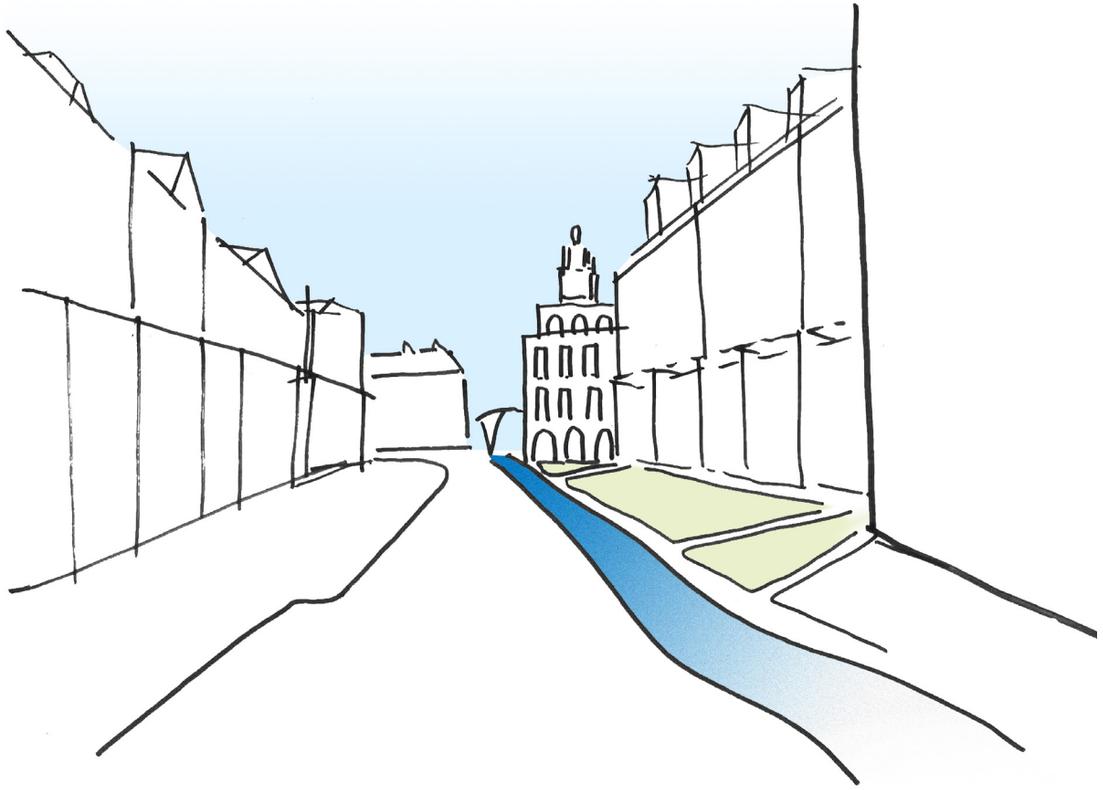
Pedestrian

Widening Rye Lane & opening up corners

1



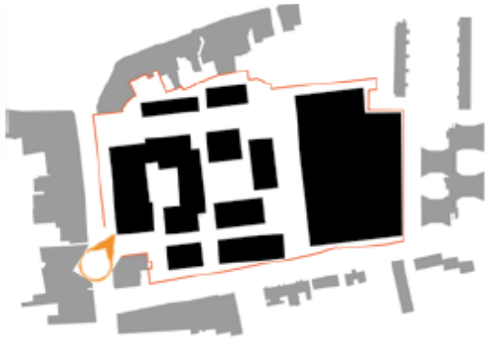




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Rye Lane Collage - View North

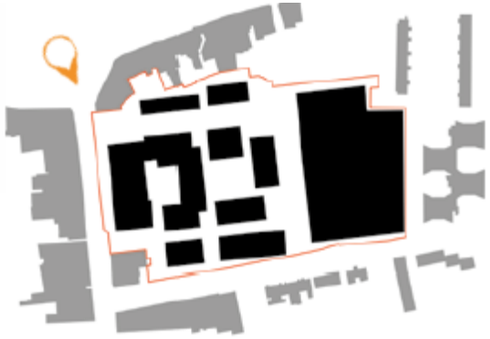




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Rye Lane Sections



Section Aa



Section Bb



Section Cc



Existing Building Line

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Masterplan Overview

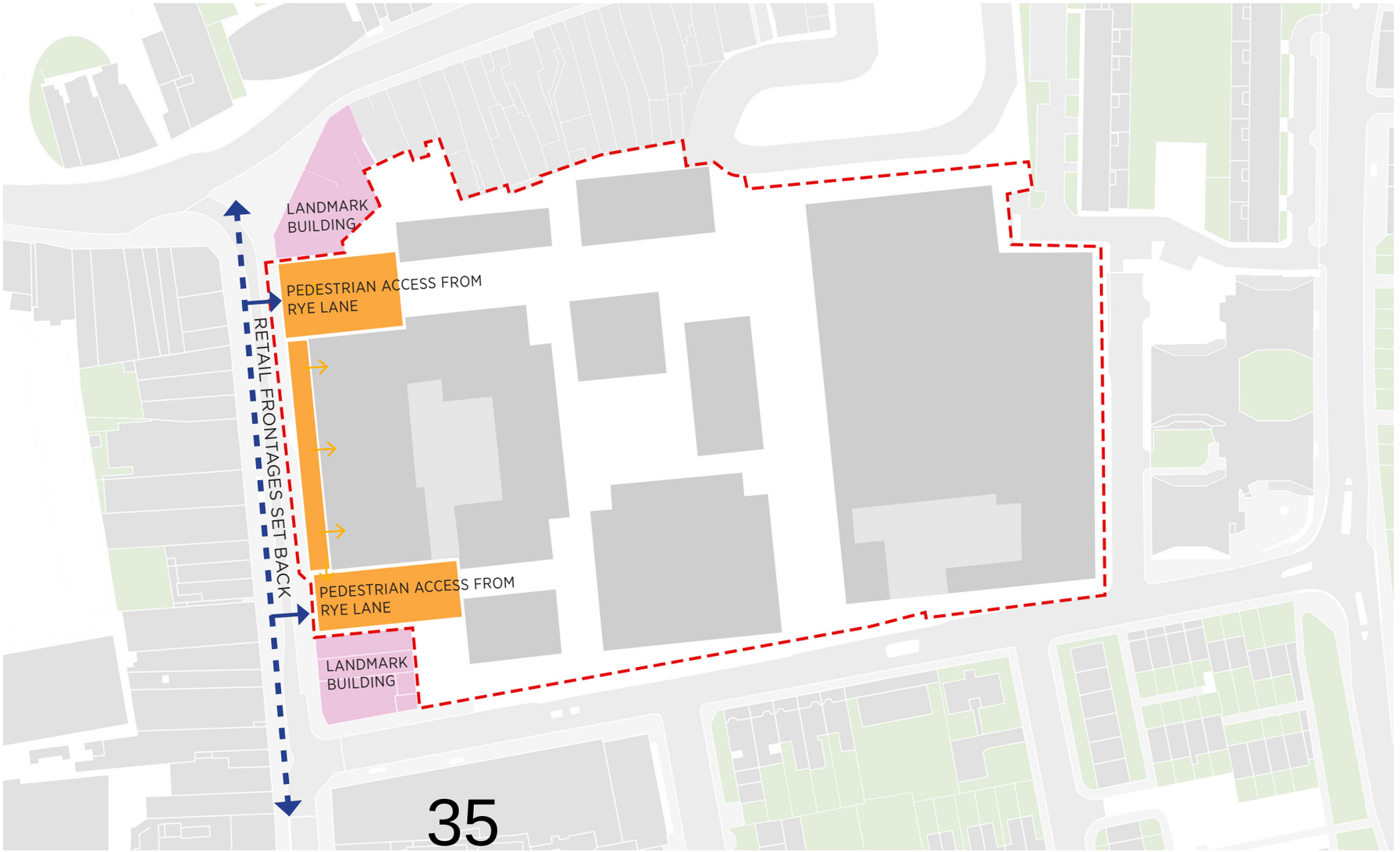
- Pedestrian friendly plan
- Variety of public spaces
- Choices of routes
- Good east-west connectivity



Masterplan Narrative: Generous Widening of Rye Lane & Public Realm

- Widening Rye Lane creates an opportunity to widen the pavement and add tree planting





Masterplan Narrative: Sensitively Addressing Context Edges

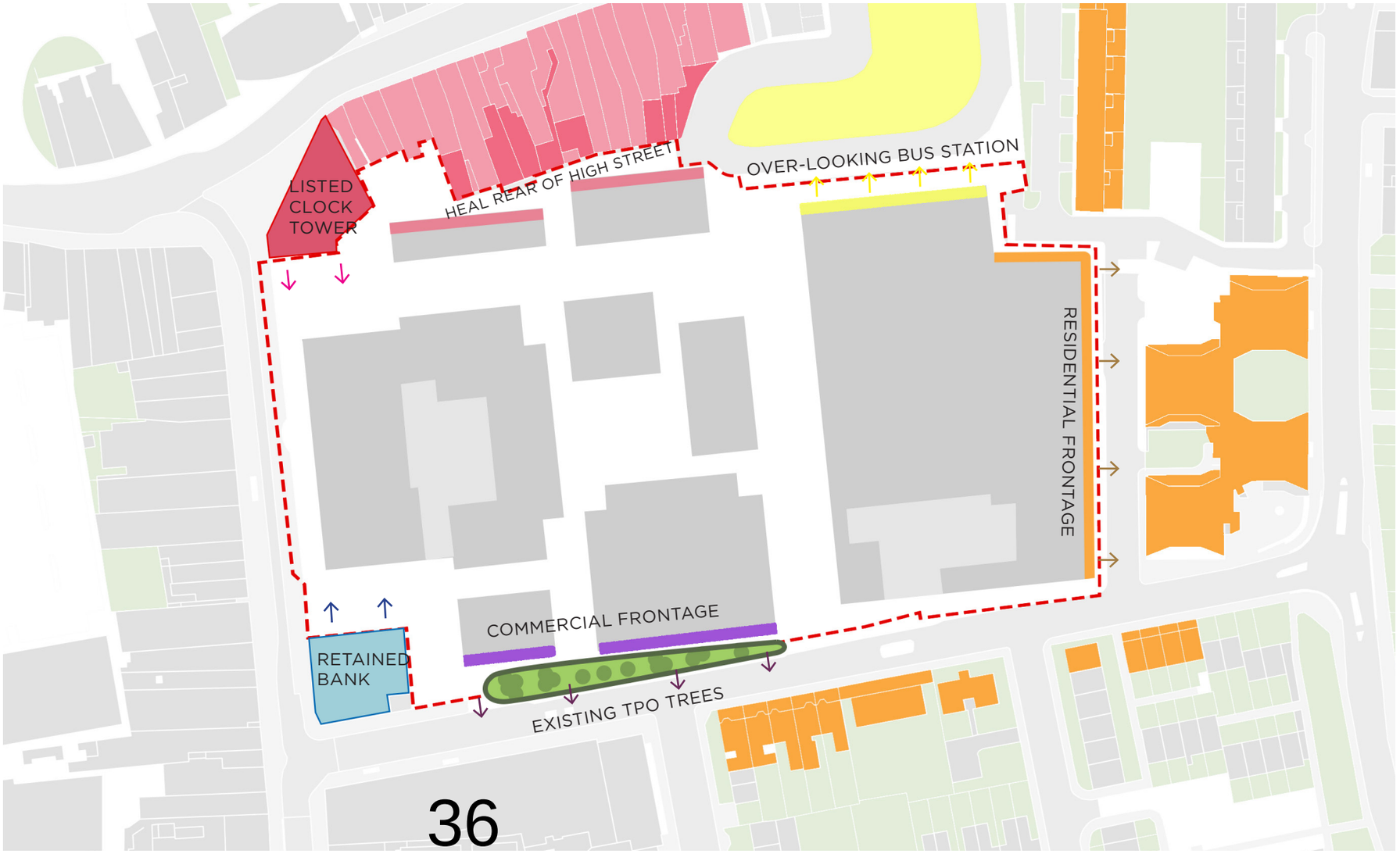
- Place appropriate uses at site edges with active frontages to improve the streetscape

Service Yard



McKerrell Road



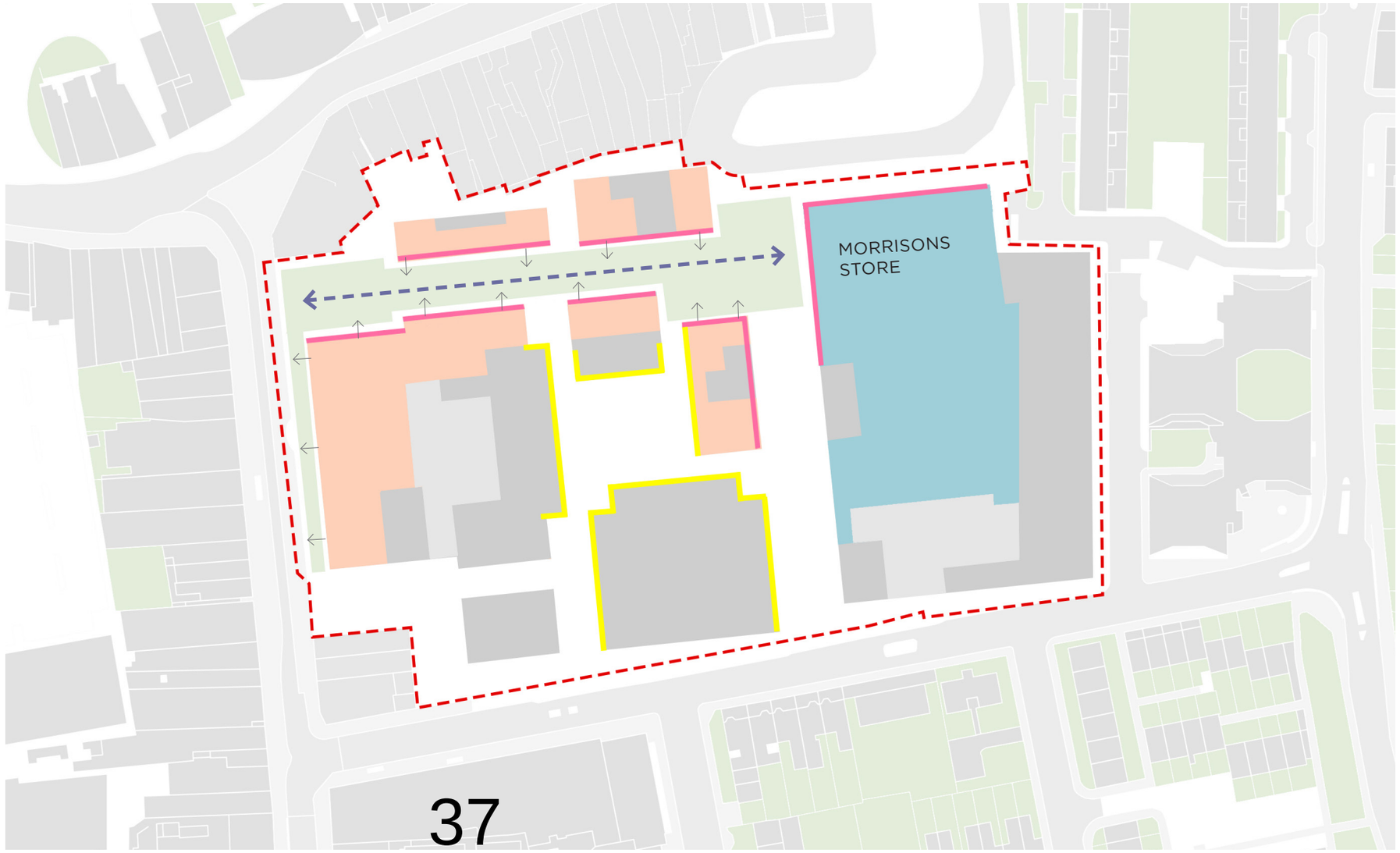


Masterplan Narrative: Simple & Legible Retail Strategy

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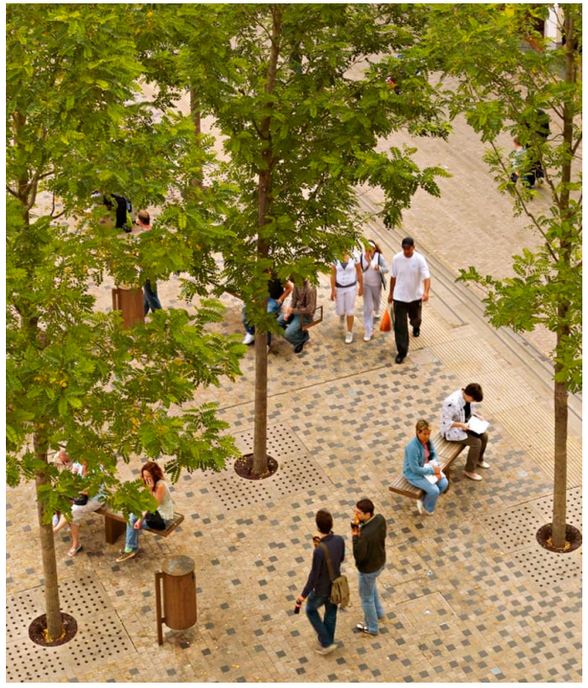


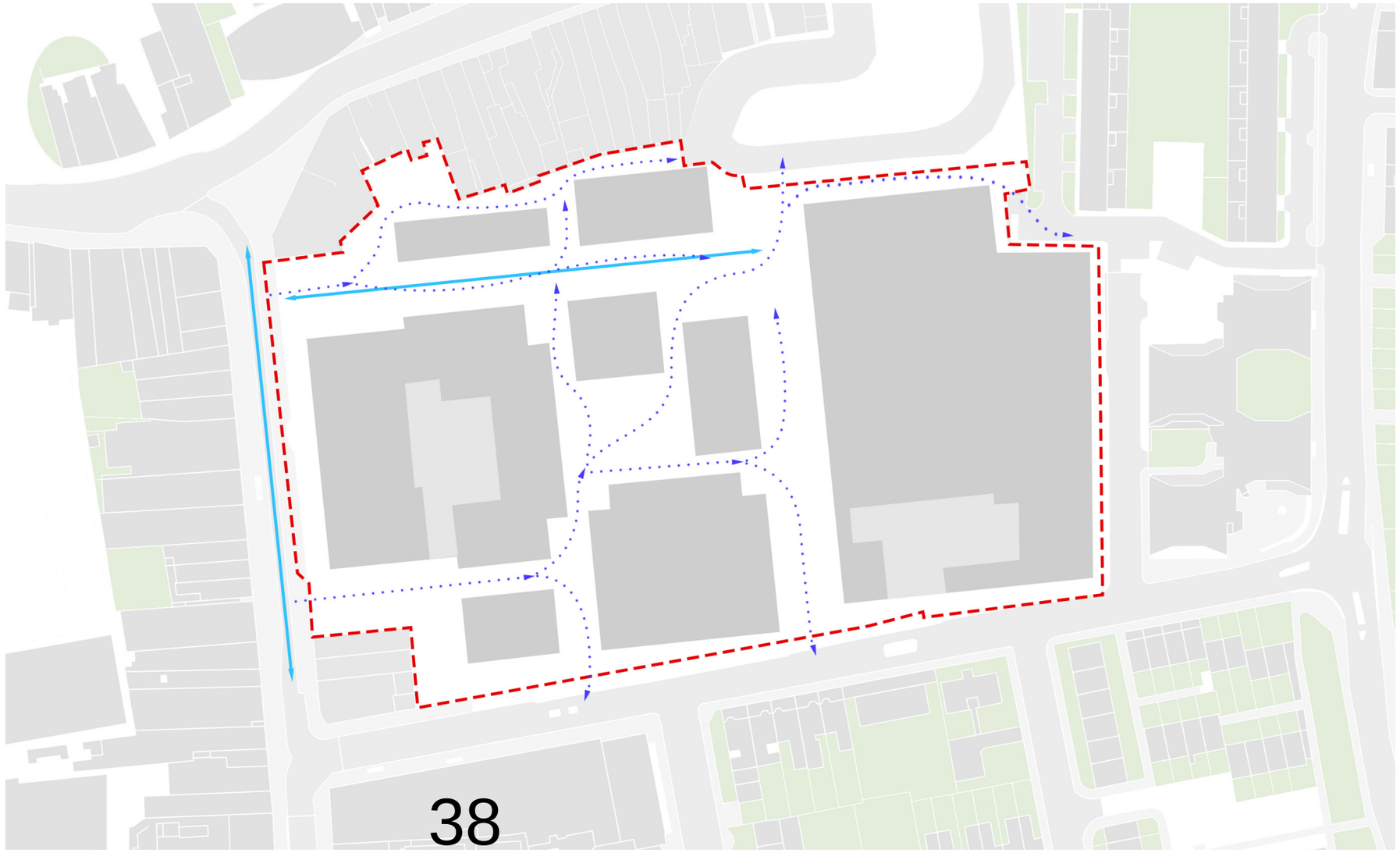


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Masterplan Narrative: Pedestrian Permeability

- Pedestrains and can move freely and safely throughout the site.
- This promotes a connected neighbourhood and encourages social interaction.

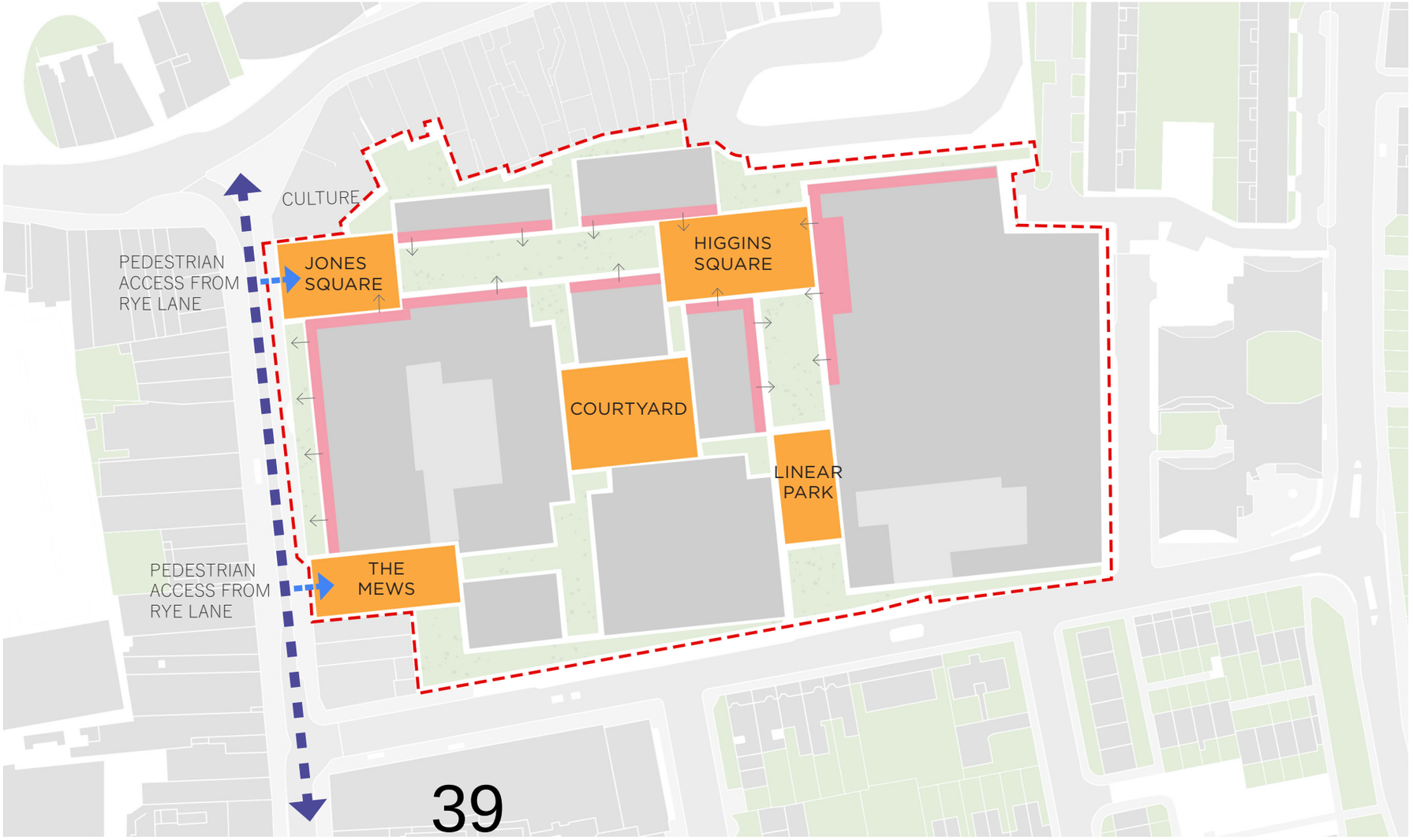




Masterplan Narrative: Varied Public Realm

There are a variety of spaces to suit a variety of uses. The 5 key spaces of public realm are:

1. Jones Square
2. Higgins Square
3. The Courtyard
4. Linear Park
5. The Mews



Masterplan Narrative: Varied Public Realm

URBAN YARDS

FLEXIBLE SERVICE ENVIRONMENT TOUGHER
INDUSTRIAL MATERIALITY
INTEGRATION OF THE ‘BACKS’
SPACE FOR TEMPORARY INSTALLATION AND
CULTURAL EPHEMERA TRAFFICABLE AND SAFE

‘JONES’ SQUARE

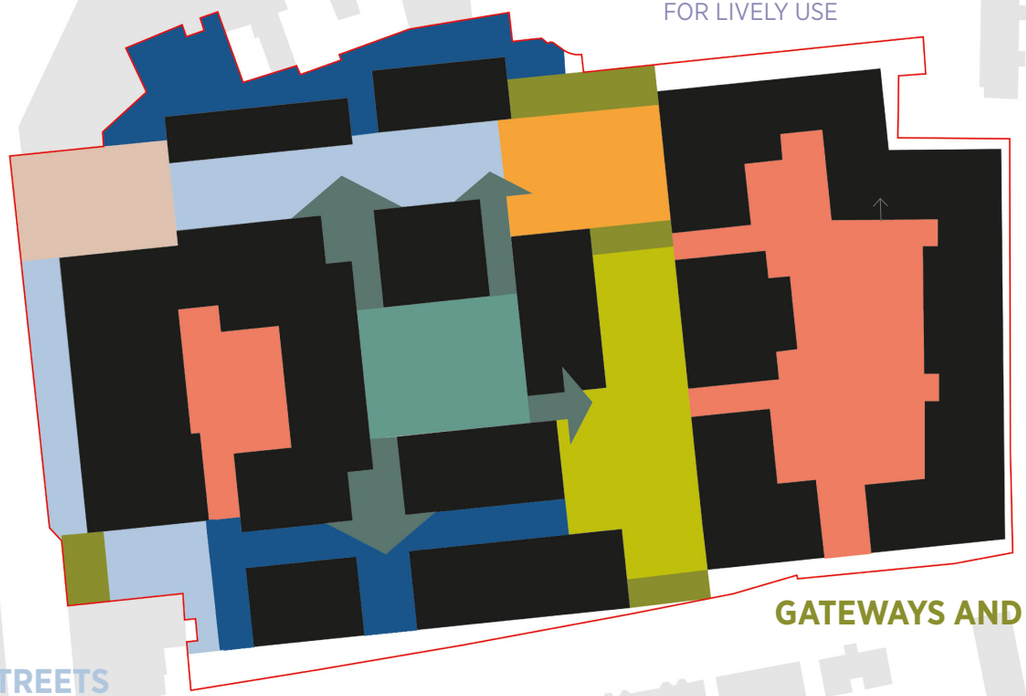
TRANSITION SPACE
ALLOWING THE RYE LANE CONTEXT IN
OPPORTUNITY FOR ART AND PLANTED
GATEWAY
LINKING IN TO RYE LANE STREET TREES
POSSIBLITY OF WIDER INSTALLATION ACROSS
RYE LANE

FOUND SPACES

TRANSITION SPACE
ALLOWING THE RYE LANE CONTEXT IN
OPPORTUNITY FOR ART AND PLANTED
GATEWAY
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RYE LANE

THE COURTYARD

CENTREPIECE LOOKING OUTWARDS TO EDGES
THE HIDDEN SPACE – ACTIVE EDGES
STRONG JONES HIGGINS CONNECTION
THROUGH MATERIALS LIGHTING AND GARDEN
SPACE AT THE CENTRE
DECORATIVE METALWORK ENCLOSURE TO
SURROUNDING STREETS EXUBERANT DESIGN
FOR LIVELY USE



ARRIVAL SQUARE

TRANSITORY SPACE
TRANSPORT RELATED GATEWAY TO
NEIGHBOURHOOD
VISUAL SCREENING TO CURRENT BUS STAND
DESIGNED TO ACCEPT FUTURE DEVELOPMENT
OF BUS INFRASTRUCTURE - MEANWHILE?
CYCLE STORAGE AS SCREENING
WATER PLAY
PLANTED EDGES

LINEAR PARK

NEIGHBOURHOOD PARK
OPEN FLEXIBLE SPACE
PLAYABLE LANDSCAPE
SEATING AND MEETING SPACE
HUB OF ACTIVITY
ENCOUNTER WITH NATURE
SUBSTANTIAL RAIN-FED PLANTING -
‘DISHED?’

GATEWAYS AND EDGES

INTEGRATION INTO URBAN CONTEXT
THRESHOLDS OF ARRIVAL AND WELCOME
TRANSITION SPACES TO NEIGHBOURING
RESIDENTIAL EDGES

RESIDENTIAL PODIUMS

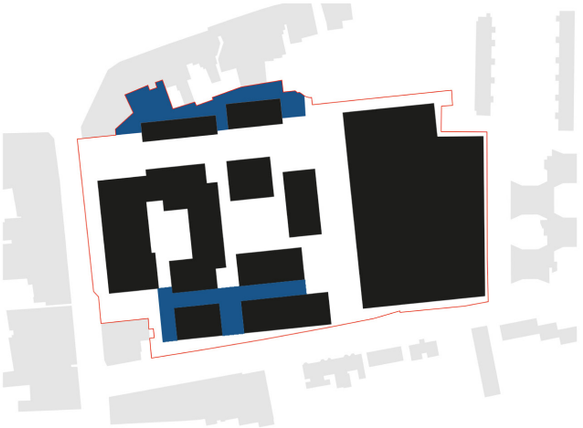
FUNDAMENTALLY NATURAL
FACILITATING CONTACT WITH NATURE
BIODIVERSE
PLAYFUL
A PLACE TO BUILD SOCIAL NETWORKS AND
COMMUNITIES

STREETS

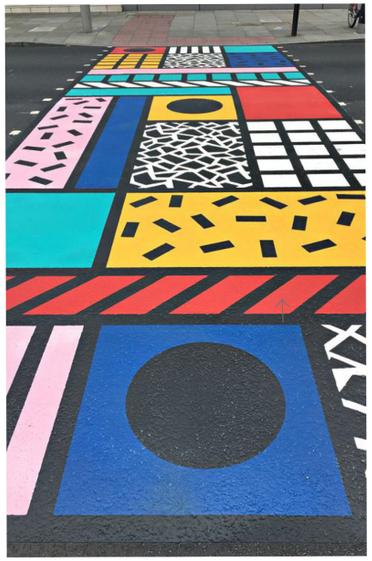
TRADITIONAL STREET IMAGE – EDGE + CENTRAL THOROUGHFARES
SERIES OF CHARMS AND EXPERIENCES
FACILITATING REQUIRED ACCESS
INTERFACING WITH ‘HIDDEN’ ALLEY SPACES TO GARDEN COURT PLANTING AREAS
CONTRIBUTING TO UGF AND BIODIVERSITY SURFACE WATER ATTENUATION – RAIN
GARDENS

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Masterplan Narrative: Urban Yards

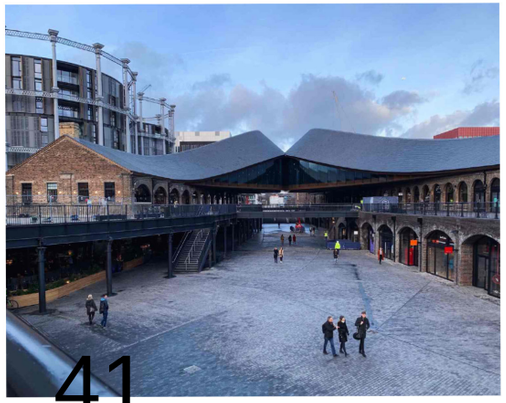














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Masterplan Narrative: Streets













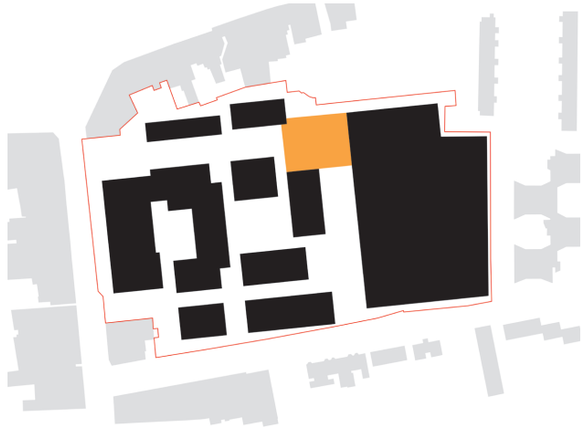




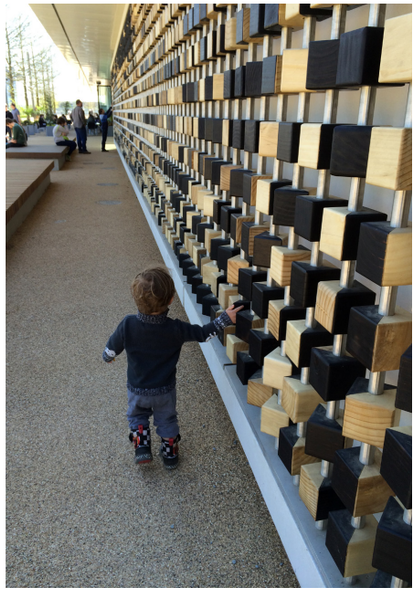




Masterplan Narrative: Higgins Square



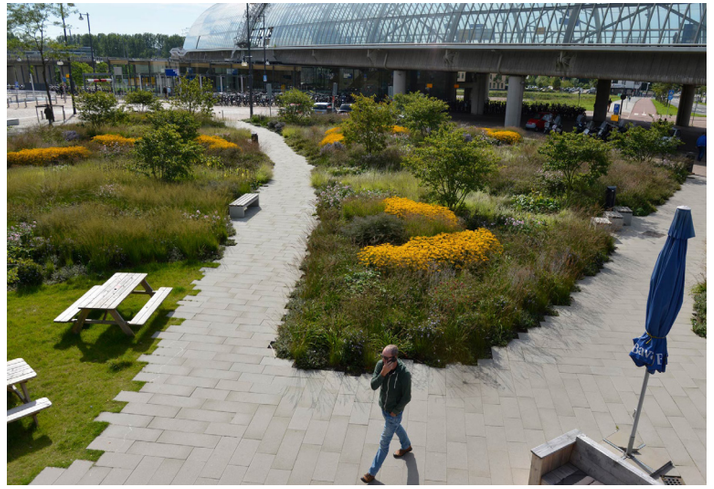




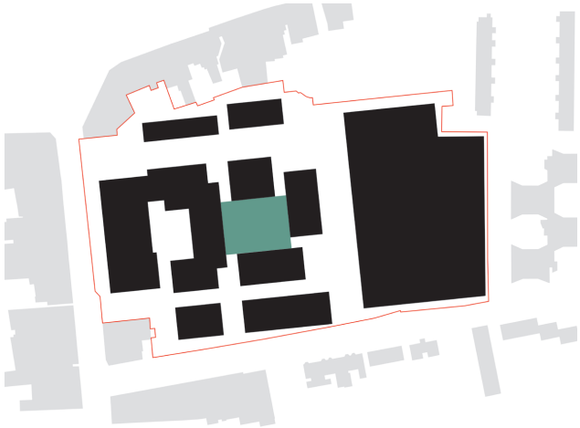








Masterplan Narrative: The Courtyard









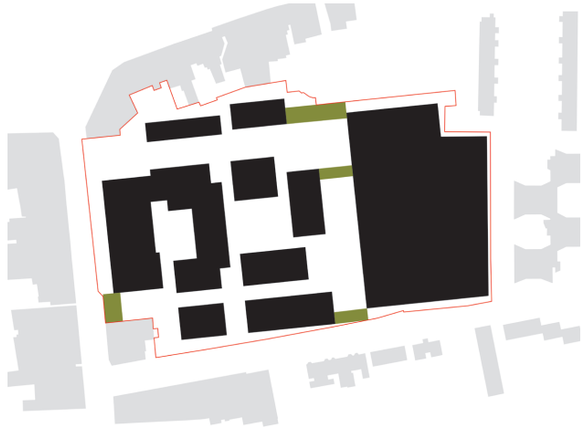






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Masterplan Narrative: Gateway











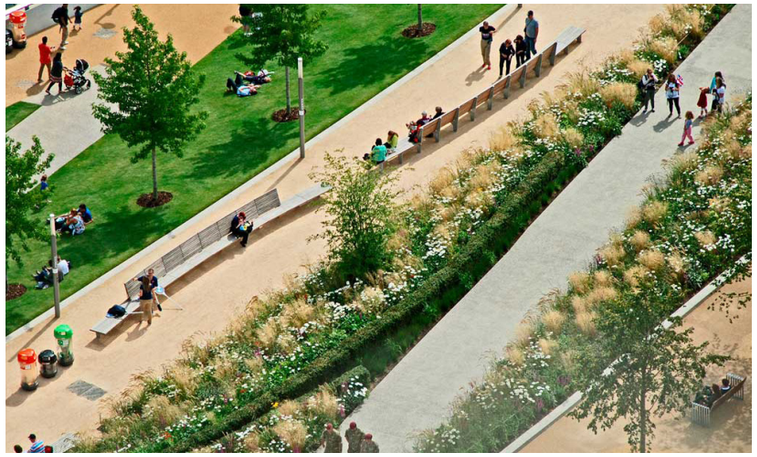


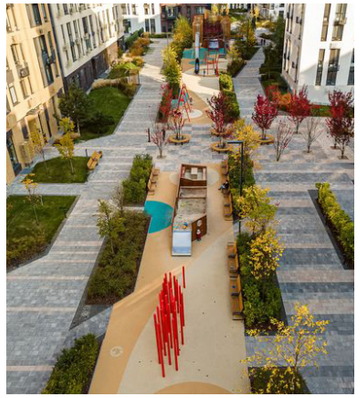


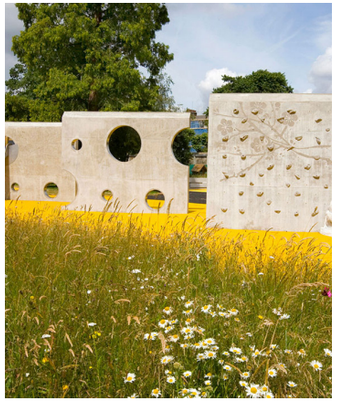


Masterplan Narrative: Linear Park















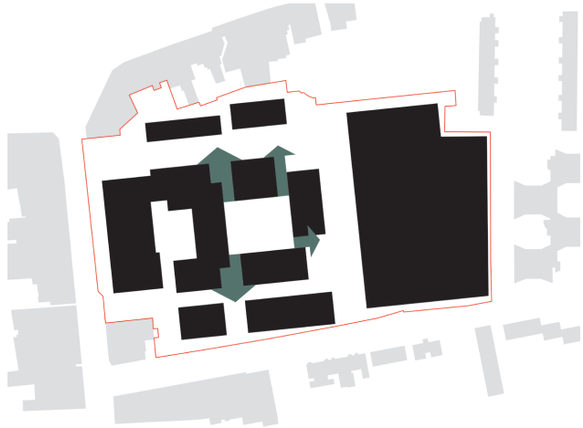




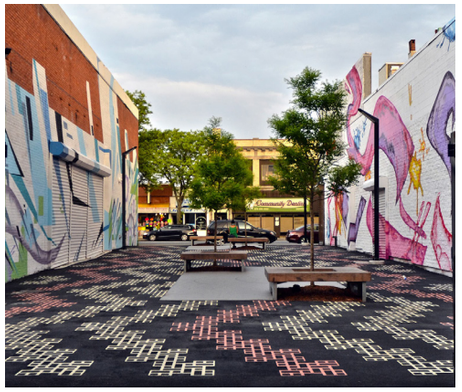
Masterplan Narrative: Linkages

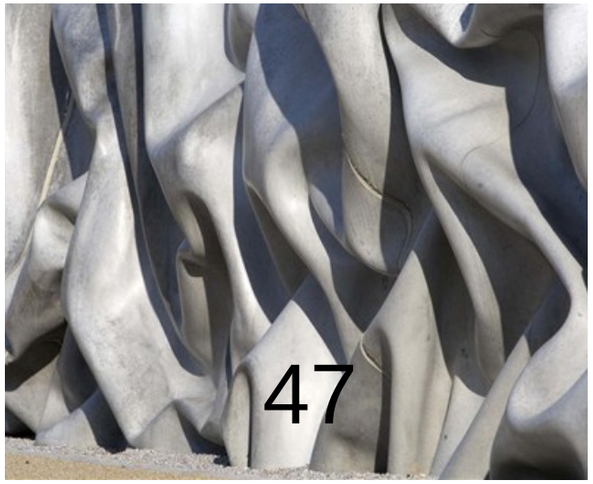






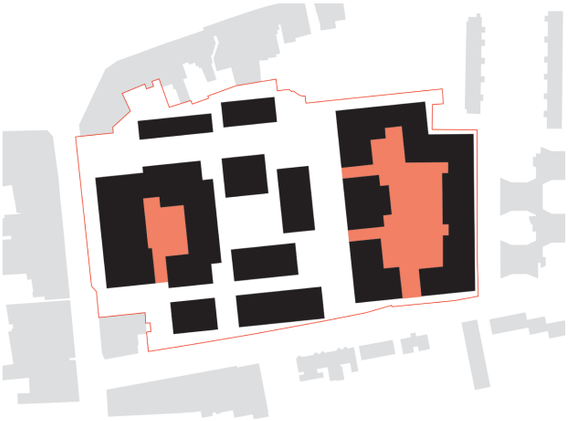


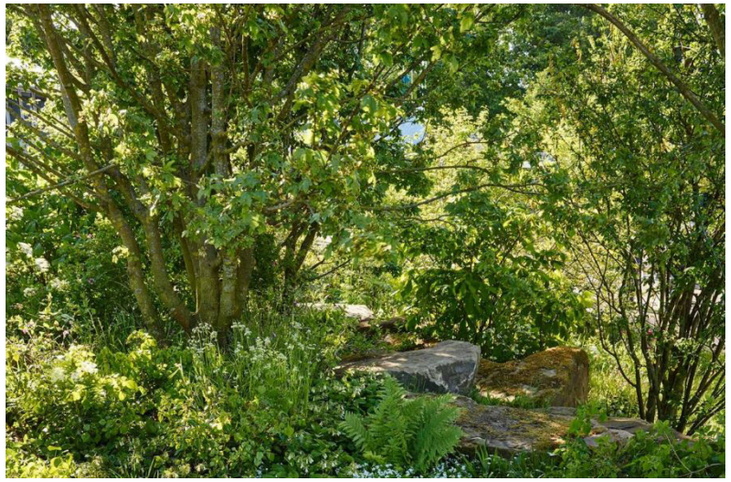




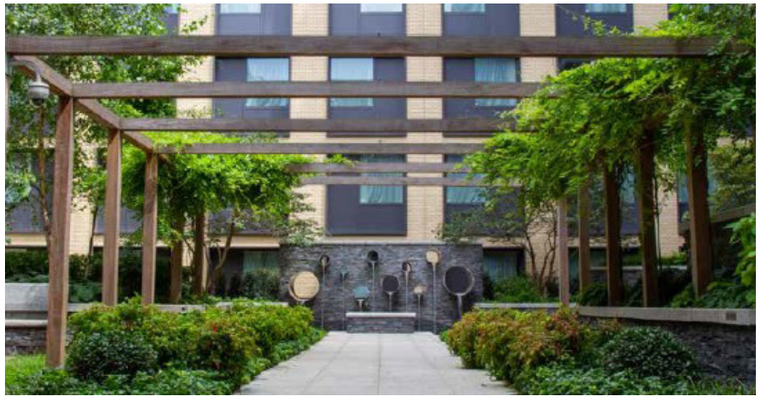


Masterplan Narrative: Residential Podiums









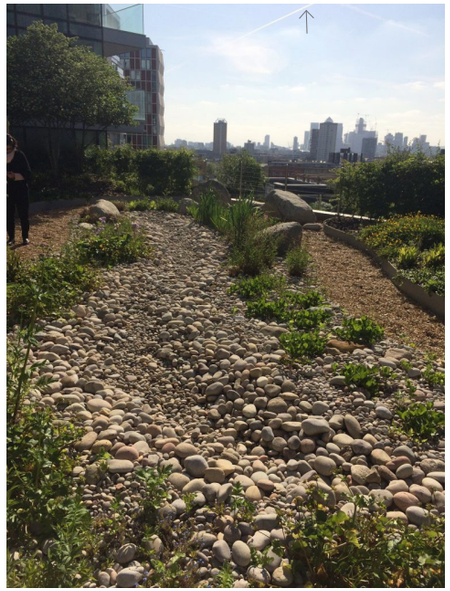




Masterplan Narrative: Biodiverse Roofs









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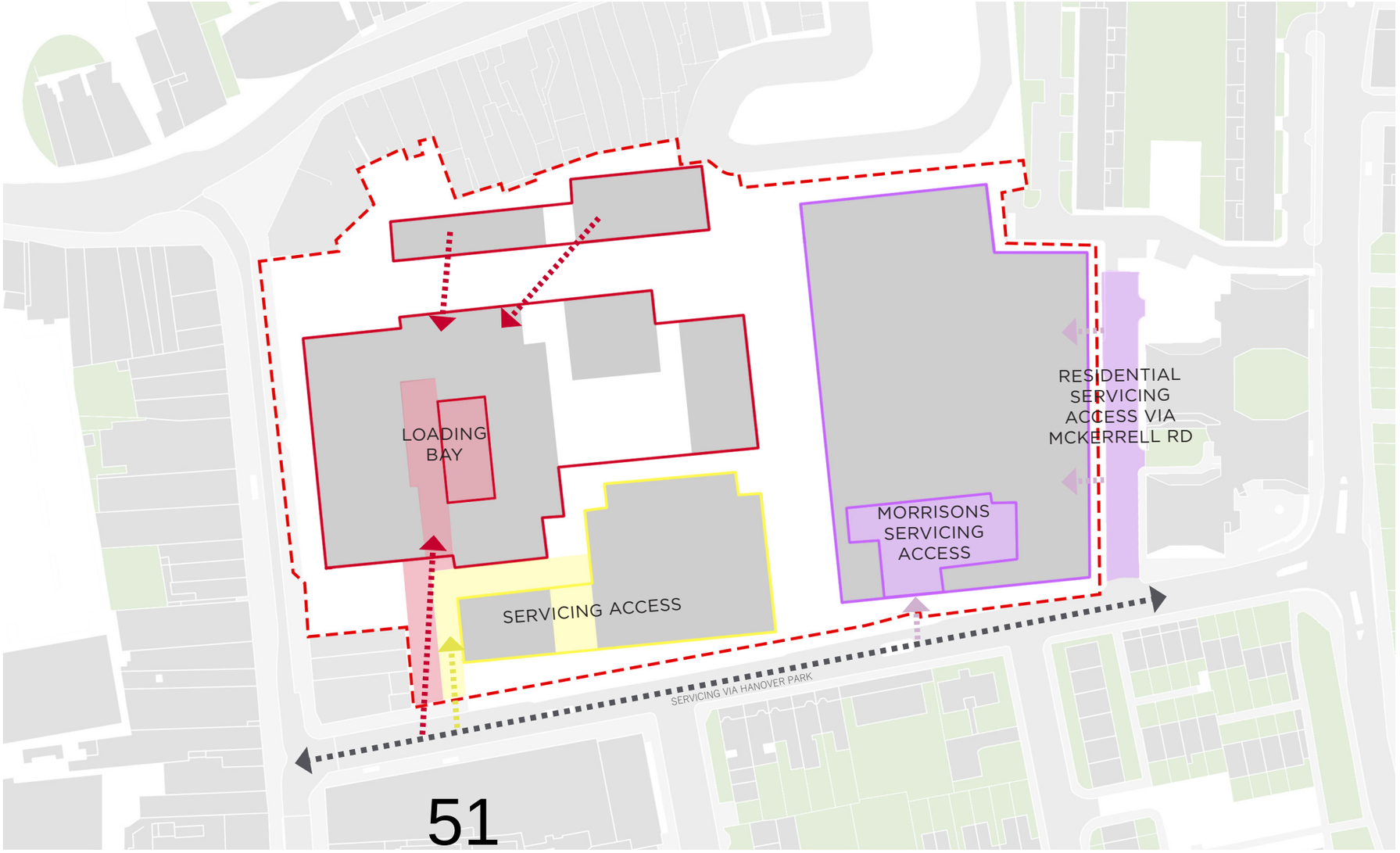
Masterplan Narrative: Residents' Gardens & Amenity Spaces

- Sunny landscaped gardens for residents to enjoy
- Incorporate safe children's playspace



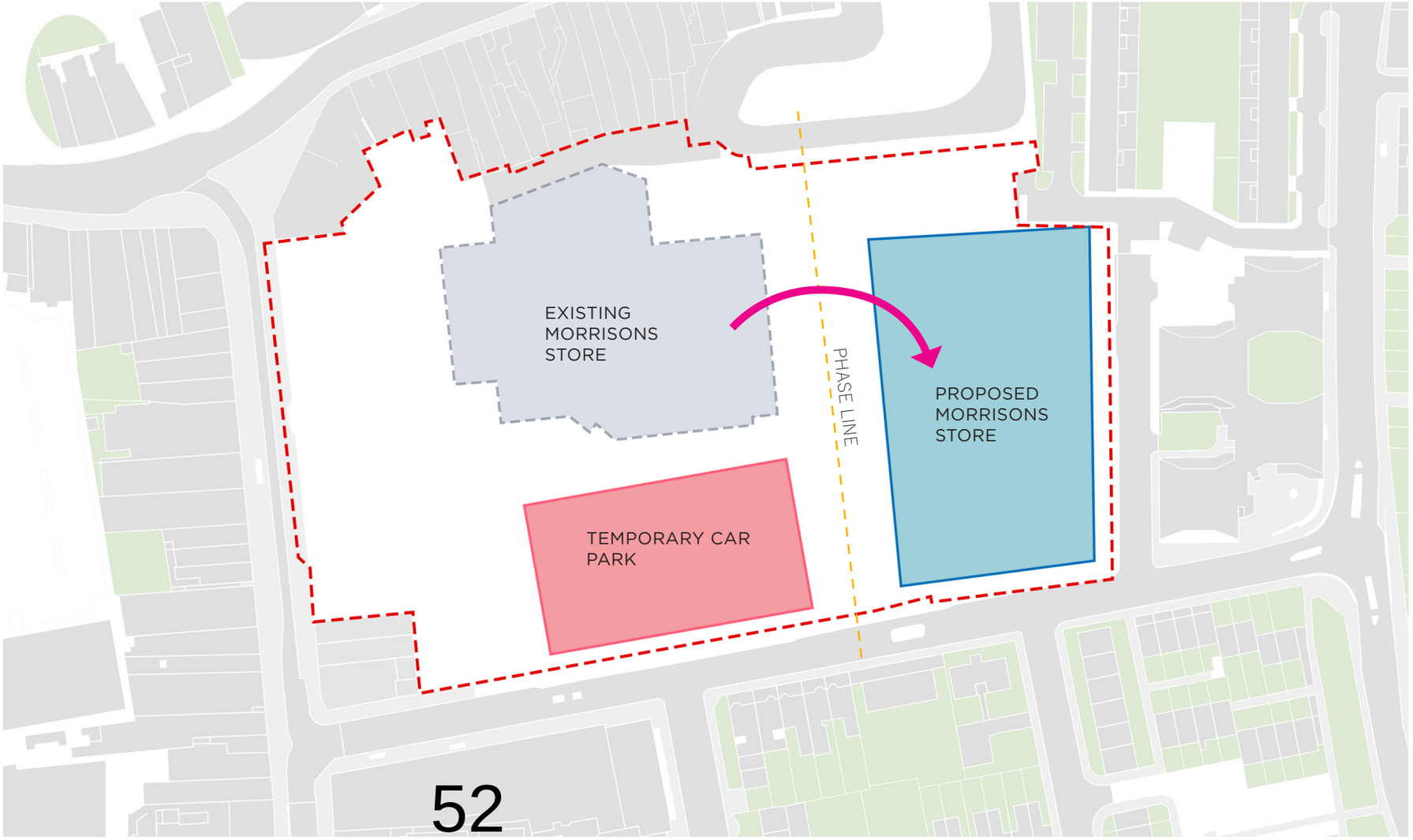
Masterplan Narrative: Simple & Efficient Servicing Strategy

- Service from edges of the site
- Create pedestrian friendly environment



Masterplan Narrative: Re-location of Morrisons Store

- Maintain continuity of trading of Morrison's
- Maintain servicing to existing retail
- Reduced size of car park as temporary condition
- Once new Morrison's is open, the existing store can be demolished and meanwhile uses can be accommodated.



03

Updated Masterplan

Masterplan Public Realm: Yards, Courts & Gardens

- Pink blocks non-residential buildings
- North south route linear park
- Water within landscape
- Extensive greening of site



Masterplan Residential Amenity: Podiums & Terraces

- Podium gardens for residents
- Play space
- South facing aspect for sunshine



Masterplan Design Concept: Movement

- Primary straight routes
- Secondary routes that meander through site
- Permeability along northern edge



Masterplan Design Concept: Bus Route

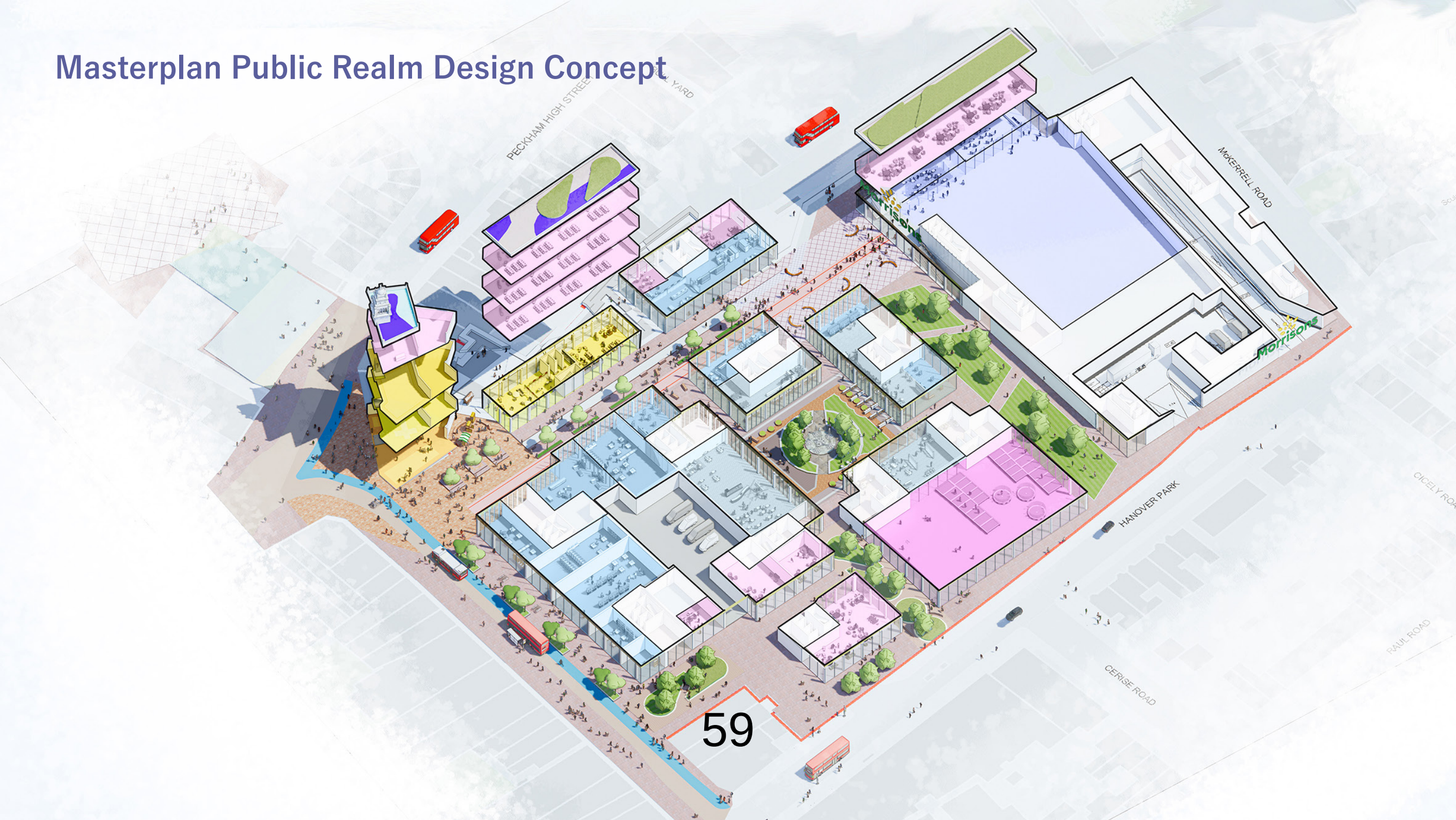
- Blocks moved west back to site boundary
- Bus route prohibits linear park
- Bus stops accommodated within site



Masterplan Public Realm Design Concept: Ground Plan



Masterplan Public Realm Design Concept



The Aylesham Centre

Pre-Application Meeting: 12 April 2022

Berkeley
Designed for life



SHEPPARD ROBSON

Agenda

01 Planning Context
02 Feedback from Previous Meetings
03 Masterplan Update
04 Massing Strategy
05 Massing Proposals
06 Townscape Views

Aims & Objectives

Fix the masterplan principles
Fix the building footprints
Agree the massing strategy, including locations of height and approach to perimeter
Agree townscape views

01

Planning Context

Planning Policy Context

- All development is required to make the best use of land by following a design-led approach that fully optimises the capacity of sites (London Plan Policy D3). This is particularly the case in highly sustainable town centre locations where higher density developments are expected to be promoted.
- We have progressed a number of site layout and massing options to determine the most appropriate form of development that responds to the site's context, its capacity for growth and the requirements of Site Allocation Policy NSP74
- The opportunities for massing effectively divided into three zones and several key views have been identified to test these initial massing proposals, including the One Tree Hill borough view and the locally valued, but non-designated views of the city skyline from the Bussey Building and Peckham Levels.
- Opportunities for taller buildings are identified towards the central/eastern end of the site, with lower rise buildings being located along site boundaries and within the western end of the site which sits within the Rye Lane Conservation Area. This approach has been informed by testing a range of site layouts to ensure that there are no major adverse heritage, townscape or neighbouring amenity impacts
- The emerging proposals have and will continue to be developed to adhere to the design principles and tall building guidance (London Plan Policy D9 and Southwark Plan Policy P13) and the site allocation policy.
- These initial massing concepts have factored in the need to demonstrate exemplary design standards to accord with the Southwark Plan and the Residential Design Guide.

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02

Feedback from Previous Meetings

Design Feedback From the First Pre-App Meeting & Subsequent Workshops

Consider routes through to Peckham High Street

Reduce reliance on servicing from the north

Investigate whether it is possible to include Higgins Clock Tower in the scheme

Should we break up blocks?

What types of non-residential uses will there be in the masterplan?

Consider non-residential uses facing Hanover Park



Consider how masterplan addresses northern edge

Consider non-residential uses facing bus station

Consider a non-residential building or non-residential uses above ground floor

Avoid single aspect townhouses beside supermarket

Consider how you could collaborate with local architects

Should there be greater permeability through the site following desire lines?

66

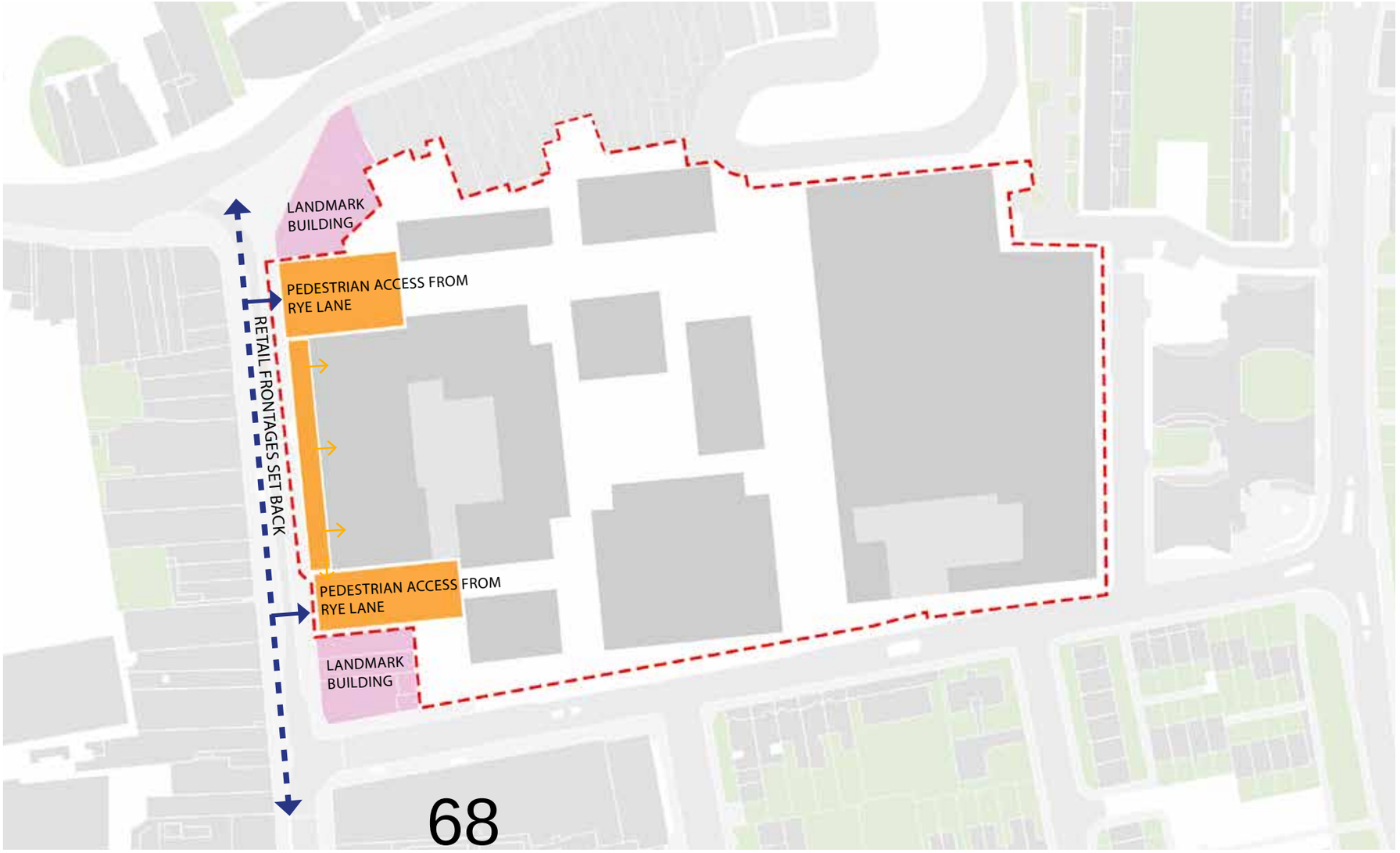
03

Masterplan Update

Masterplan Narrative: Generous Widening of Rye Lane & Public Realm

- Amendments to Rye Lane creates an opportunity to widen the pavement and add tree planting, improving the pedestrian environment along Rye Lane.





Rye Lane Proposal

- Widen Rye lane by 6m from existing building line
- Increasing width of Rye Lane from 15m to 21m

The widening of Rye Lane allows us to:

- Open up the street at either end with two public spaces
- Widen the cycle lane to make it two way
- Add trees and urban greening
- Widen the pavement on the east side of Rye Lane in front of the shops

Rye Lane Sections



Section Aa



Section Bb



Section Cc



Existing Building Line

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Widening Rye Lane & Opening Up Corners

1





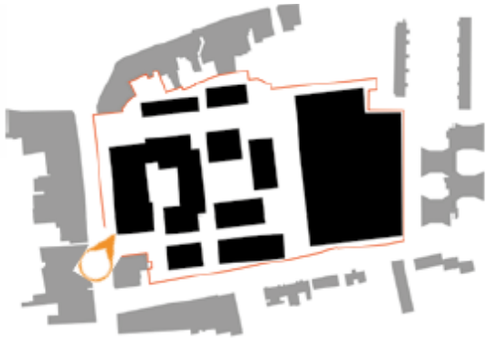




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Rye Lane Collage - View Looking North





Masterplan Narrative: Sensitively Addressing Context Edges

- Place appropriate uses at site edges with active frontages to improve the streetscape

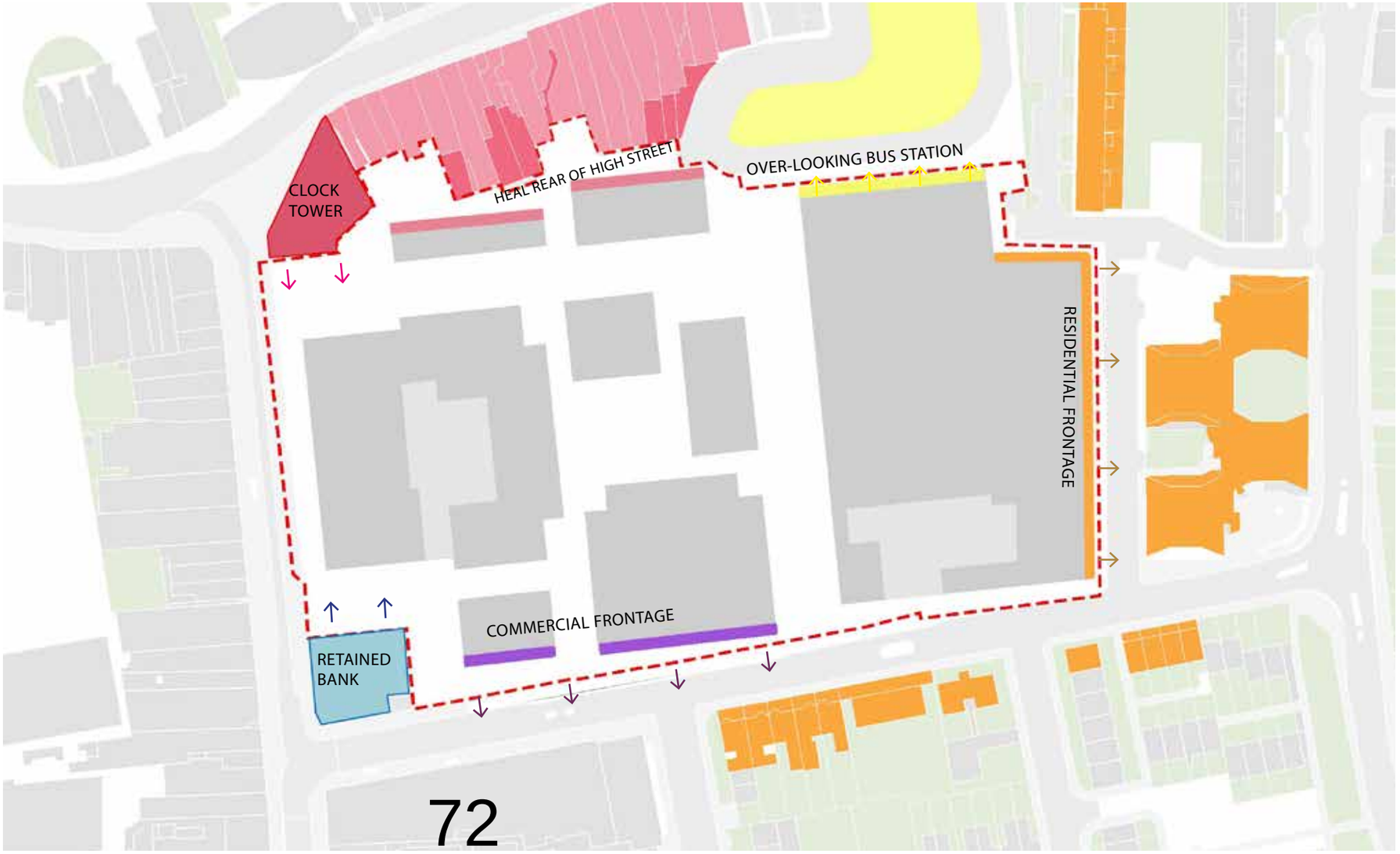
- Commercial frontage now added facing Hanover Park

Service Yard



Mckerrell Road

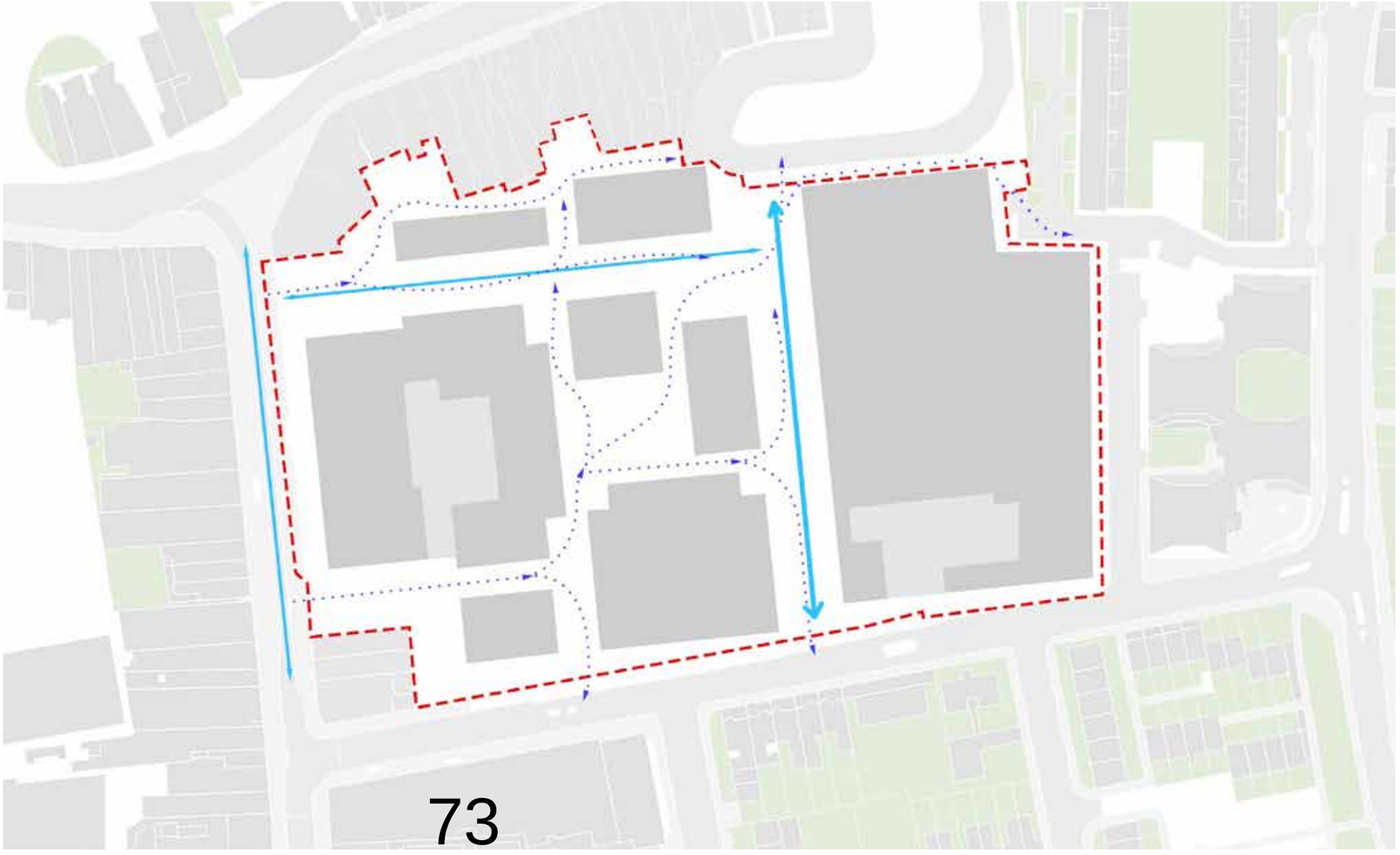




Masterplan Narrative: Pedestrian Permeability

- Pedestrians and can move freely and safely throughout the site.
- This promotes a connected neighbourhood and encourages social interaction.
- Retail street moved to the north to better connect with Rye Lane and the bus station.





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Masterplan Narrative: Simple & Legible Retail Strategy

- Re-inforce Rye Lane retail
- Focus retail activity down central route with Morrisons as the anchor





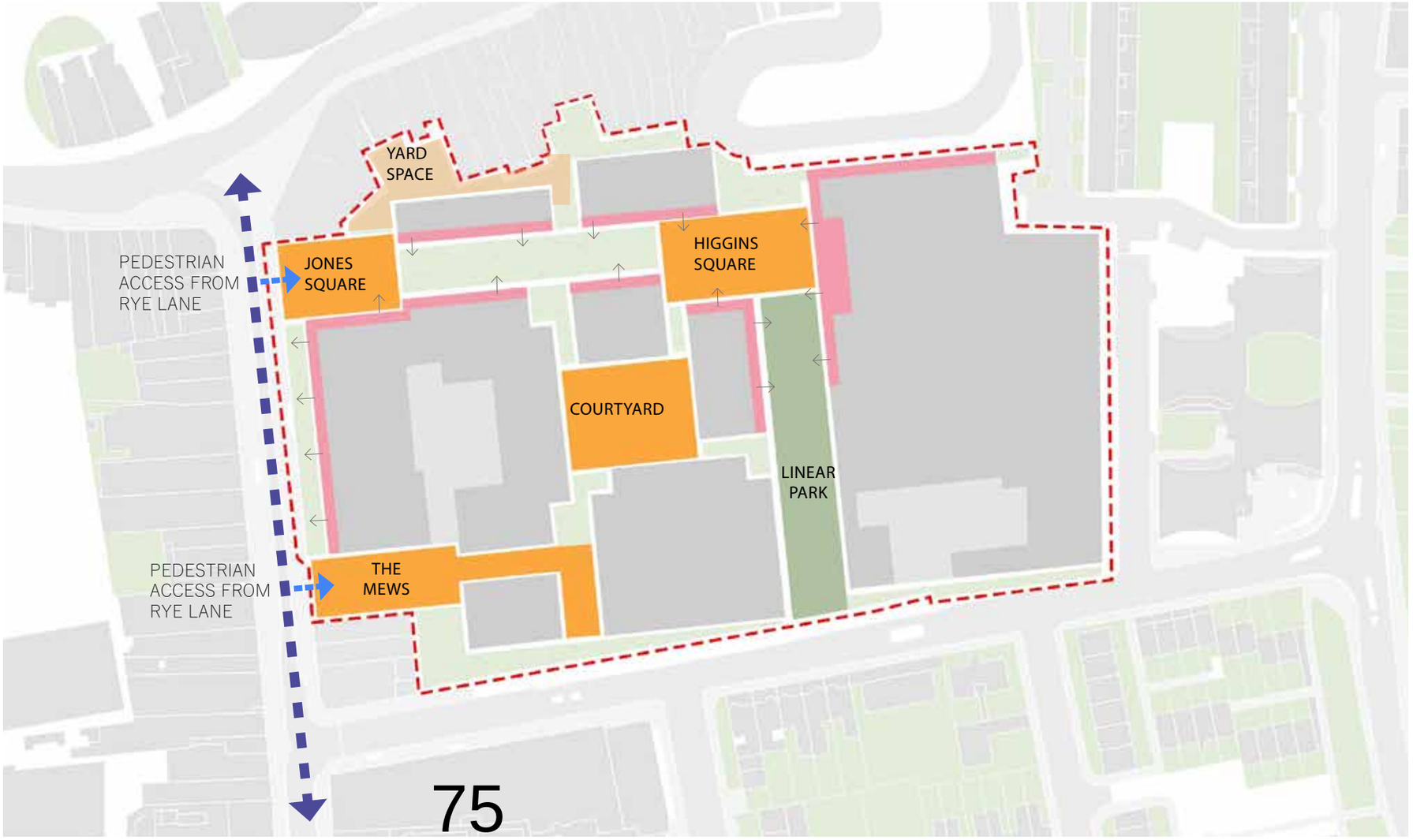


74

Masterplan Narrative: Varied Public Realm

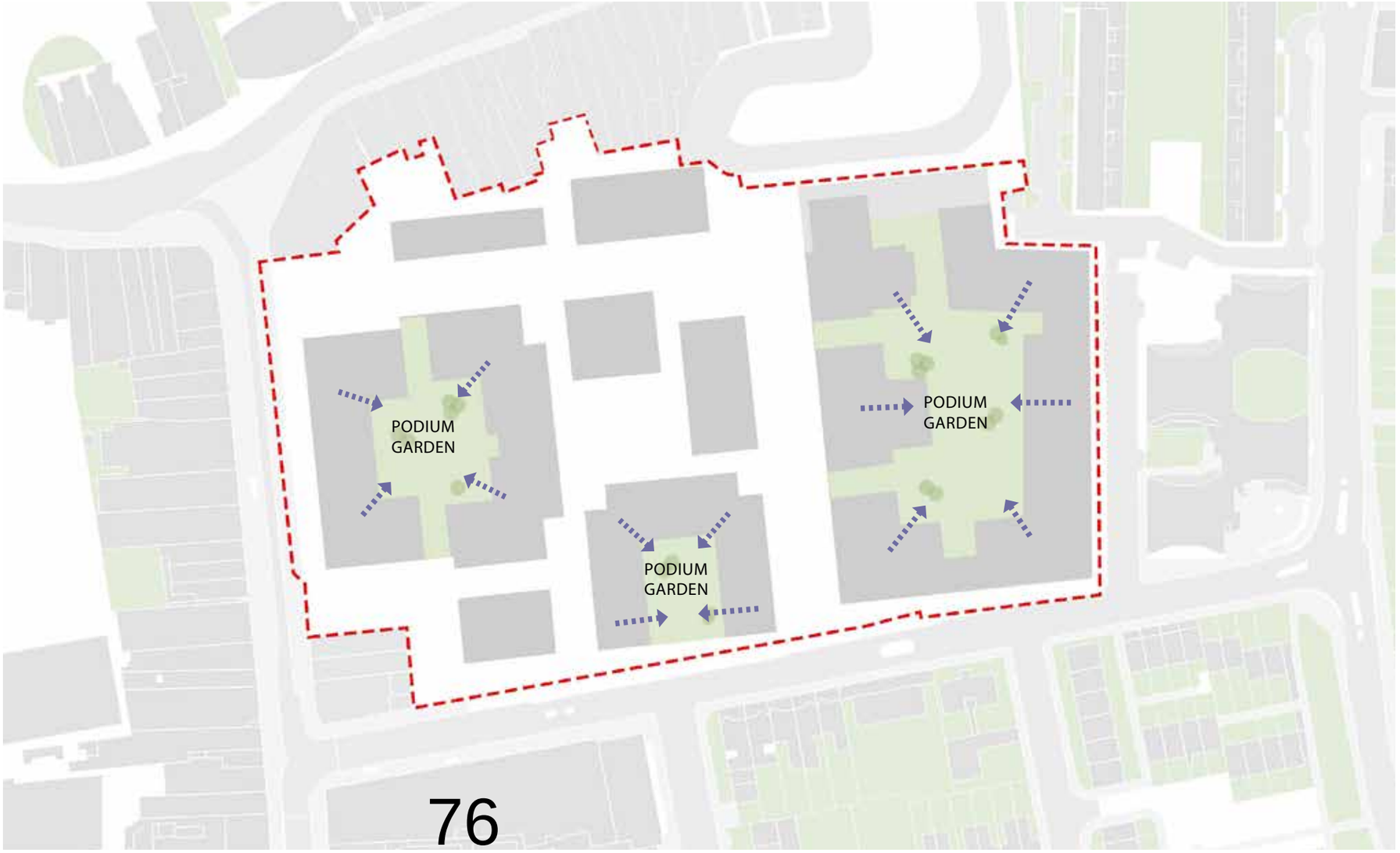
There are a variety of spaces to suit a variety of uses. The 5 key spaces of public realm are:

1. Jones Square
2. Higgins Square
3. The Courtyard
4. Linear Park
5. The Mews



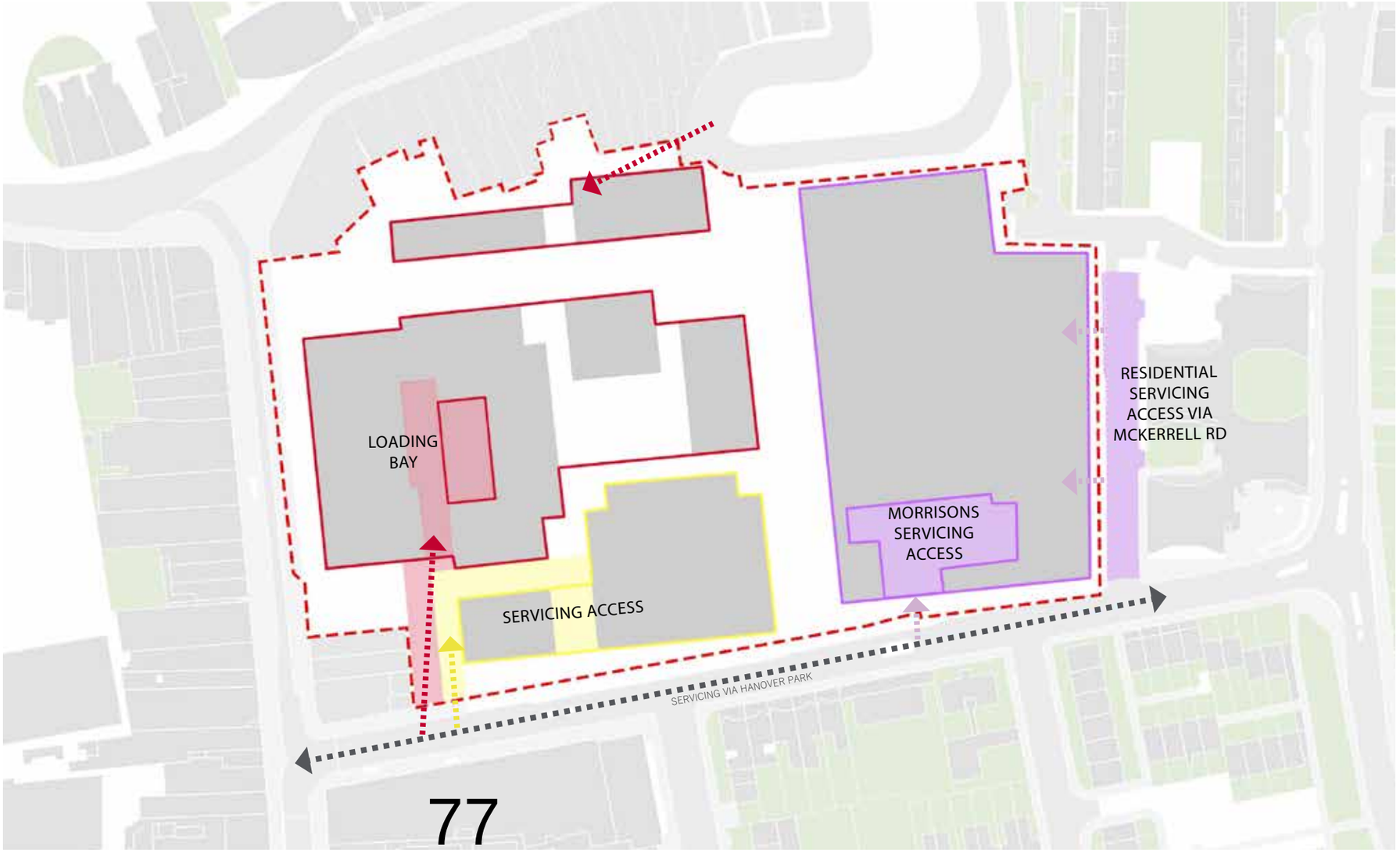
Masterplan Narrative: Residents' Gardens & Amenity Spaces

- Sunny landscaped gardens for residents to enjoy
- Incorporate safe children's playspace



Masterplan Narrative: Simple & Efficient Servicing Strategy

- Service from edges of the site
- Create pedestrian friendly environment

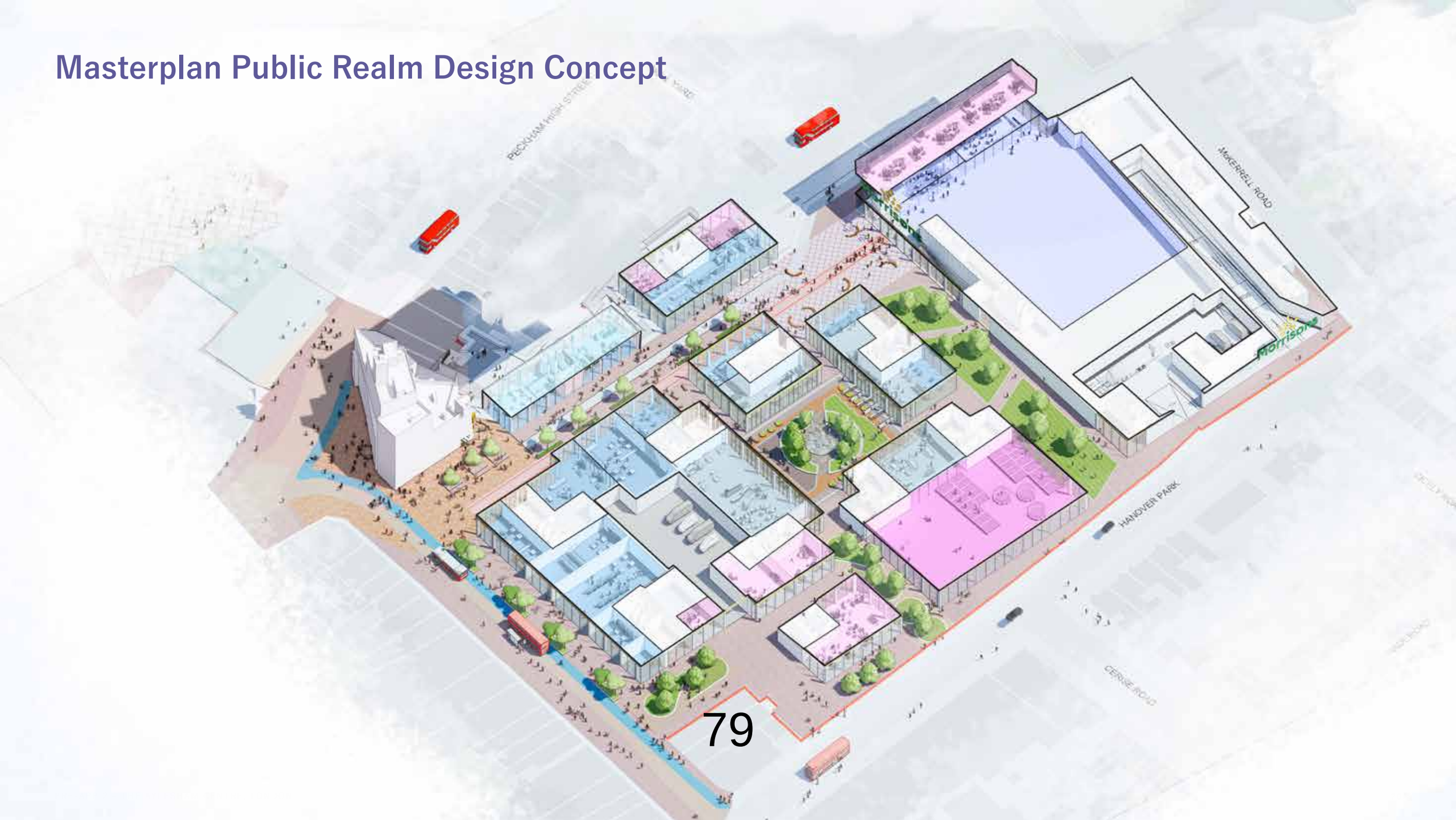


Masterplan Design Concept

- Primary straight routes
- Secondary routes that meander through site
- Permeability along northern edge



Masterplan Public Realm Design Concept



Feedback from Masterplan Design Workshop

Seek opportunities to incorporate public art

Ensure no significant reliance on servicing from the north

Consider how to treat exposed edges of historic buildings

Widening Rye Lane by setting the buildings back is welcomed

Do we need another square here? Could this just be a mews?

Should the SW-NE diagonal route through the site be more legible? Is it a key desire line? Use Space Syntax model to analyse the route



Are there too many character areas in the scheme?

Consider non-residential uses facing bus station

Ensure active frontages to long facade of Phase 1

Support integrating playspace into the public realm

Support for the inclusion of a large leisure anchor use on the site

Updated Masterplan Ground Floor

- The updated masterplan retains the proposal to widen Rye Lane, creating a wider eastern pavement in front of the shops
- It also retains the creation of an east-west retail street, connecting Rye Lane to new Morrisons store and bus station linking to a series of new public spaces
- Amendment to a narrower mews space to the south-west corner of the site adjacent to the bank building
- Permeability across the site, including NW-SE and NW-SE routes
- Incorporation of a larger unit to the south, possibly as leisure anchor, fronting Hanover Park
- Incorporation of infill uses to the northern yard area, to activate this space
- Incorporation of active frontage and residential entrances to the west facade of the Morrisons store



Updated Typical Residential Floor Plan

- Average of 8 units per core
- Majority of units have dual aspect, with north-facing single aspect units minimised
- Minimum 18m facing distances between primary frontages
- Narrower distances between secondary frontages, to enclose spaces and create a finer Peckham-like urban grain



Pedestrian Movement Analysis

Images below are Space Syntax analysis prepared for previous Tiger Developments scheme. Updated data is being

Local Route Hierarchy



Rye Lane & Peckham High St very busy. Less movement across the site

Future Diagonal Route Hierarchy



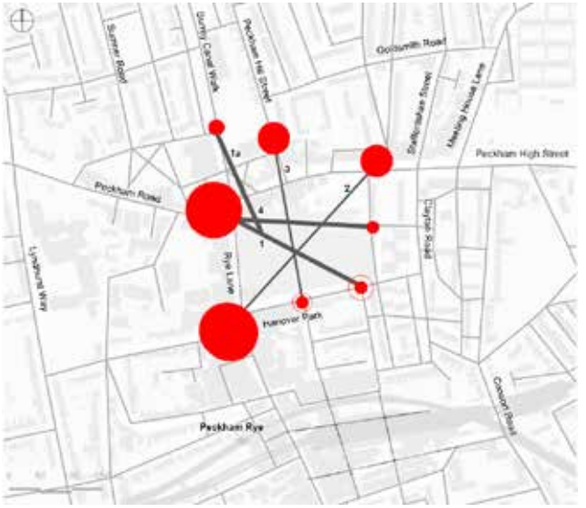
Diagonal routes would be moderately busy. NW-SE is a stronger desire line than SW-NE

Future Orthogonal Route Hierarchy



East-west connection is a stronger desire line. Northern connections stronger at the northern end of Rye Lane

Future Route Priorities



East-west connection strongest, with concentration around Higgins Clock Tower. North-south and SW-NE connection of lesser priority

Spatial accessibility

high

low

Overground station

Railway station

Project site

Pedestrian movement

High

Low

Spatial accessibility

High

Low

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Landscape & Public Realm Character Areas

URBAN YARDS
IMPROVISATION, INDUSTRY AND SERVICING











STREETS
PEDESTRIAN RETAIL STREETS













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Landscape & Public Realm Character Areas

ARRIVAL SQUARE
BUS STATION CONNECTION



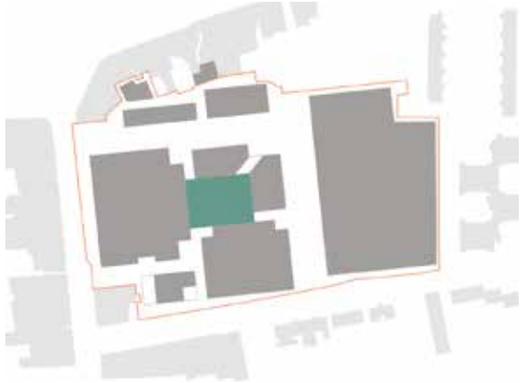








GARDEN COURT
ACTIVE EDGES AROUND A CENTREPIECE











Landscape & Public Realm Character Areas

GATEWAY
THRESHOLD SPACES









LINEAR PARK
PLAYABLE LANDSCAPE











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Landscape & Public Realm Character Areas

LINKAGES
FOUND SPACES











RESIDENTIAL PODIUMS
NATURAL TYPOLOGIES











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04

Massing Strategy

Massing Principles

01 Site Perimeter & Relationship to Surrounding Buildings

02 Key Views

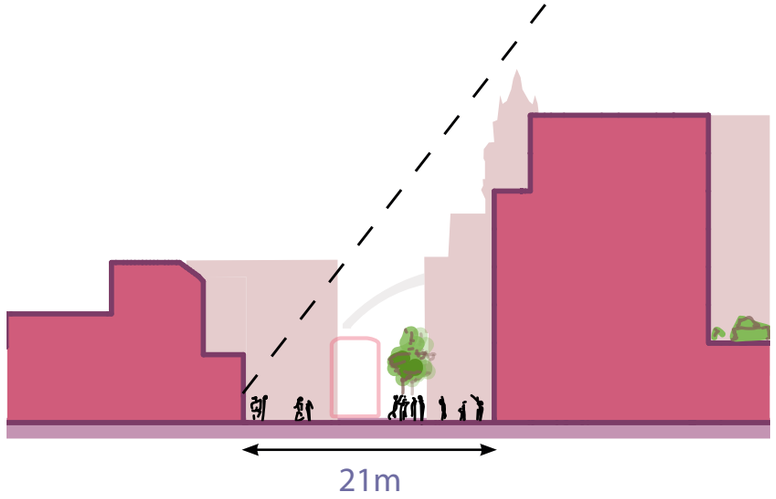
03 Massing Strategy

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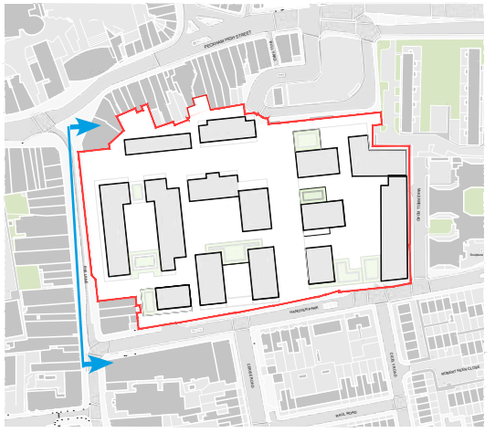
01 Site Perimeter & Relationship to Surrounding Buildings: Rye Lane

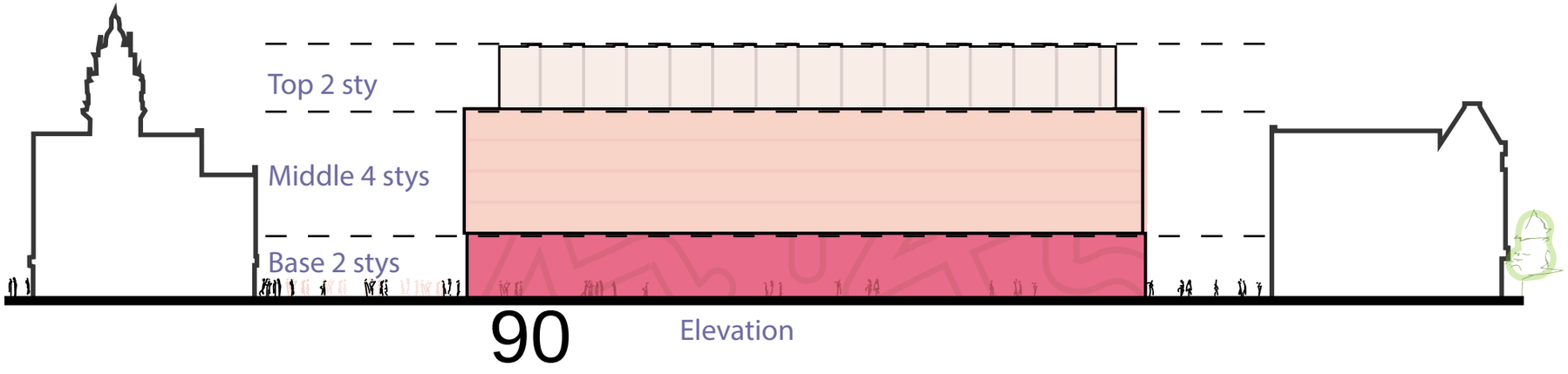


Proposed section 8 storeys



Key Plan

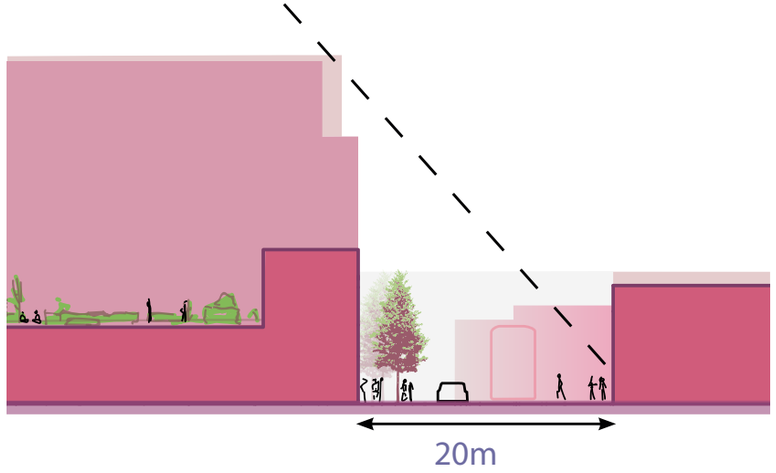




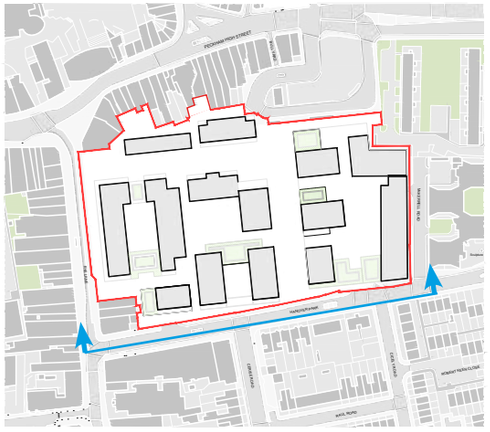
01 Site Perimeter & Relationship to Surrounding Buildings: Hanover Park

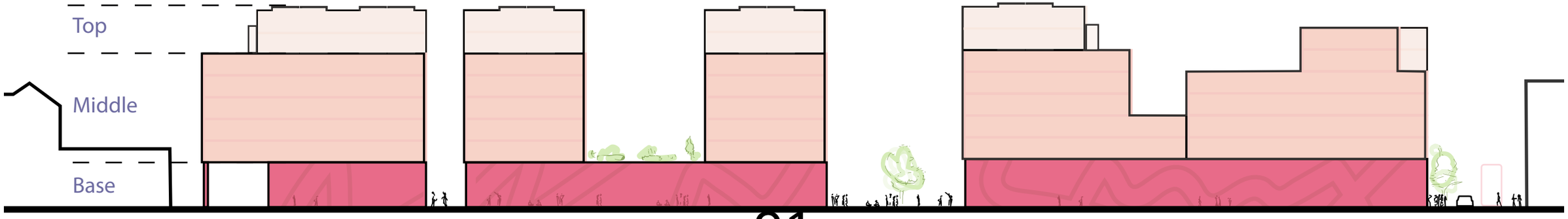


Proposed Section



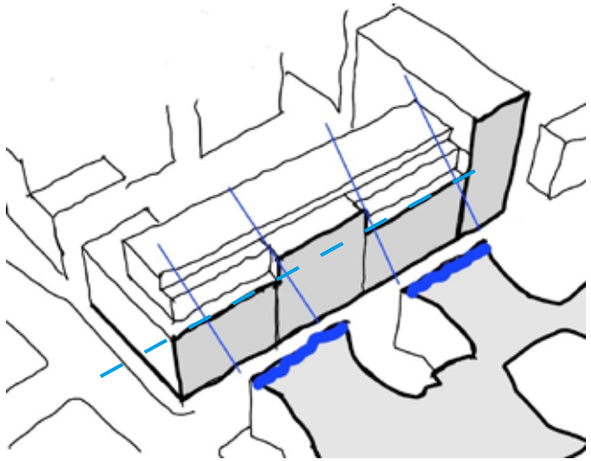
Key Plan



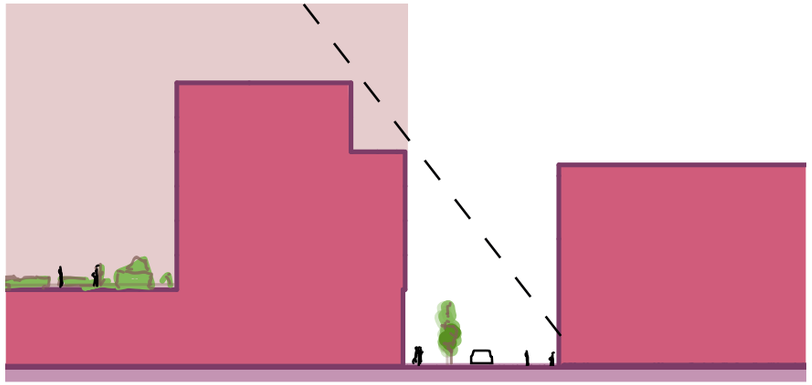


Elevation

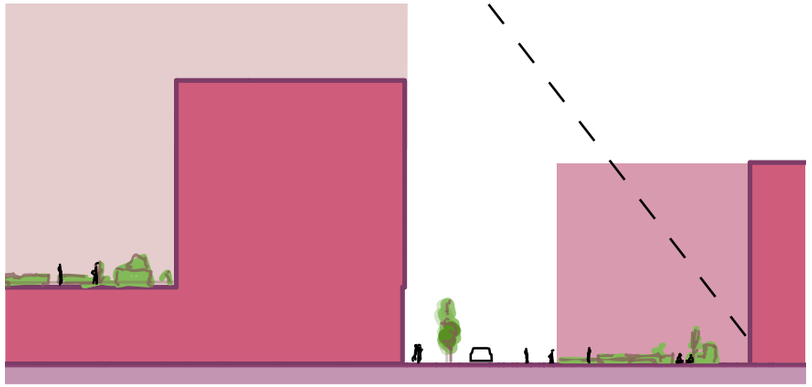
01 Site Perimeter & Relationship to Surrounding Buildings: Mckerrell Road

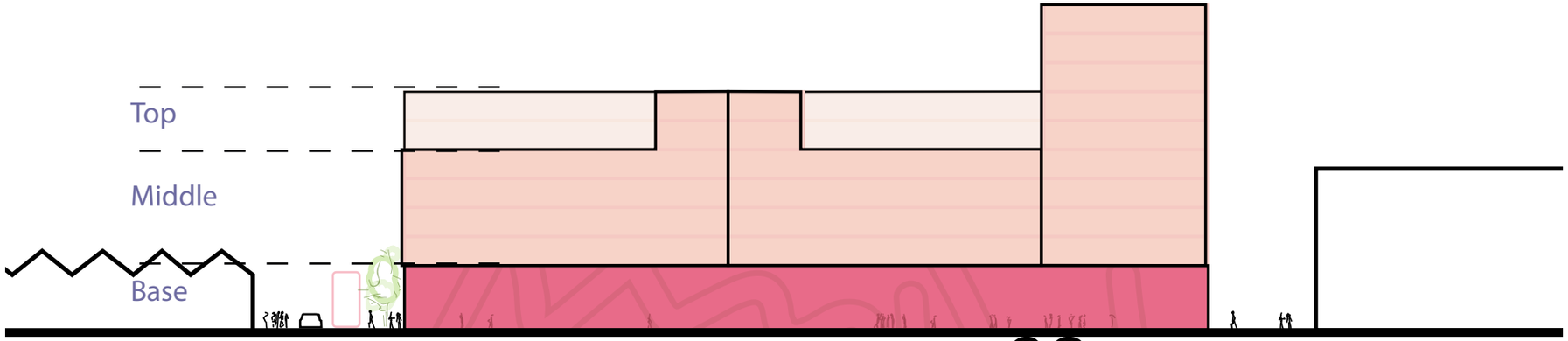


Proposed section



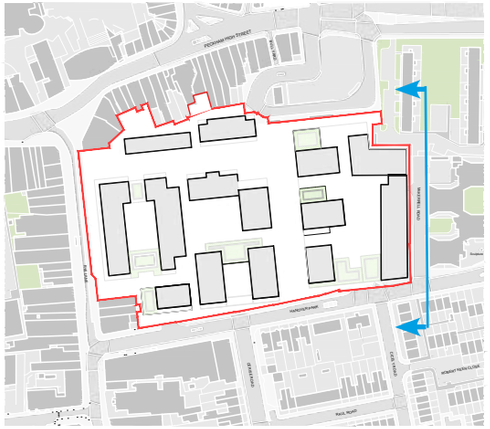
Proposed section between blocks





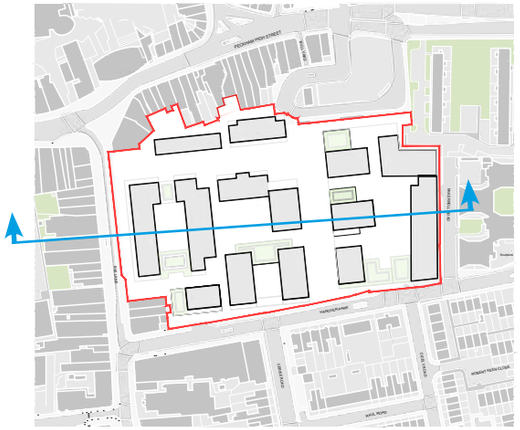
Elevation

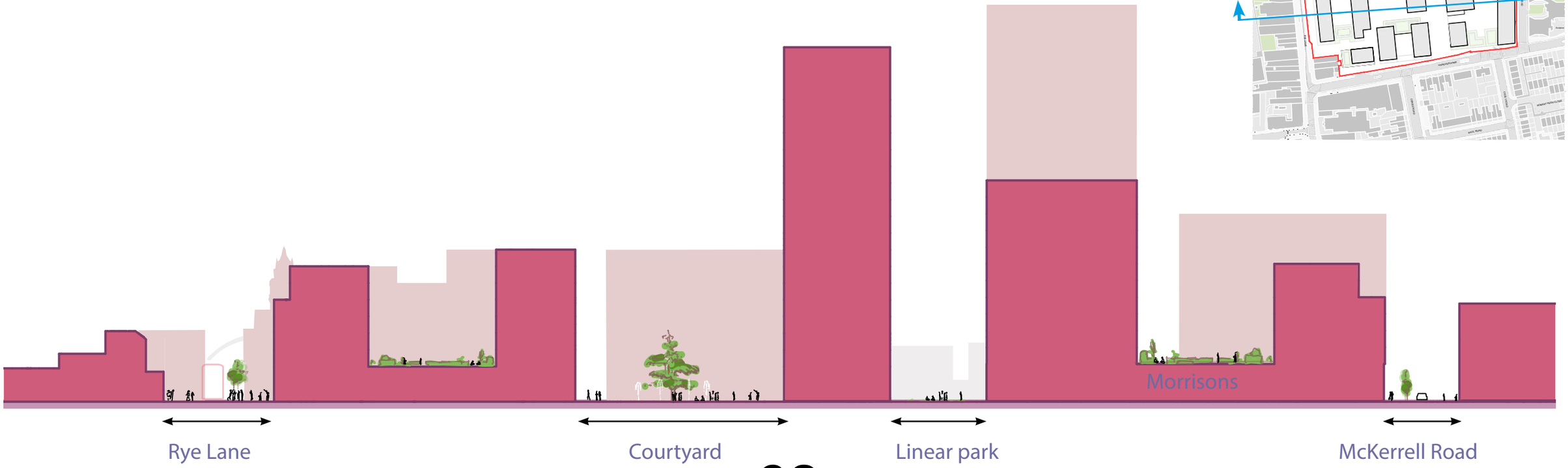
Key Plan



01 Site Perimeter & Relationship to Surrounding Buildings: Site Long Section

Key Plan

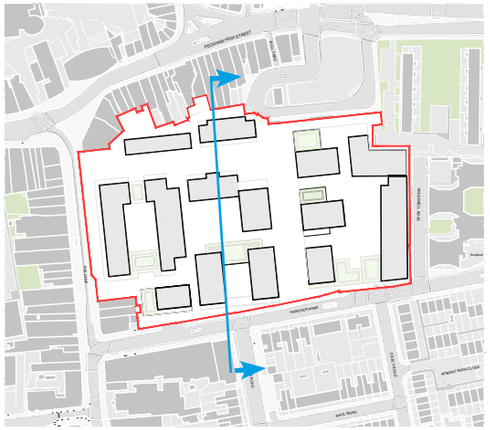


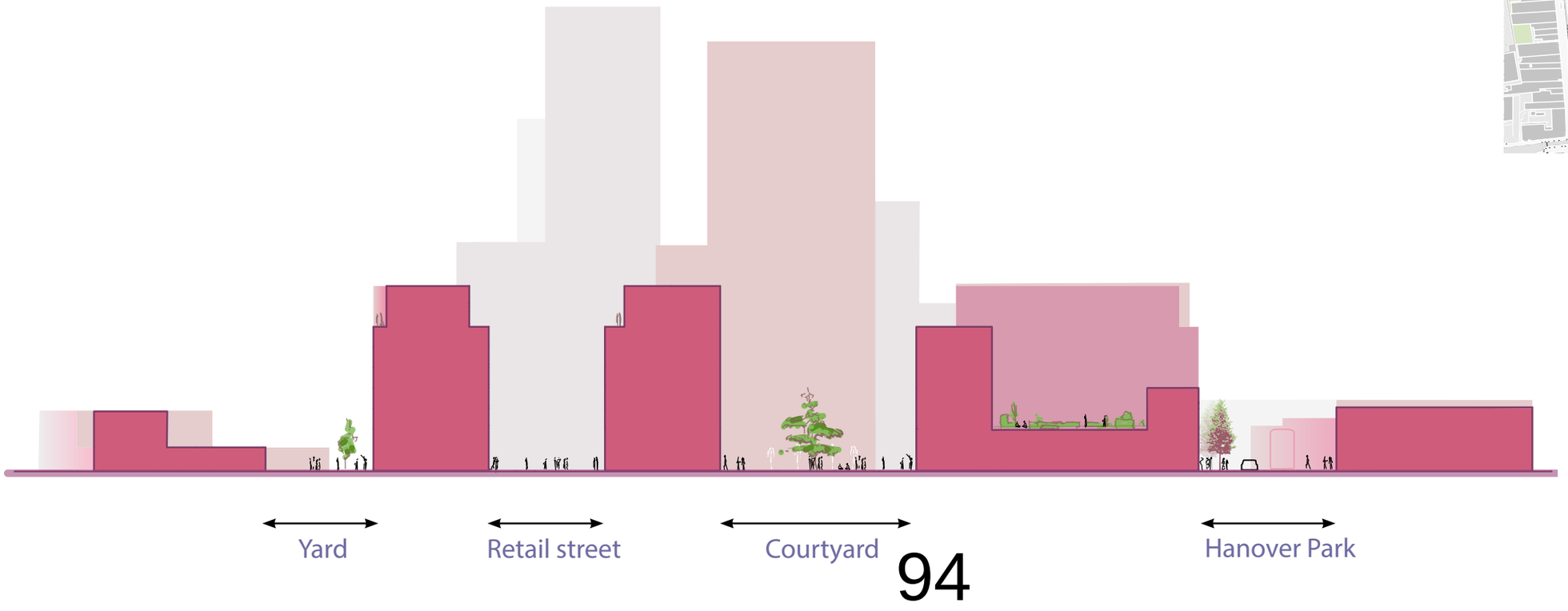


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01 Site Perimeter & Relationship to Surrounding Buildings: Cross Section

Key Plan



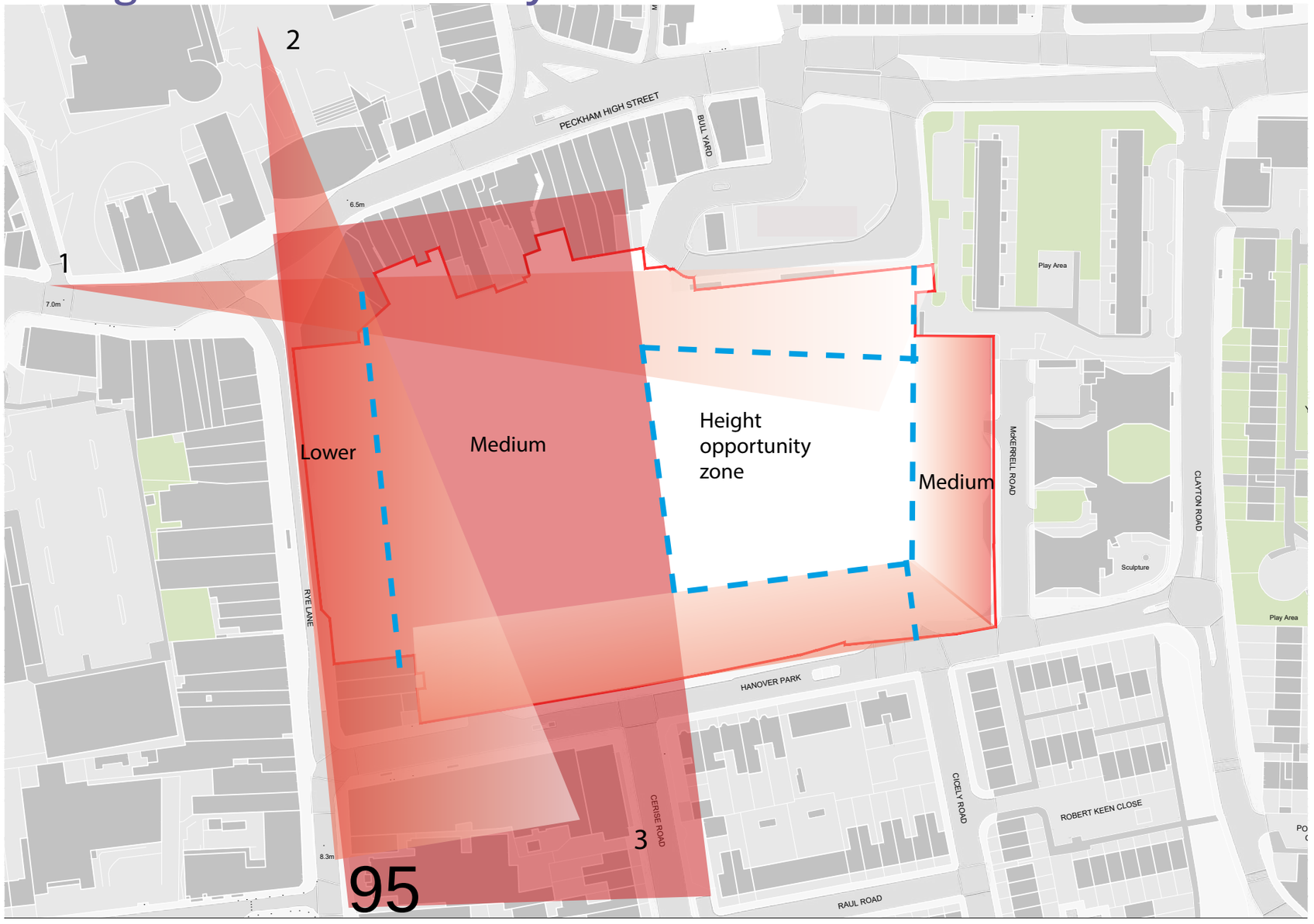


02 Key Views: Locations for Height in Relation to Key Views



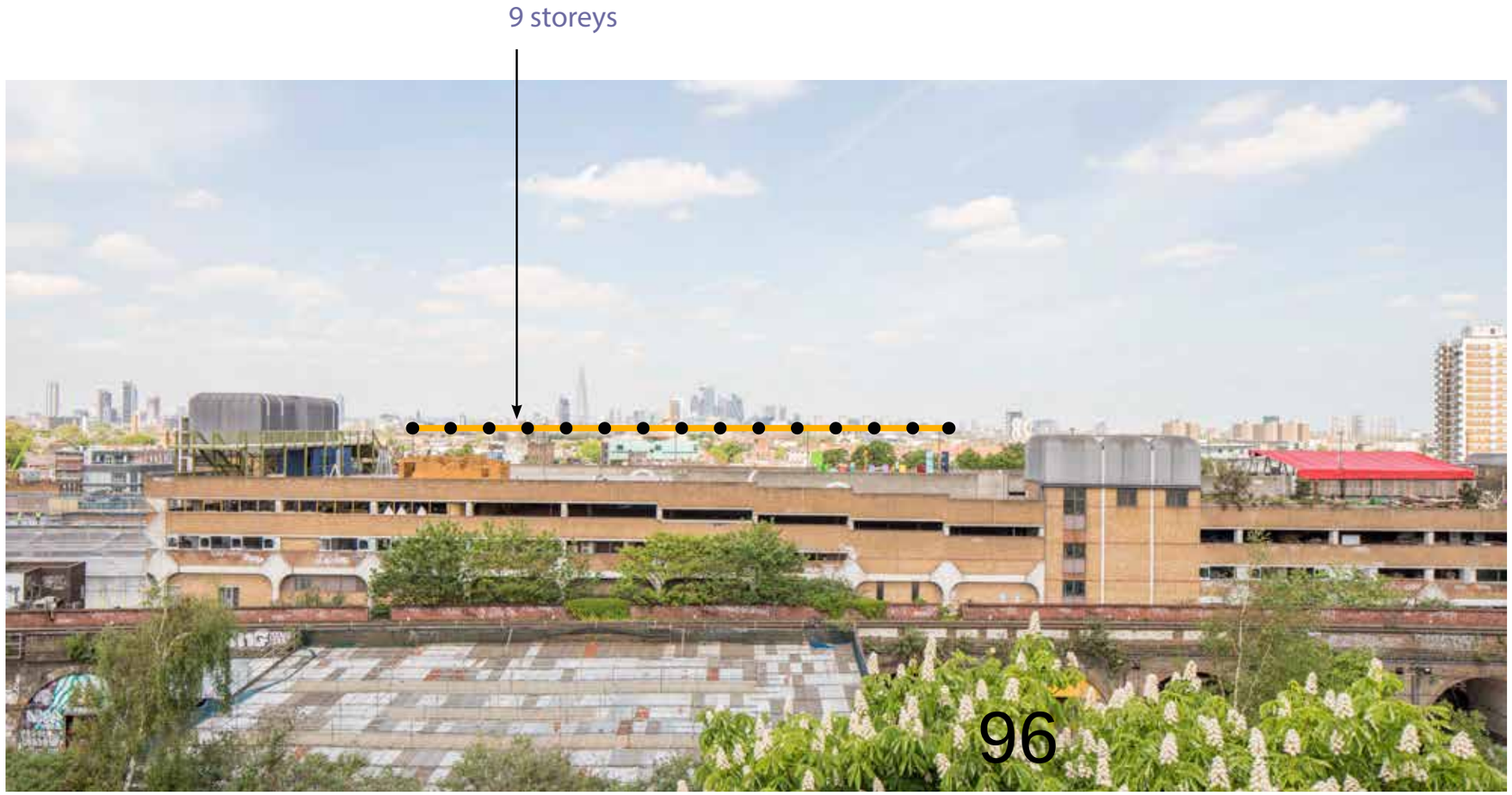




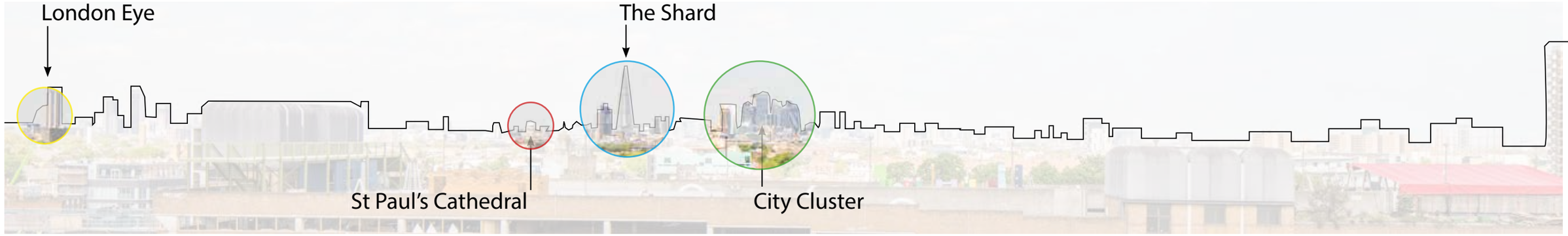


02 Key Views: Zone 2

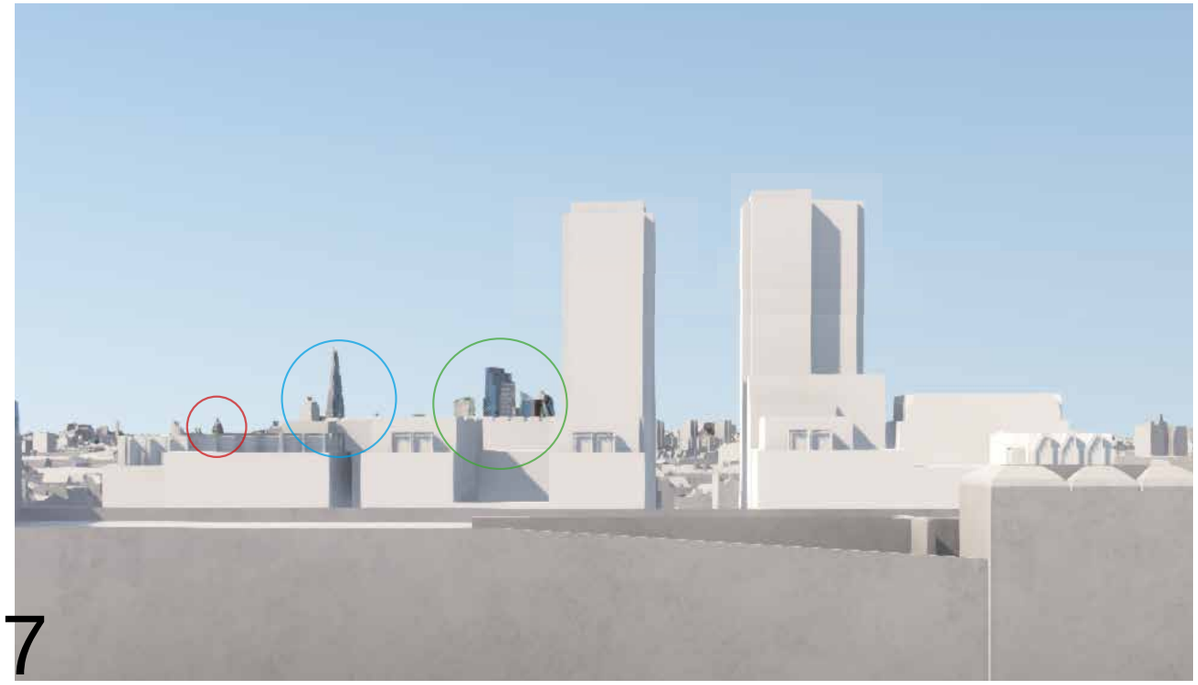
Dotted line below denotes that nine storeys across the site.
This is located at the horizon line when viewed from the
Bussey building rooftop which is at 9 storeys.



02 Key Views: Massing Strategy





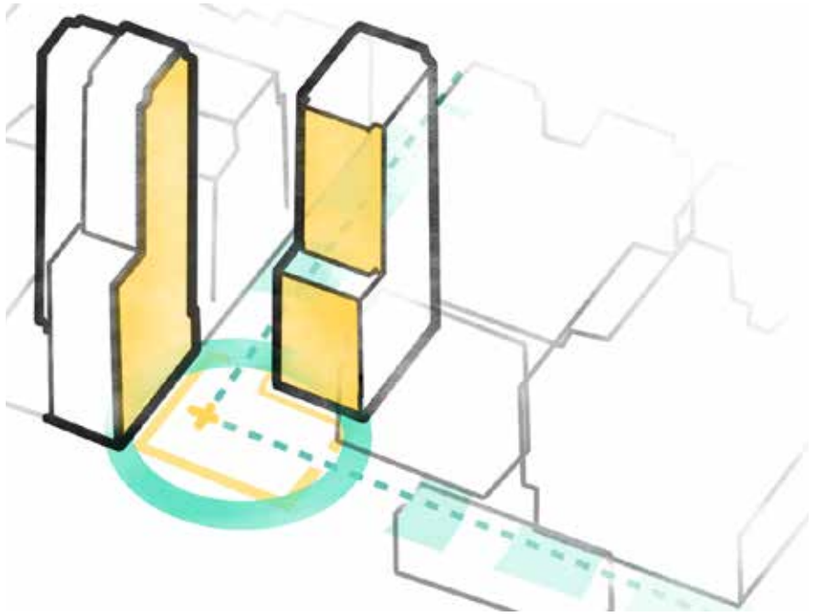


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03 Massing Strategy: Building Markers

- Tall buildings act as markers and focal points for the development
- Make a contribution to enclosing/ creating a focus to the public realm
- Located to avoid overshadowing to neighbouring buildings

Two marker buildings as markers of public space at the intersection of two routes





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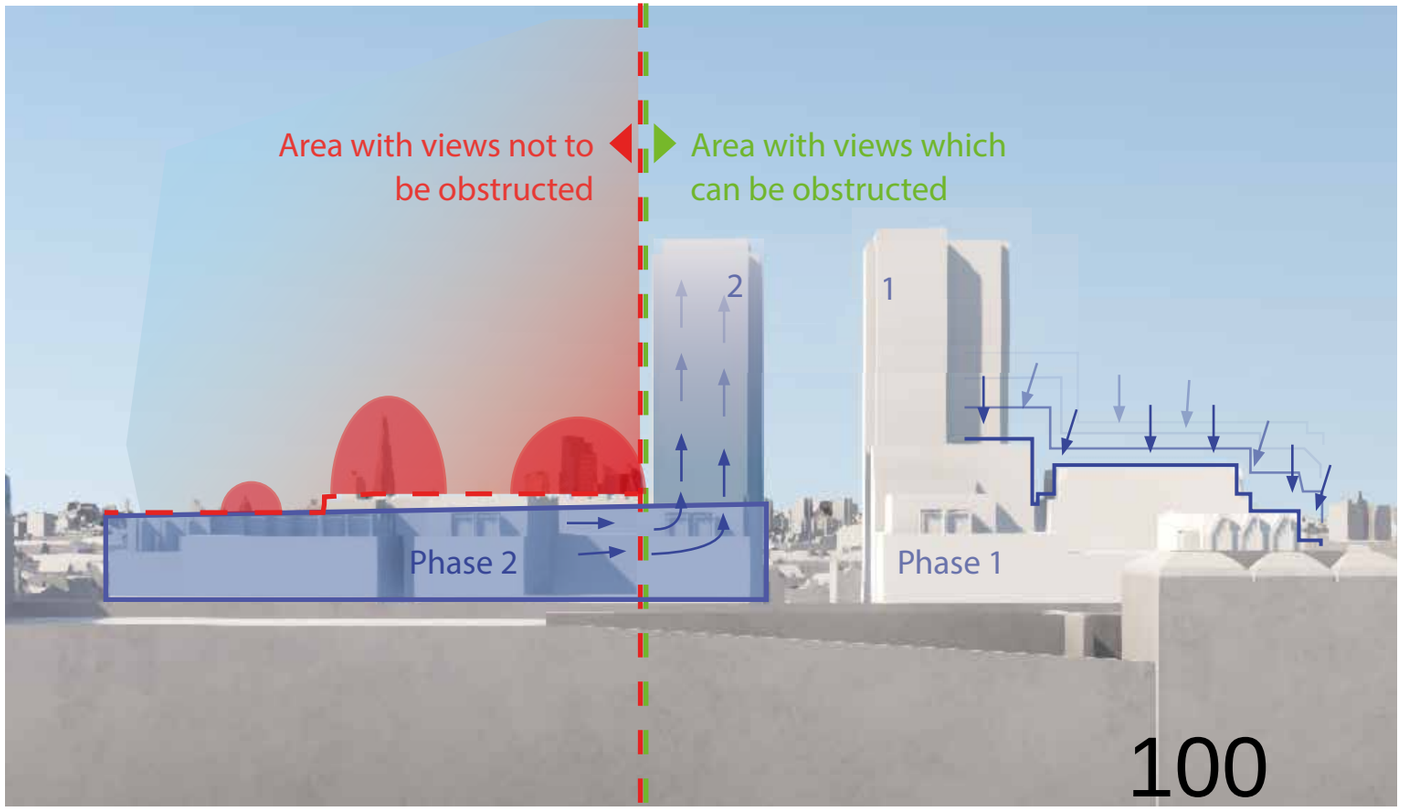
03 Massing Strategy: What is an Appropriate Height?

- Nearby tower of 20 storeys is close to the site and sets a tower precedent of c. 20 storeys

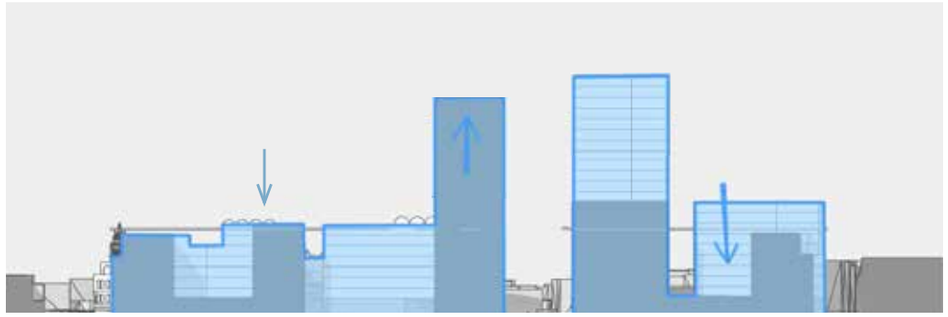


03 Massing Strategy: Massing Strategy Concept

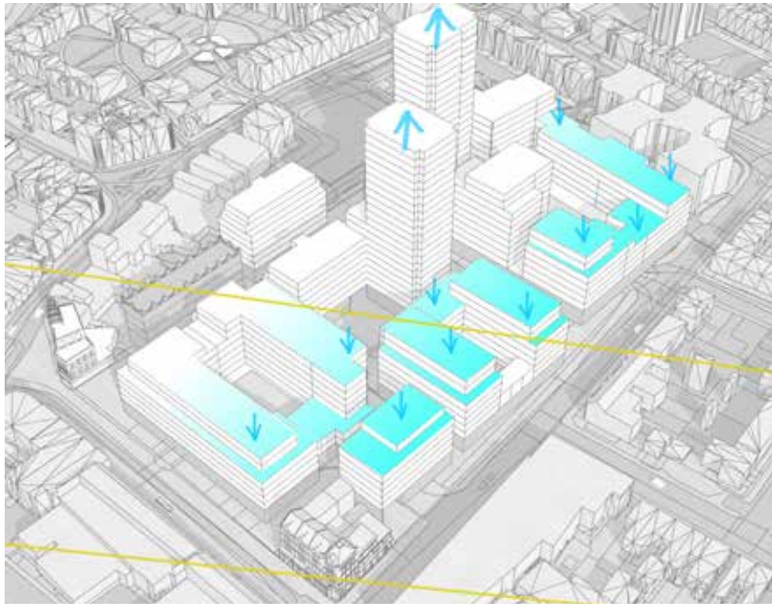
- Lowers heights at site edges
- Reduces massing within Phase 1
- Height is focused in 2 taller buildings, to reduce proposed height in other areas of the site



Taller buildings in the centre allows perimeter to be lower where height is more sensitive

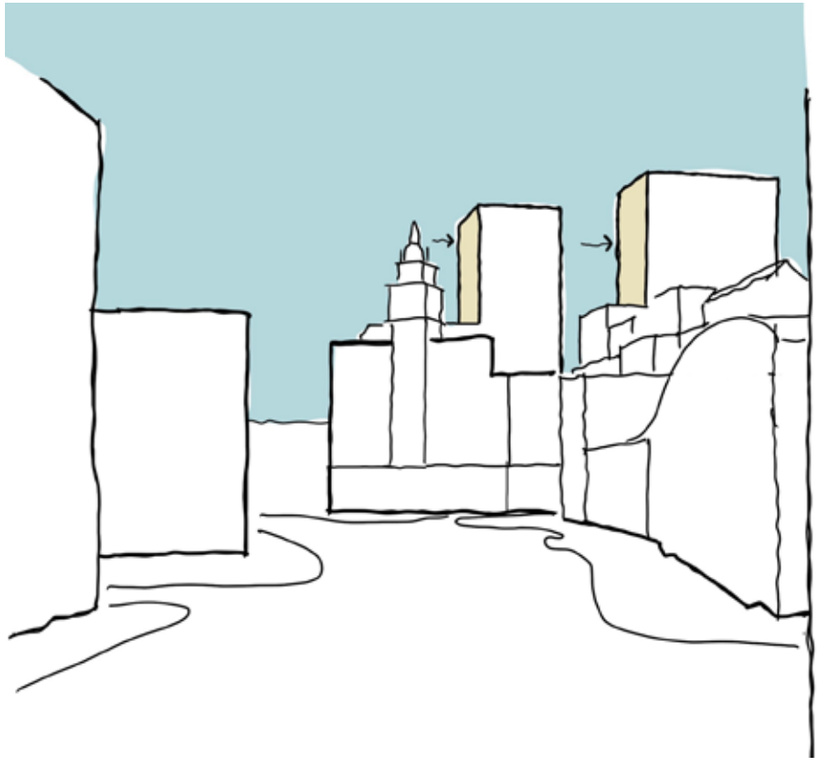


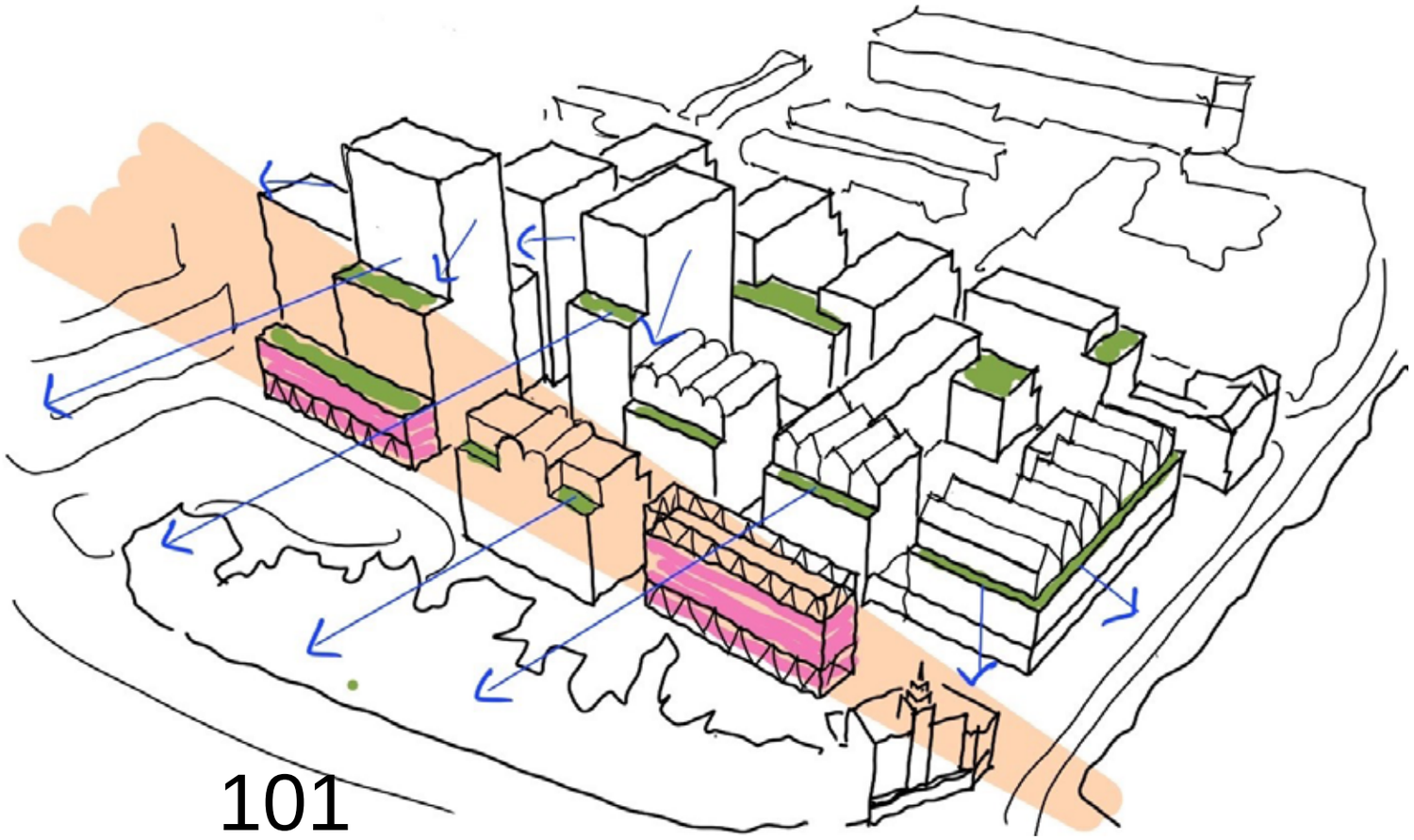
Proposed massing



03 Massing Strategy: Clock Tower and Views from the Site

- Tall building is cut back to allow daylight between and to step away from Higgins Clock Tower
- Cut-back creates large terraces with city views
- City views maximised from all buildings



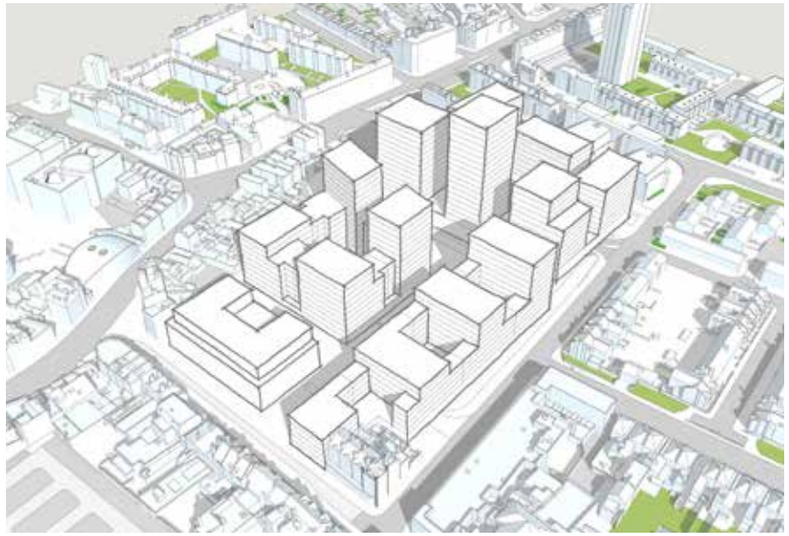


101

05

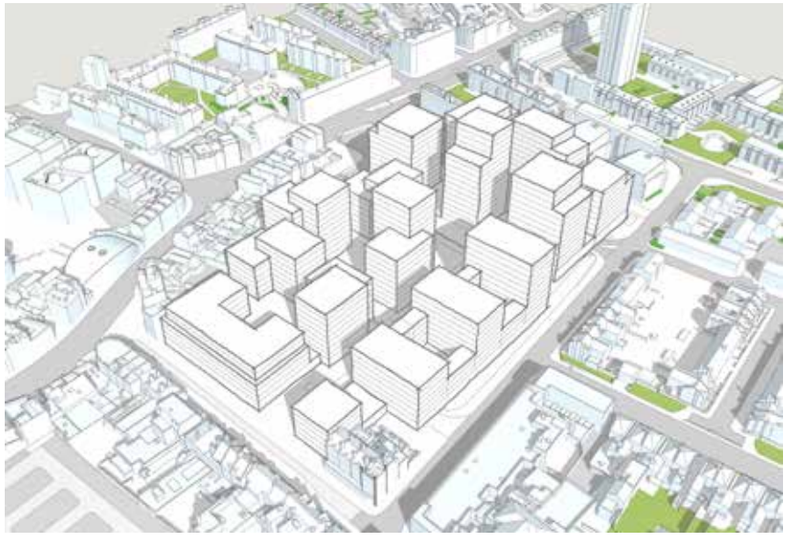
Massing Proposals

Massing Evolution



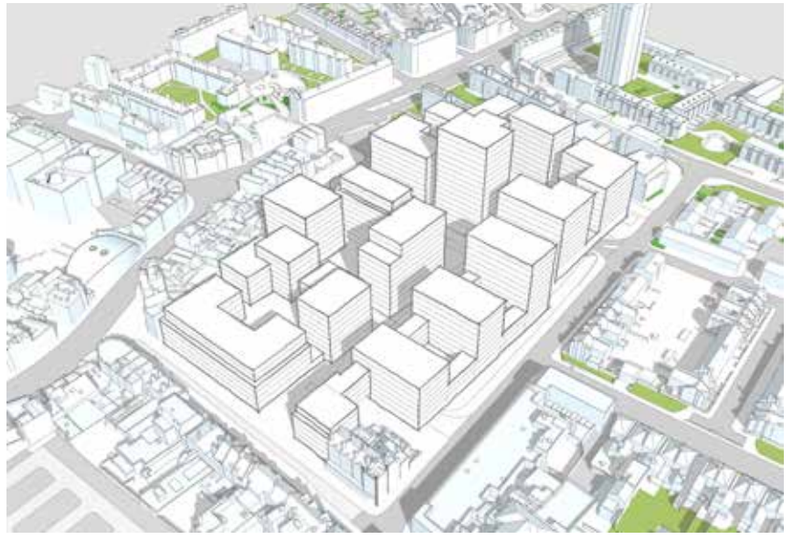
Version 1

- New retail street to the south of the site, connecting Rye Lane to the Morrisons store
- Lower massing to building fronting Rye Lane
- Massing generally increasing across the site from west to east, with tallest building on the west side of Phase 1 site. But includes taller buildings around the central courtyard



Version 2

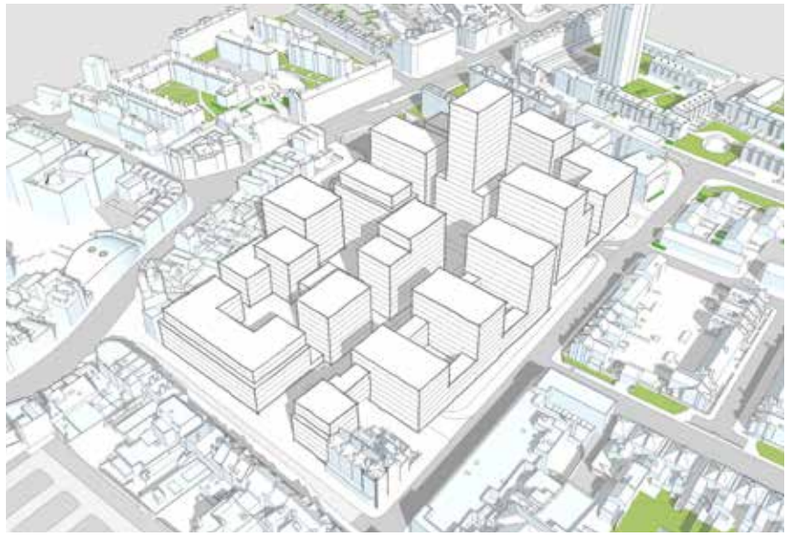
- Podium created above service yard, to rear of Rye Lane building
- Central courtyard reduced and re-planned
- Proposal includes more unified massing and heights across the whole site, increasing the appearance of density



Version 3

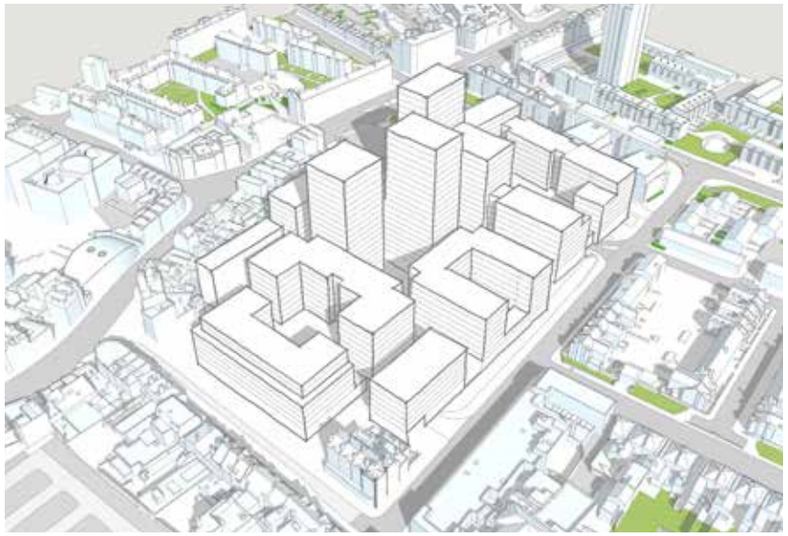
- Footprints extended to the buildings to the east of the site, with density per floor increased in this area
- Footprints of extended and linked to the east of the central courtyard

Massing Evolution



Version 4

- Tallest massing focused in a single tall marker building to the east of the site. Heights reduced to other buildings on this part of the site

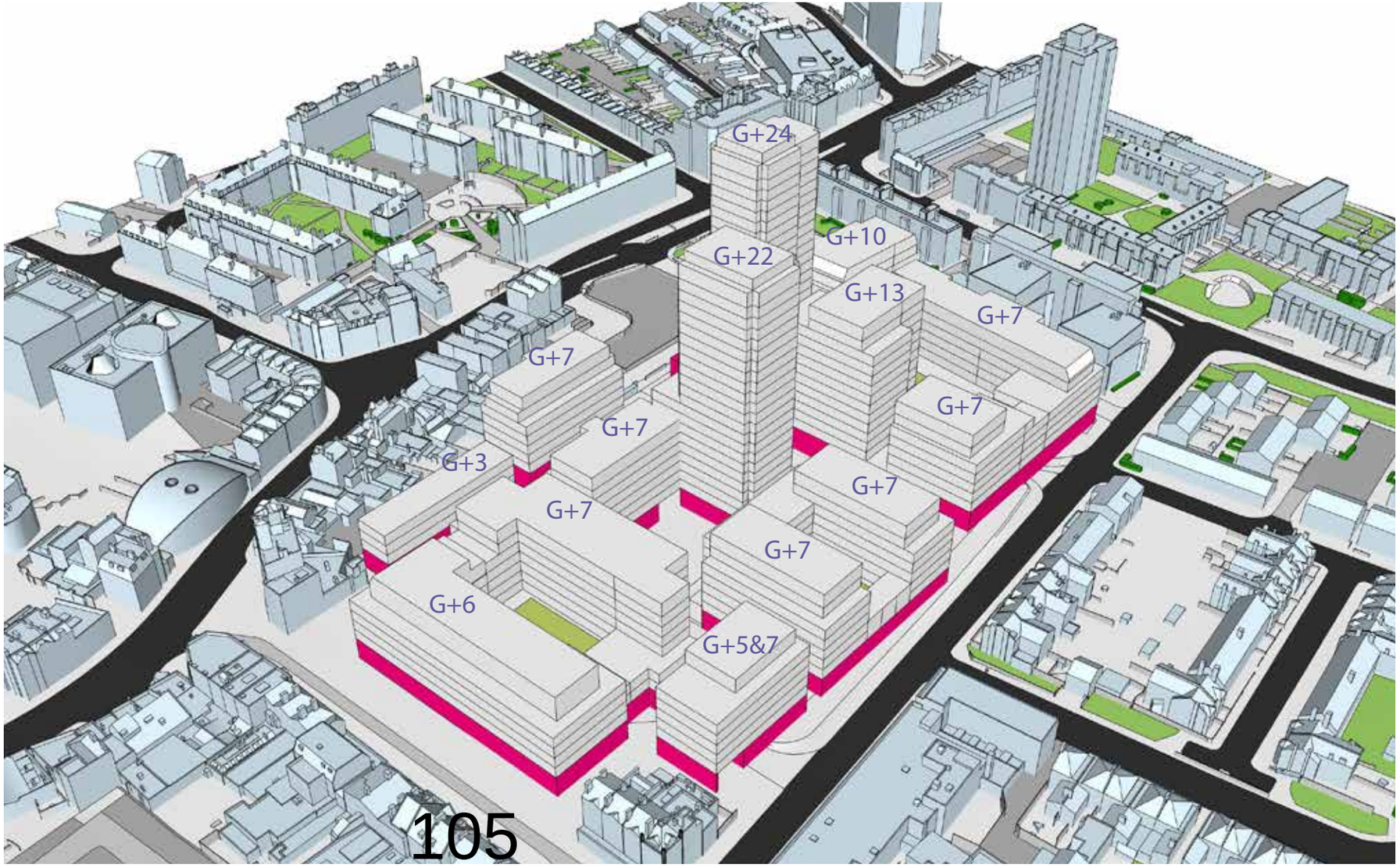


Version 5

- Retail street re-planned to the north side of the site, with servicing access from Hanover Park
- New public realm created to the south of Higgins Clock Tower
- Rye Lane frontage pulled further to the east, therefore increasing the widening of Rye Lane
- Additional building height to 2 of the buildings fronting the central courtyard
- Building facing Hanover Park, re-planned as a horseshoe shaped block with larger commercial unit at ground level

Massing Proposals: Proposed Building Heights

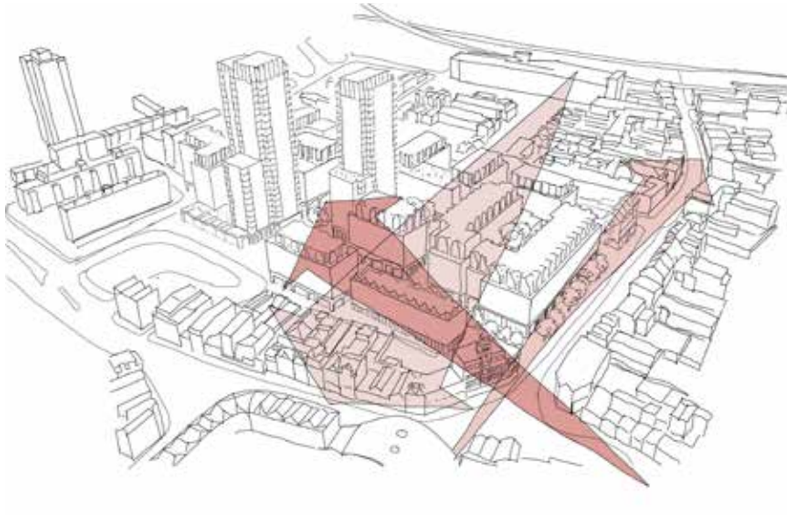
Total = 1045 homes



Massing Proposals: Design Narrative



Proposal addresses site edges



Proposal addresses key views and townscape, considering where building height and massing is best located



Proposal incorporates 2 marker buildings as a focal point at the end of the retail street addressing the new public space next to the bus station

106

06

Townscape Views

Townscape Views Plan

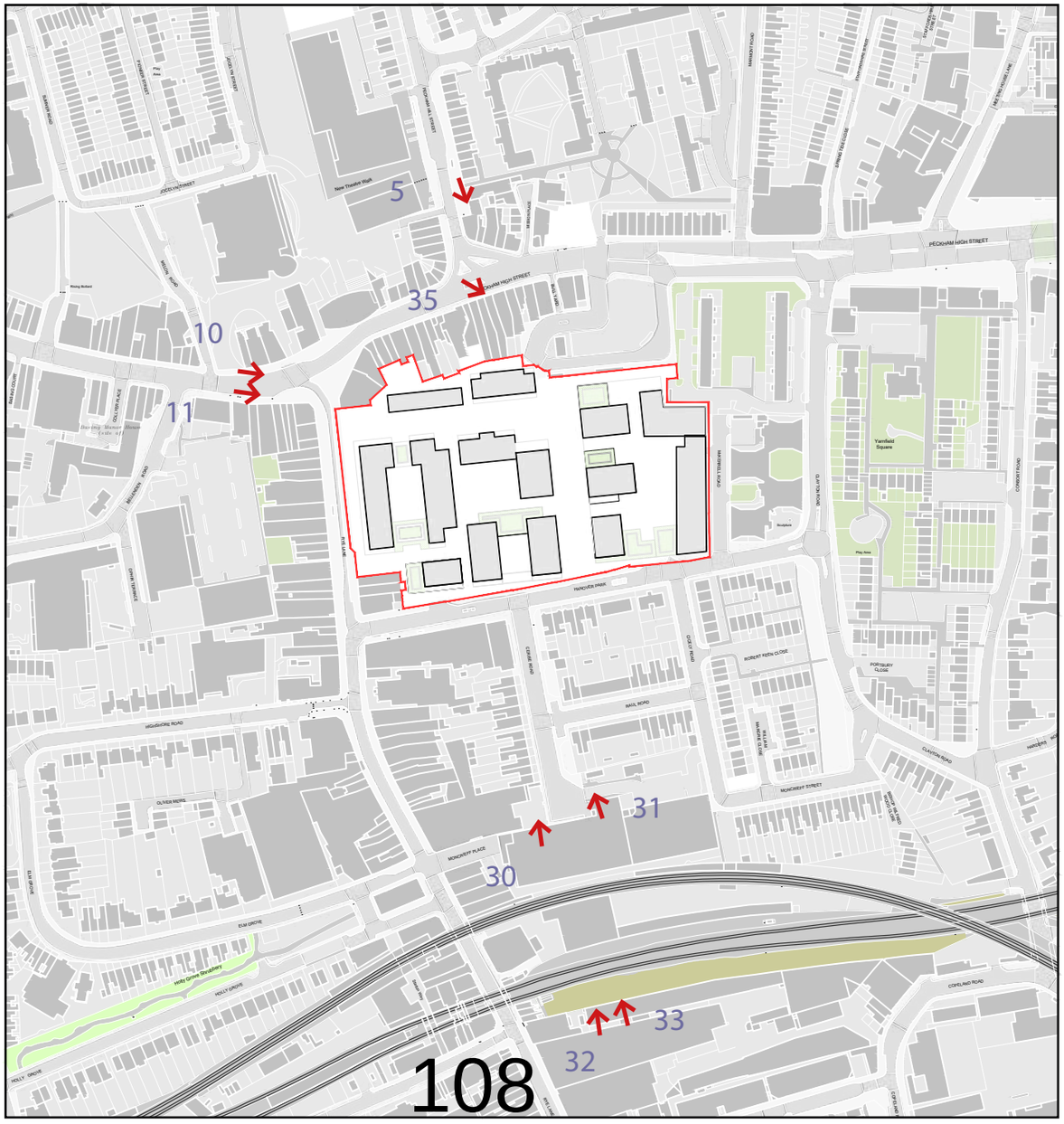
The following views have been tested in VU City

32, 33, 30, 31, 11, 10, 35, 5,

+ One Tree Hill

These views were discussed and selected in discussion with the Townscape Consultancy

1.





One Tree Hill

2.



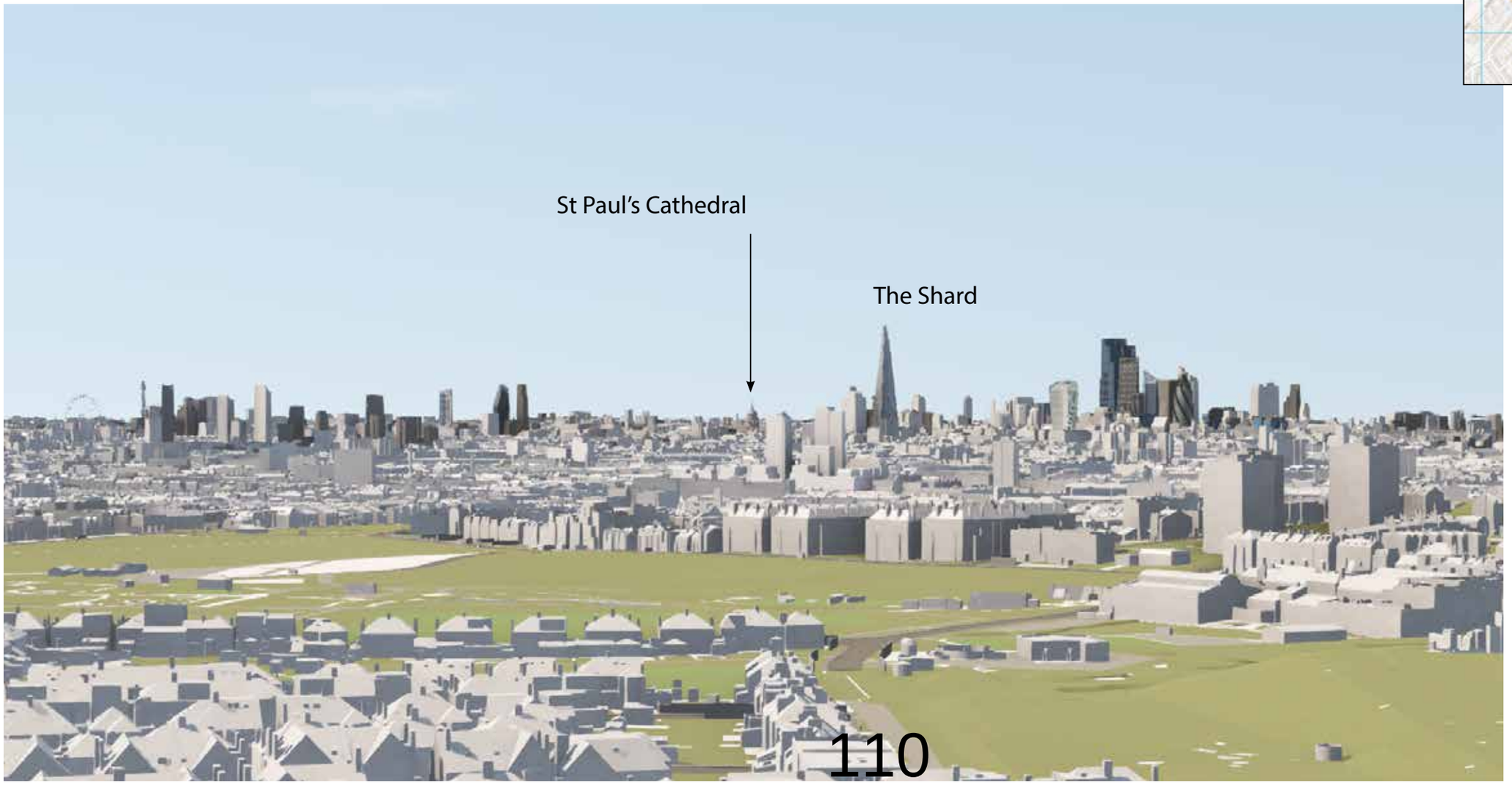
View 32: Existing View from One Tree Hill





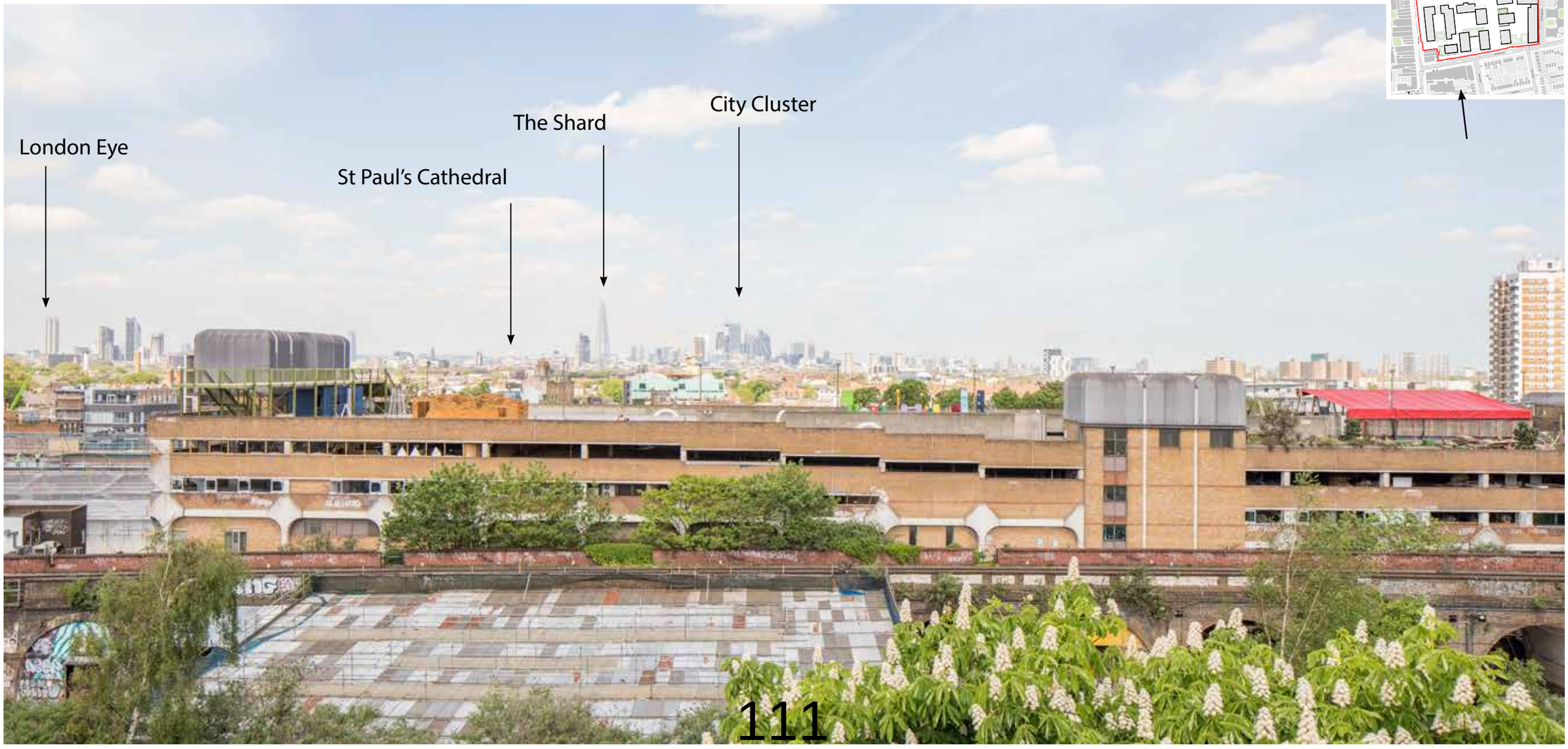
View 32: Proposal from One Tree Hill View





View 32: Existing View from Bussey Building West

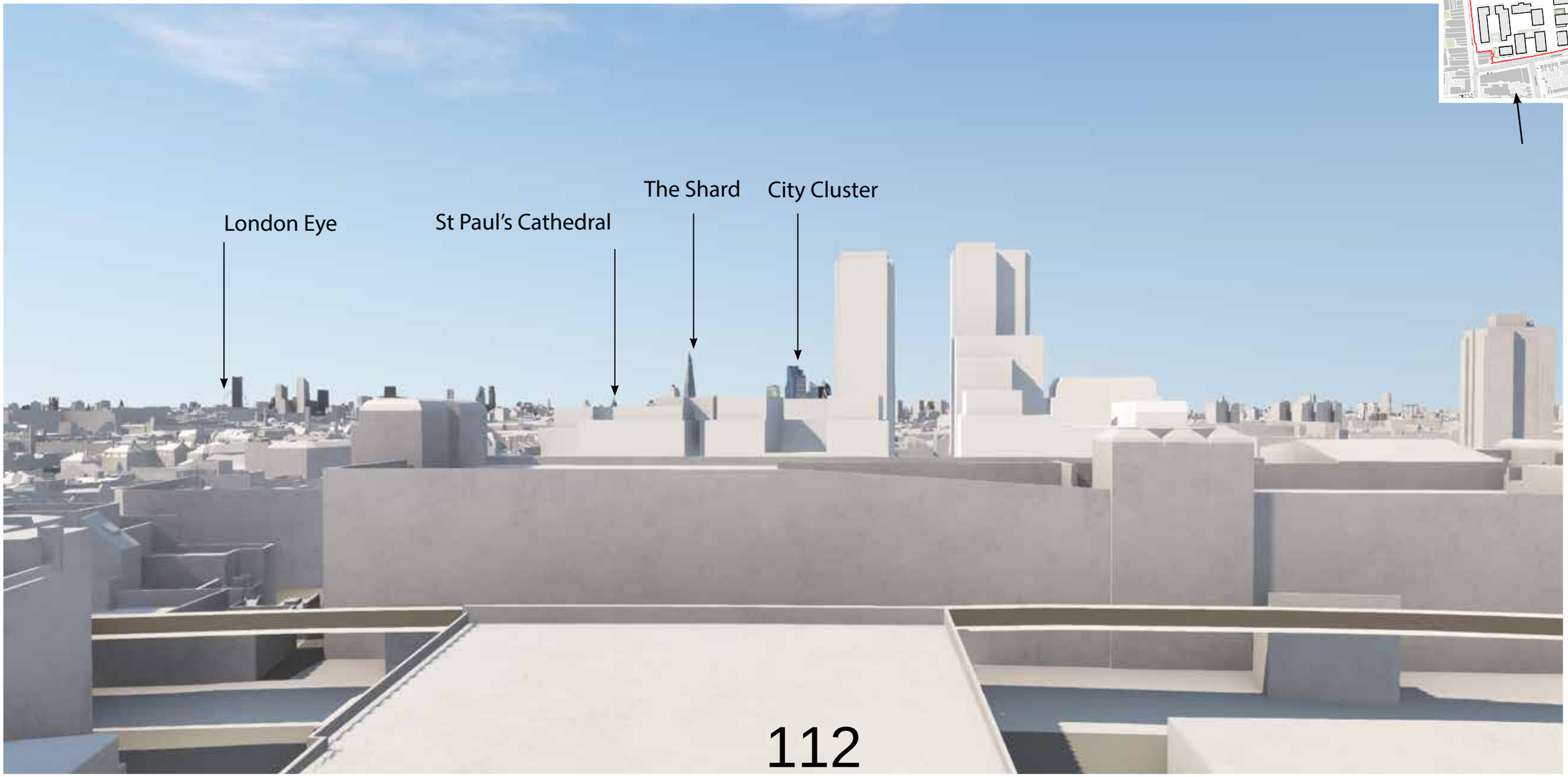
Key Plan



View 32: Proposal from Bussey Building West

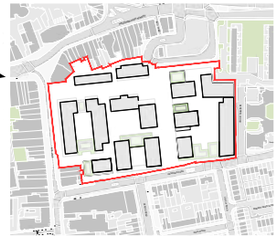
Key Plan





View 11: Existing view from Peckham Road

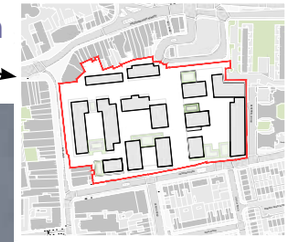
Key Plan

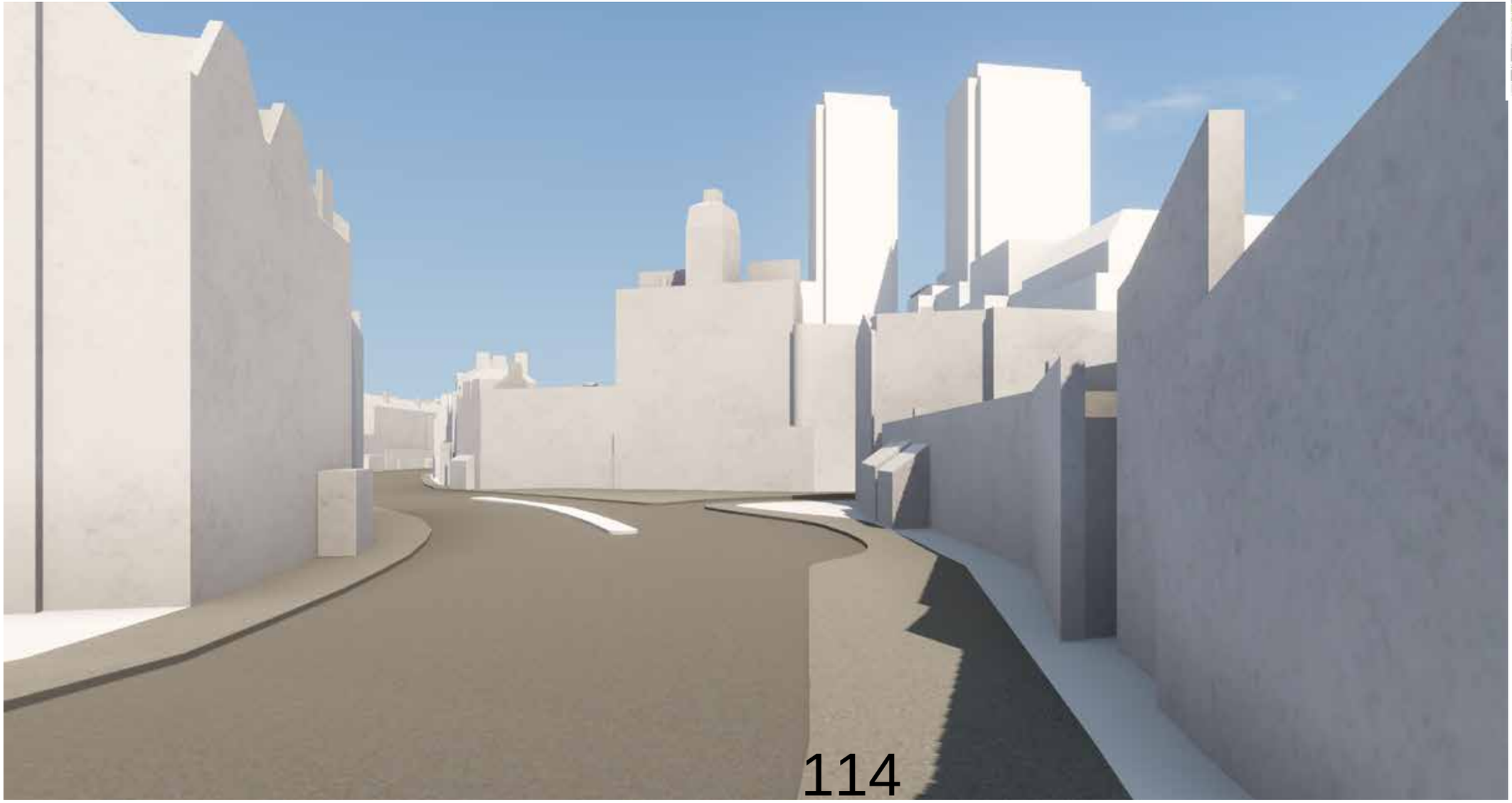




View 11: Proposal from Peckham Road

Key Plan





View 35: Existing View from Peckham Hill Street

Key Plan





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View 35: Proposal from Peckham Hill Street

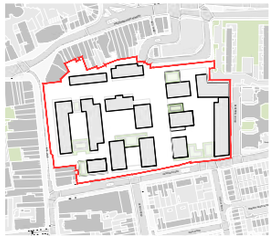
Key Plan

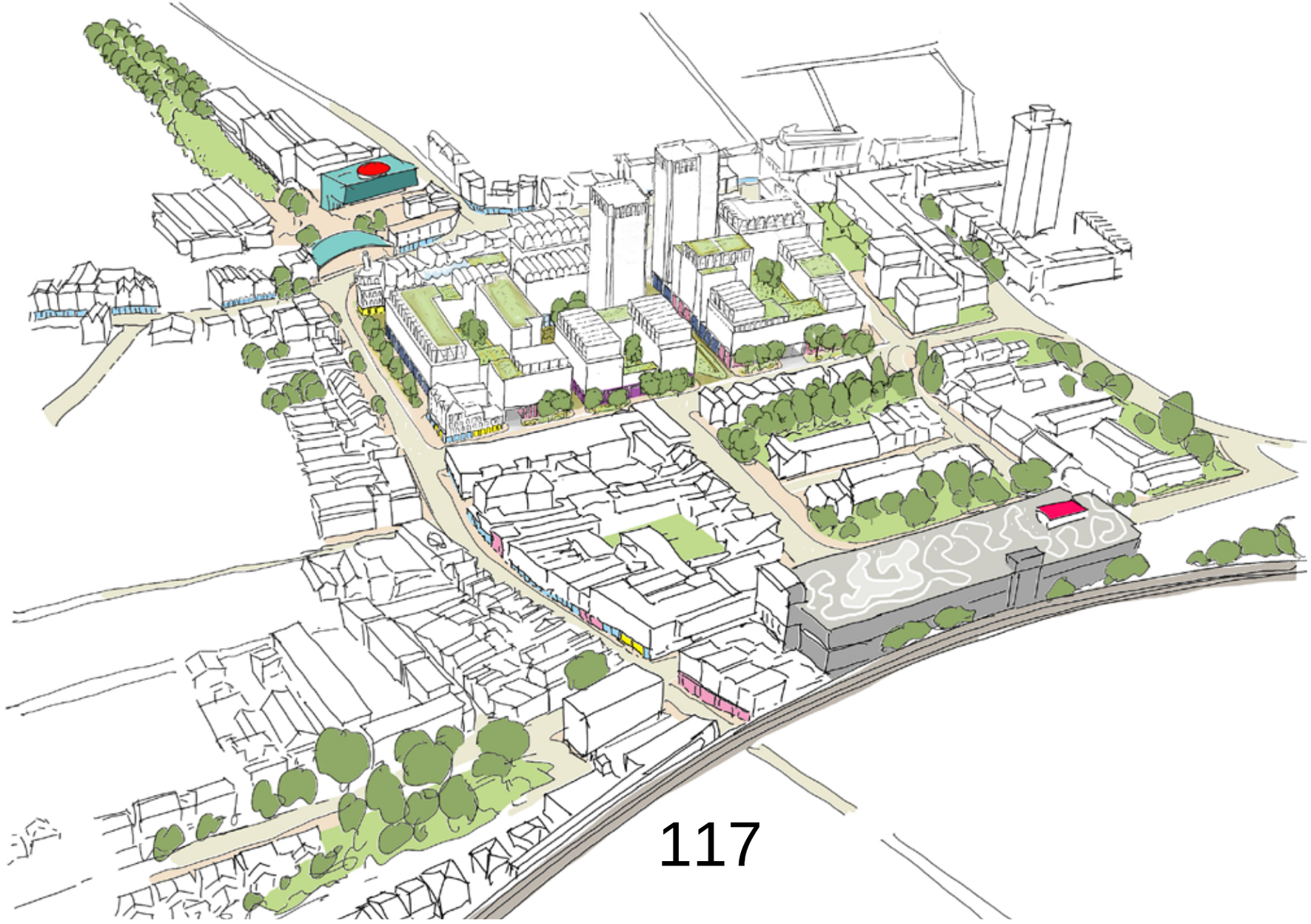


116

Aerial View Concept Sketch

Key Plan

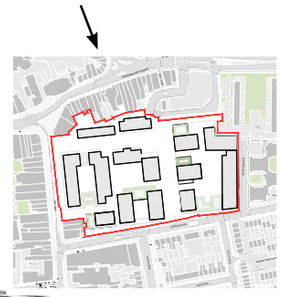


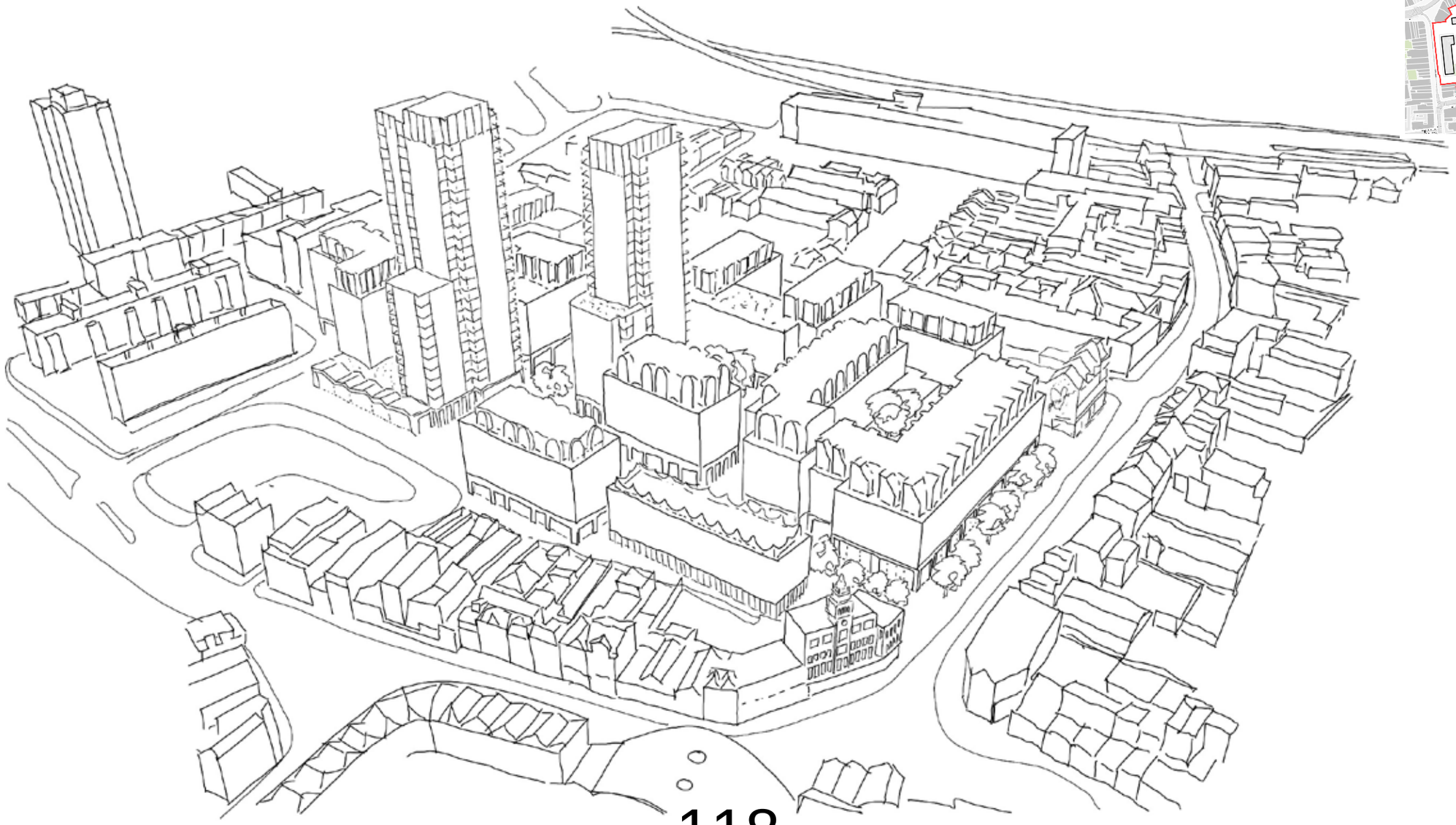


117

Aerial View Concept Sketch

Key Plan





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The Aylesham Centre

Pre-Application Meeting: 7th September 2022

Berkeley
Designed for life



SHEPPARD ROBSON

Agenda

01 Summary of Previous Pre-Application Meetings
02 Masterplan Update
03 Non-residential Update
04 Massing Proposals
05 Townscape Views
06 Residential Update

Aims & Objectives

Agree masterplan approach including building locations
Agree the massing strategy, including locations of height and approach to perimeter
Agree townscape views
Agree programme of meetings and PPA

Site Location - Aerial Photo

The site is bounded by Rye Lane to the west of the site, Hanover Park to the south, Mckerrell Road to the east, and Peckham Bus Stand and Peckham High Street to the north.

The Aylesham Centre and Morrisons supermarket occupies the majority of the site area, with a surface car park and petrol filling station to the east. The car park is accessed via Hanover Park, with pedestrian access predominantly through the shopping centre from Rye Lane, or via Hanover Park and Peckham Bus Stand.

Existing servicing to the shopping centre is from the north road within the site area, accessed from the bus stand.

Key

1. Aylesham Centre
2. Morrisons supermarket
3. Surface car park - 363 car capacity
4. Petrol filling station
5. Aylesham Centre servicing road and loading bays.



Summary of Scheme Benefits

- 1050 high quality homes
- 1500 sqm multi-level commercial building
- 5,000 sqm new Morrisons supermarket
- 8,000 sqm of new public realm
- 10,500 sqm of new retail, leisure & workspace
- 3,000 sqm of new playspace for all age groups
- 3 new public squares with pedestrian connections north, south, east and west

Masterplan Overview



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01

Summary of Previous Pre-Application Meetings

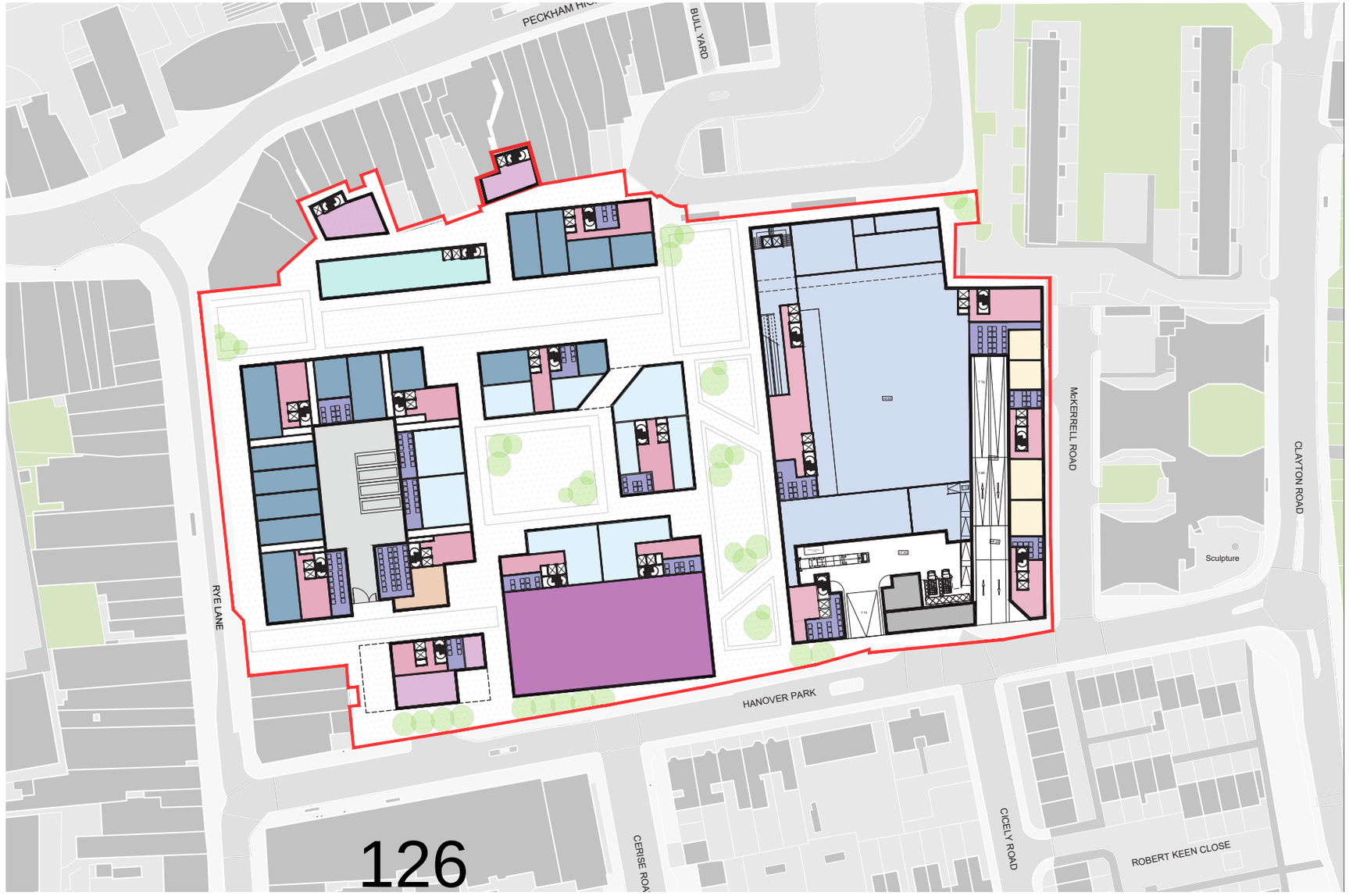
Masterplan Design Concept at Pre-App 2, 5th April 2022

- Primary straight routes
- Secondary routes that meander through site
- Permeability along northern edge



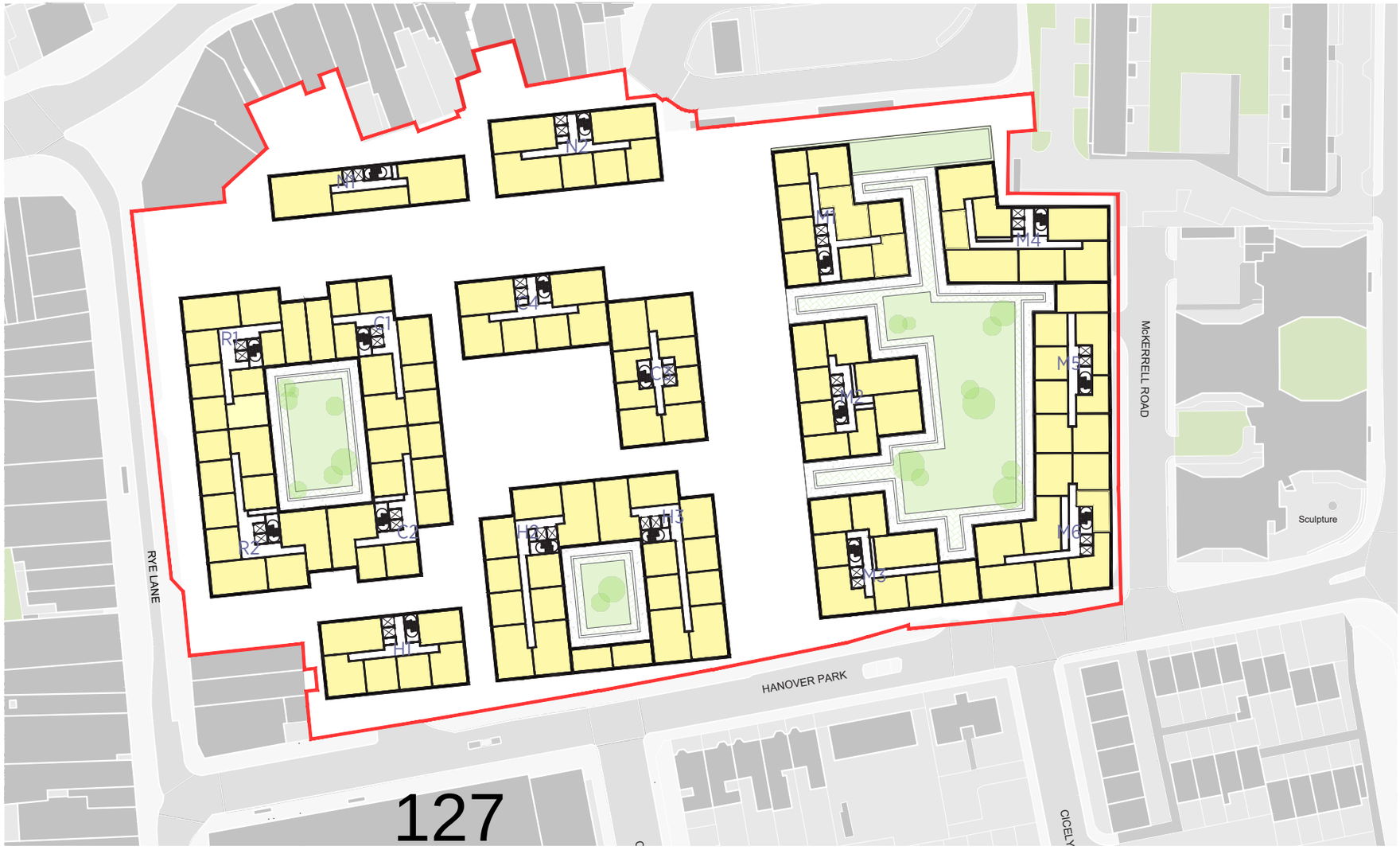
Masterplan Ground Floor at Pre-App 2, 5th April 2022

- The masterplan retained the proposal to widen Rye Lane, creating a wider eastern pavement in front of the shops
- It also retained the creation of an east-west retail street, connecting Rye Lane to new Morrisons store and bus stand linking to a series of new public spaces
- It created a narrower mews space to the south-west corner of the site adjacent to the HSBC bank building
- Permeability was retained across the site, including NW-SE and NW-SE routes
- A larger unit to the south was incorporated, possibly as a leisure anchor, fronting Hanover Park
- Infill uses to the northern yard area activate this space
- Active frontage and residential entrances to the west facade of the Morrisons store were added



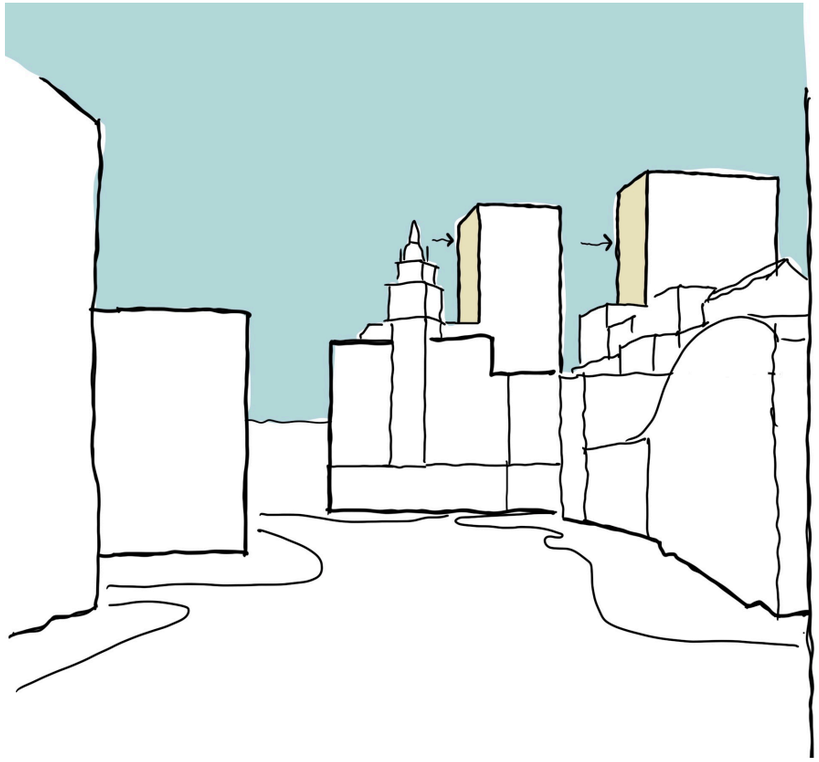
Typical Residential Floor Plan at Pre-App 2, 5th April 2022

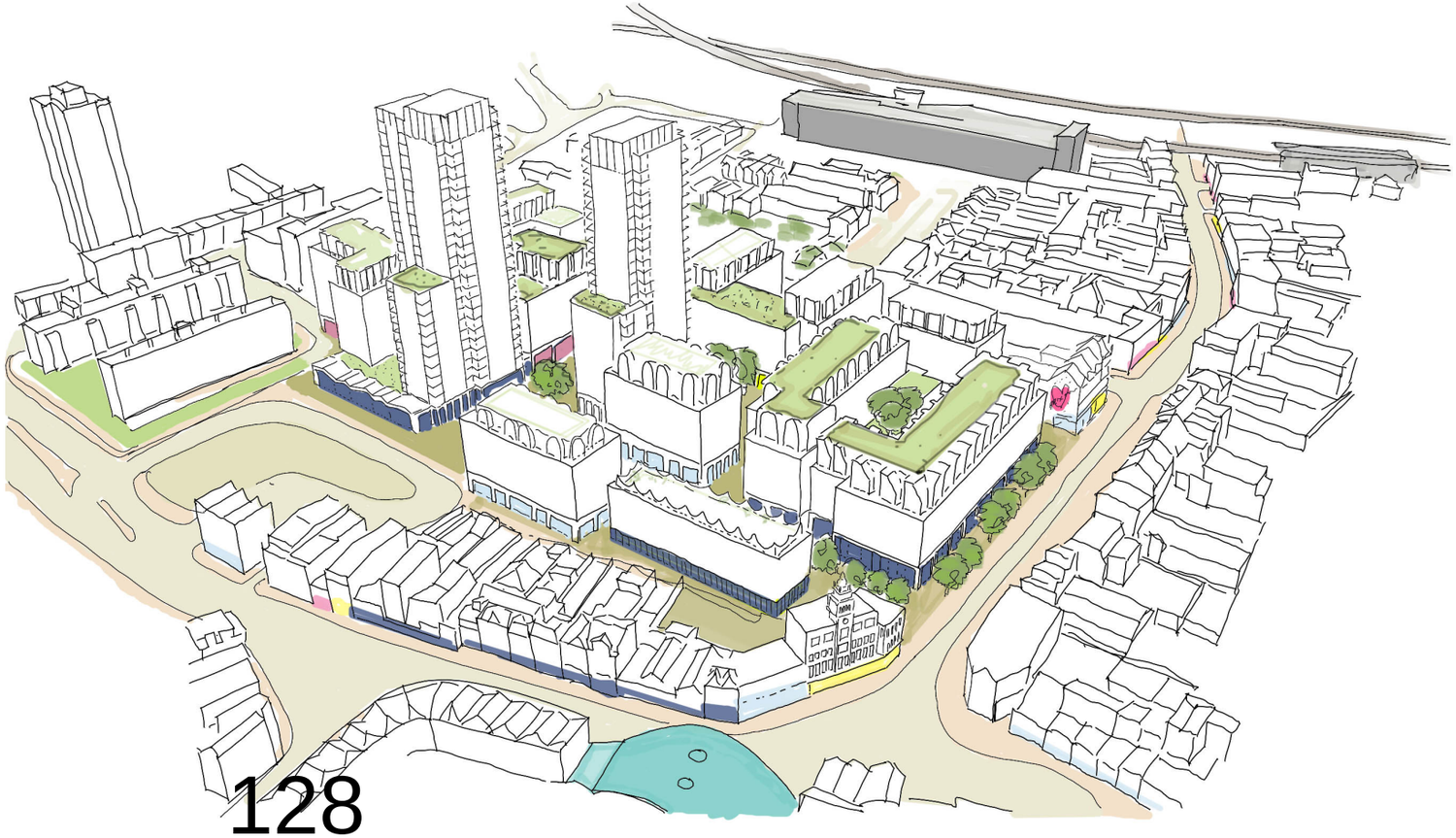
- Average of 8 units per core across a typical residential floor
- Majority of units have dual aspect, with north-facing single aspect units minimised
- Minimum 18m facing distances between primary frontages
- The masterplan included narrower distances between secondary frontages, to enclose spaces and create a finer Peckham-like urban grain



Massing Strategy at Pre-App 2, 5th April 2022

- Tall buildings are cut back to allow daylight between and to step away from Higgins Clock Tower
- Cut-backs create potential opportunities for large terraces
- Taller buildings mark key spaces





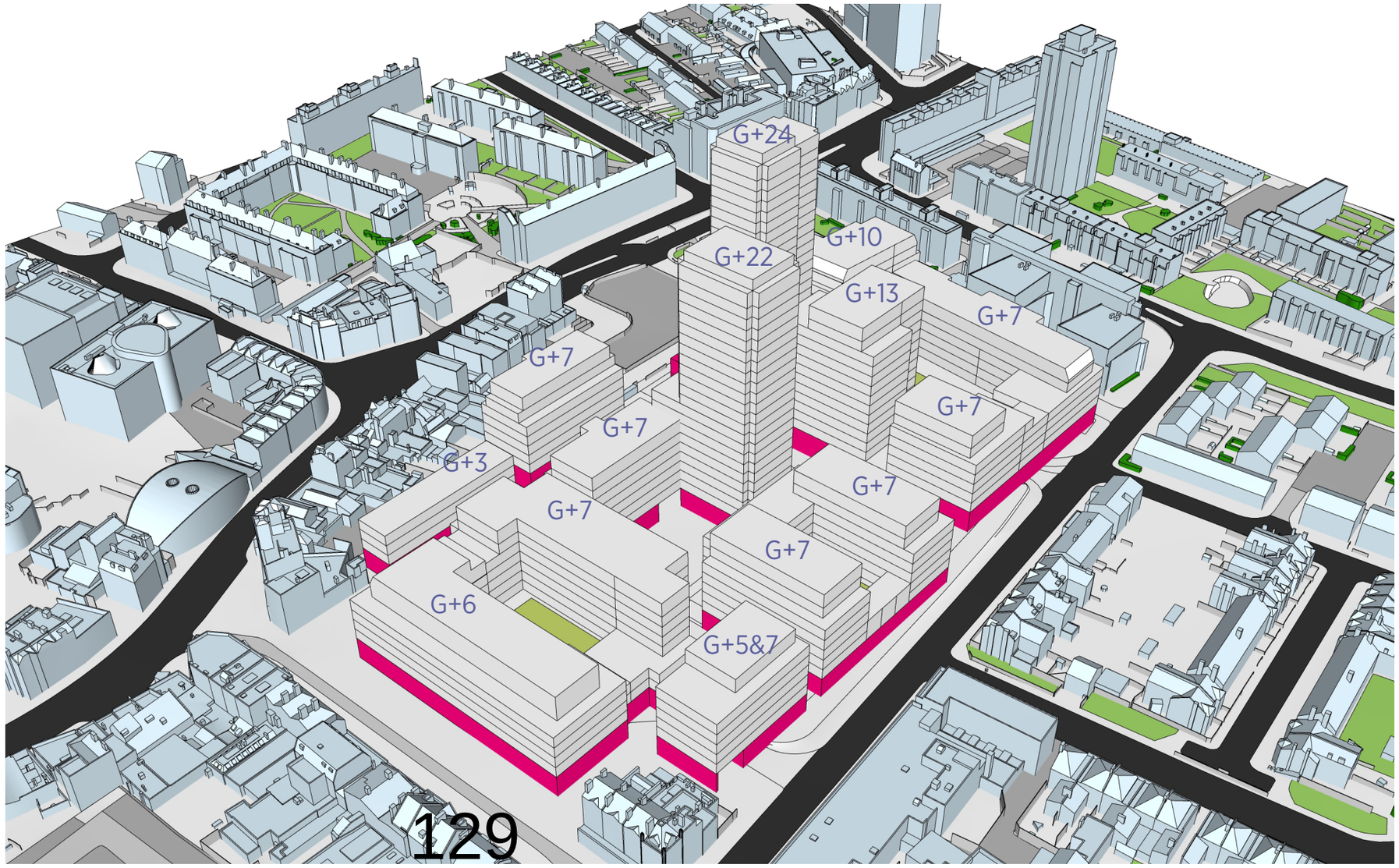
128

Proposed Building Heights at Pre-App 2, 5th April 2022

Total = 1045 homes

Two buildings over 20 storeys

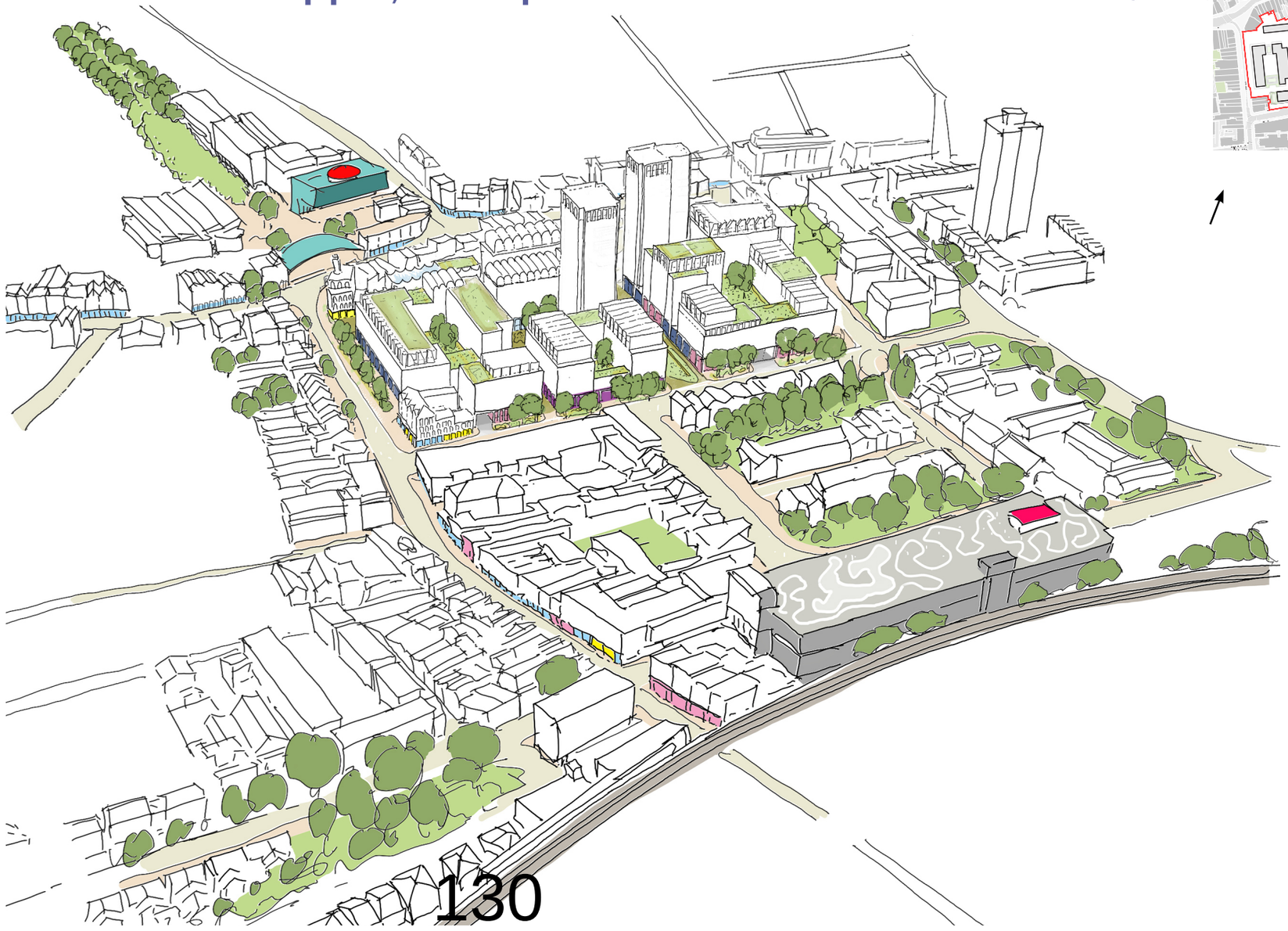
G+7 storeys or fewer across majority of blocks, especially around the perimeter.



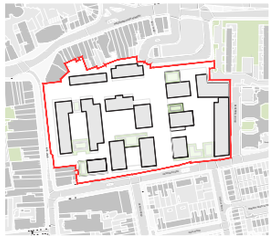
Aerial View Concept Sketch at Pre-App 2, 5th April 2022

Amenity rooftops and living roofs to soften skyline

Massing and parapets at edge of site to relate to the immediate context



Key Plan



Feedback from LB Southwark at Pre-App 2, 5th April 2022

Impact on key local views to be better understood and additional homes over the site allocation to be justified

Consider opportunities to incorporate workspace and community space into the scheme

Greater justification required for height along Rye Lane

Retail needs to be diverse enough to reflect the diversity of Peckham

Would residential servicing off Hanover Park conflict with pedestrian flows across the mews



Relationship with bus stand to be explored

Arrangement of tall buildings to be reviewed

How would amenity space be provided to the single aspect units on McKerrell Road

More detail required on play space strategy

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Phase 1A & B (February-May 2022)Public Consultation Feedback

Based on the top three priorities for the redevelopment, which came out of the initial phase of the consultation, we sought more detail on what form these could take.

Future retail options should include:

- Independent retailers
- Clothing/fashion
- Well-known brands
- Restaurant/cafe
- Shops run by local people

Priorities for hospitality and leisure facilities:

- Community facilities for local people
- Gym or leisure facilities
- Entertainment facilities
- Independent restaurants
- Arts & Culture

Top 3 priorities for the redevelopment:



Common responses for new public open space:



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Phase 2 Public Consultation (June -August 2022) Feedback

During our phase 2 public consultation we sought feedback from the local community and businesses on the following:

- Opportunities & considerations
- Our Development Principles
- Design Ideas for the Public Open Spaces
- Design ideas for the Retail, Leisure and Hopsitality Uses
- Key feedback included:
- On development principles, most respondents either strongly agreed or agreed with the principles, with those who didn't citing a lack of specifics and requesting more clarity and detail about the development
- Opposite: The most popular images for Public open space 'look and feel'
- Opposite: The most popular images for Retail, leisure and hospitality 'look and feel'

Public Open Space







Retail

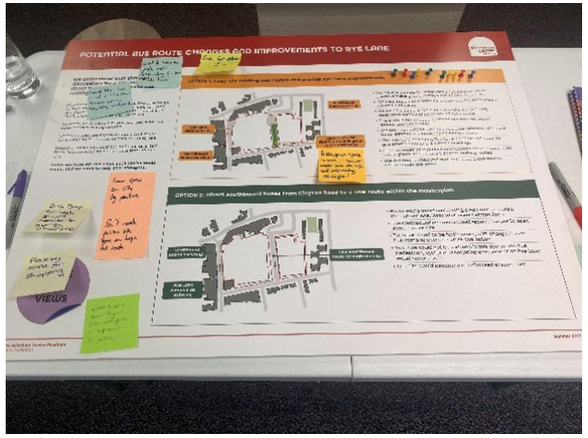






Photos from Event





02

Masterplan Update

Development Principles

These development principles were developed following the stage 1 consultations and were shared with the public at the stage 2 consultation



- Deliver new, high-quality and affordable homes



- Retain the Morrisons, keeping it open during construction and delivering a new and improved store



- Encourage an inclusive, vibrant and thriving ground floor, providing a variety of uses for all business sizes



- Respect the local Conservation Area and historic buildings



- Create new pedestrian green links through the site and new areas for play, socialising and community gatherings



- Replace the existing buildings withnew energy efficient and low carbon buildings



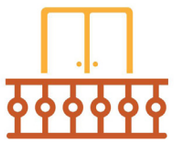
- Provide new and exciting public spaces, which are green, safe, accessible and encourage biodiversity



- Complement the existing local retail offer by anchoring Rye Lane as a destination



- Relocate the Morrisons car park to the basement of the supermarket



- Create interesting buildings reflecting Peckham's vibrant character

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Pedestrian Movement Analysis from Space Syntax - Existing Baseline

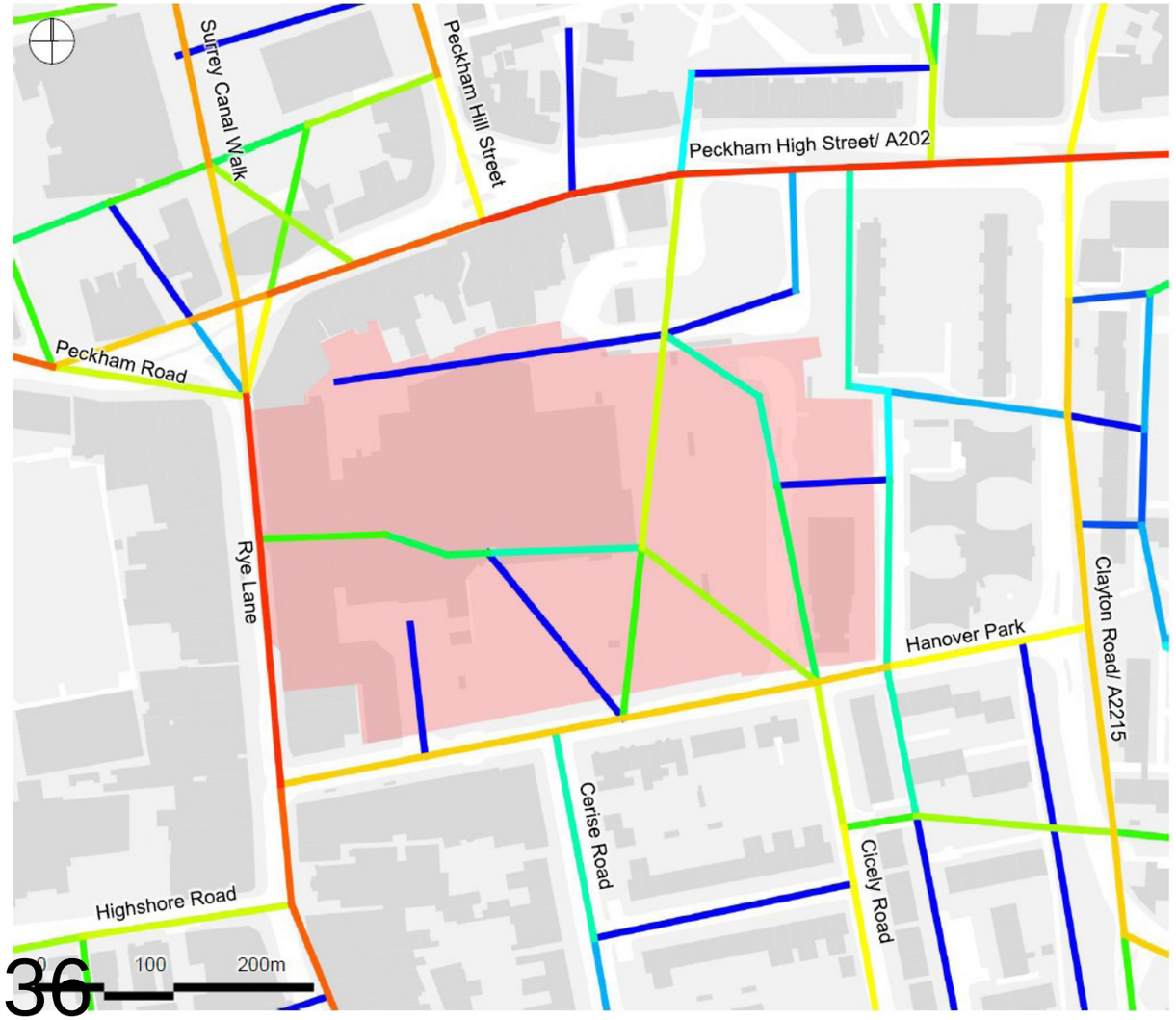
Rye Lane/Surrey Canal Walk and Peckham Road/Peckham High Street are key routes for both local and citywide scales of movement.

The intersection of these routes is an important focal point for urban activity.

Lack of a continuous local grid structure supporting the primary route network in the area.

Opportunity for the site to create a more intensified urban grid and network of diverse spaces that support the primary route network and create a more balanced movement distribution.





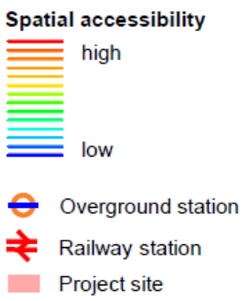
Pedestrian Movement Analysis of Pre-App 2 Scheme from Space Syntax - Proposed Daytime

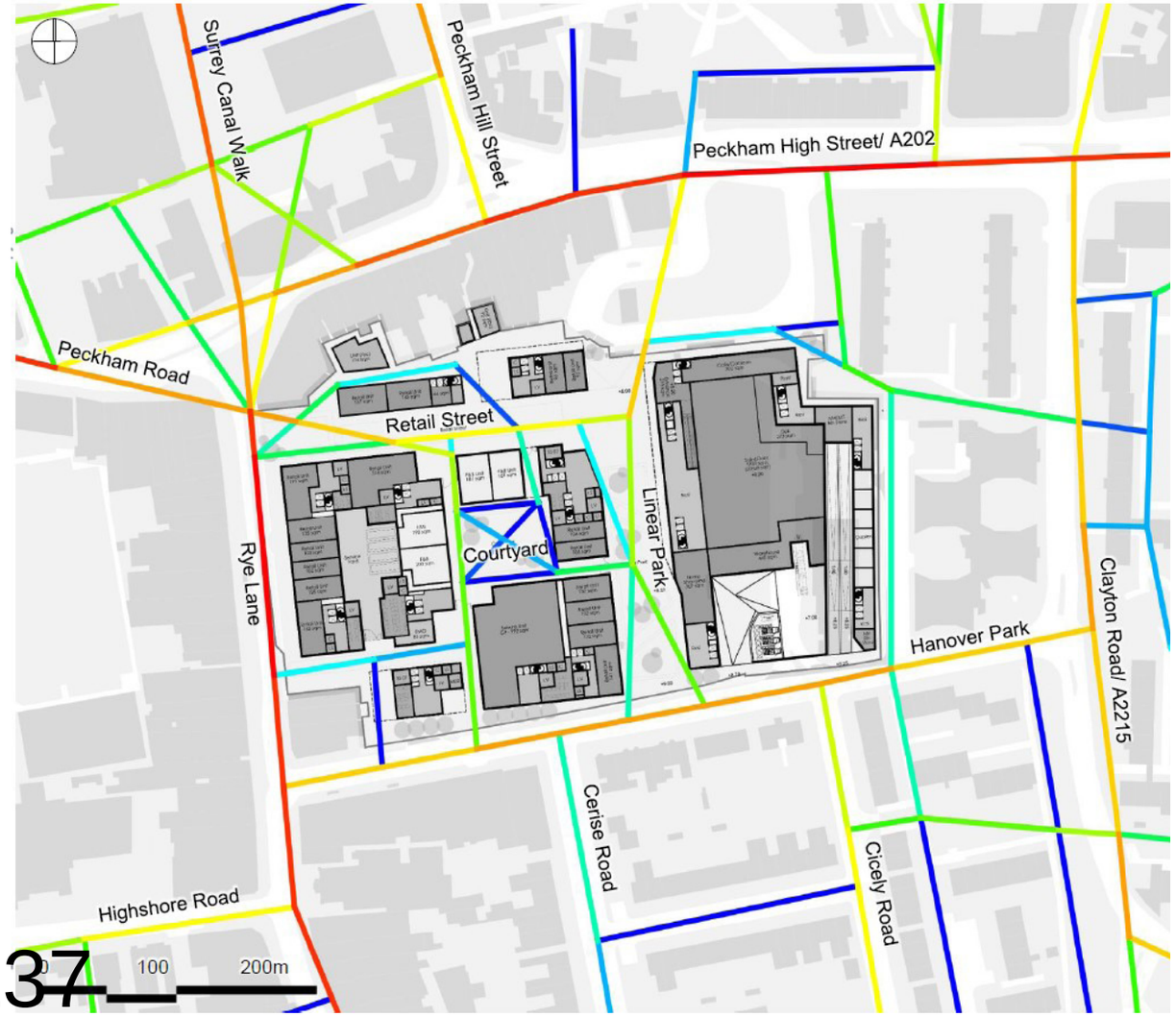
Increased permeability and diverse spaces improve local scale connectivity. All key spaces are directly connected to the surrounding context, increasing their potential for activity.

Direct visual and physical connection to the intersection of Peckham High St and Rye Lane

Strong east west route through the site likely to attract high movement levels and has potential to support retail.

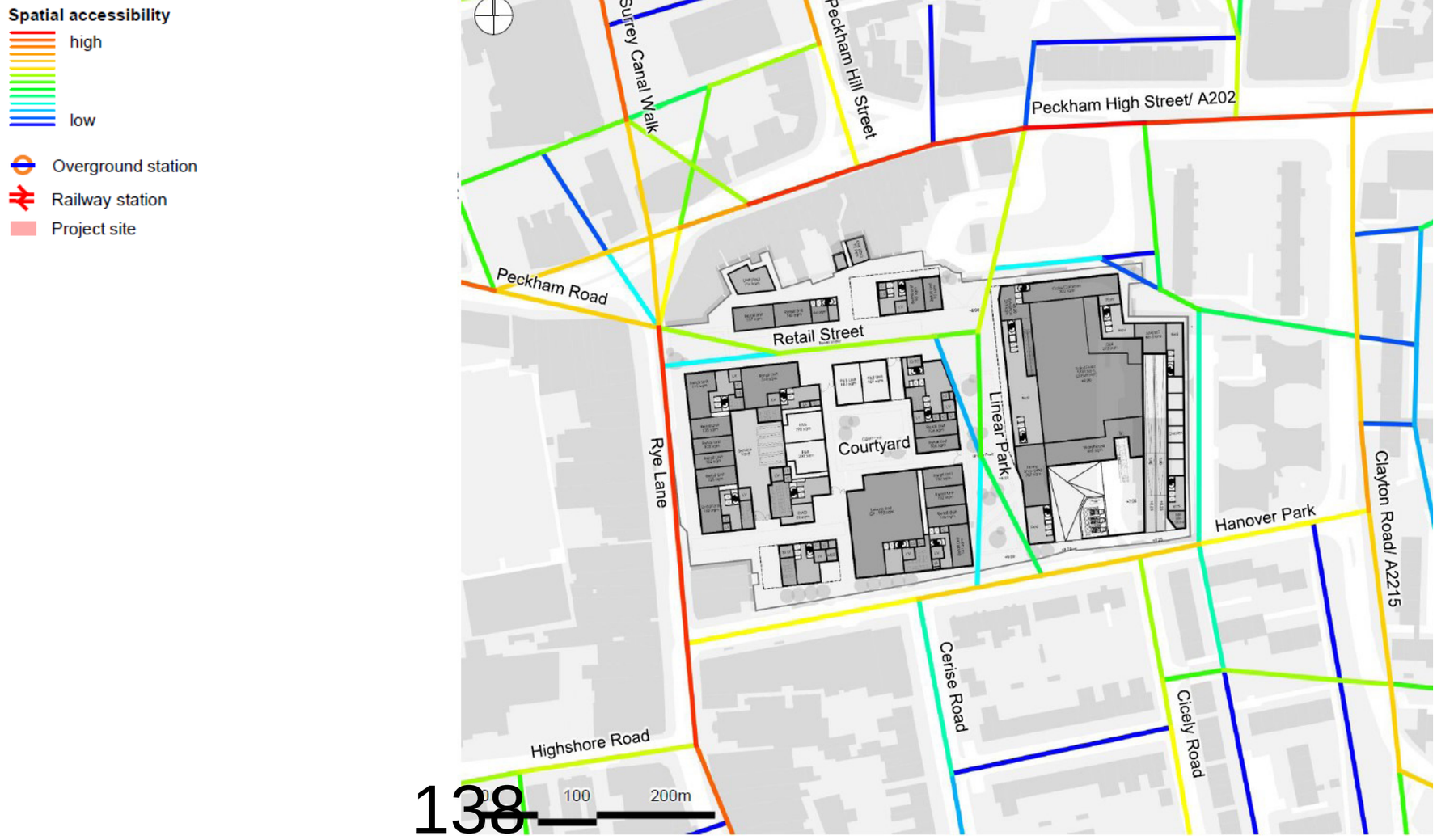
The Courtyard and the northern yard are likely to be less busy in terms of through movement, These are suitable spaces for stationary activity and uses that require less footfall.





Pedestrian Movement Analysis of Pre-App 2 Scheme from Space Syntax - Proposed Nightime

Increased permeability and The minimum route scenario shows that the increased connectivity and permeability benefits the scheme, increasing the overall accessibility levels. However, some spaces that are less accessible the northern yard, the courtyard, the service access route could be controlled during night time when overall movement levels are relatively lower.



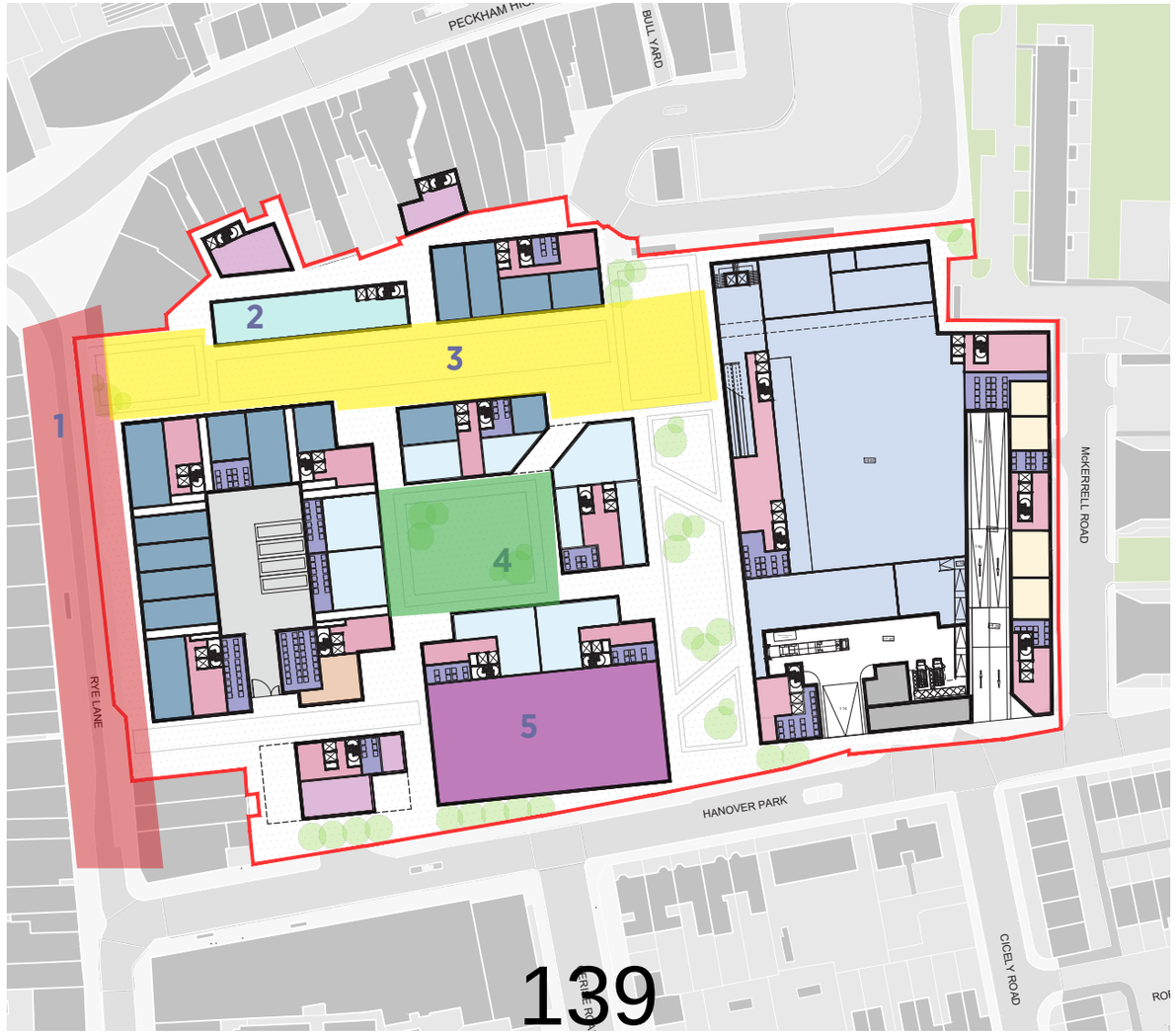
Retail Strategy advice from CF Commercial

1: Rye Lane is the most desirable location for national and multinational high street retailers, so this frontage should be maximised with deeper floorplates

2: There is strong demand for small business workspace and the Pavilion Building could provide it. It will provide the northern part of Rye Lane with daytime spend.

The building's current position draws people in to the site from Rye Lane, and as a standalone building it offers the opportunity to support the night time economy away from more sensitive noise receptors.

It is expected that this building will have frequent servicing requirements and will need to be in close proximity to the service yards.



3: The vision for the retail street is for it to be an extension of Rye Lane and as the prime retail pitch. This frontage should be maximised and gaps minimised to avoid diluting footfall.

4: The courtyard offers significant planning benefit and public realm. Units are accessed via both the courtyard and surrounding retail streets, so that they are not reliant on footfall through the courtyard and can have external seating.

5: There is an under provision of leisure uses in the local area and large format space suitable for this use. The creation of a new leisure anchor unit which, when coupled with the new, high quality public realm will draw customers in to the site and provide the solid foundation to develop the wider sustainable non-residential mix.

Masterplan Key Changes to Retail Layouts

Maximise Rye Lane frontage

Deepen Rye Lane retail (it currently aligns with residential above 18m deep)

Deepen retail to north of retail street

Maximise retail frontages to retail street

Move Morrisons entrance south to increase visibility in temporary condition

Fill in the gaps between blocks along retail street - this would reduce permeability



Masterplan Ground Floor

East/west route moved southwards by 6m, Morrisons entrance moved southwards to work better with site levels.

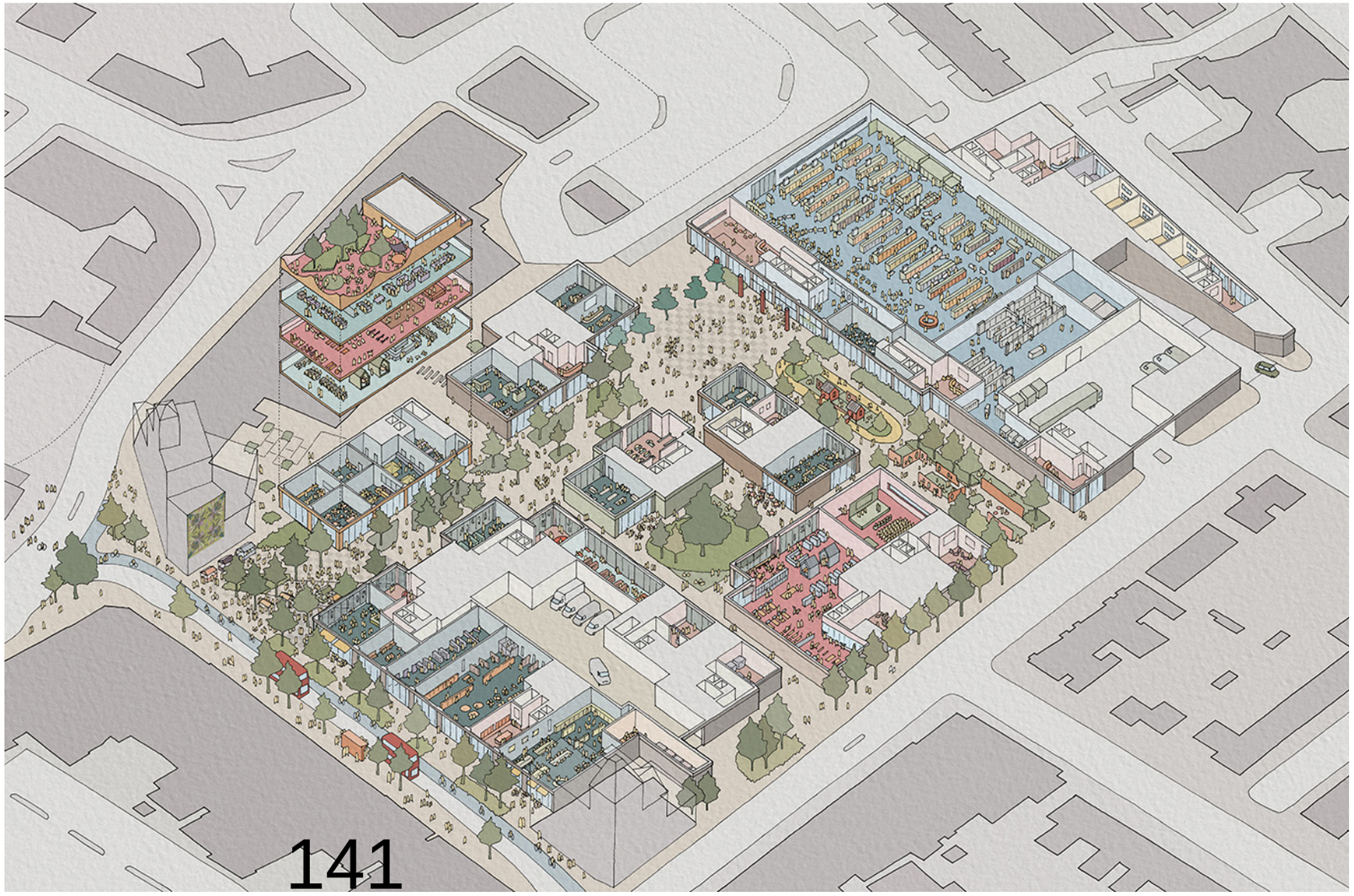
N1 and N2 blocks are deeper and more efficient, with service yard to north that matches existing.

Rye Lane frontage extended to southern boundary and H1 block incorporated into podium block with loss of mews.

Depth of retail units on Rye Lane increased

Large flexible retail block with frontage onto courtyard and Hanover Park

Axonometric view



141

Masterplan Sketch Plan

East/west route moved southwards by 6m, Morrisons entrance moved southwards to work better with site levels.

Courtyard maintains permeability to allow diagonal routes through the site

Variety of public spaces throughout plan



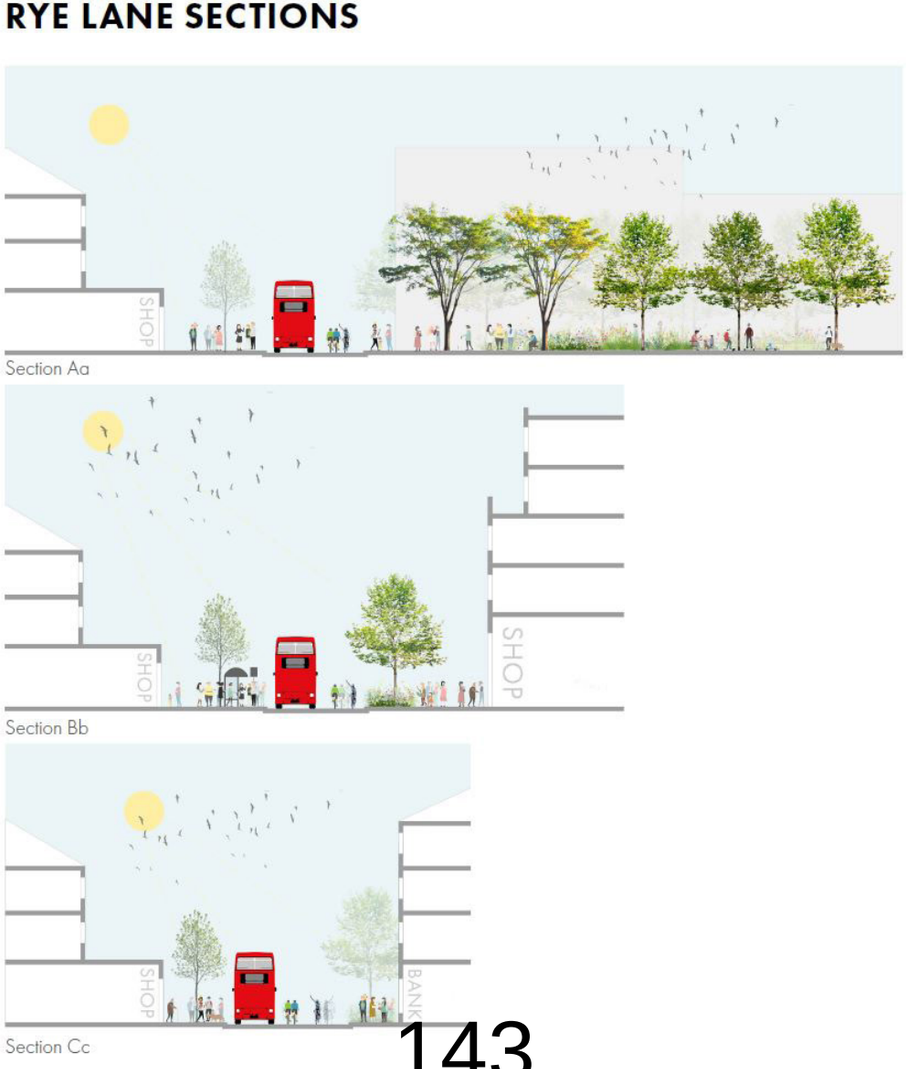
142

Rye Lane Proposal

- Widen Rye lane by 6m from existing building line
- Increasing width of Rye Lane from 15m to 21m

The widening of Rye Lane allows us to:

- Open up the street at the top end as a gateway into the site
- Widen the cycle lane to make it two way
- Add trees and urban greening
- Widen the pavement on the east side of Rye Lane in front of the shops





143

Widening Rye Lane & Opening Up Corners

1



Existing

Setting the buildings back creates a new vista towards the Clock Tower

Proposed





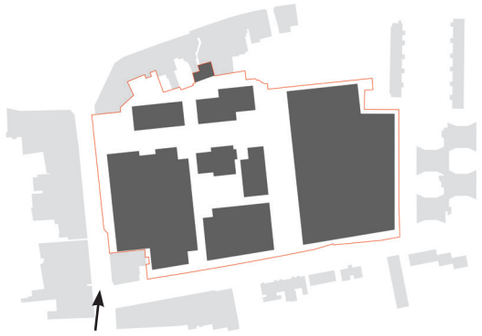


144

Rye Lane Collage - View Looking North

Existing





Proposed



145

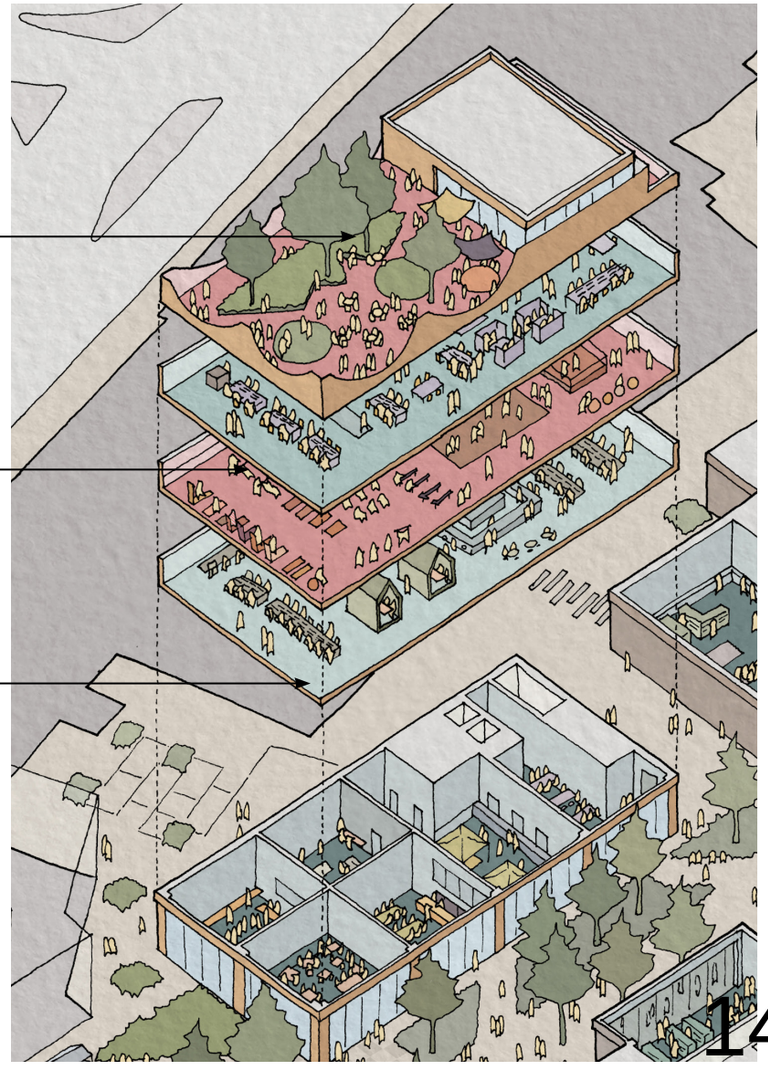
The Pavilion: A Multi-Level Flexible Building

Potential future uses

Rooftop bar and viewing platform

Three floors of workspace or community use

Active use at ground floor eg: restaurant



Screens back of Peckham High Street

Prime frontage at gateway to site

Non-residential use allows closer proximity to residential opposite

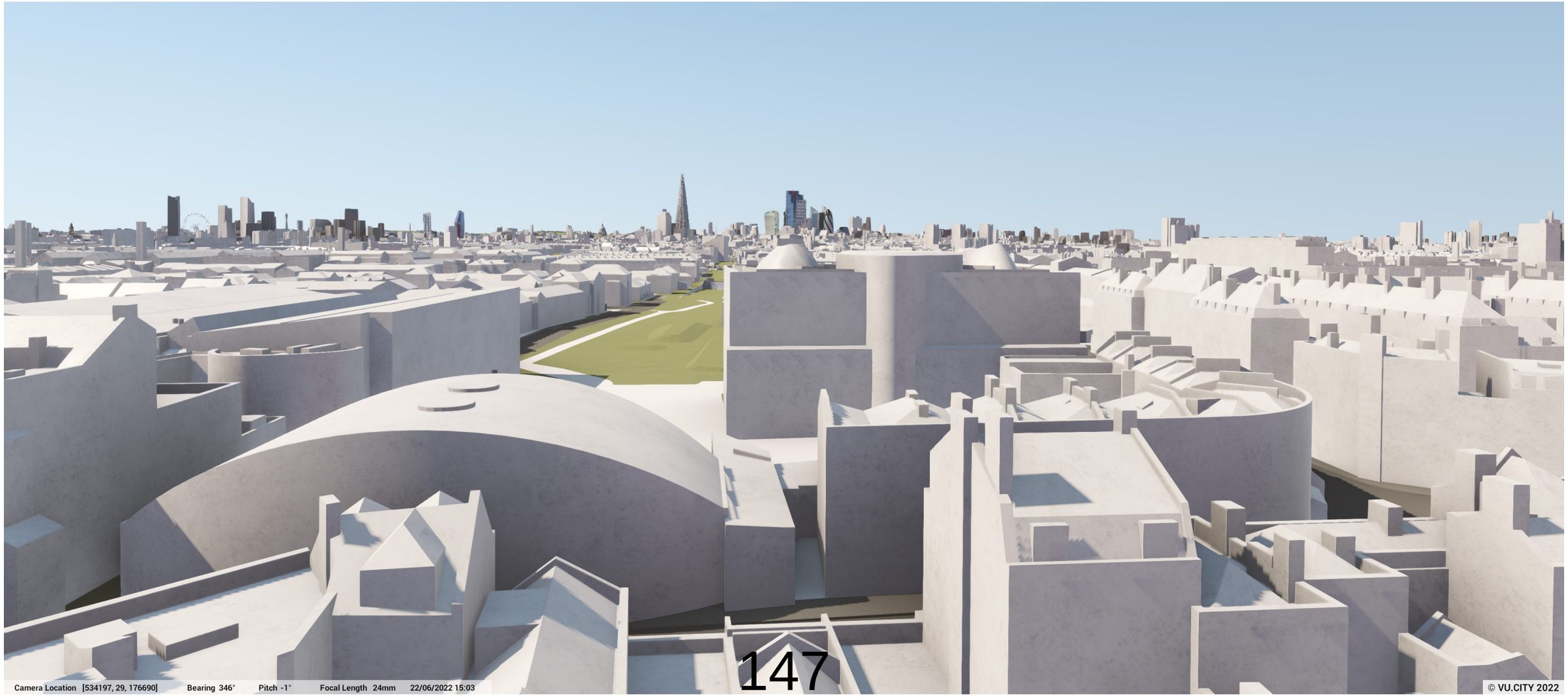


Artists's impression



146

View from the Pavilion Roof at 4th Floor



A New Public Space for Rye Lane



Landscape & Public Realm Character Areas

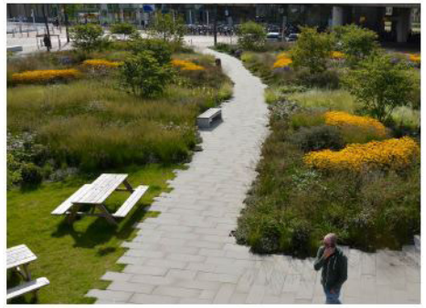
1.0

STREETS AND SQUARES

PEDESTRIAN RETAIL STREETS AND SQUARES











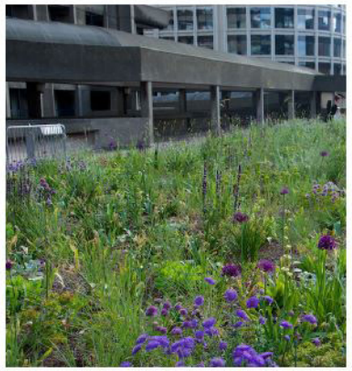


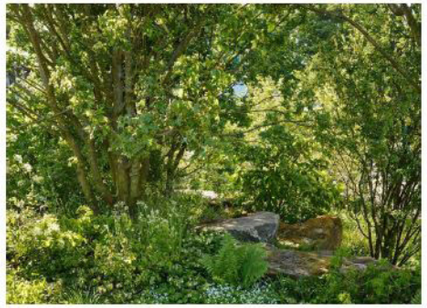
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RESIDENTIAL PODIUMS

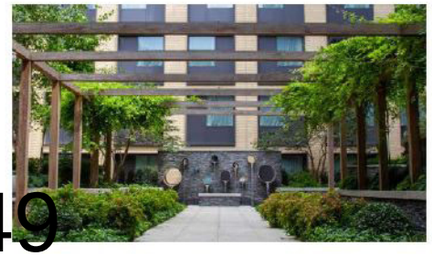
NATURAL TYPOLOGIES











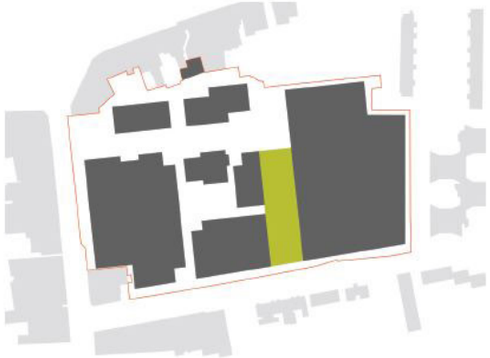
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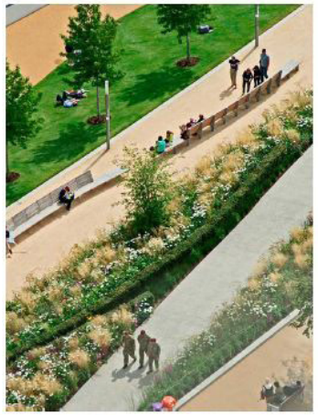
Landscape & Public Realm Character Areas

3.0

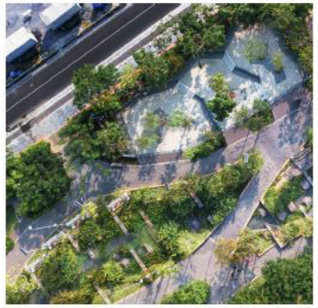
LINEAR PARK

PLAYABLE LANDSCAPE











4.0

GARDEN COURT

ACTIVE EDGES AROUND A CENTREPIECE











150

03

Non-Residential Update

Masterplan Ground Floor

Site allocation sets a requirement for retail 11,420 sqm to be provided on site as a replacement for the existing

However a measured survey of the non-residential / retail area within our red line (which does not include the J&H Clock Tower) demonstrates that there is only an existing 10,277 sqm of retail.

Total non-residential floorspace proposed: 10,500 sqm

Breakdown:

New Morrisons Store of 4460 sqm

Shops & cafes: 2915 sqm

Leisure: 1117 sqm

Workspace: 2008 sqm



04

Massing Proposals

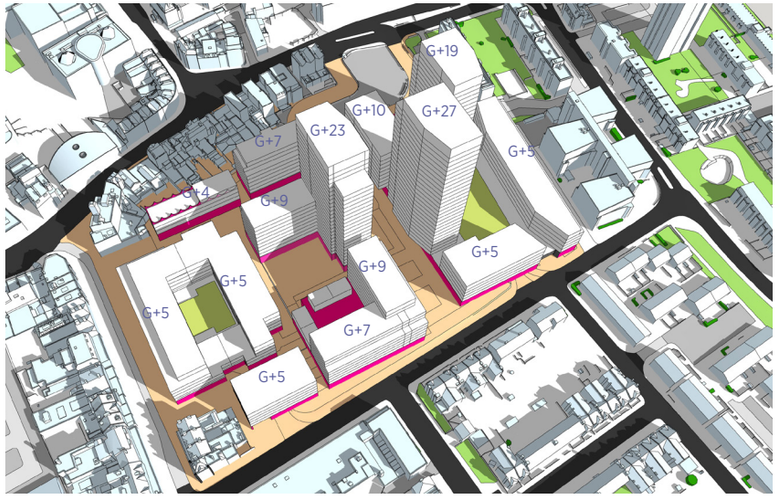
Massing Evolution

Following the consultation meetings with LB Southwark in April, alternative massing arrangements were tested for sunlight and in VU City with the townscape consultant, this allowed an informed approach to the revised massing proposals



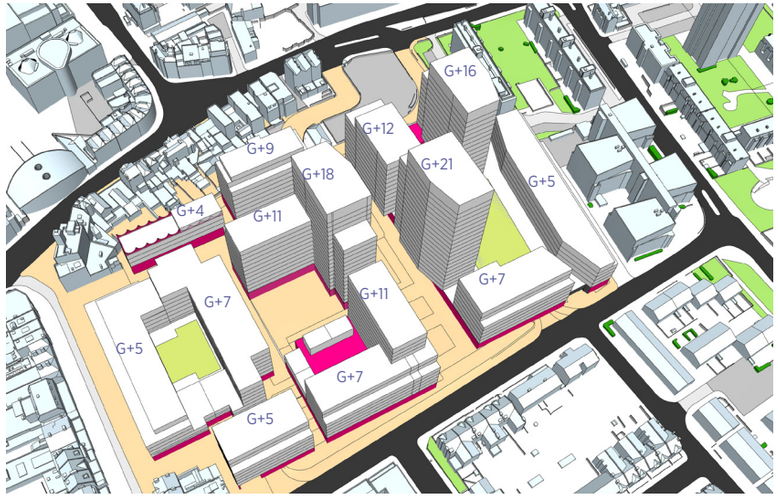
Consistent height everywhere

- All buildings 11 storeys except Rye Lane at 9 storeys
- No tall buildings
- Bulky massing at site edges
- Worst performance in sunlight & daylight



Large variation in height

- Three buildings over 20 storeys
- Massing at site edges is much reduced
- Three tall buildings difficult to justify in townscape views
- Best performance in sunlight & daylight



Balance of the two

- One tall building over 20 storeys
- Two taller buildings but under 20 storeys
- Massing at site edges reduced
- Balance of the best elements of the other two studies

Sunlight Analysis

Consistent height everywhere



1/3 of public amenity spaces pass

None of podium amenity spaces pass

Large variation in height

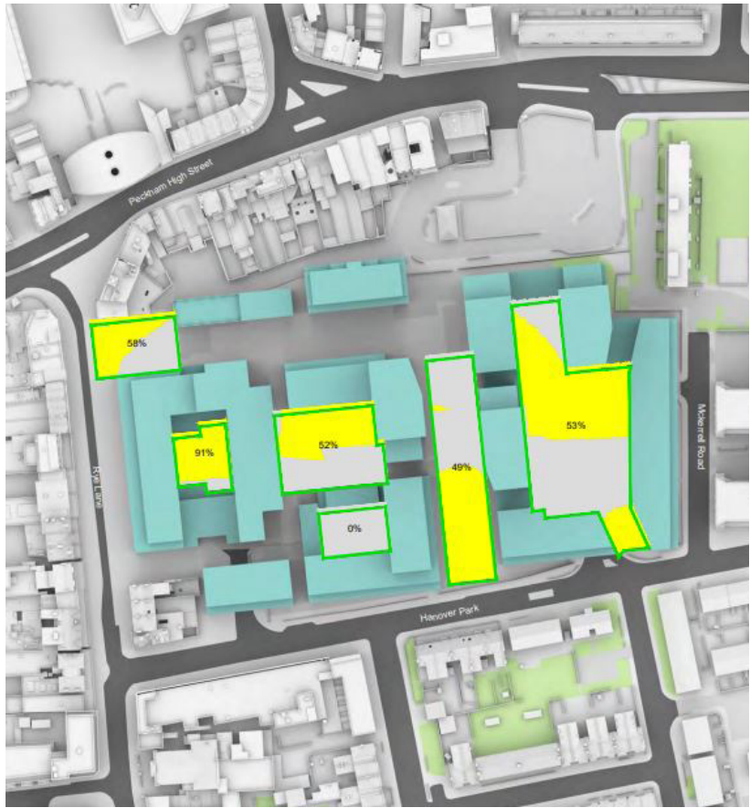


All key public amenity spaces pass

Both key podium amenity spaces pass

155

Balance of the two



2/3 of public amenity spaces pass
- linear park just under and can be addressed

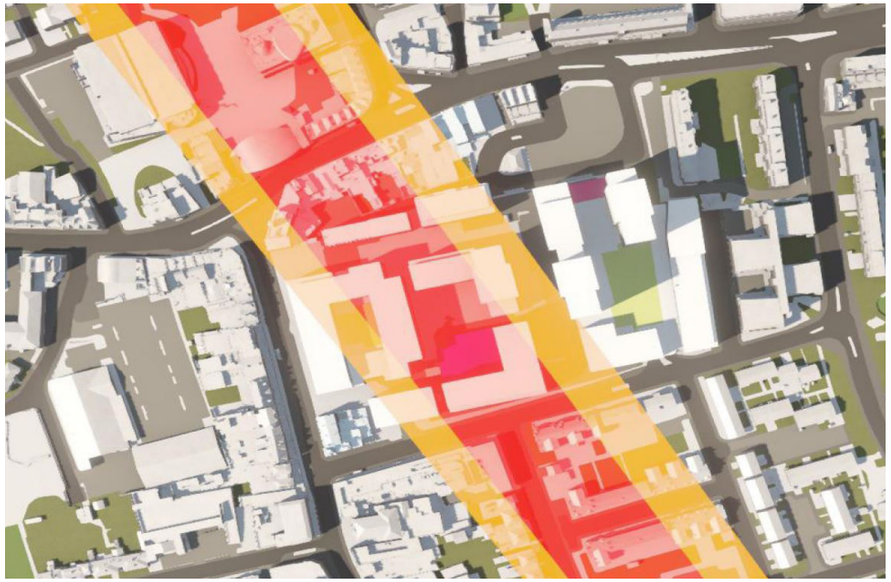
Both key podium amenity spaces pass

One Tree Hill Viewing Corridor

The scheme has been designed to sit below the threshold plane of the Landmark Viewing Corridor (LVC) and the Wider Setting Consultation Area (WSCA), in order to ensure that proposed development does not harm a viewer's ability to recognise and appreciate St Paul's Cathedral from One Tree Hill.

The taller elements of the proposed development sit out side both the LVC and WSCA and seek to consolidate and improve the composition of existing and emerging clusters of tall buildings. The proposals seek to fit within the prevailing pattern of buildings and spaces.

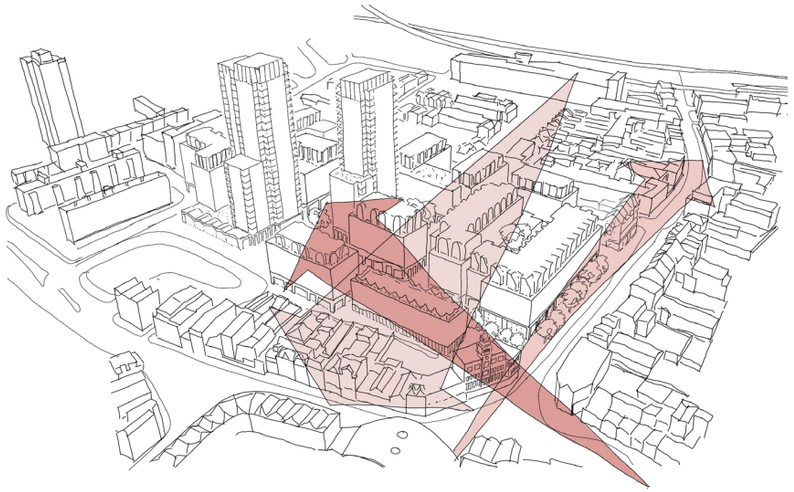




156

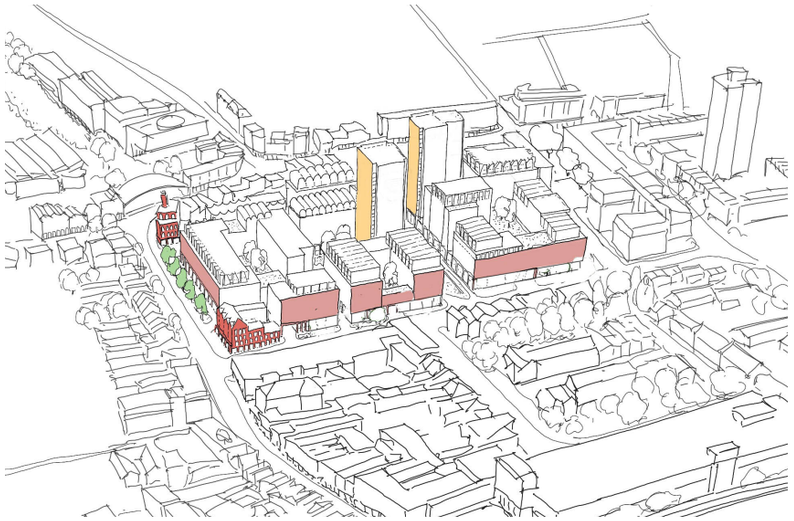
Massing Proposals: Design Narrative

1: Local views and heritage



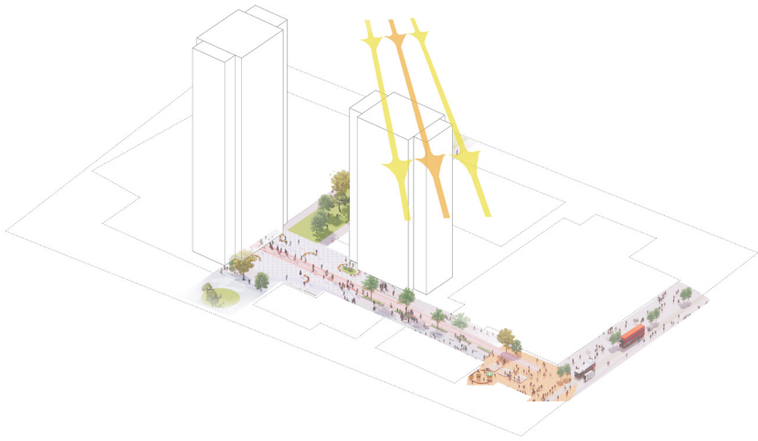
Proposal addresses key views and townscape, considering where building height and massing is best located

2: Immediate neighbours



Proposal addresses site edges

3: Place making



Proposal incorporates 2 marker buildings as a focal point at the end of the retail street and addressing the courtyard

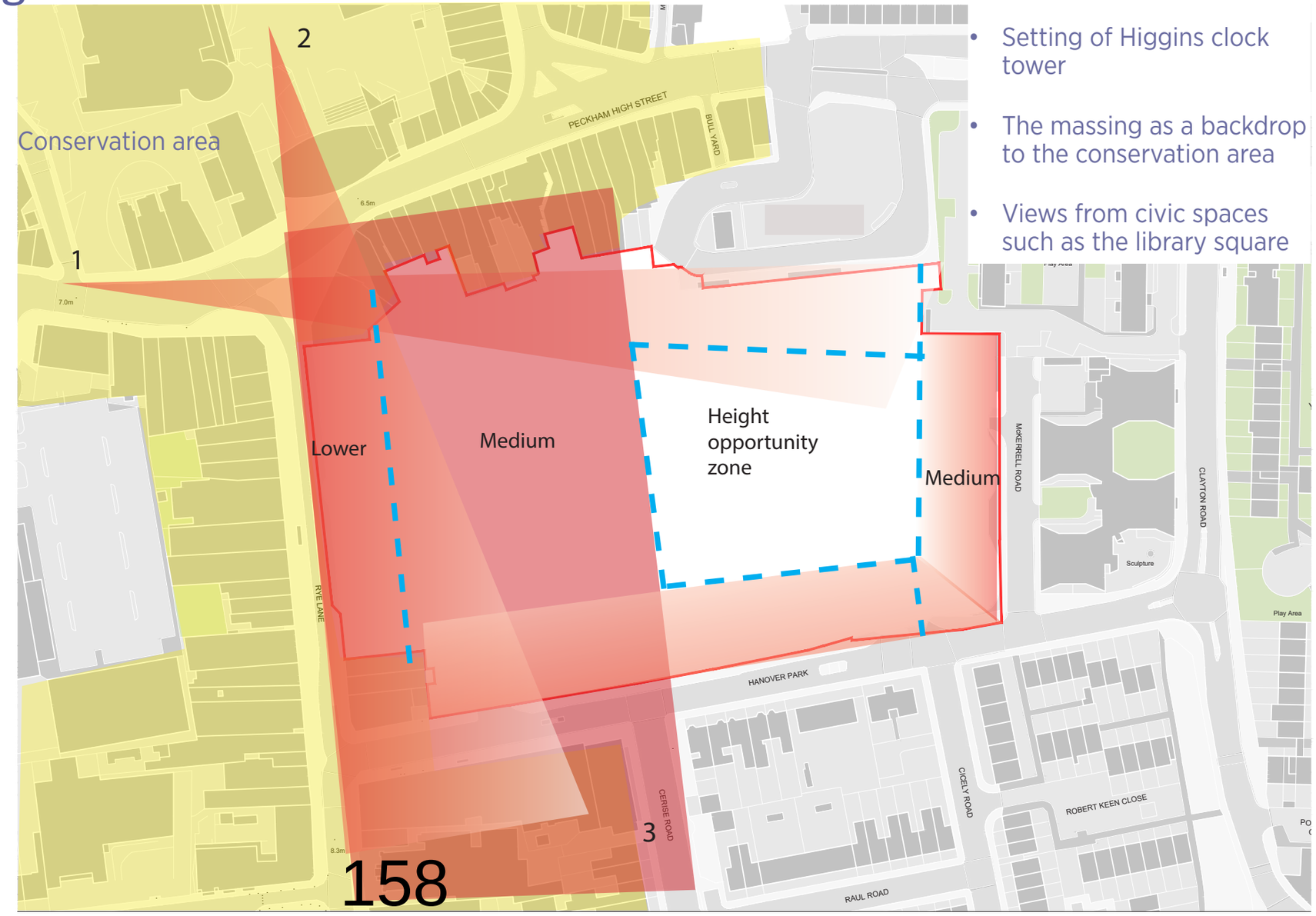
157

1: Local Views and Heritage







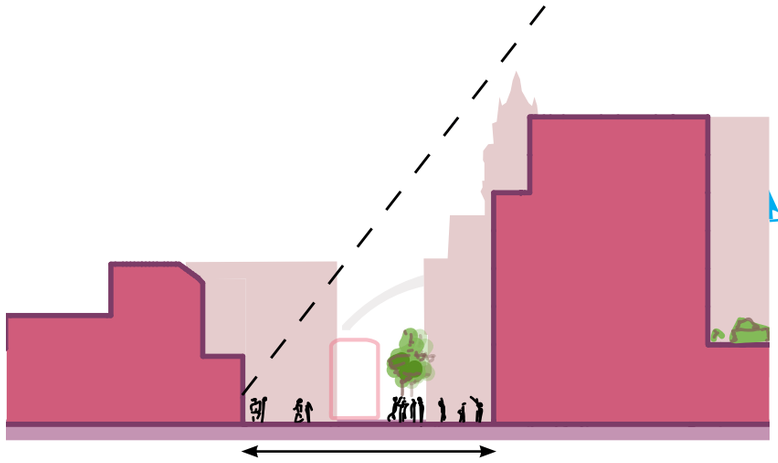


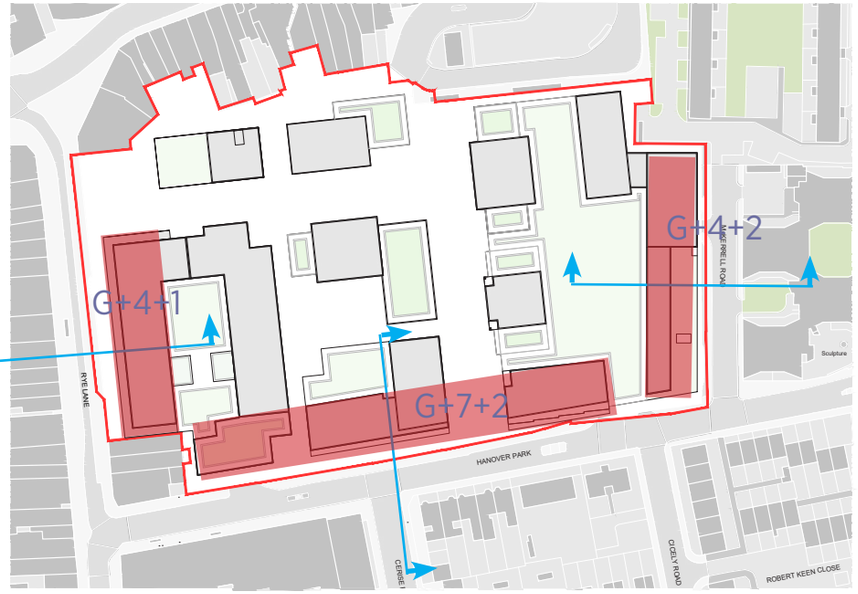
Considerations

- Setting of Higgins clock tower
- The massing as a backdrop to the conservation area
- Views from civic spaces such as the library square

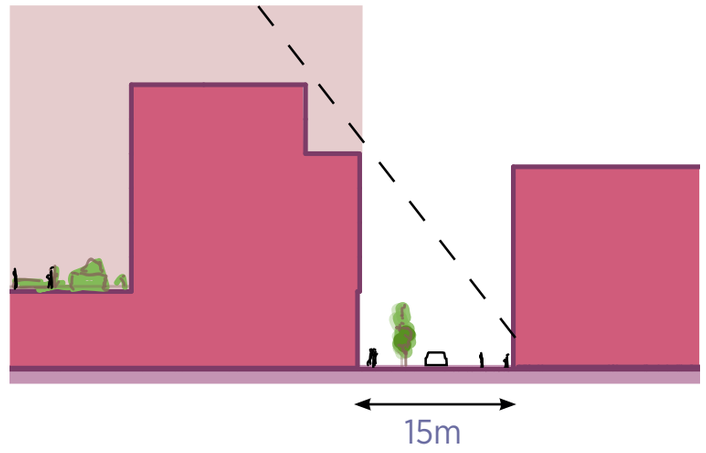
2: Immediate Neighbours

Rye Lane



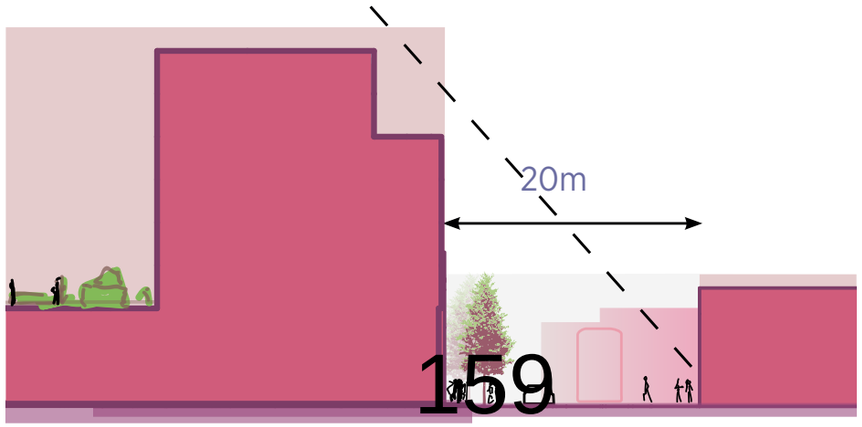


McKerrell Road



- On three sides of the site parapets define an appropriate height for the buildings in relation to the neighbours opposite
- In each case there are one or two floors above the parapet that are set back and will have articulation to define a roofscape

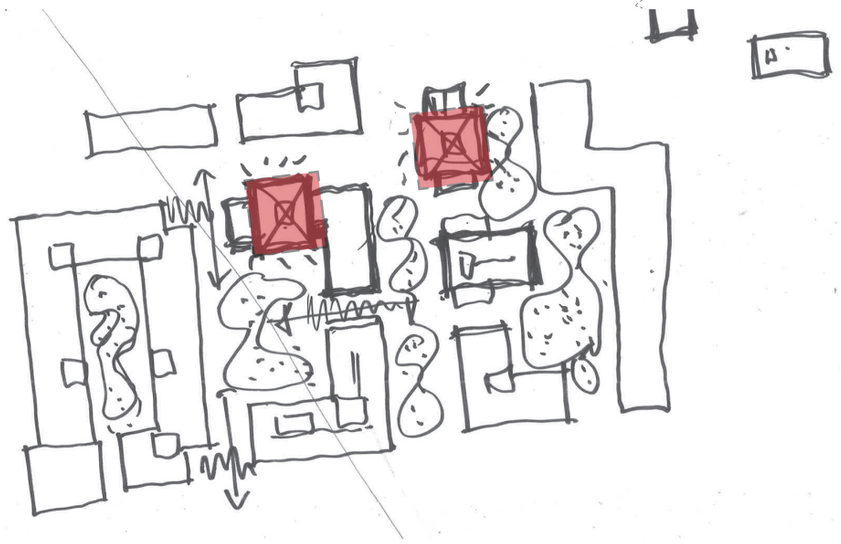
Hanover Park

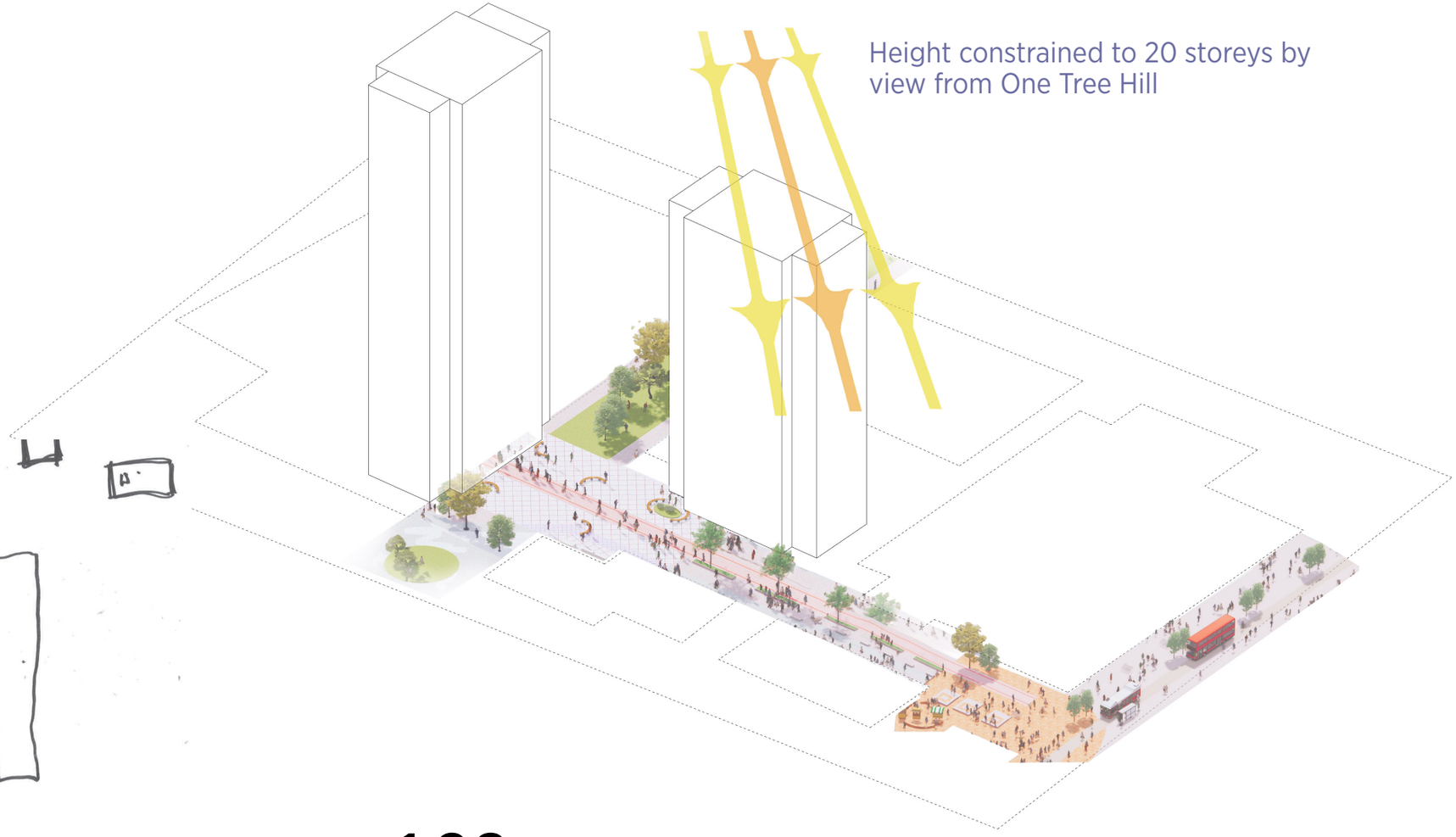


159

3: Placemaking

- Tall buildings act as markers and focal points for the development
- Make a contribution to enclosing/ creating a focus to the public realm
- Located to avoid overshadowing to neighbouring buildings





Height constrained to 20 storeys by view from One Tree Hill

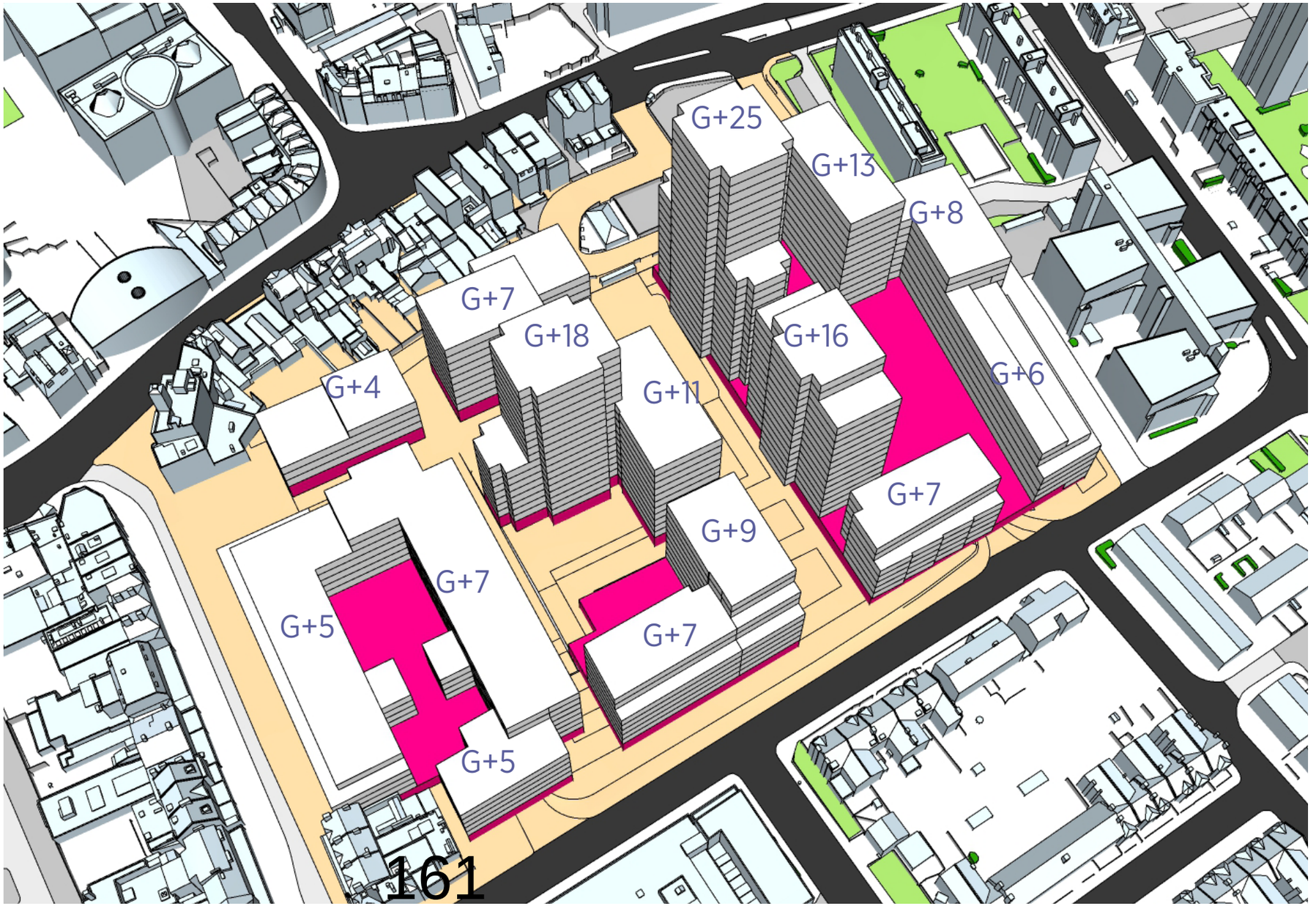
160

Massing Diagram

1050 units

One building over 20 storeys

Two other taller buildings that address key spaces

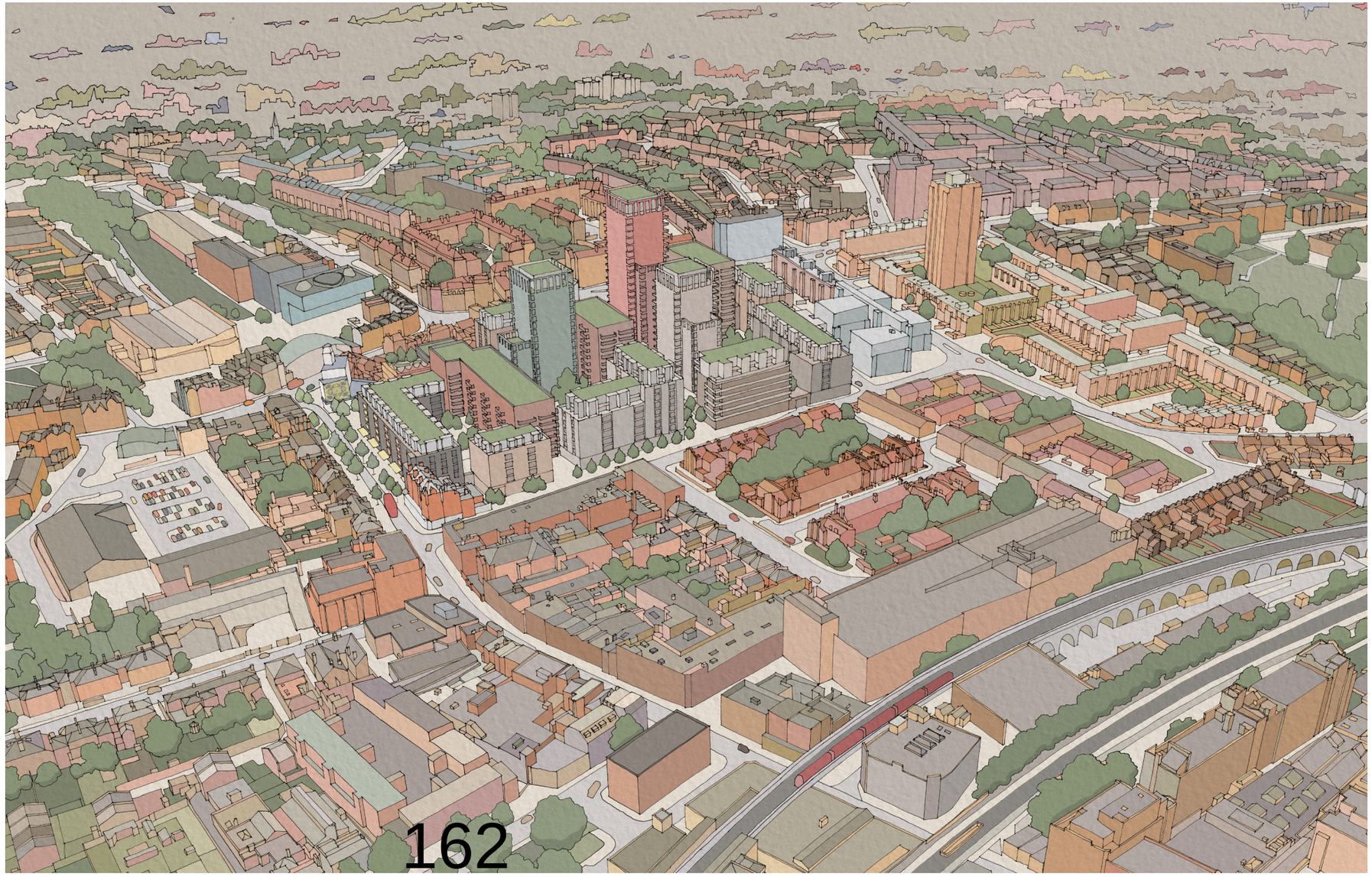


Birds eye view

Amenity rooftops and living roofs to soften skyline

Massing and parapets at edge of site to relate to the immediate context

Taller buildings to have a distinct architectural character from the mid rise buildings



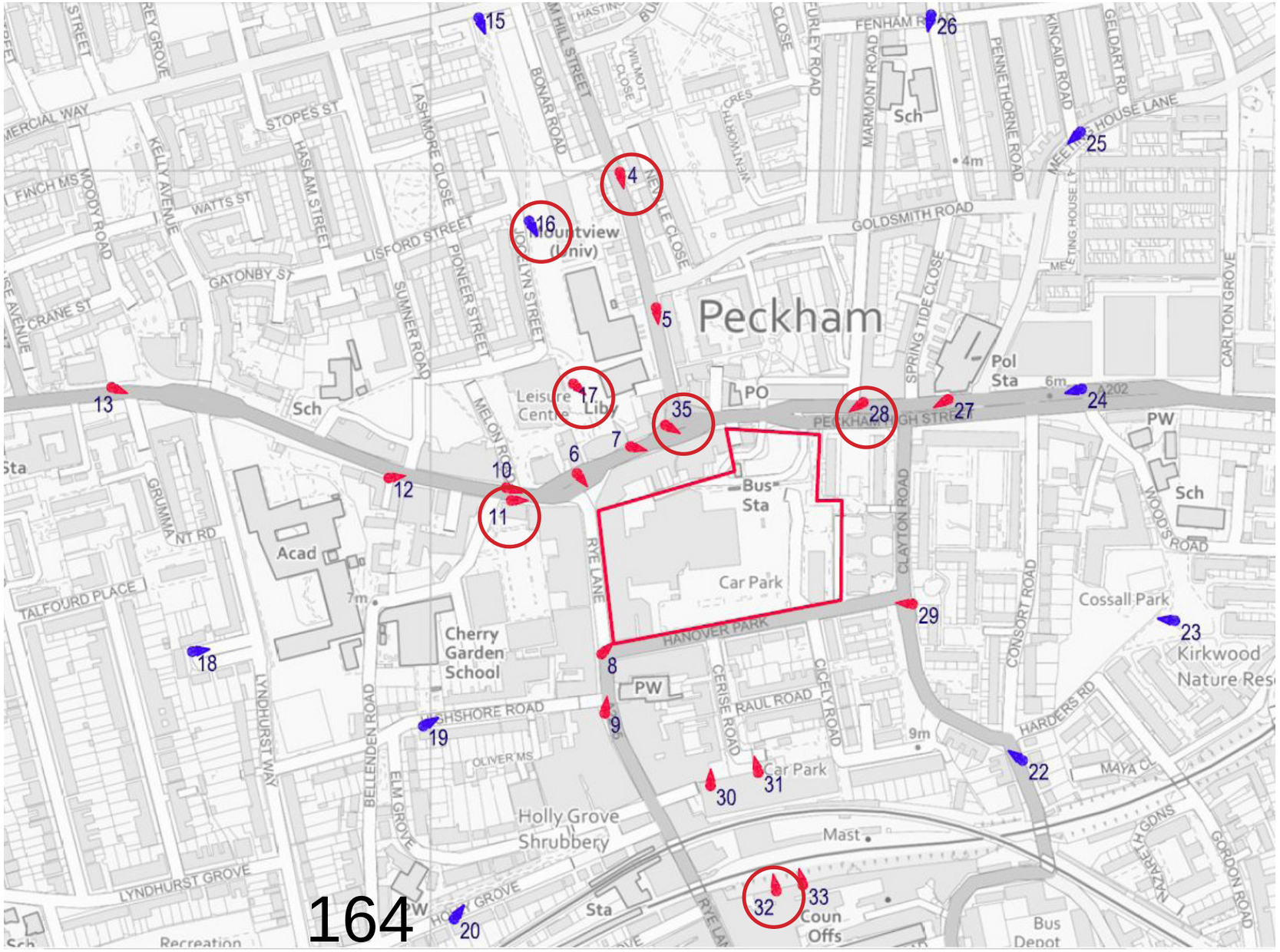
05

Townscape Views

Townscape Views Map

The following views have been tested in VU City

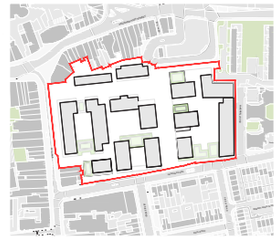
These views were discussed and selected in discussion with the Townscape Consultancy and some additional views have been added which have been taken from the list of verified views.



View 4: View from Peckham Hill Street

Key Plan

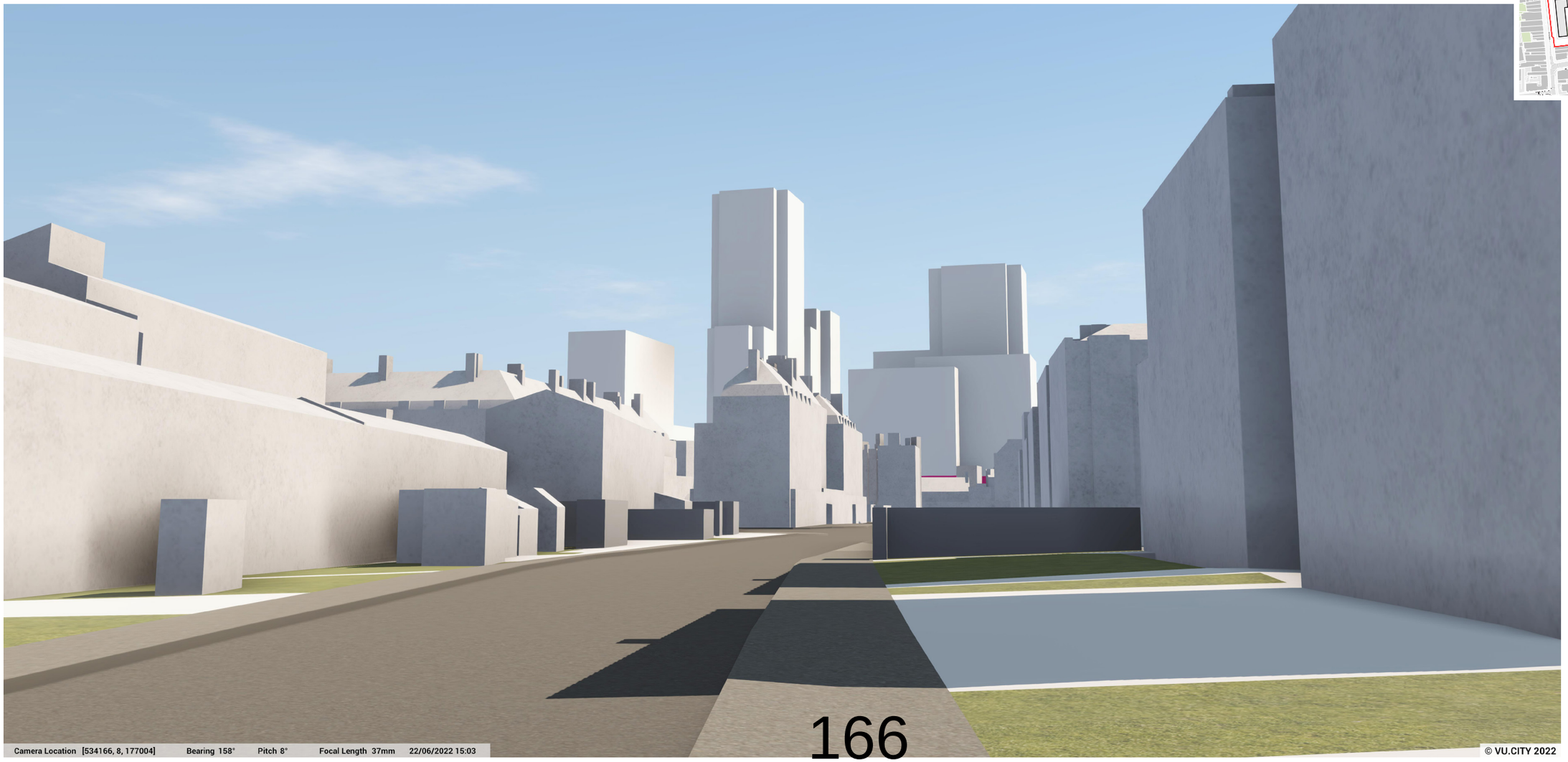




View 4: From Peckham Hill Street

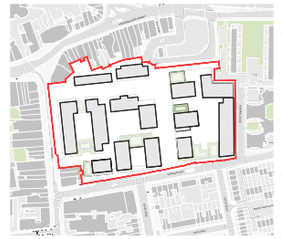
Key Plan





View 16: View from Surrey Canal Path

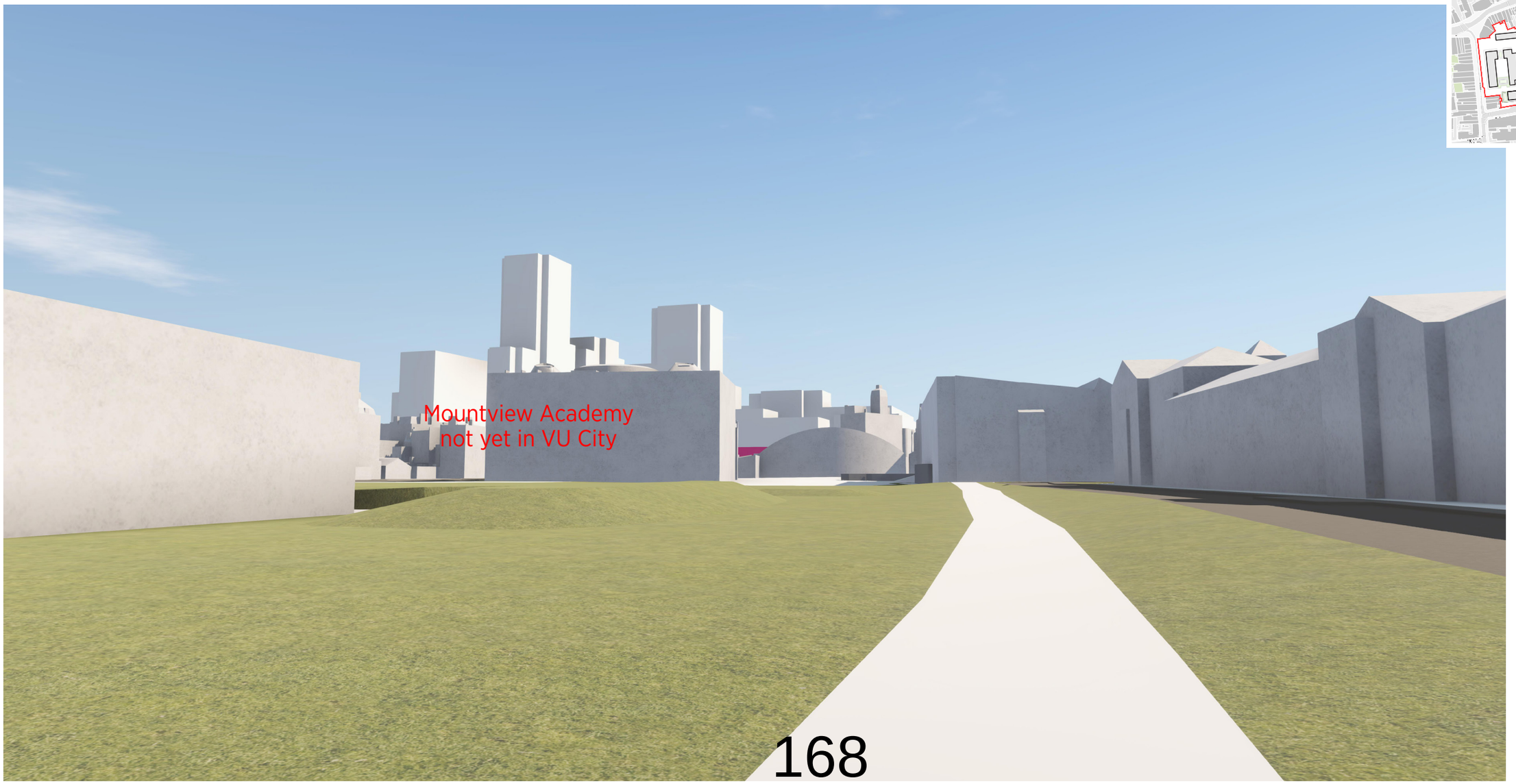
Key Plan





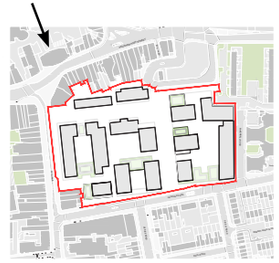
View 16: Proposed Massing from Surrey Canal Path

Key Plan



View 17: View from Library Square

Key Plan



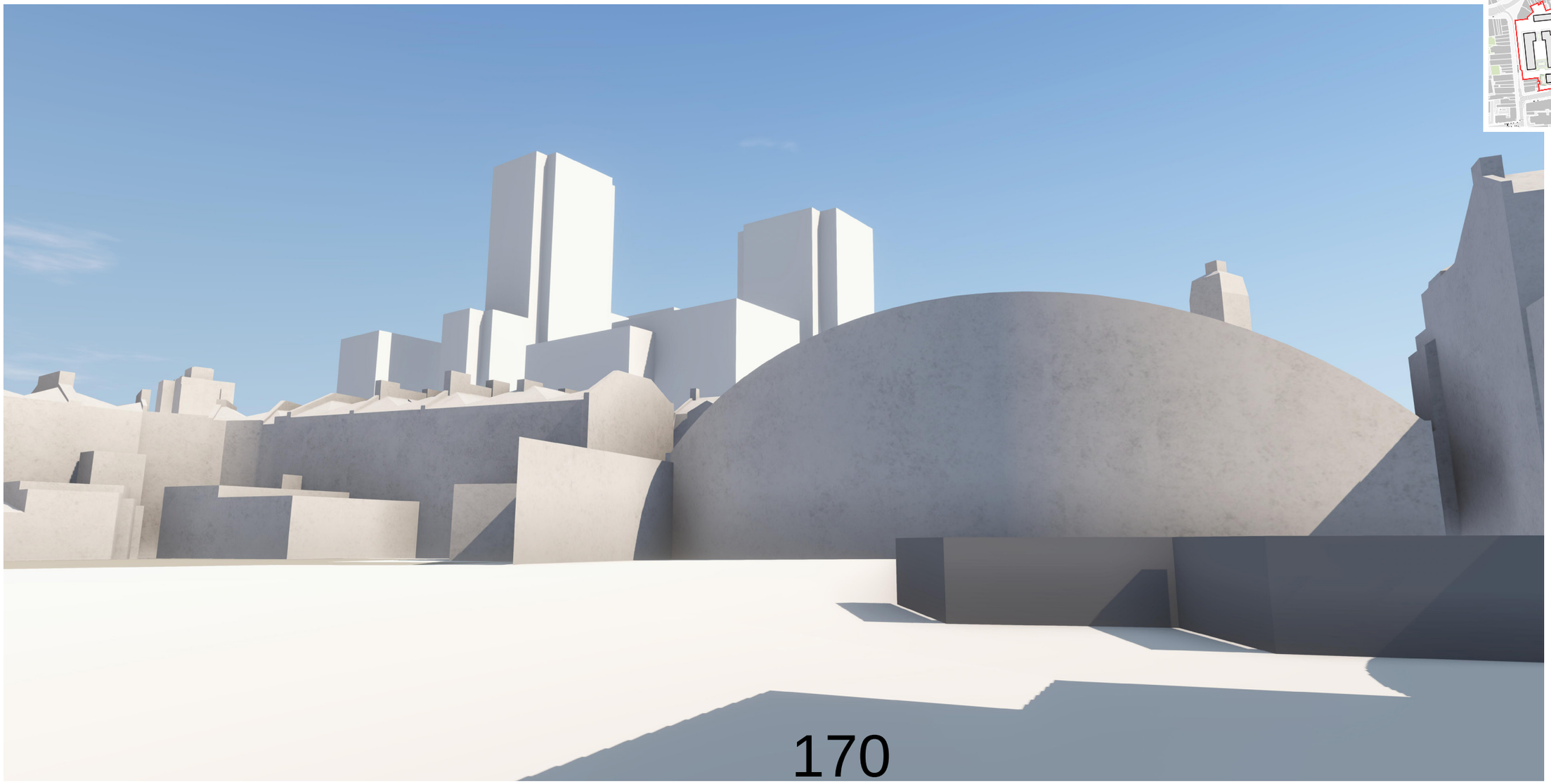


169

View 17: Proposed massing from Surrey Library Square

Key Plan





View 11: Existing view from Peckham Road

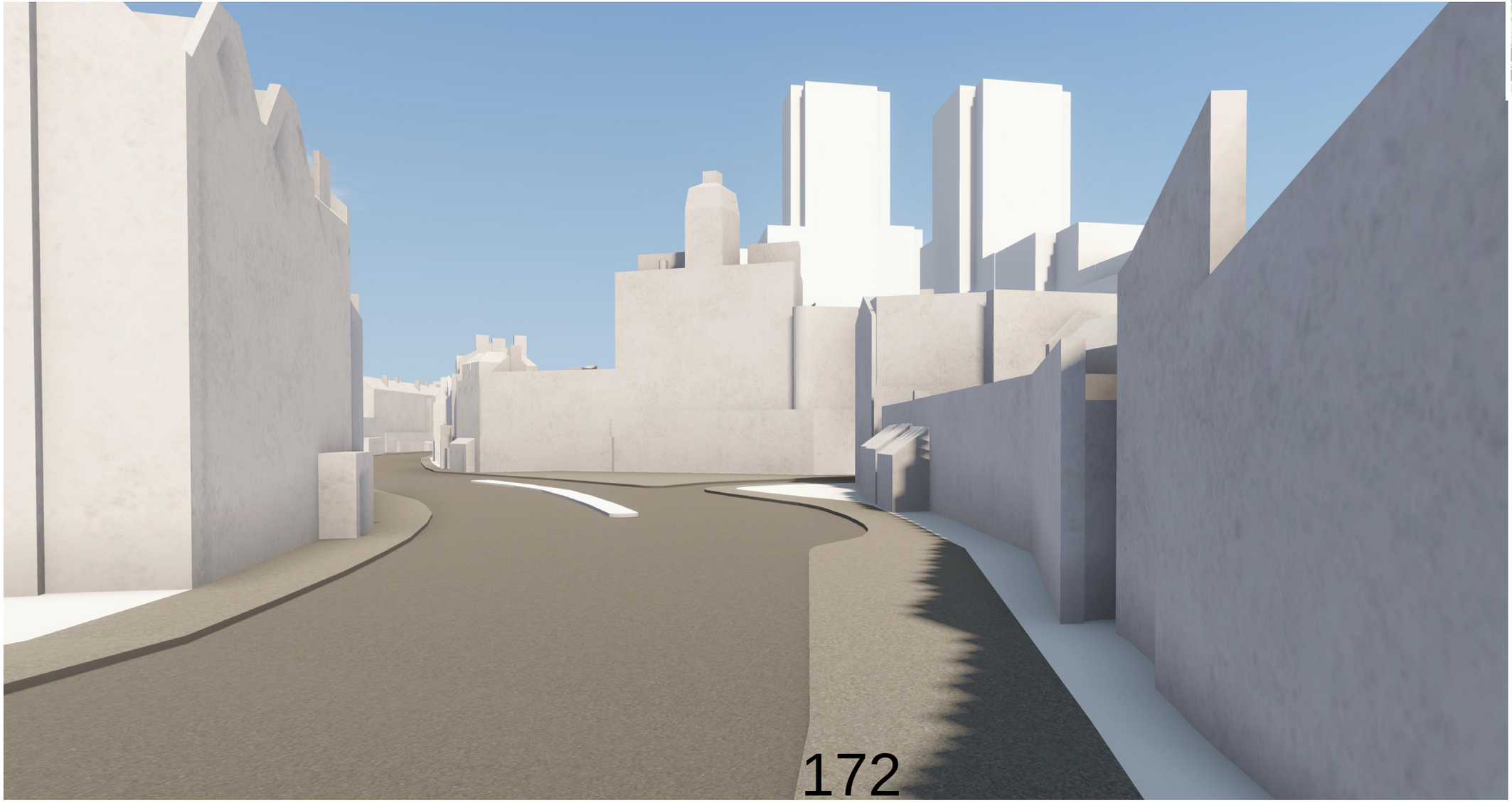
Key Plan



View 11: Proposed Massing from Peckham Road

Key Plan





View 28: Existing view from Marmont Road

Key Plan

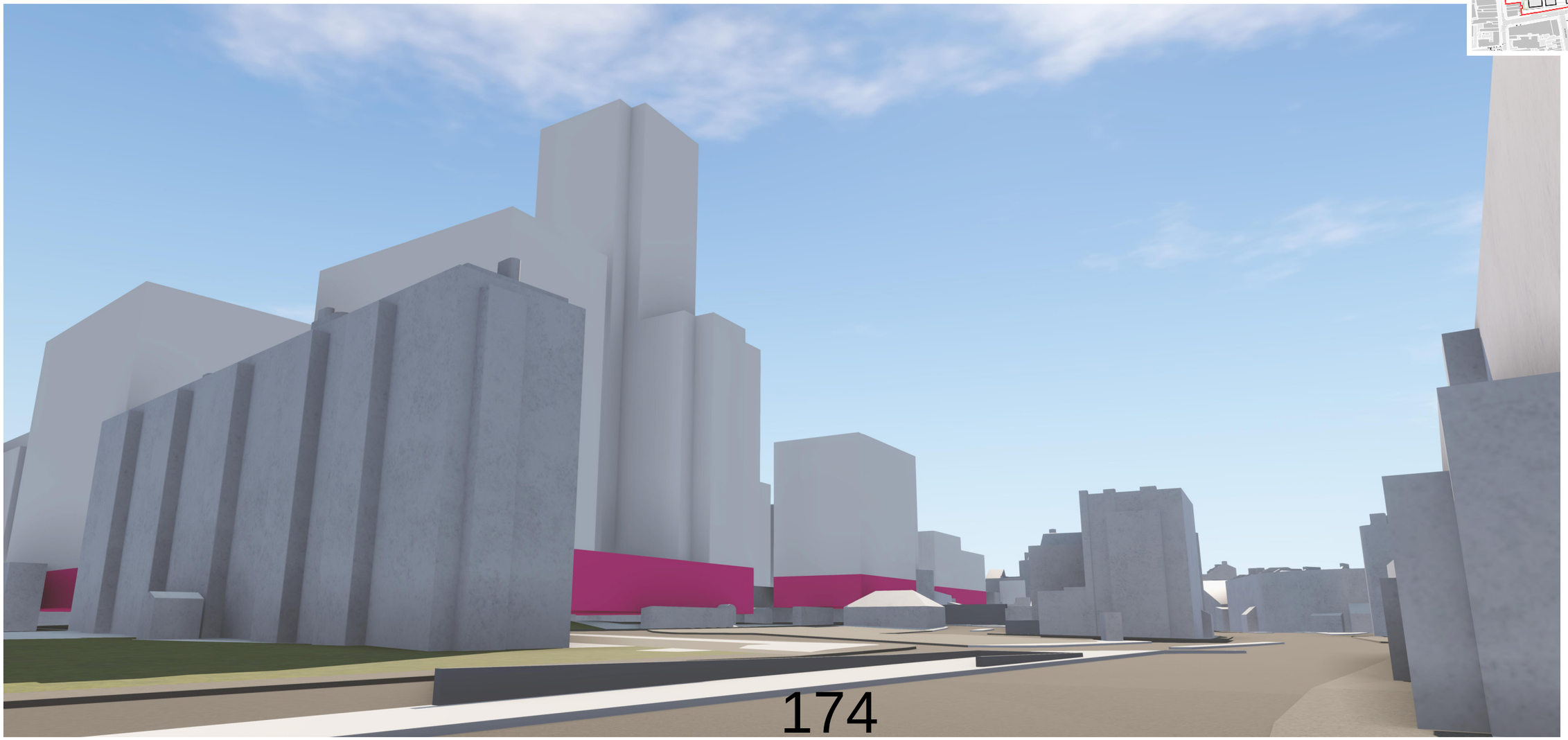


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View 28: Proposal from Marmont Road - proposed

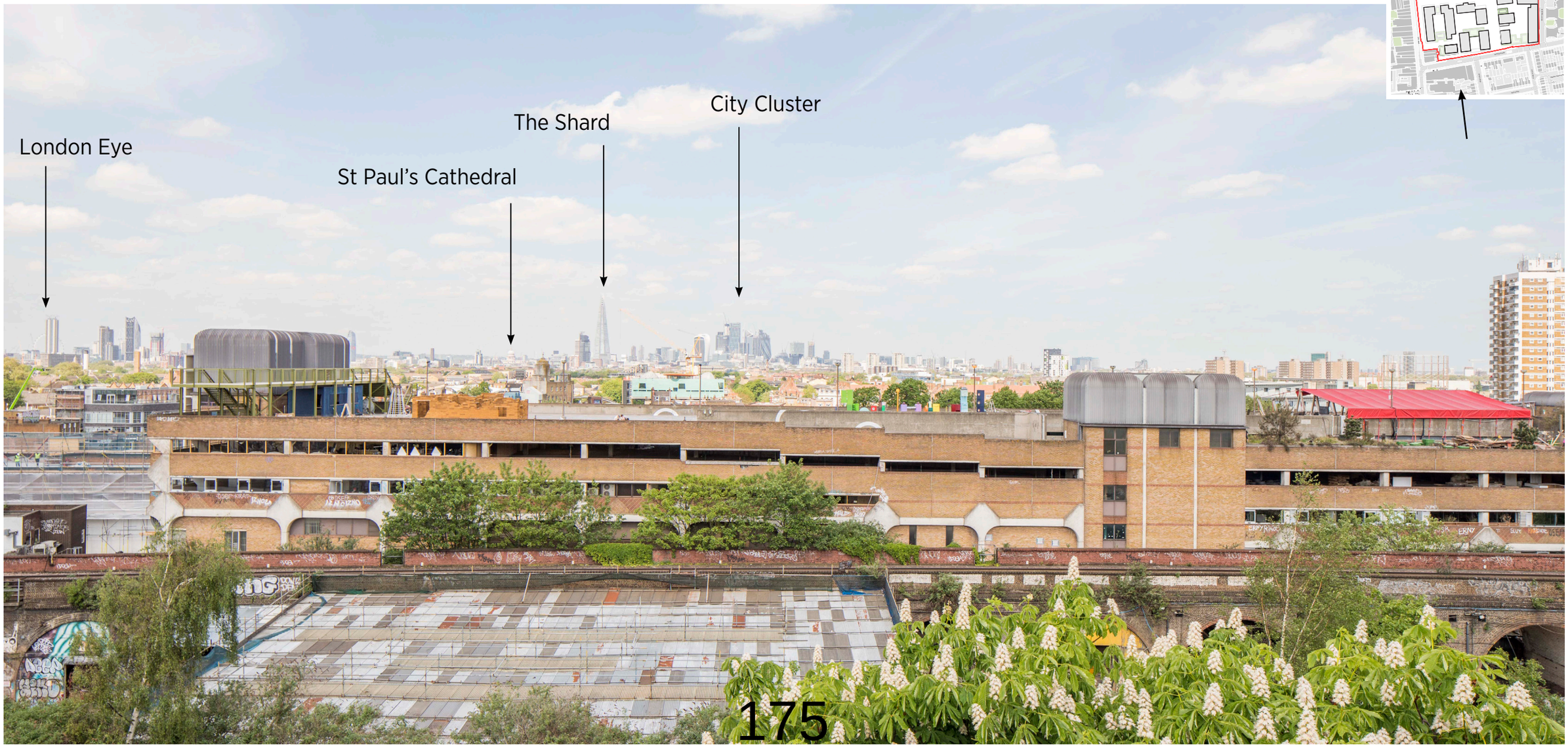
Key Plan





View 32: Existing View from Bussey Building West

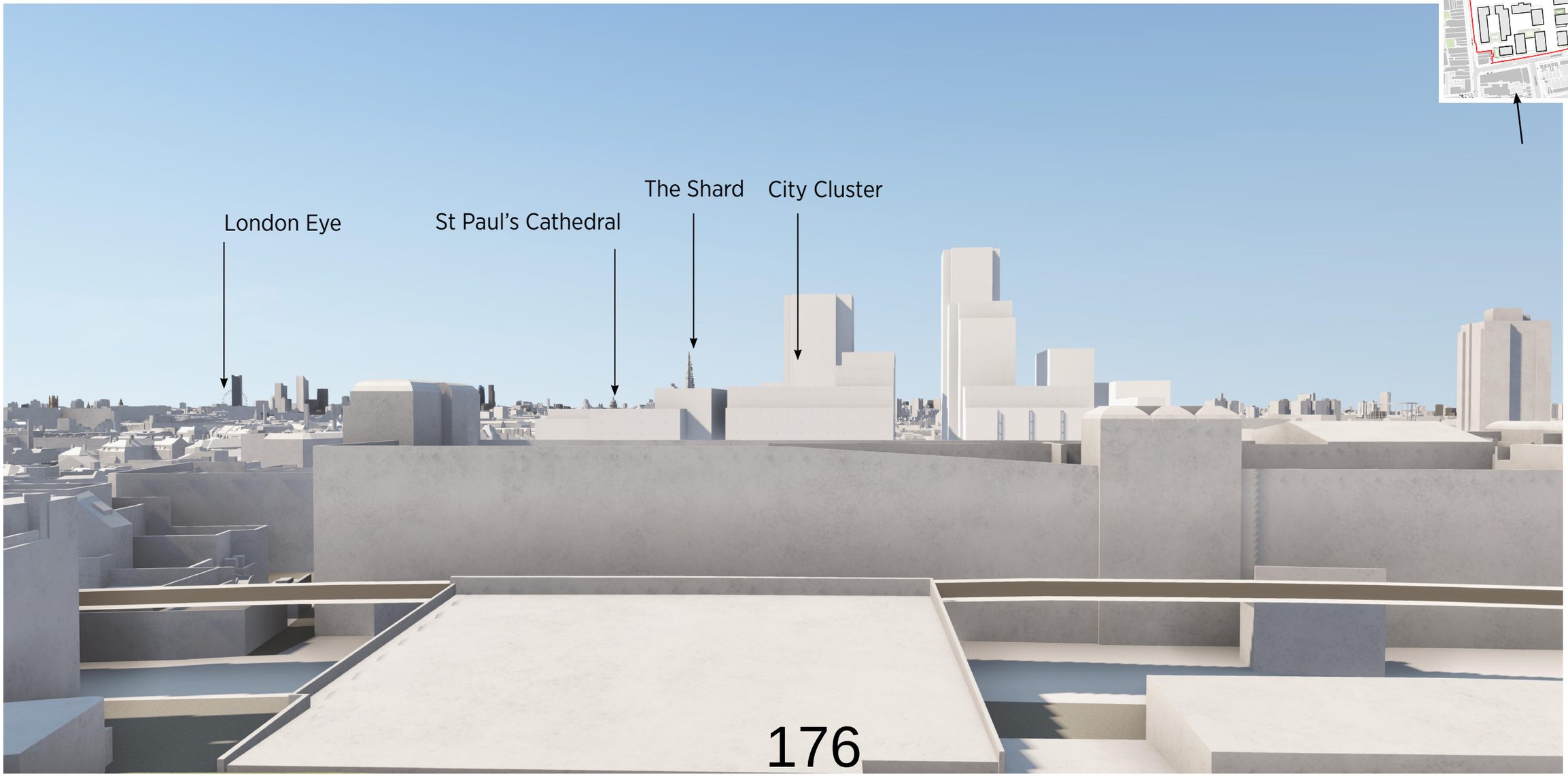
Key Plan



View 32: Proposal from Bussey Building West

Key Plan





View 35: Existing View from Peckham Hill Street

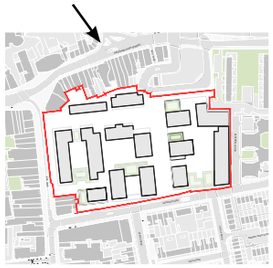
Key Plan

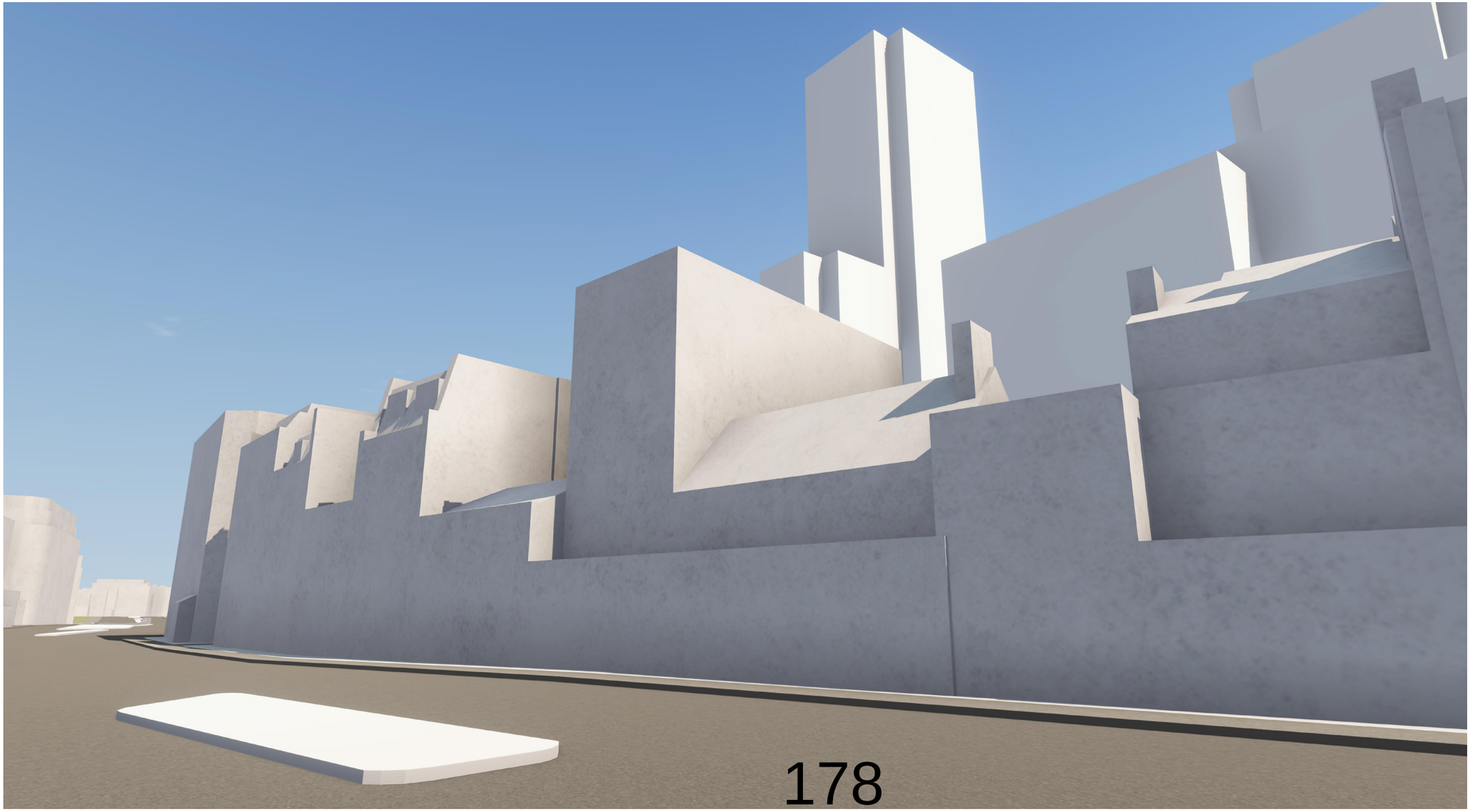




View 35: Proposal from Peckham Hill Street

Key Plan





Existing View from Rye Lane - Looking North



Proposed Rye Lane View Looking North



06

Residential Update

Typical Floor Plan

Total homes = 1050

Units per core average = 7.2

Dual aspect = 62%

Majority of cores receive daylight and fresh air through openable windows

Balconies shown where recessed or on corners, all other balconies where bolt-on are to be developed alongside façades.



Typical Upper Floor Plan



Upper Floor Plan



Playspace Strategy

Approx Playspace requirement = 3000 sqm

Approx 2500 sqm 0-11 years play,
Approx 500 sqm 12-17 years play

Majority of play to be located in phase 1 podium and linear park

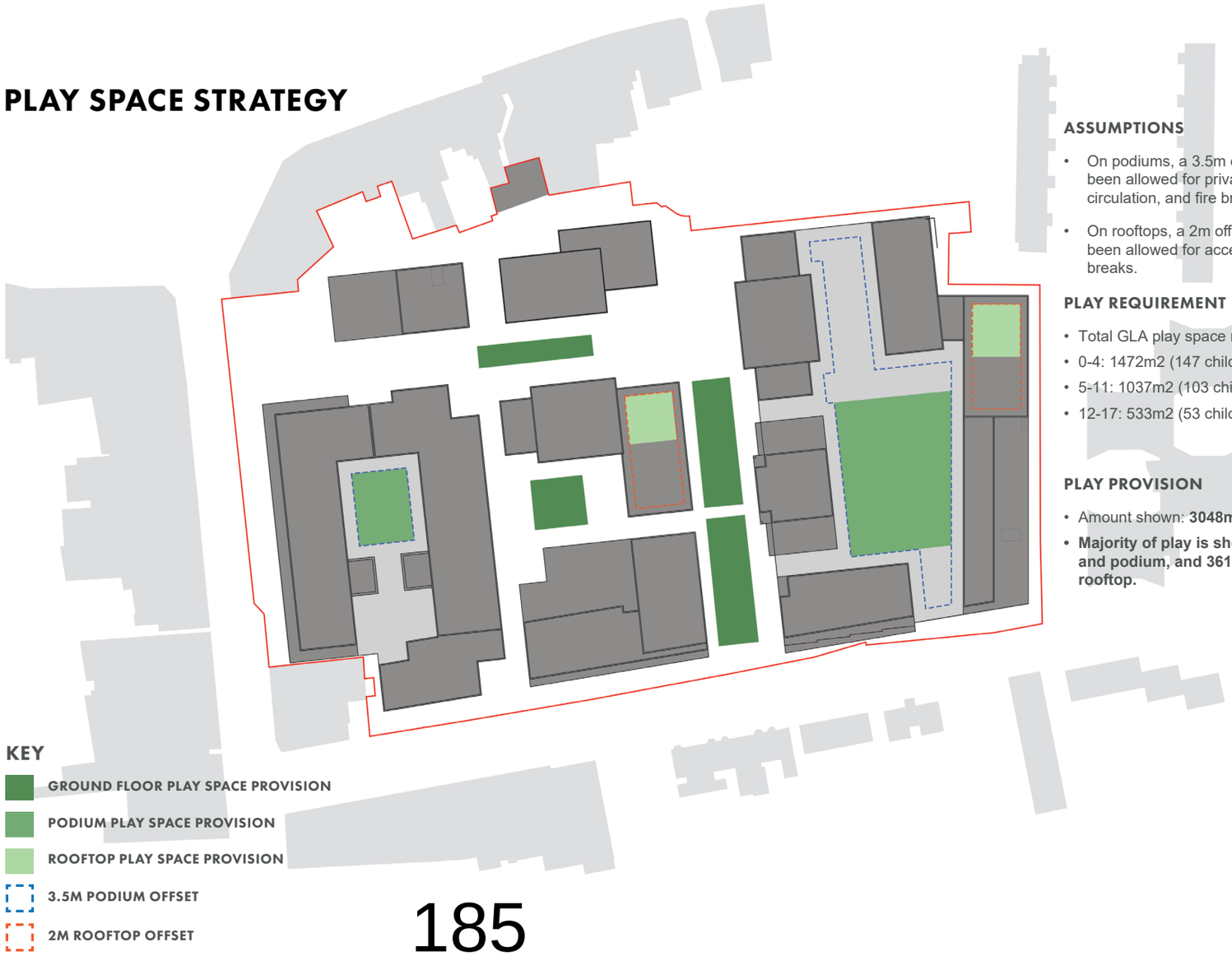
Additional play in courtyard, and on phase 2 podiums and rooftops.

Minimal play proposed in two retail focussed squares and east/west route



Example from Fabrik of playspace integrated with amenity and soft landscape

PLAY SPACE STRATEGY



ASSUMPTIONS

- On podiums, a 3.5m offset from the edge has been allowed for private amenity, access and circulation, and fire breaks.
- On rooftops, a 2m offset from the edge has been allowed for access and circulation and fire breaks.

PLAY REQUIREMENT

- Total GLA play space requirement: **3042.9m2**
- 0-4: 1472m2 (147 children)
- 5-11: 1037m2 (103 children)
- 12-17: 533m2 (53 children)

PLAY PROVISION

- Amount shown: **3048m2**
- **Majority of play is shown at groundfloor and podium, and 361m2 has been shown at rooftop.**

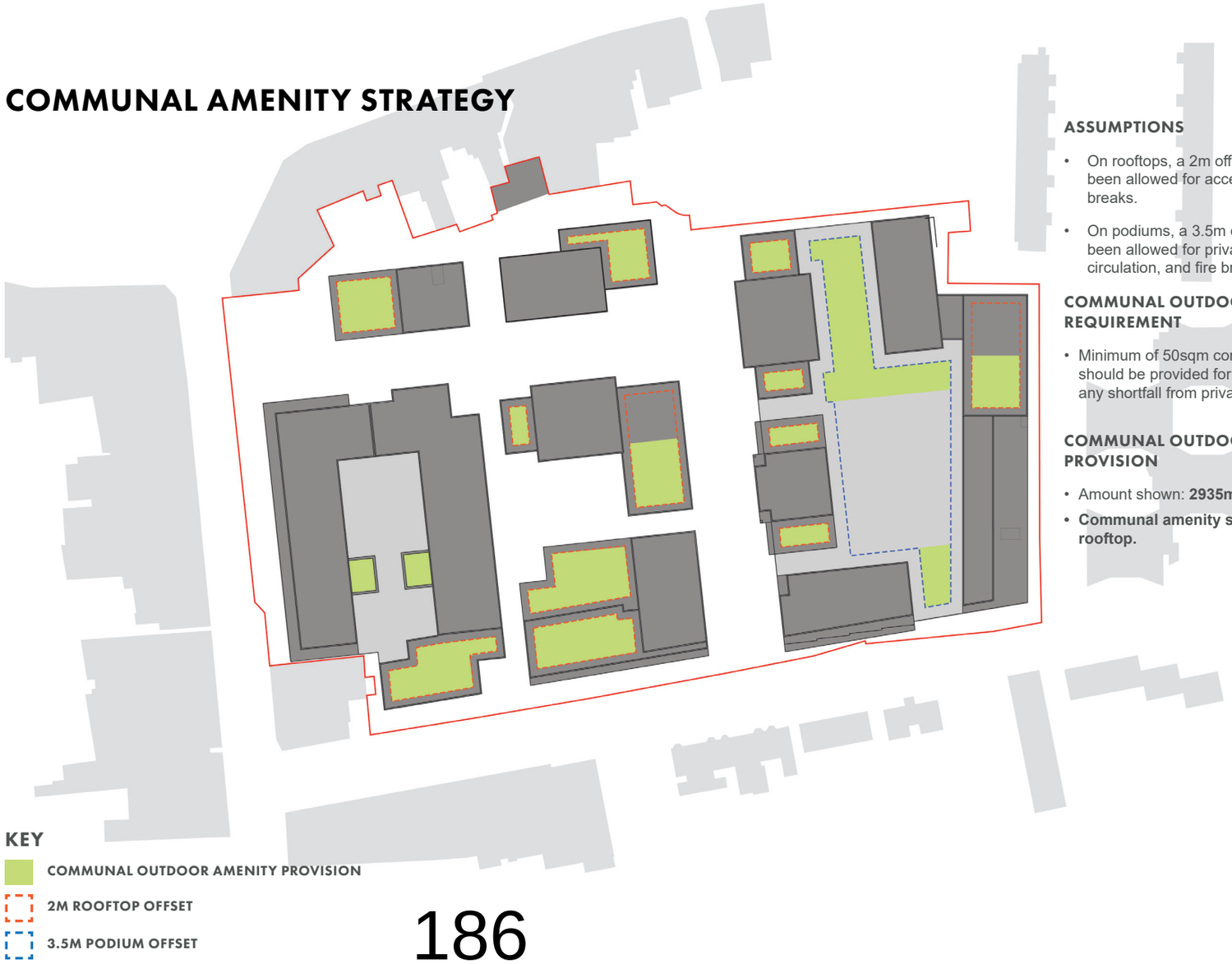
185

Rooftop amenity

Where buildings incorporate steps in the massing, the rooftops can be used for communal amenity space which can be accessed via an adjacent core.

All other rooftops will provide opportunities for biodiversity, photovoltaics or plant rooms.

COMMUNAL AMENITY STRATEGY



ASSUMPTIONS

- On rooftops, a 2m offset from the edge has been allowed for access and circulation and fire breaks.
- On podiums, a 3.5m offset from the edge has been allowed for private amenity, access and circulation, and fire breaks.

COMMUNAL OUTDOOR AMENITY SPACE REQUIREMENT

- Minimum of 50sqm communal amenity space should be provided for every block of flats, plus any shortfall from private amenity requirement

COMMUNAL OUTDOOR AMENITY SPACE PROVISION

- Amount shown: **2935m2**
- **Communal amenity shown at podium and rooftop.**

The Aylesham Centre

Supporting images for Technical note on Townscape: 27th September 2022

Berkeley
Designed for life



SHEPPARD ROBSON

Agenda

01 Massing Strategy
02 Approach to Rye Lane and the Conservation Area
03 Massing Proposals
04 Townscape Views

Site Location - Aerial Photo

The site is bounded by Rye Lane to the west of the site, Hanover Park to the south, Mckerrell Road to the east, and Peckham Bus Stand and Peckham High Street to the north.

The Aylesham Centre and Morrisons supermarket occupies the majority of the site area, with a surface car park and petrol filling station to the east. The car park is accessed via Hanover Park, with pedestrian access predominantly through the shopping centre from Rye Lane, or via Hanover Park and Peckham Bus Stand.

Existing servicing to the shopping centre is from the north road within the site area, accessed from the bus stand.

Key

1. Aylesham Centre
2. Morrisons supermarket
3. Surface car park - 363 car capacity
4. Petrol filling station
5. Aylesham Centre servicing road and loading bays.



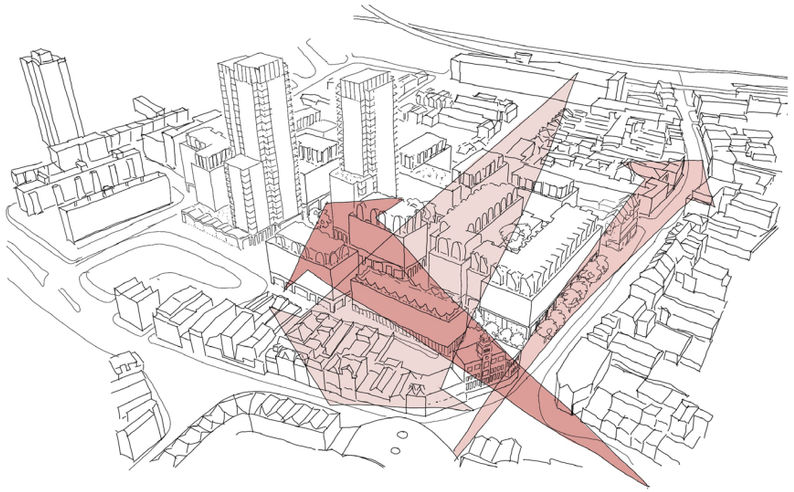
190

01

Massing Strategy

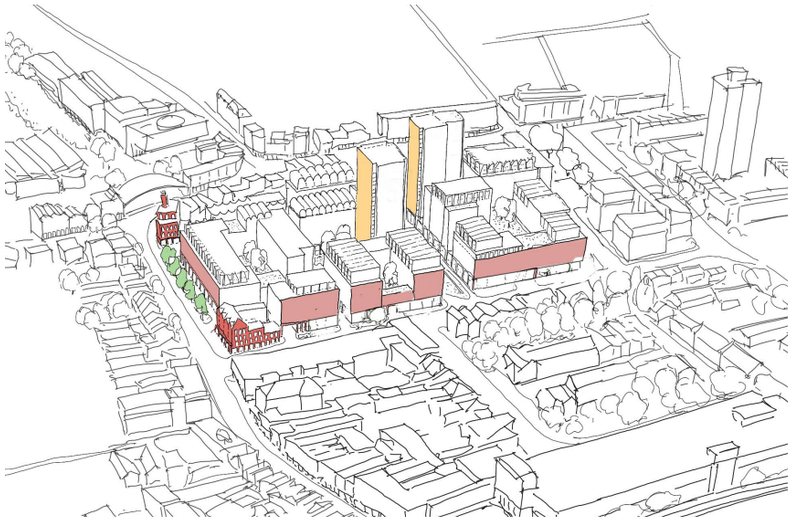
Massing Proposals: Design Narrative

1: Local views and heritage



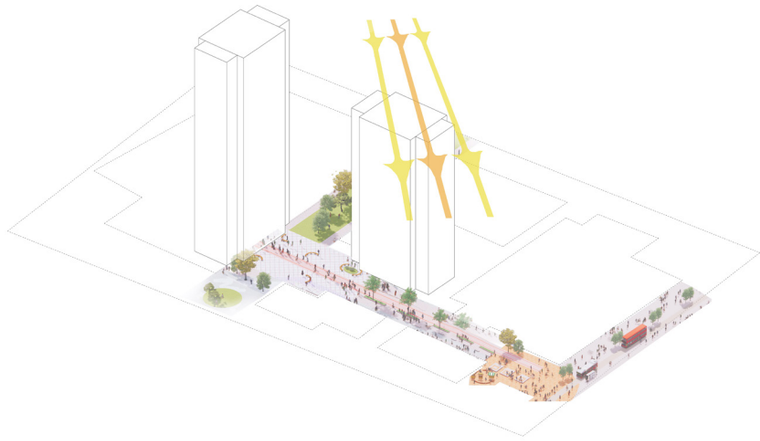
Proposal addresses key views and townscape, considering where building height and massing is best located

2: Immediate neighbours



Proposal addresses site edges

3: Tall Buildings Strategy



Proposal incorporates 2 marker buildings as a focal point at the end of the retail street and addressing the courtyard

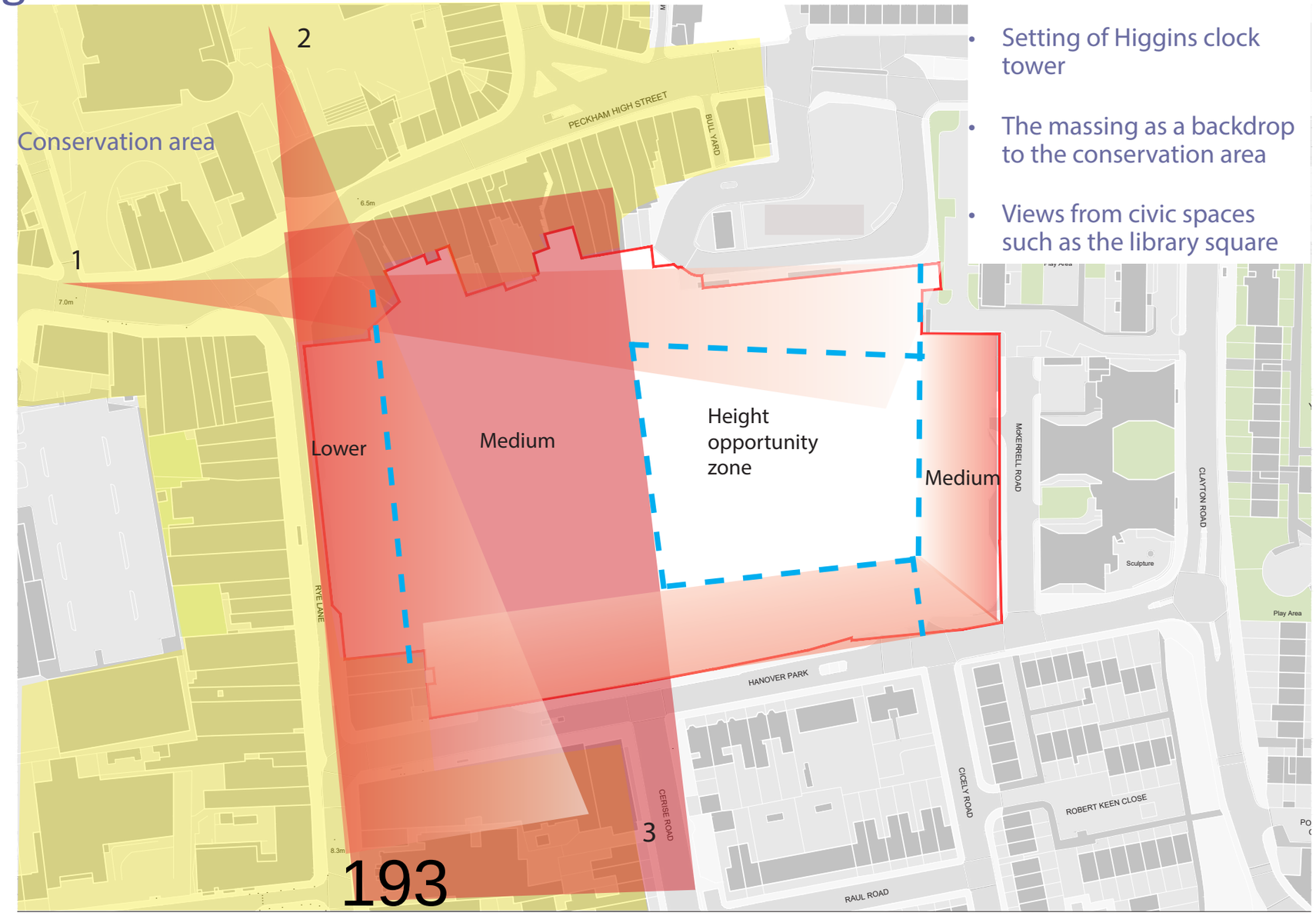
192

1: Local Views and Heritage







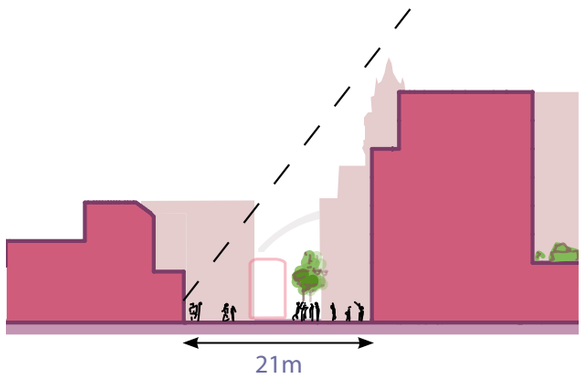


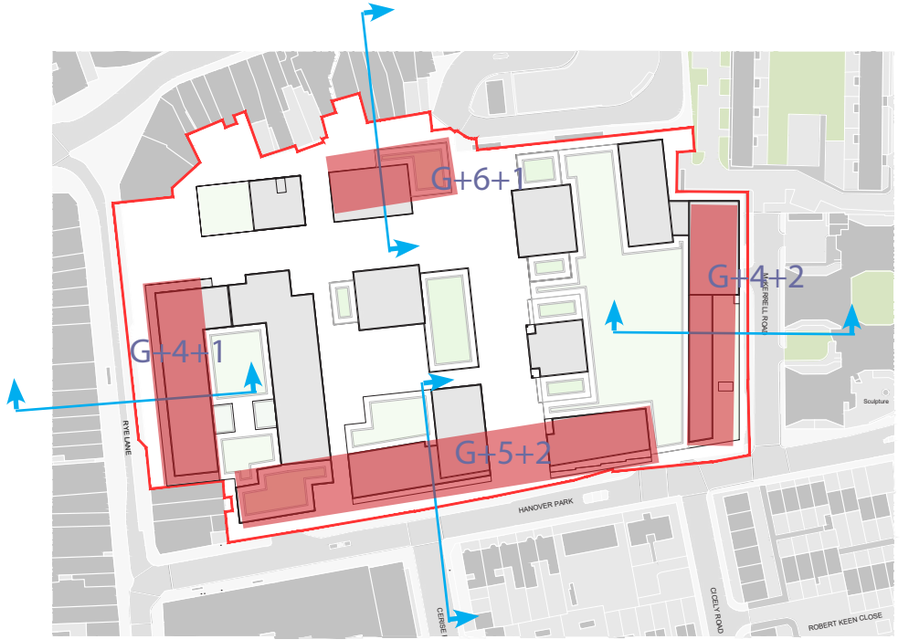
Considerations

- Setting of Higgins clock tower
- The massing as a backdrop to the conservation area
- Views from civic spaces such as the library square

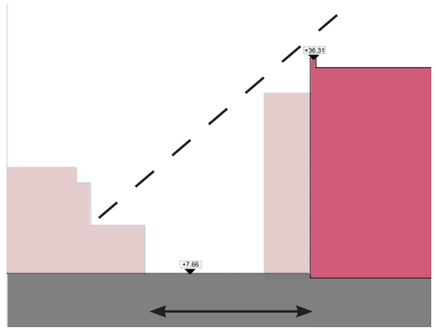
2: Immediate Neighbours

Rye Lane



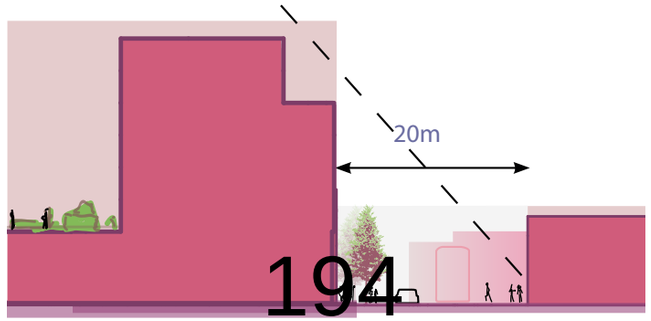


Peckham High Street

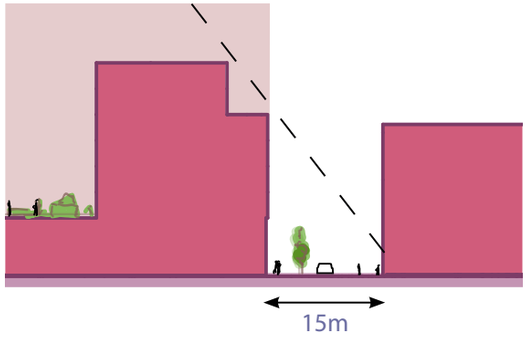


- On three sides of the site parapets define an appropriate height for the buildings in relation to the neighbours opposite
- In each case there are one or two floors above the parapet that are set back and will have articulation to define a roofscape

Hanover Park

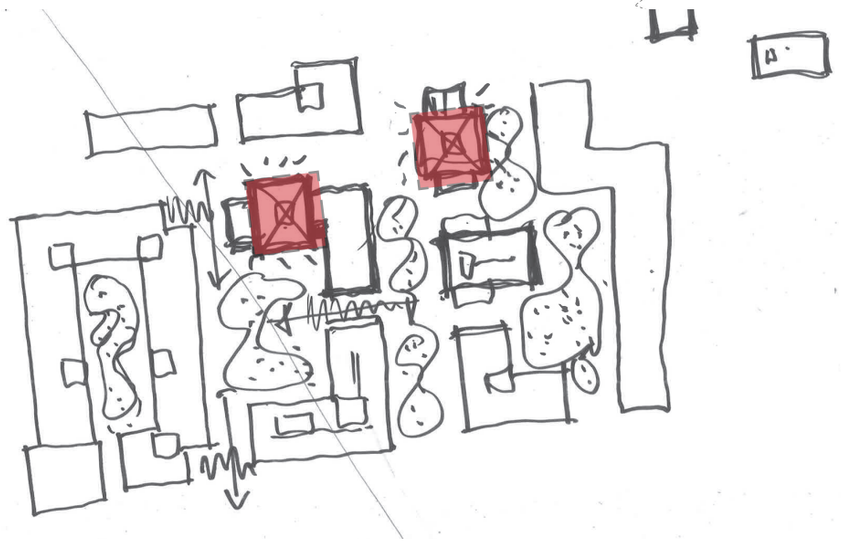


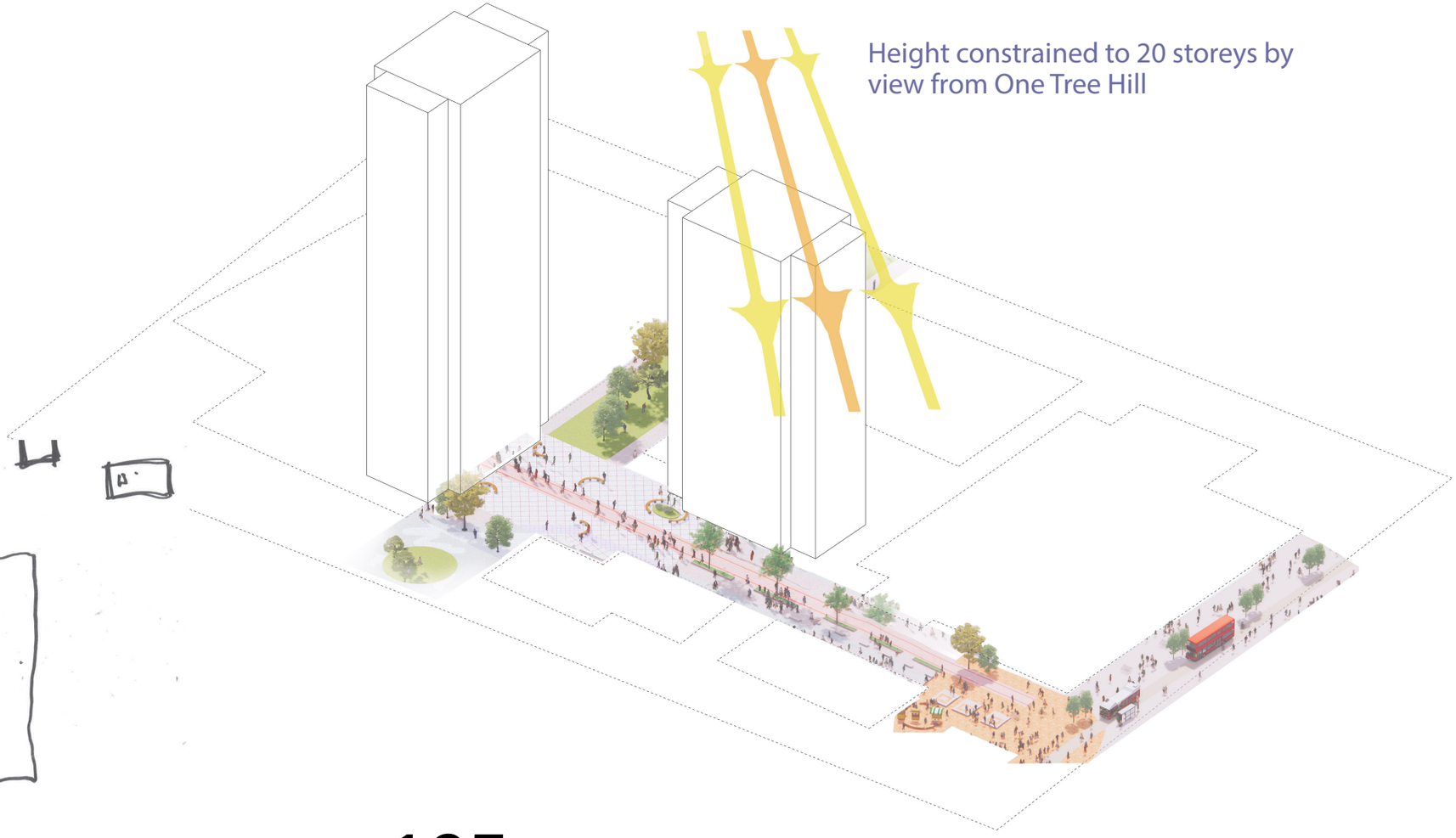
McKerrell Road



3: Tall Buildings Strategy

- Tall buildings act as markers and focal points for the development
- Make a contribution to enclosing/ creating a focus to the public realm
- Located to avoid overshadowing to neighbouring buildings





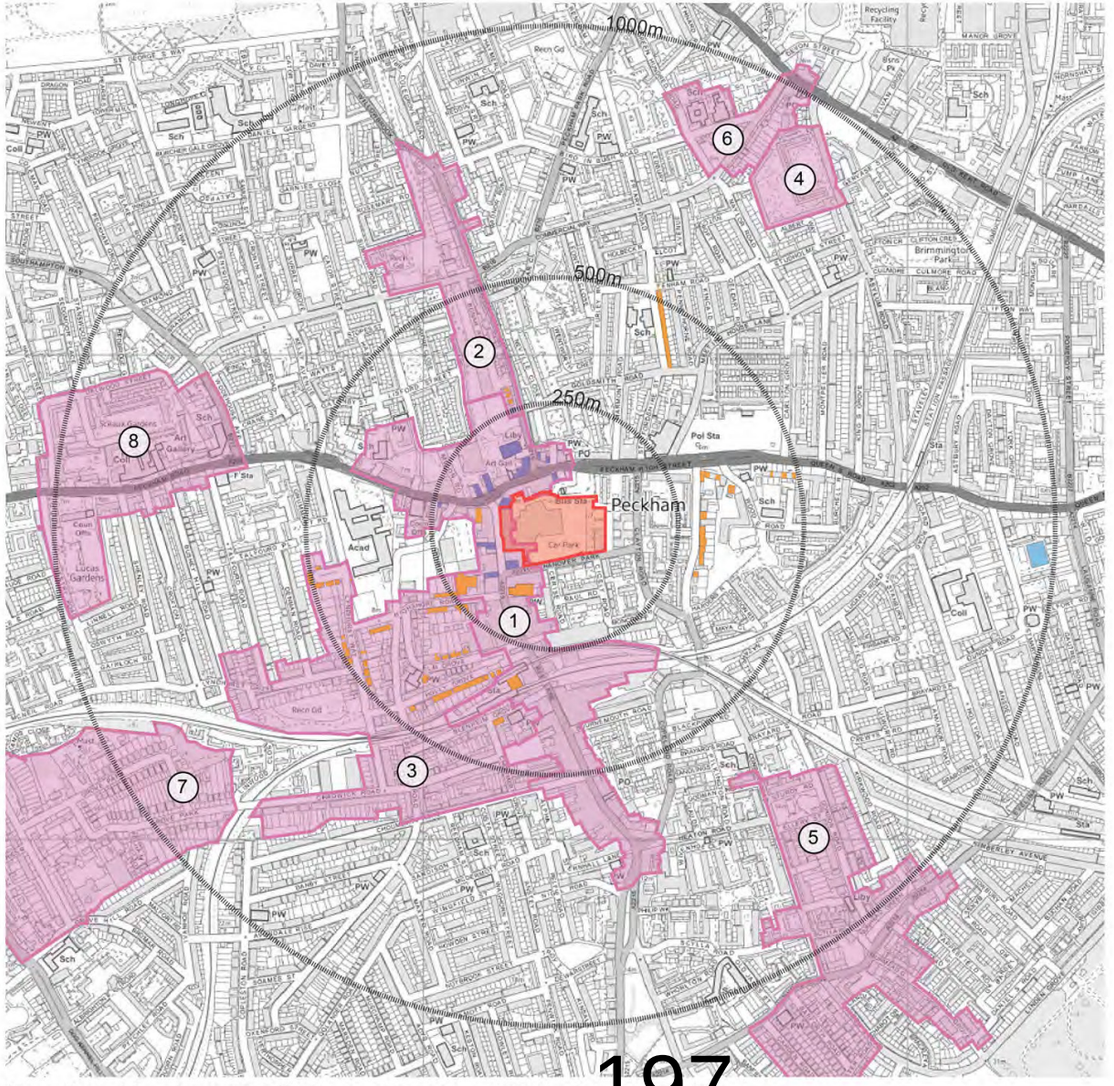
Height constrained to 20 storeys by view from One Tree Hill

195

02

Approach to Rye Lane and the Conservation Area

Heritage and Conservation Map



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Approximate Site boundary marked in red for indicative purposes only. Approximate 1000m, 500m and 250m radii are marked on the map. All heritage assets within a 250m radius are identified on the map. Listed buildings and conservation areas within a 500m radius are identified. Conservation areas and Grade I & II* listed buildings are indetified within the 1000m radius.

Conservation areas are identified below.

Listed buildings:

- Grade II* listed building
- Grade II listed building
- Locally listed building

Conservation areas:

1. Rye Lane Peckham Conservation Area
2. Peckham Hill Street Conservation Area
3. Holly Grove Conservation Area
4. Caroline Gardens Conservation Area
5. Nunhead Green Conservation Area
6. Kentish Drovers and Bird in Bush Conservation Area
7. Camberwell Grove Conservation Area
8. Sceaux Gardens Conservation Area

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Heritage and Conservation around the site

The north and west boundaries of the site lie within the Peckham Conservation Area.

The Peckham Townscape Heritage Initiative is a project funded by the Heritage Lottery Fund and Southwark Council which aims to contribute to the improvement of Peckham's town centre for the benefit of everyone who lives, visits and works there.

(1) Peckham Library

(2) Higgins Clock Tower

(3) 58 Peckham High Street

(4) 47-49 Rye Lane

(5) Post Office Depot

(6) Rye Lane Chapel

THI Heritage Cluster

Conservation Area Boundary

THI Heritage Boundary

High Priority

Medium Priority

ReservePriority

English Heritage Listed (II) Building







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Masterplan Sketch Plan

Buildings set-back 6m from Rye Lane

Public square to act as gateway into the site

Retail lined east-west axis leads to Morrisons entrance

Courtyard maintains permeability to allow diagonal routes through the site

Variety of public spaces throughout plan



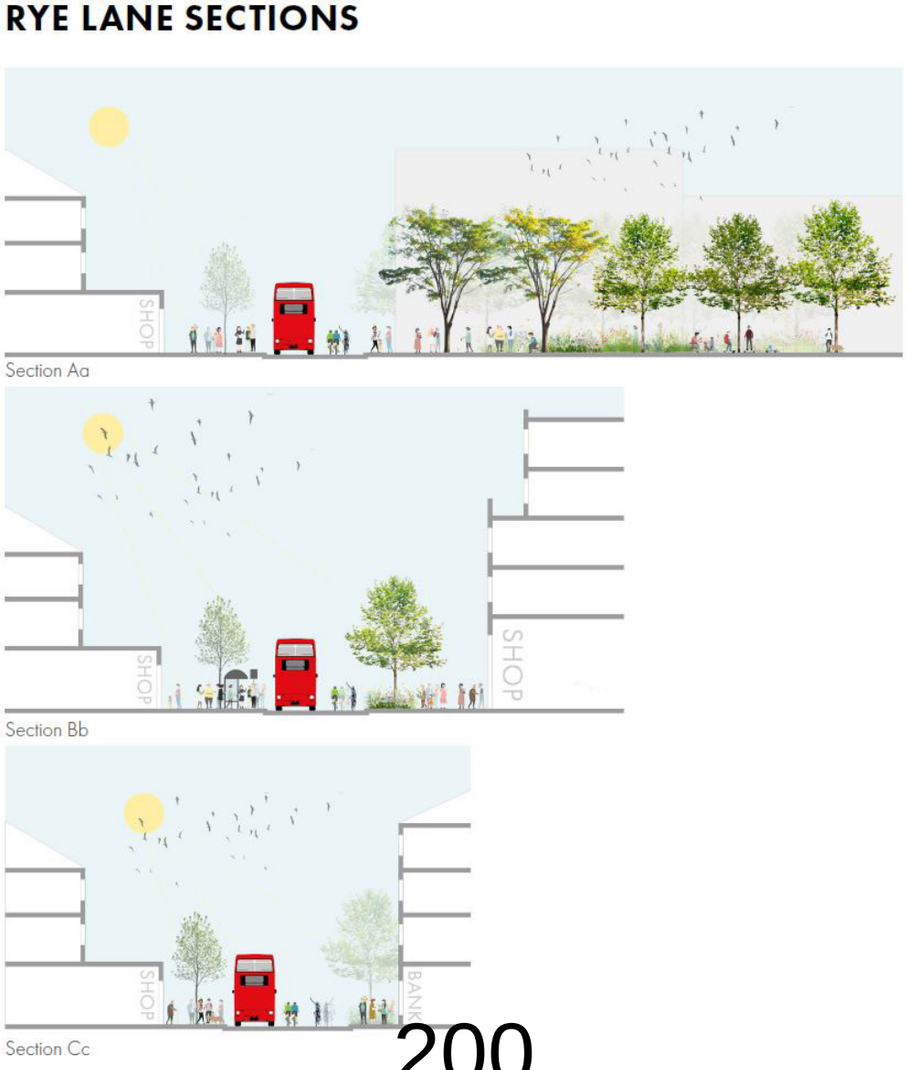
199

Rye Lane Proposal

- Widen Rye lane by 6m from existing building line
- Increasing width of Rye Lane from 15m to 21m

The widening of Rye Lane allows us to:

- Open up the street at the top end as a gateway into the site
- Widen the cycle lane to make it two way
- Add trees and urban greening
- Widen the pavement on the east side of Rye Lane in front of the shops





200

Widening Rye Lane & Opening Up Corners

1

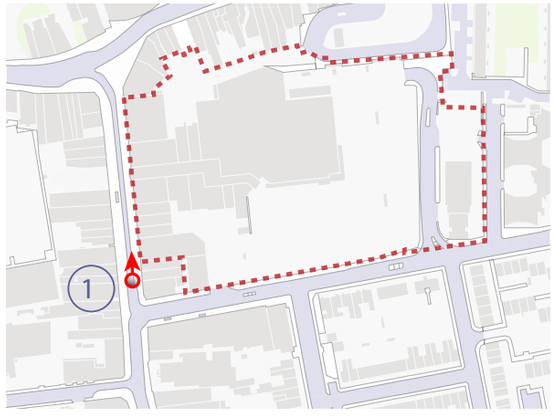


Existing

Setting the buildings back creates a new vista towards the Clock Tower

Proposed





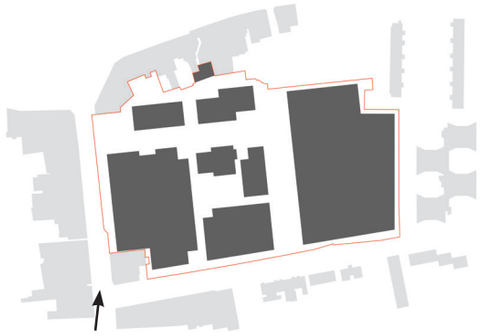


201

Rye Lane Collage - View Looking North

Existing





Proposed



202

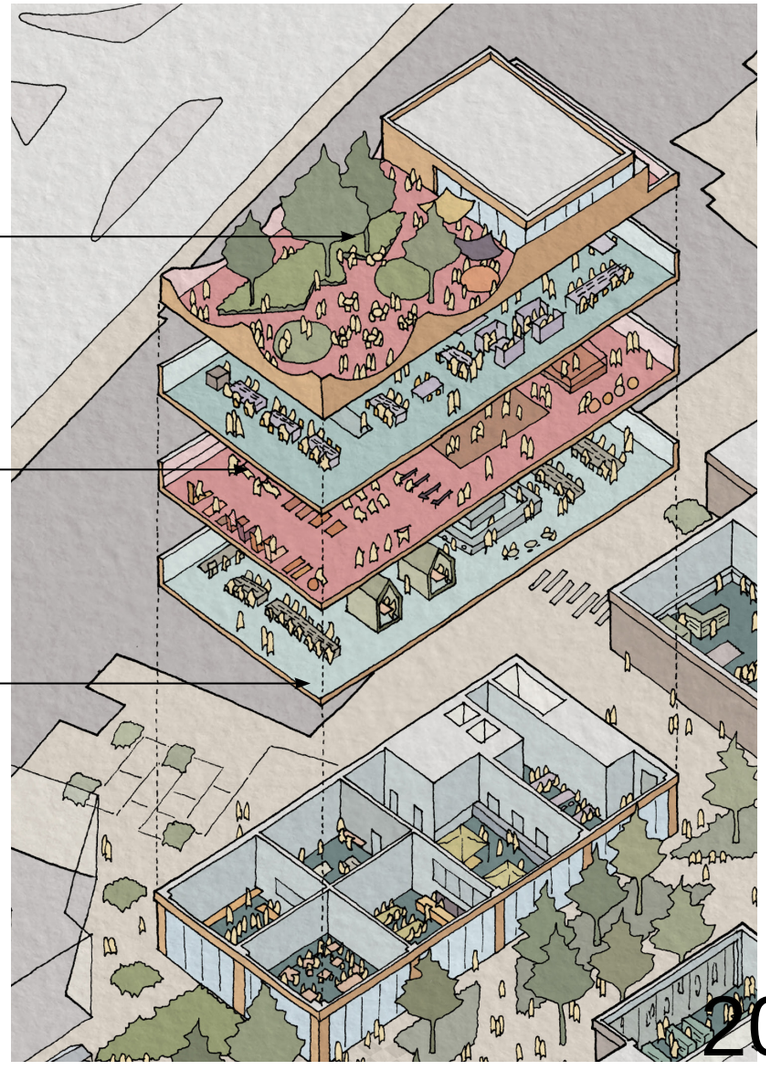
The Pavilion: A Multi-Level Flexible Building

Potential future uses

Rooftop bar and viewing platform

Three floors of workspace or community use

Active use at ground floor eg: restaurant



Screens back of Peckham High Street

Prime frontage at gateway to site

Non-residential use allows closer proximity to residential opposite

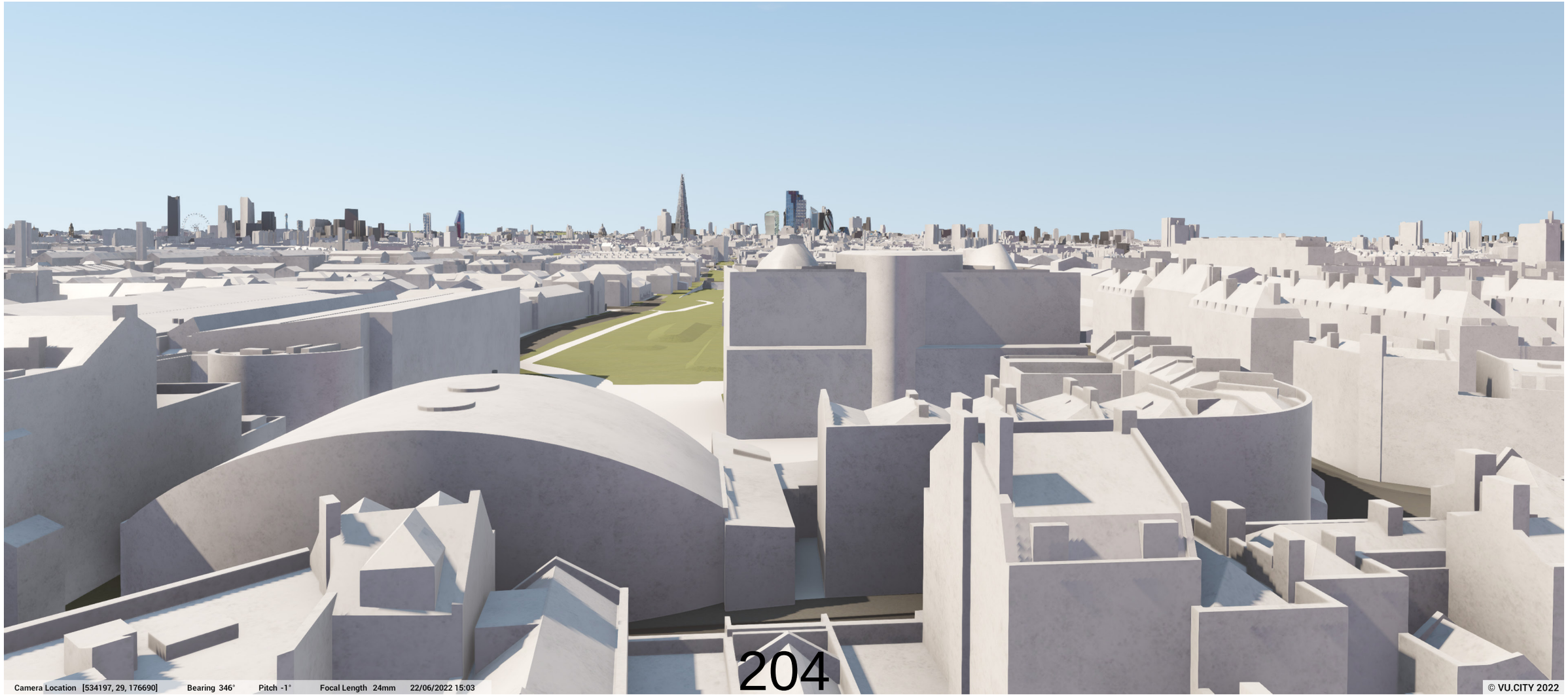


Artists's impression



203

View from the Pavilion Roof at 4th Floor



A New Public Space for Rye Lane



03

Massing Proposals

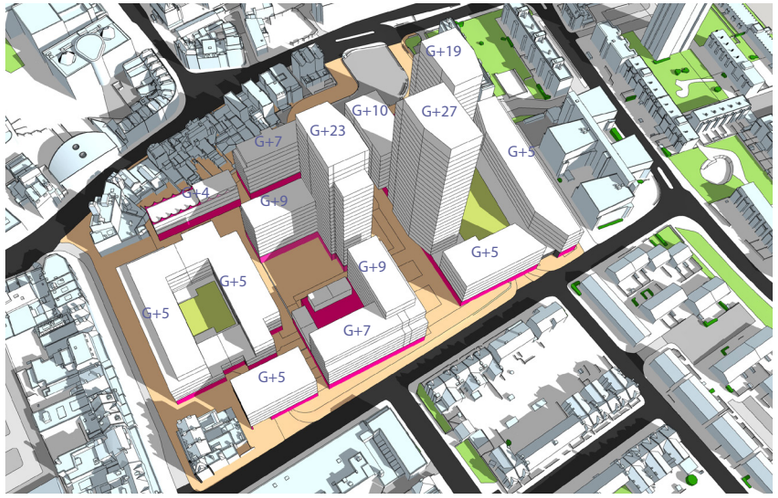
Massing Evolution

Following the consultation meetings with LB Southwark in April, alternative massing arrangements were tested for sunlight and in VU City with the townscape consultant, this allowed an informed approach to the revised massing proposals



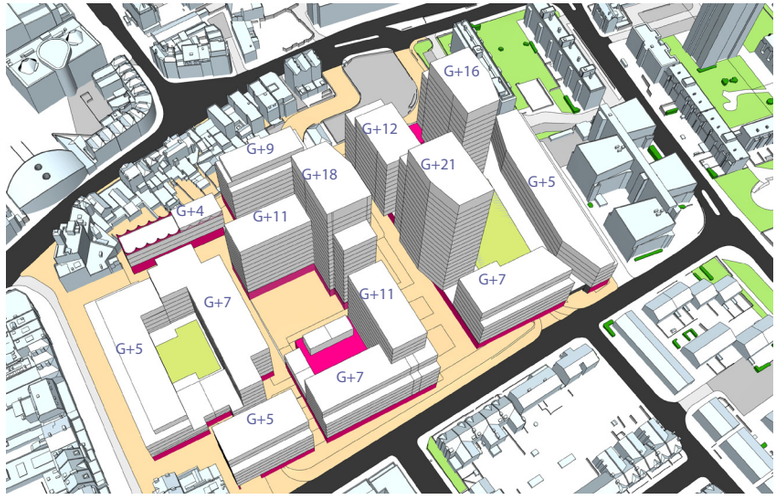
Consistent height everywhere

- All buildings 11 storeys except Rye Lane at 9 storeys
- No tall buildings
- Bulky massing at site edges
- Worst performance in sunlight & daylight



Large variation in height

- Three buildings over 20 storeys
- Massing at site edges is much reduced
- Three tall buildings difficult to justify in townscape views
- Best performance in sunlight & daylight



Balance of the two

- One tall building over 20 storeys
- Two taller buildings but under 20 storeys
- Massing at site edges reduced
- Balance of the best elements of the other two studies

Sunlight Analysis

Consistent height everywhere



1/3 of public amenity spaces pass

None of podium amenity spaces pass

Large variation in height

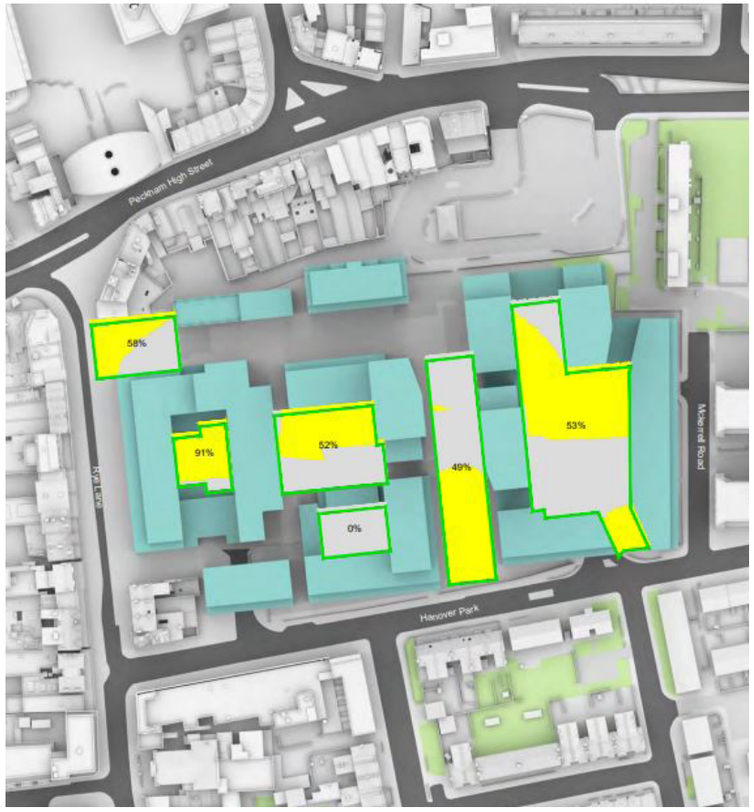


All key public amenity spaces pass

Both key podium amenity spaces pass

208

Balance of the two



2/3 of public amenity spaces pass
- linear park just under and can be addressed

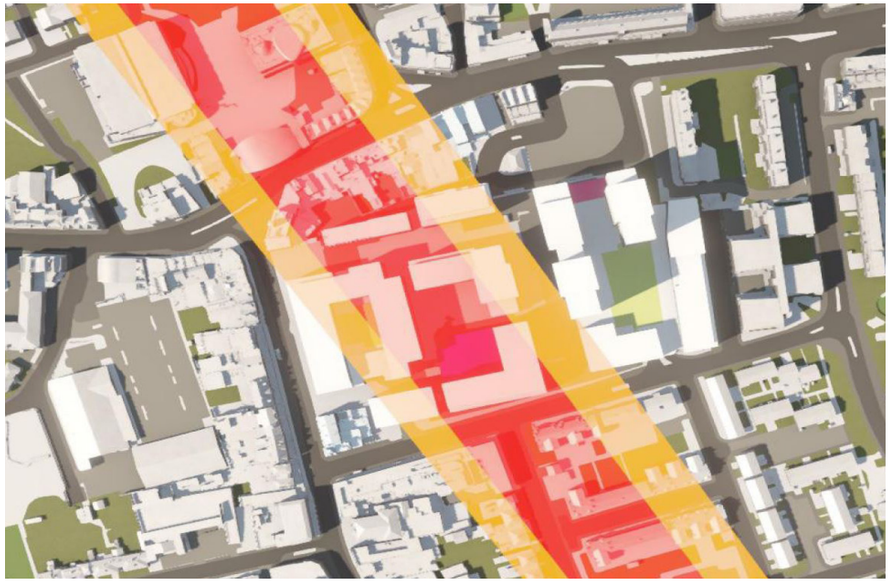
Both key podium amenity spaces pass

One Tree Hill Viewing Corridor

The scheme has been designed to sit below the threshold plane of the Landmark Viewing Corridor (LVC) and the Wider Setting Consultation Area (WSCA), in order to ensure that proposed development does not harm a viewer's ability to recognise and appreciate St Paul's Cathedral from One Tree Hill.

The taller elements of the proposed development sit out side both the LVC and WSCA and seek to consolidate and improve the composition of existing and emerging clusters of tall buildings. The proposals seek to fit within the prevailing pattern of buildings and spaces.





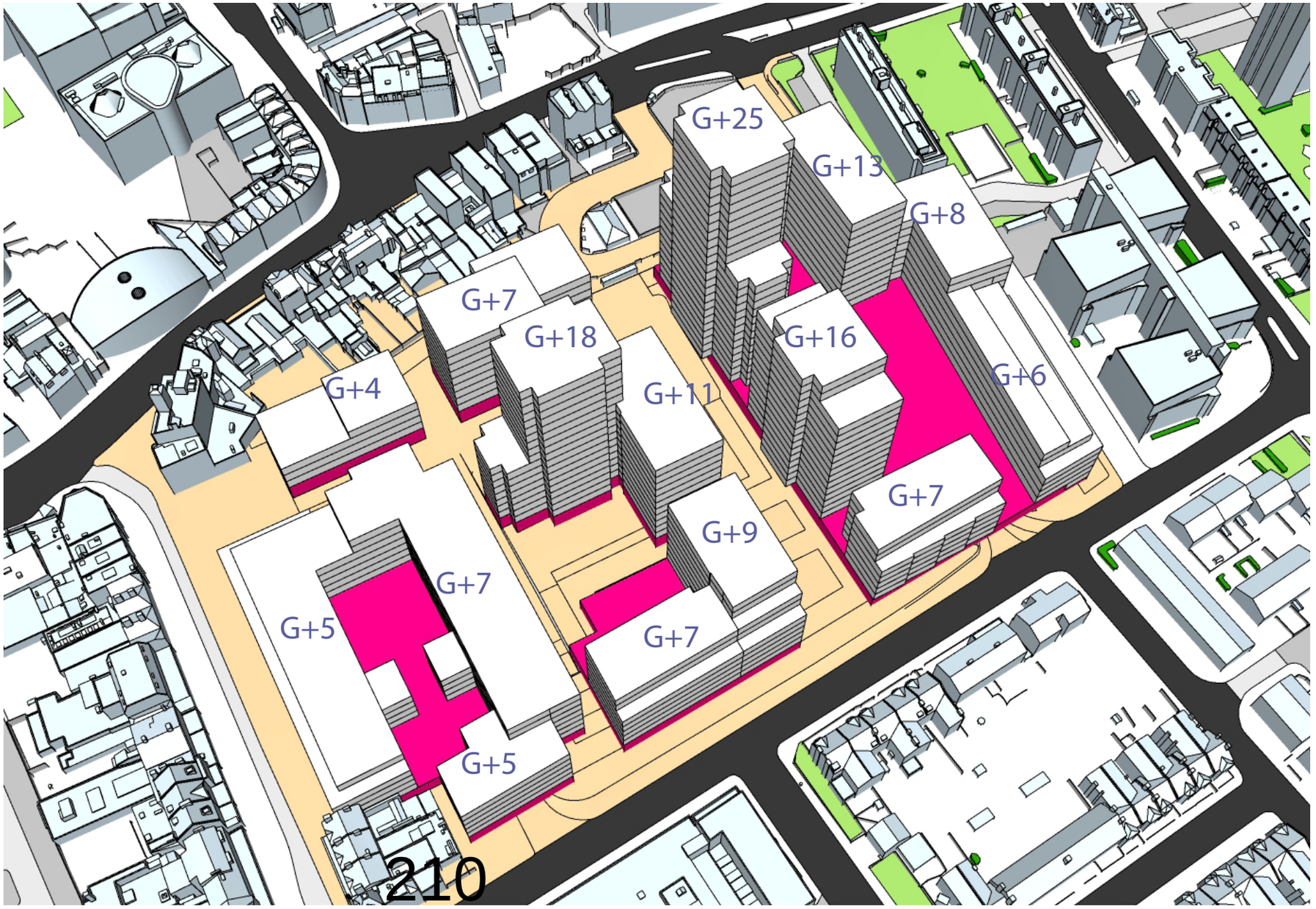
209

Massing Diagram

1050 homes

One building over 20 storeys

Two other taller buildings that address key spaces



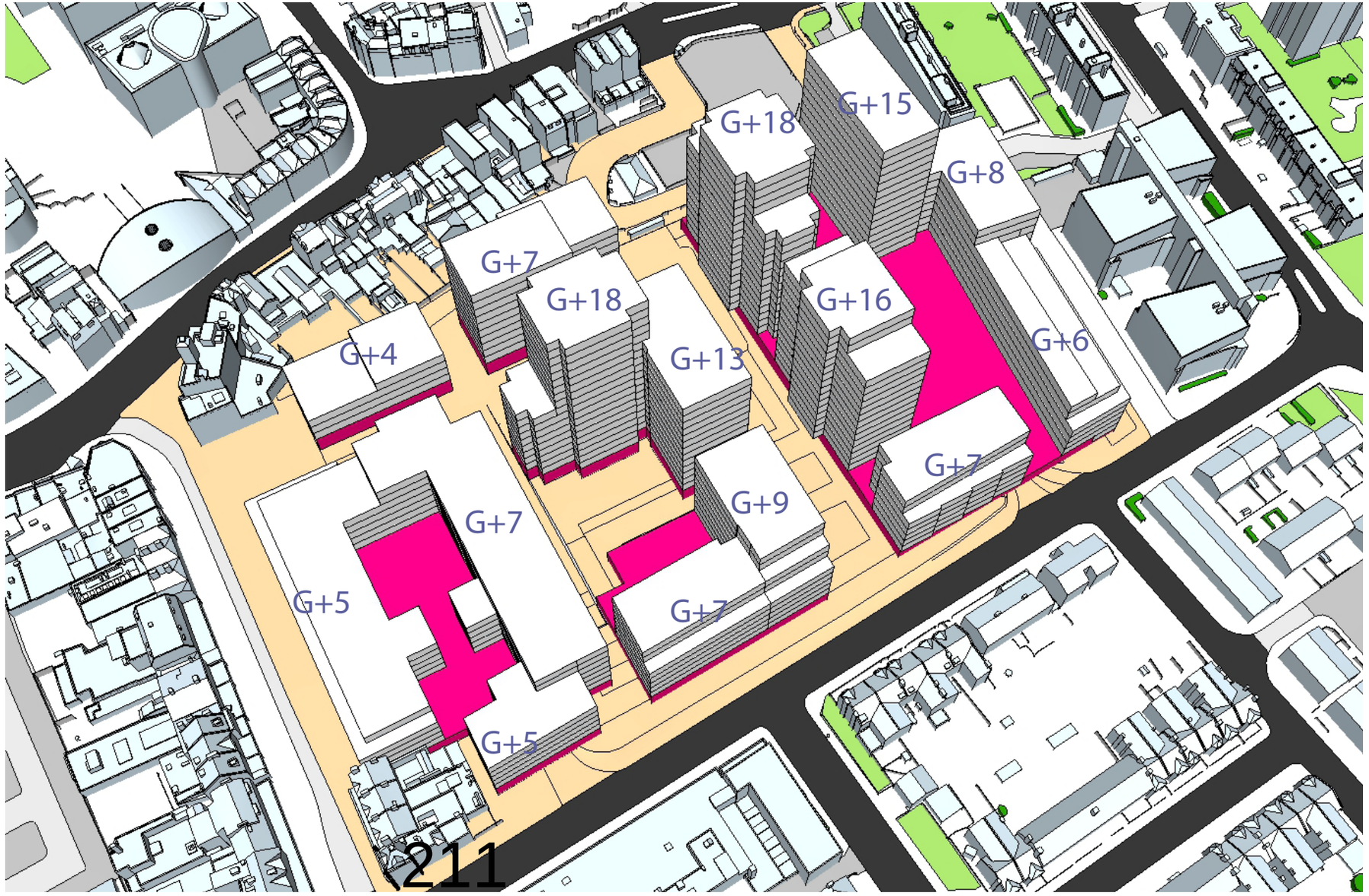
Massing Diagram with main tower reduced to 20 storeys

M1 loses 7 storeys (7x4)

M4 gains 2 storeys (2x7)

C3 gains 2 storeys (2x6)

R1/C2 gain 1 unit each

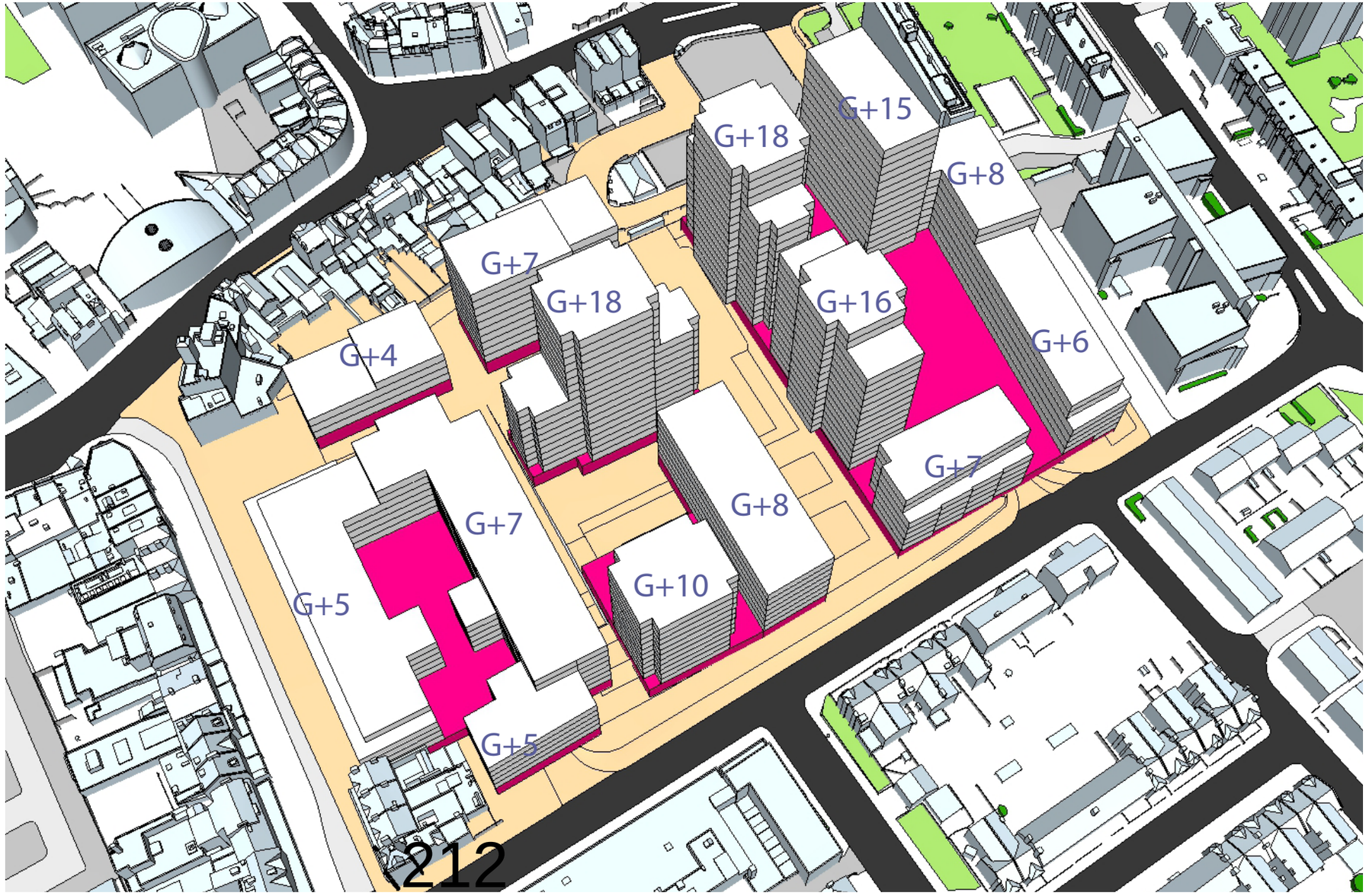


Same Massing with Latest Masterplan

1050 homes

M1 at G+18

Height re-distributed to other blocks



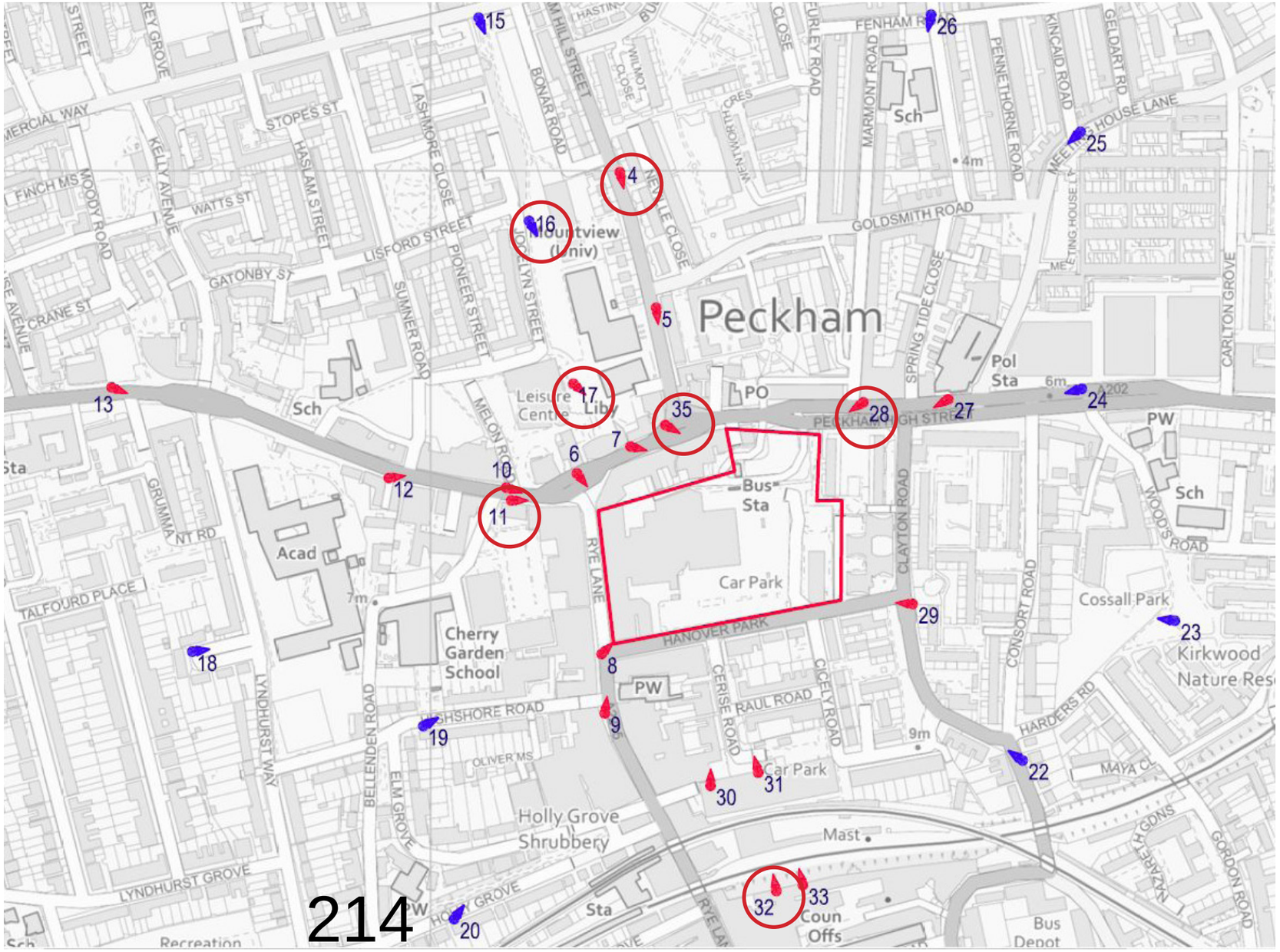
04

Townscape Views

Townscape Views Map

The following views have been tested in VU City

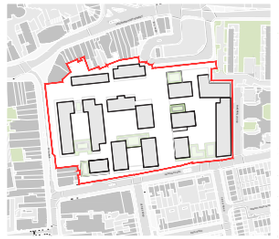
These views were discussed and selected in discussion with the Townscape Consultancy and some additional views have been added which have been taken from the list of verified views.



View 4: View from Peckham Hill Street

Key Plan

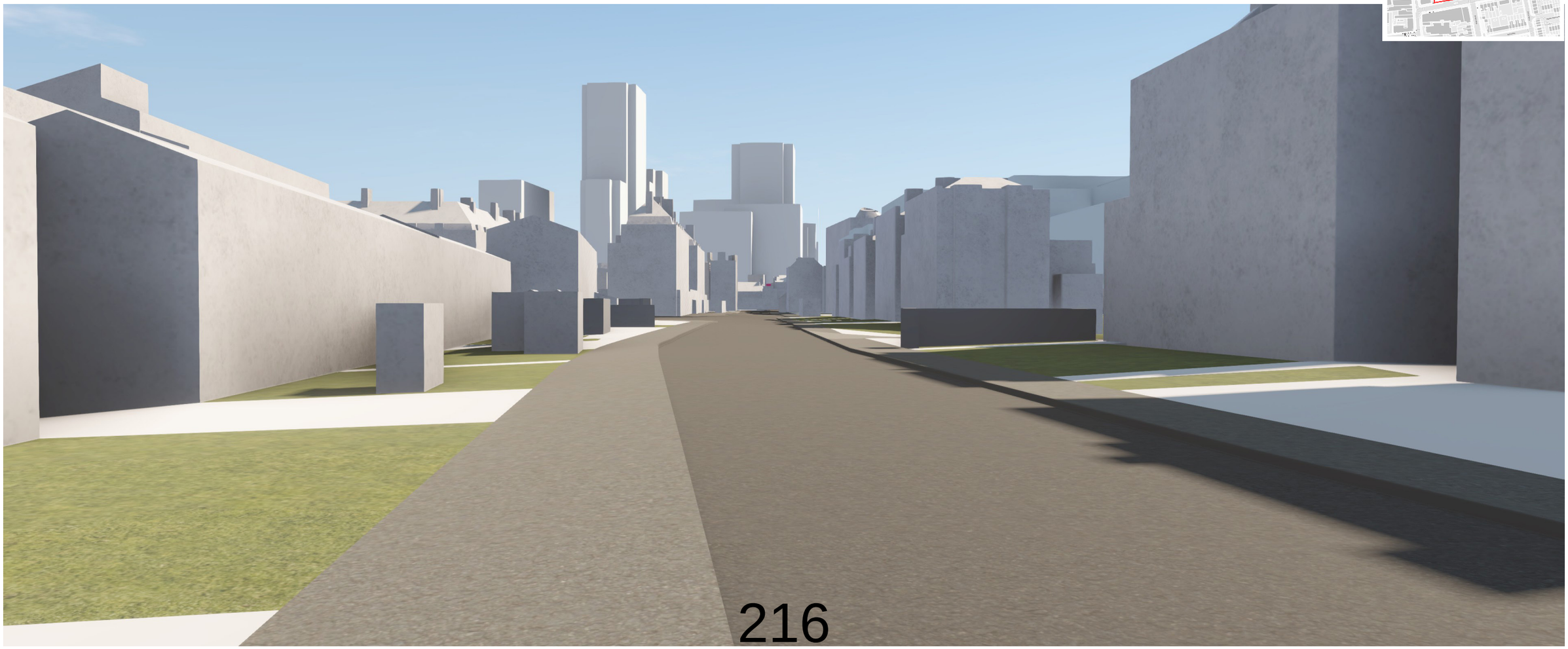




View 4: From Peckham Hill Street - Pre-app 3

Key Plan

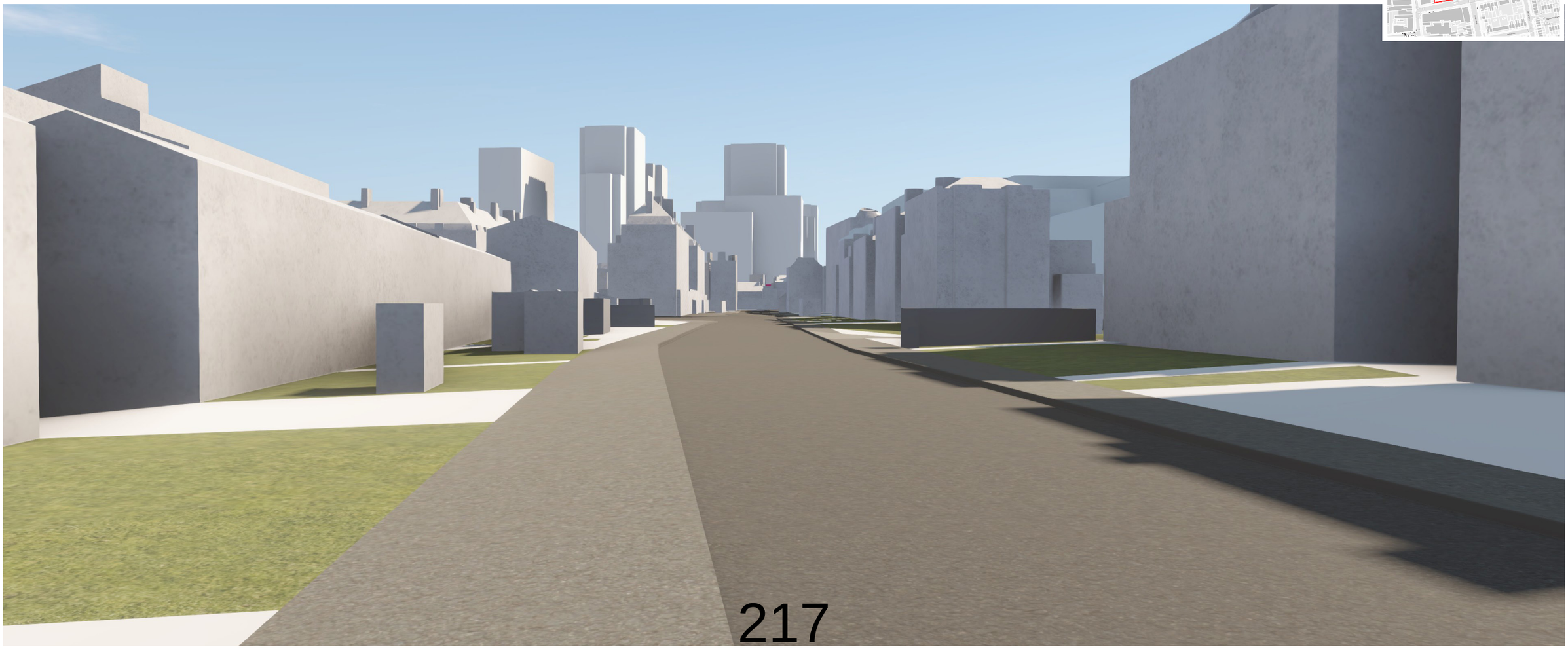




View 4: From Peckham Hill Street at 20 storeys

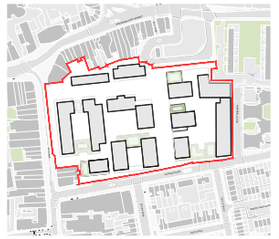
Key Plan





View 16: View from Surrey Canal Path

Key Plan





View 16: Proposed Massing from Surrey Canal Path - Pre-app 3

Key Plan



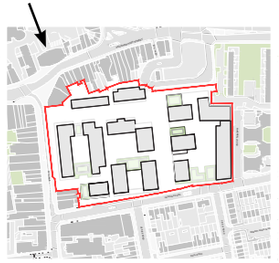
View 16: Proposed Massing from Surrey Canal Path at 20 storeys

Key Plan



View 17: View from Library Square

Key Plan





View 17: Proposed massing from Surrey Library Square - Pre-app 3

Key Plan



View 17: Proposed massing from Surrey Library Square at 20 storeys

Key Plan



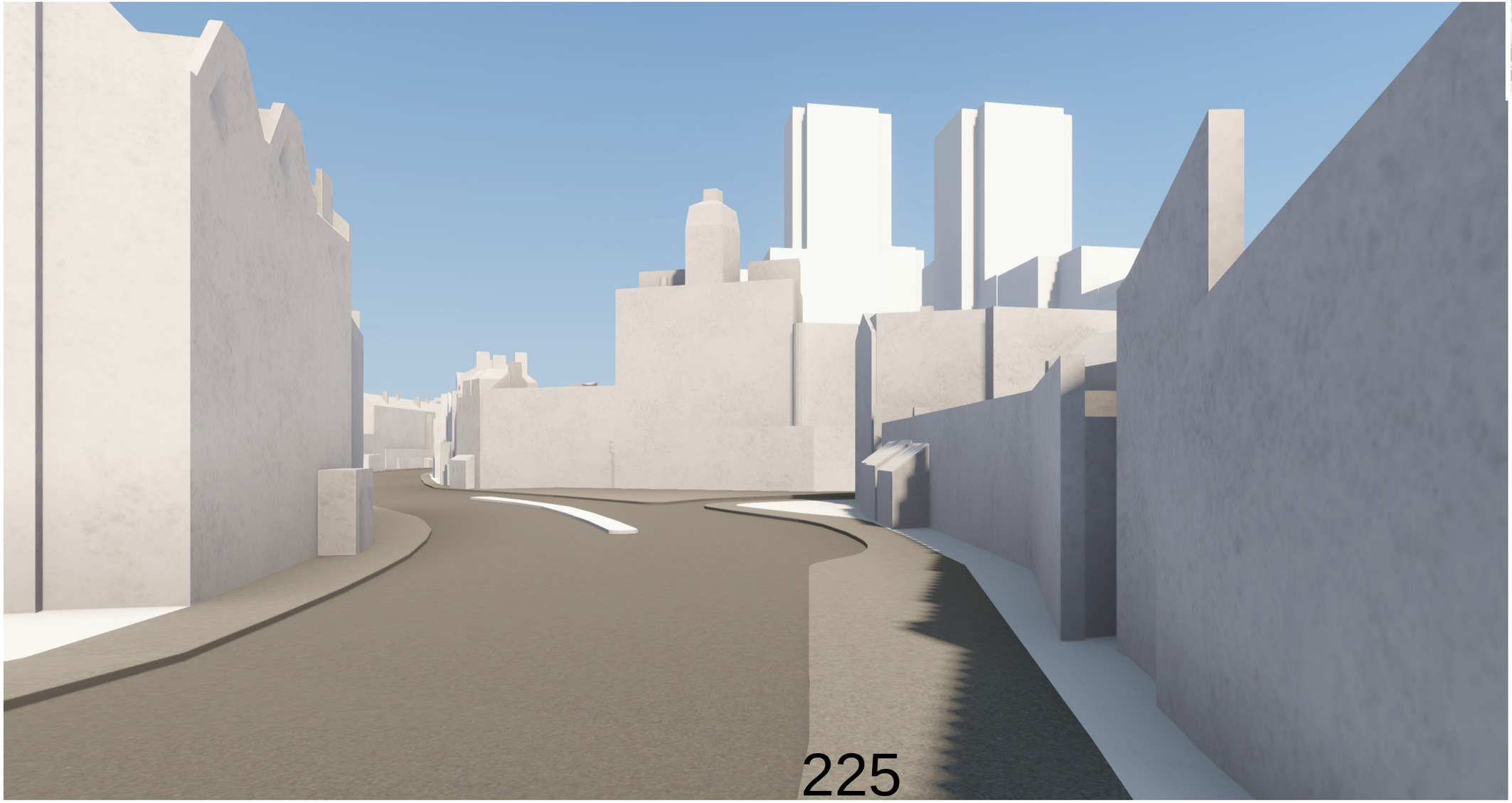
View 11: Existing view from Peckham Road

Key Plan



View 11: Proposed Massing from Peckham Road - Pre-app 3

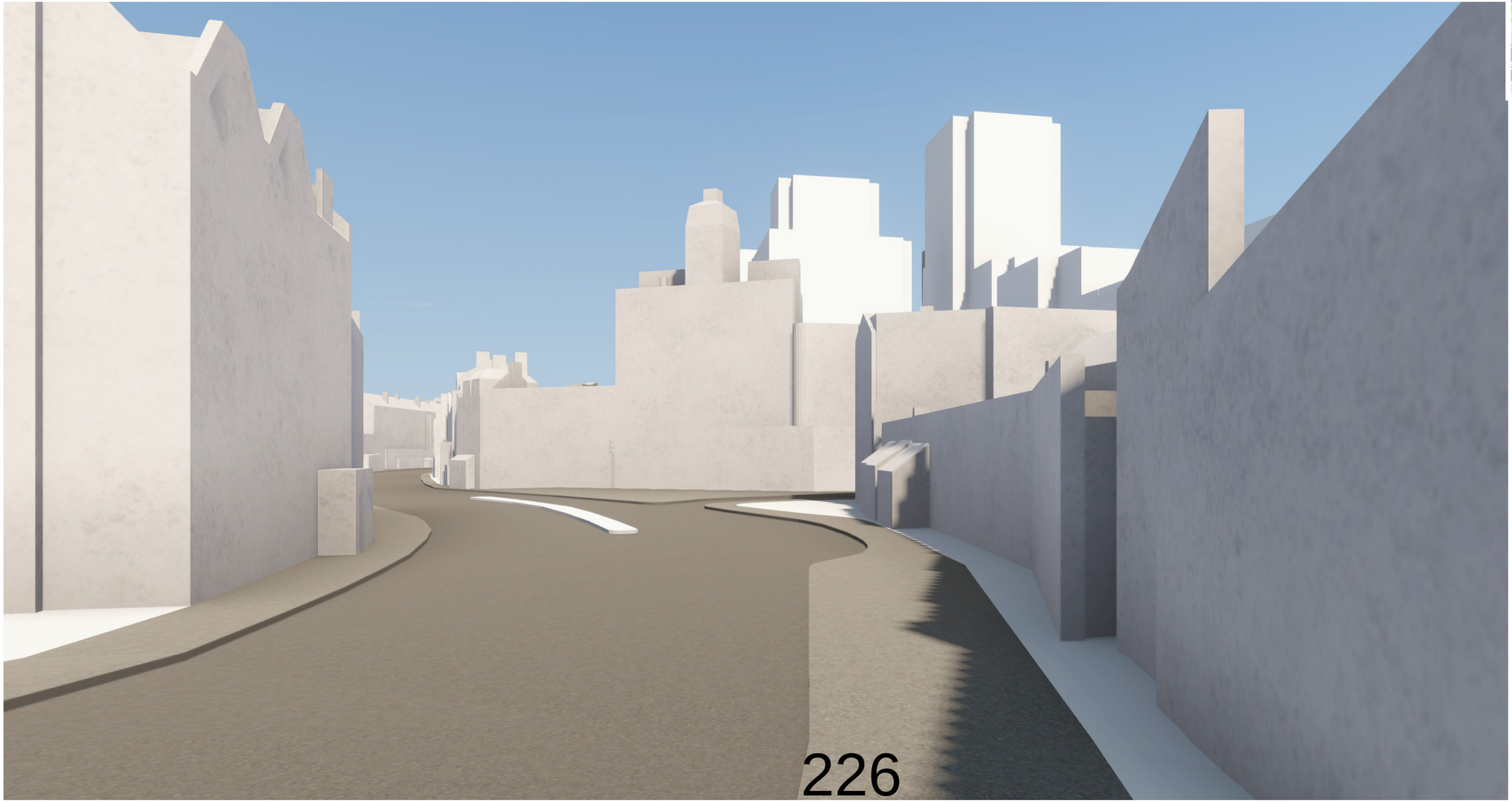
Key Plan



View 11: Proposed Massing from Peckham Road at 20 storeys

Key Plan





View 28: Existing view from Marmont Road

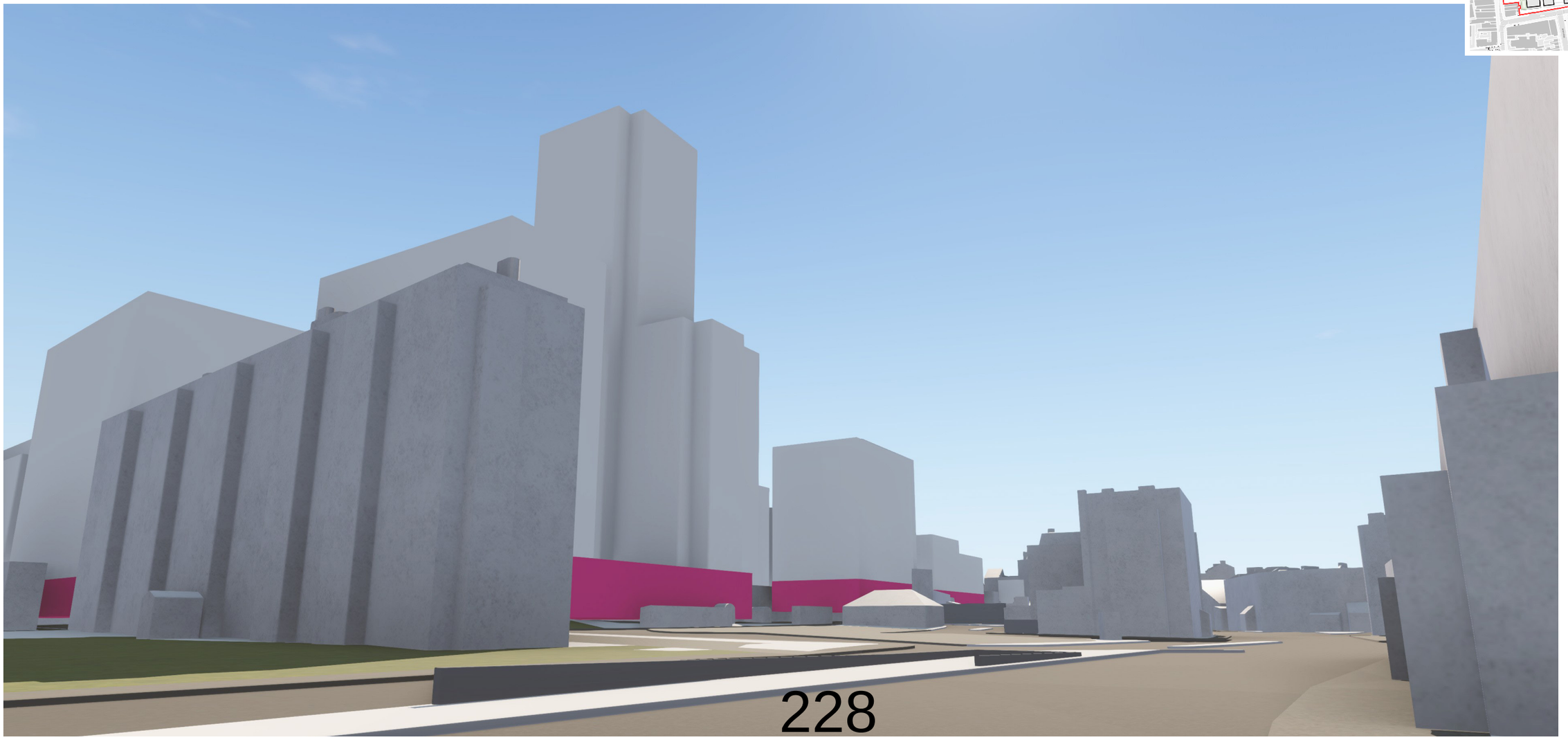
Key Plan



View 28: Proposal from Marmont Road - proposed - Pre-app 3

Key Plan

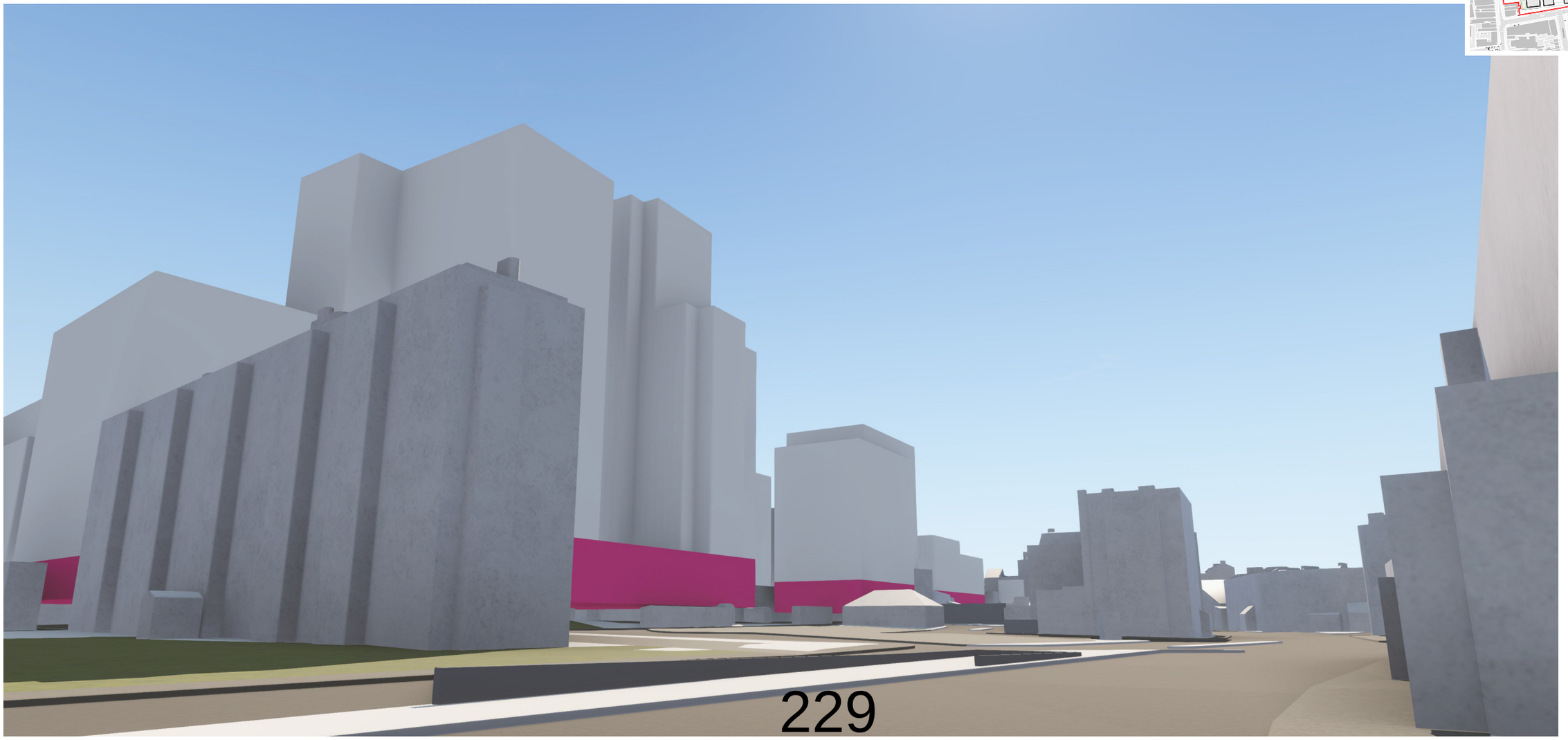




View 28: Proposal from Marmont Road at 20 storeys

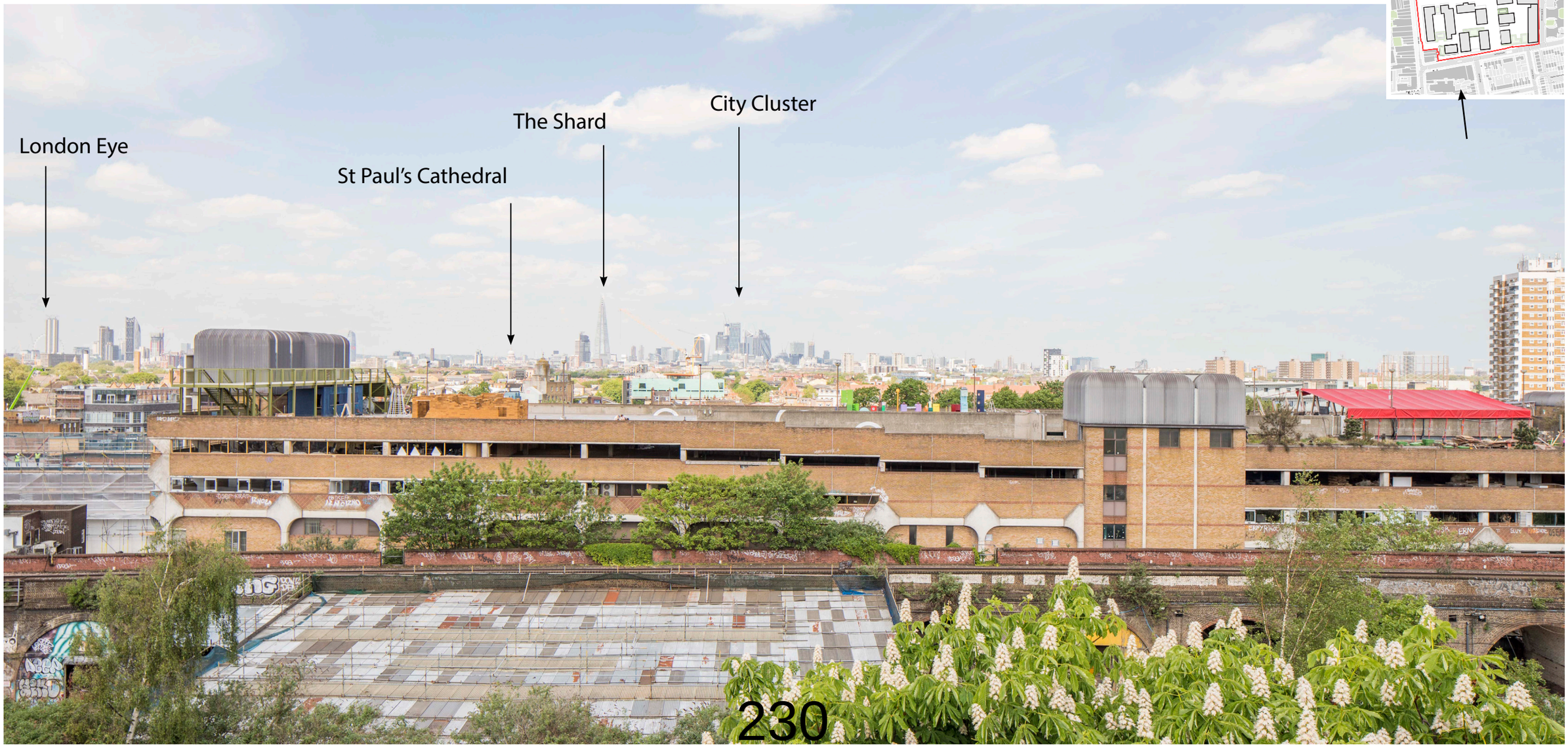
Key Plan





View 32: Existing View from Bussey Building West

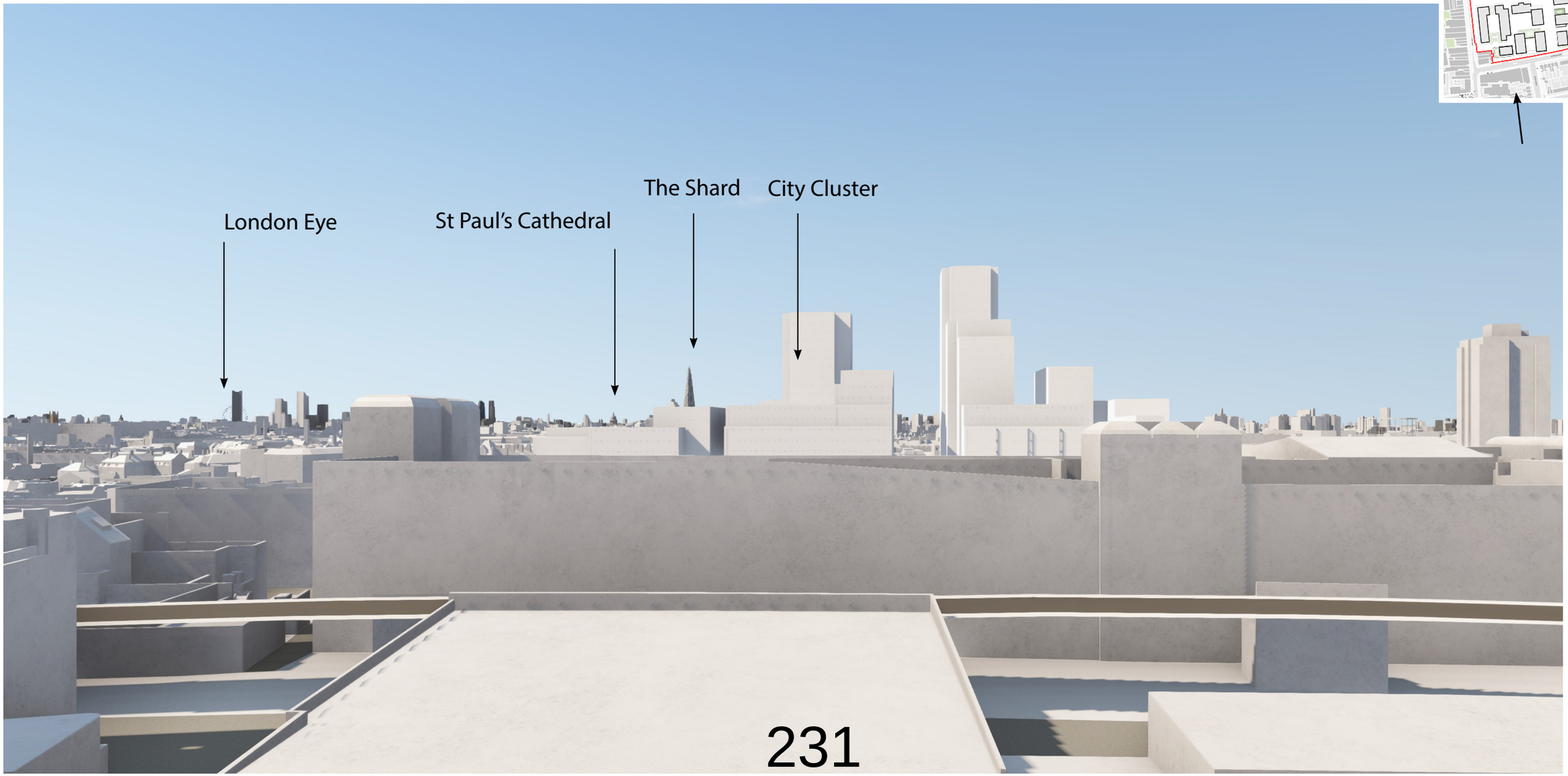
Key Plan



View 32: Proposal from Bussey Building West - Pre-app 3

Key Plan

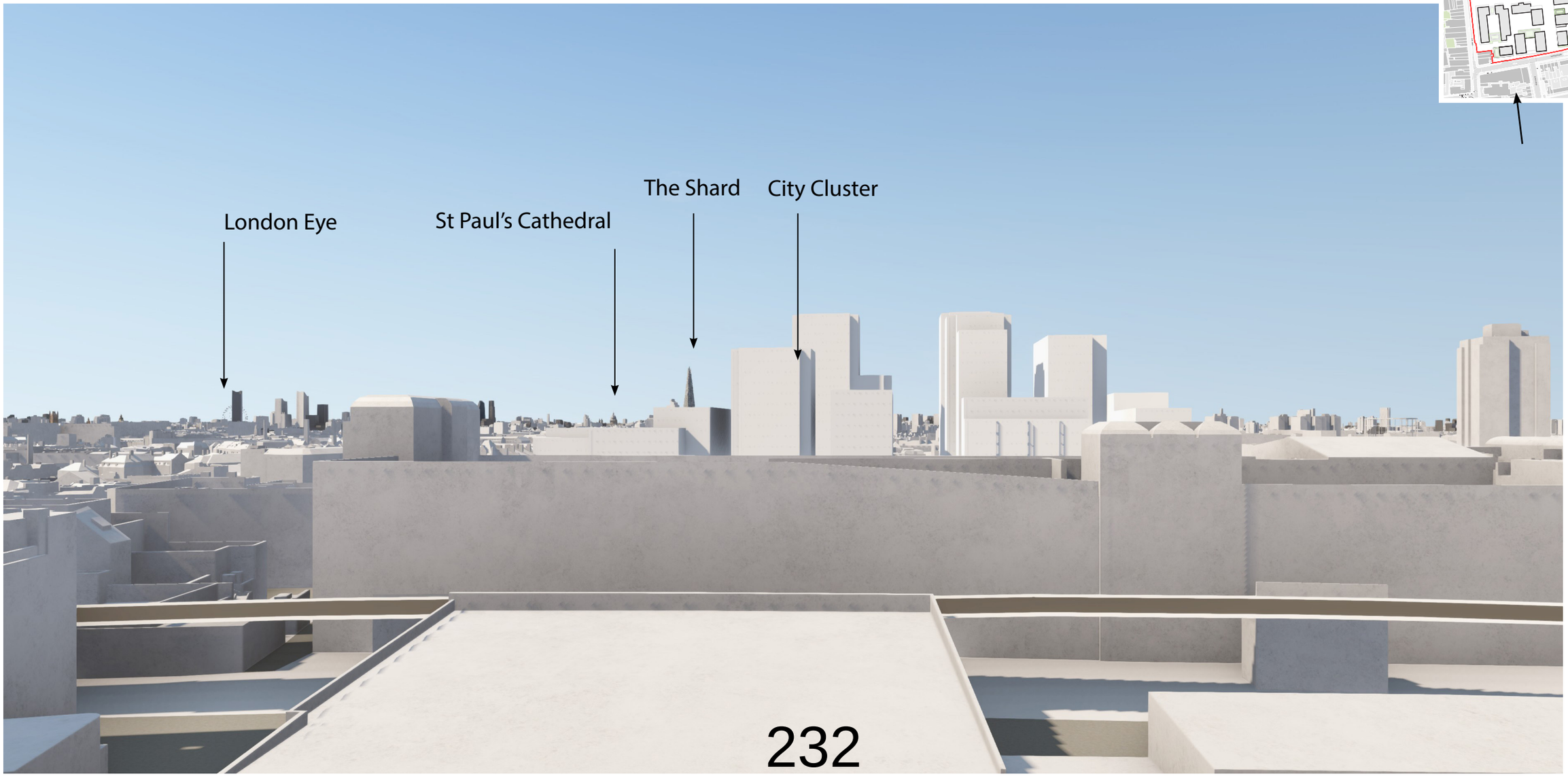




View 32: Proposal from Bussey Building West at 20 storeys

Key Plan





View 35: Existing View from Peckham Hill Street

Key Plan

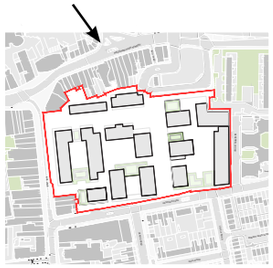


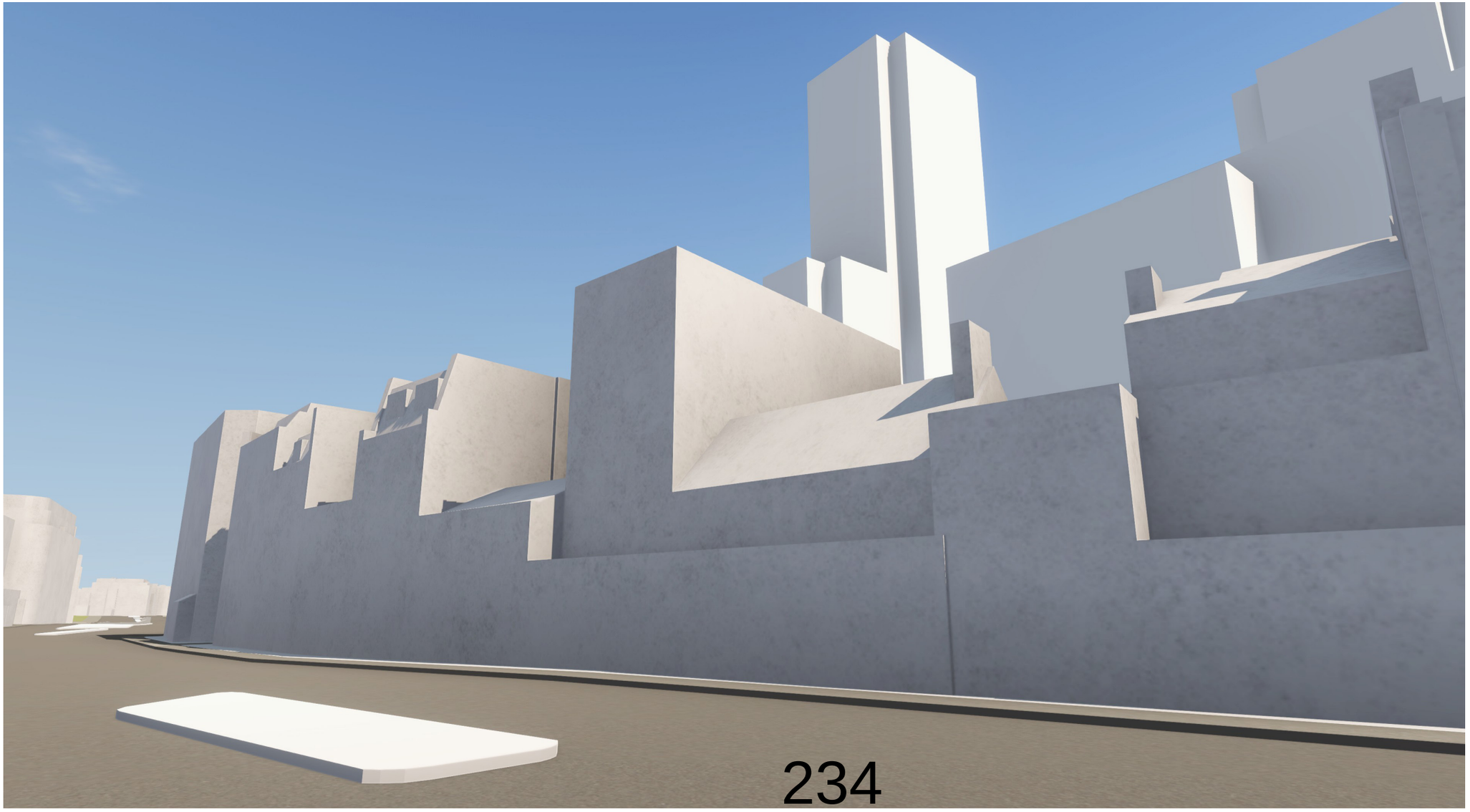


233

View 35: Proposal from Peckham Hill Street - Pre-app 3

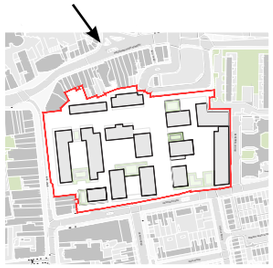
Key Plan

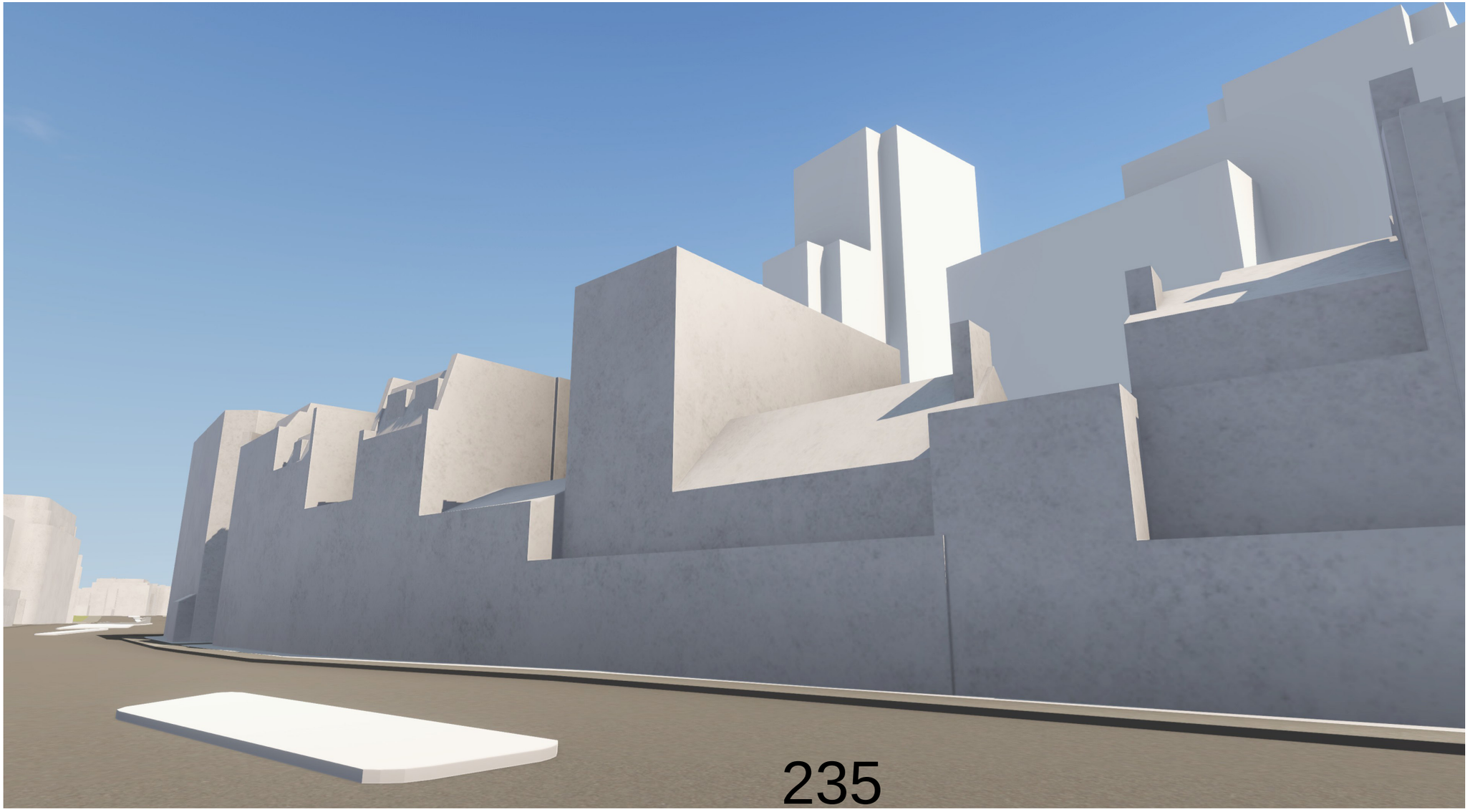




View 35: Proposal from Peckham Hill Street at 20 storeys

Key Plan





Existing View from Rye Lane - Looking North



Proposed Rye Lane View Looking North



SHEPPARD ROBSON

Pre-app 4: 2nd November 2022

The Aylesham Centre

Contents

1.0 Previous (Pre-app 3) Design
2.0 Local Architects
3.0 Masterplan Update
4.0 Massing Update with Daylight & Sunlight Analysis
5.0 Building Character
6.0 Townscape Views

1.0 Previous Design

Masterplan Ground Floor at Pre-app Meeting 3: 7th September 2022

As it was...

Maximise Rye Lane frontage

Deepen Rye Lane retail

Deepen retail to north of retail street & maximise retail frontages to retail street

Move Morrisons entrance south to increase visibility in temporary condition

Total non-residential floorspace proposed: 10,500 sqm

Non-residential area summary:

- New Morrisons store: 4460 sqm
- Shops & cafes: 2915 sqm
- Leisure space: 1117 sqm
- Workspace: 2008 sqm



Masterplan Residential Floor at Pre-app Meeting 3: 7th September 2022

As it was...

1050 homes

Average of 7.2 units per core

62% of residential units are dual aspect

Majority of cores receive daylight and fresh air through openable windows

Balconies shown where recessed or on corners. All other balconies will be bolt-on design.



243

Massing Diagram at Pre-app Meeting 3: 7th September 2022

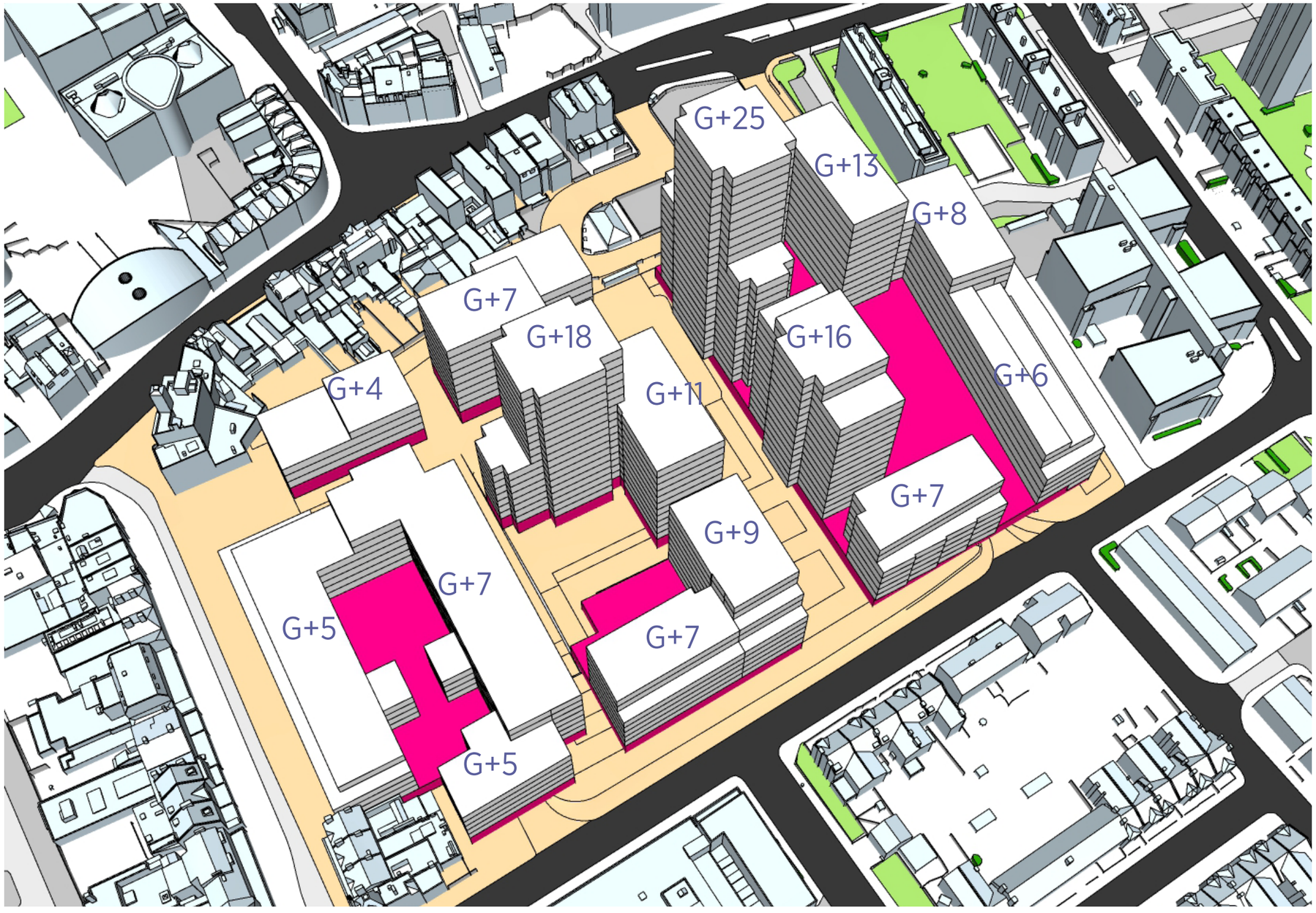
Summary

One building over 20 storeys

Two other taller buildings that address key spaces

1050 homes

10,500 sqm non-residential floorspace



244

Massing diagram at Technical Pre-app Meeting: 27th September 2022

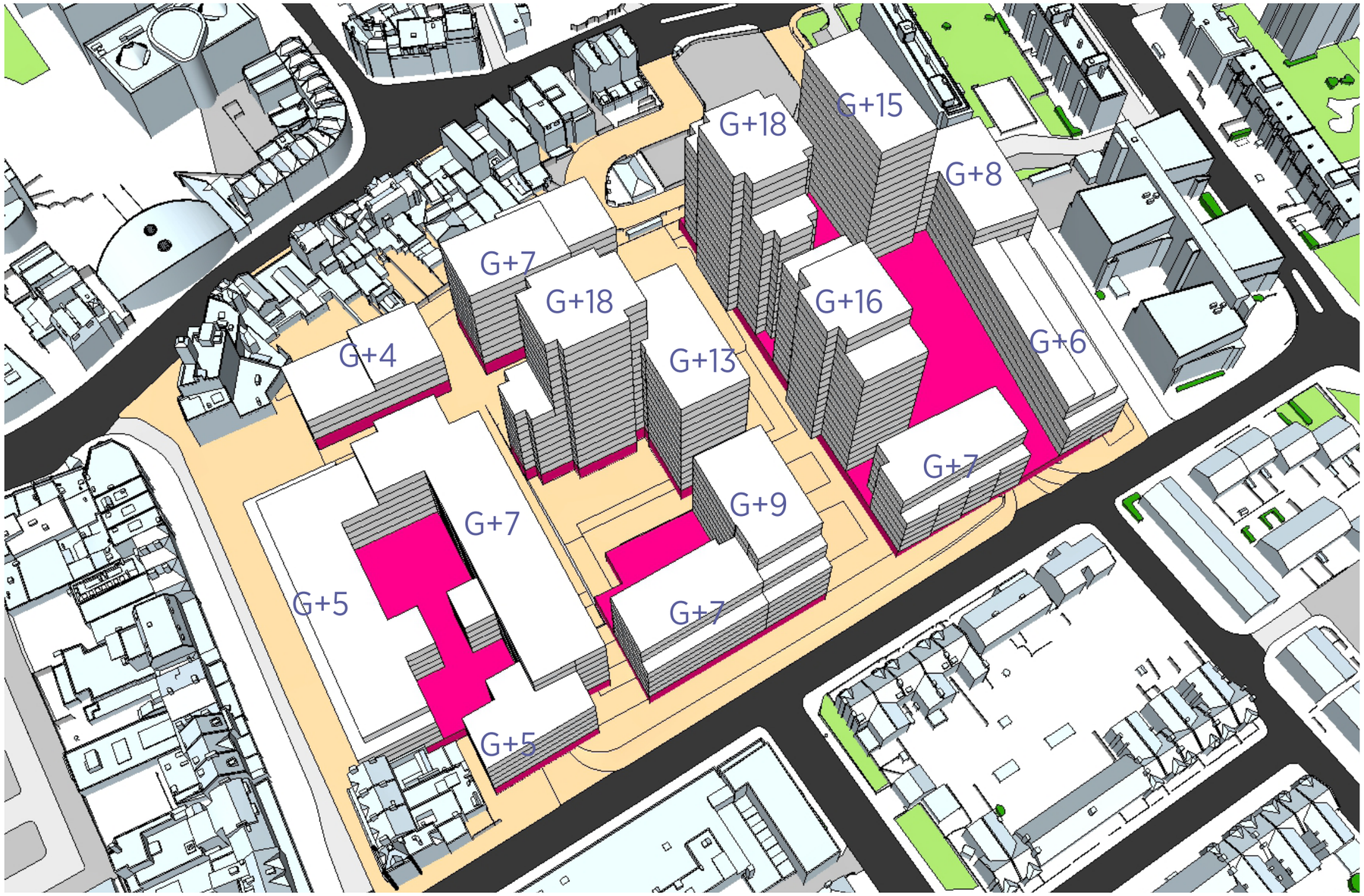
Summary

No building over 20 storeys

Two other taller buildings that address key spaces

1050 homes

10,500 sqm non-residential floorspace



Introductions

Local Architects Input

Masterplan

Both practices were asked to review the masterplan and offer constructive criticism, leading to a number of design workshops and presentations with Berkeley. A selection of their suggestions are shown here and have influenced the development of the masterplan.

Plot testing

Feix & Merlin has been asked to design the H2 plot in phase 2 which inlcudes a large retail & leisure unit and two residential buildings.

Facade Design

Dowen Farmer has been asked to design the facade of one of the buildings in phase 1. They have also suggested changes to the massing of this building which is reflected in the proposed design.

LOCAL ARCHITECT: FEIX & MERLIN

Feix & Merlin are an LGBTQ+ led design practice based in the Bussey Building in Peckham.

Julia & Tarek set up the studio in 2006, to work with great clients who share our values.

We believe that all projects of any size have the power to make a difference and deliver lasting value.



LOCAL ARCHITECT: DOWEN FARMER ARCHITECTS

Sometimes less is more, sometimes it isn't. Knowing the difference is what makes us different. At Dowen Farmer Architects we don't have a style – a signature look that we somehow crowbar into every response to every brief. Instead we have a style of working: one that is less about us and more about you. Founded in 2017 by James Dowen and Tom Farmer, one from Benoy, the other from Heatherwick, we are a team of problem solvers stacked with commercial grit and creative edge – committed to a working process that means we always deliver more and you don't ever have to settle for anything less.









Public Realm

Small Squares













Masterplan Ideas

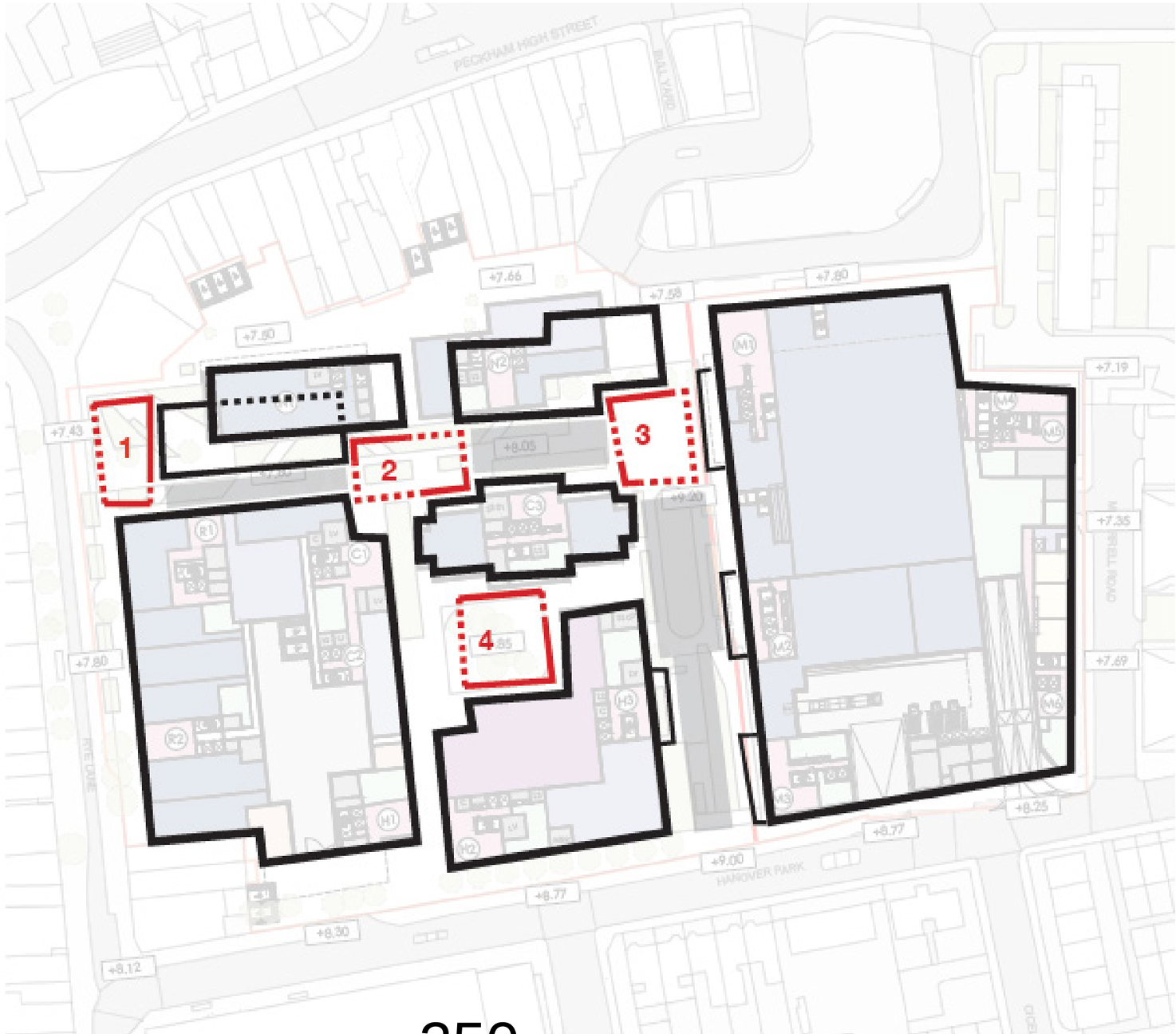
Should we have a greater number of smaller public spaces, should the main square be outside Morrisons?



249

Masterplan Ideas

Should we have a greater number of smaller public spaces, should we pinch down the retail street to intensify the experience and allow the residential to be set-back?



250

Masterplan Ideas

Can we give Hanover Park a more active frontage with a variety of uses?

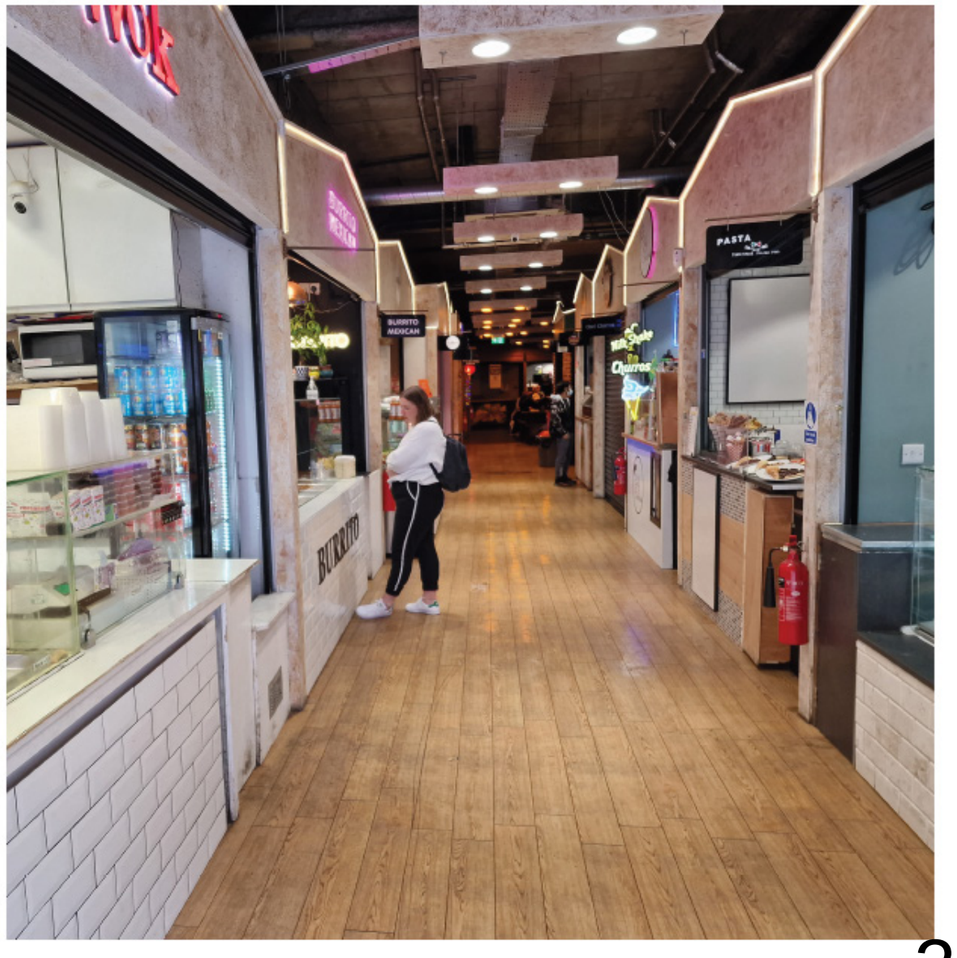


251

Peckham Retail

Active Arcades

A feature of the retail of Peckham is the number of retail arcades, or larger units that have been sub-divided to support a number of independant shops and businesses.











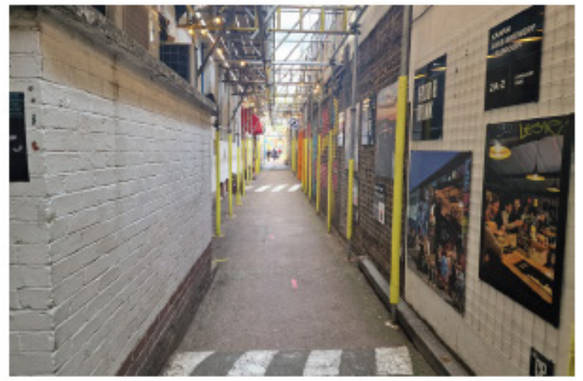


Street Character

Narrow Streets













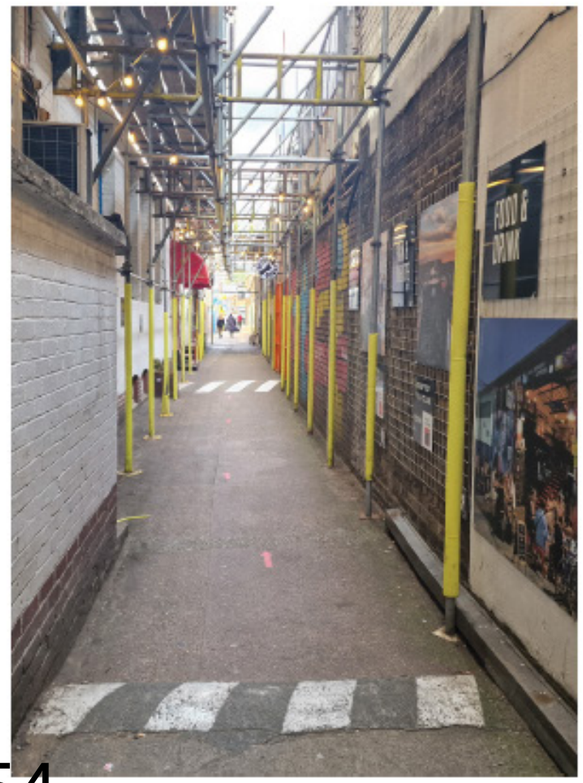
Permeability

Cut-Throughs











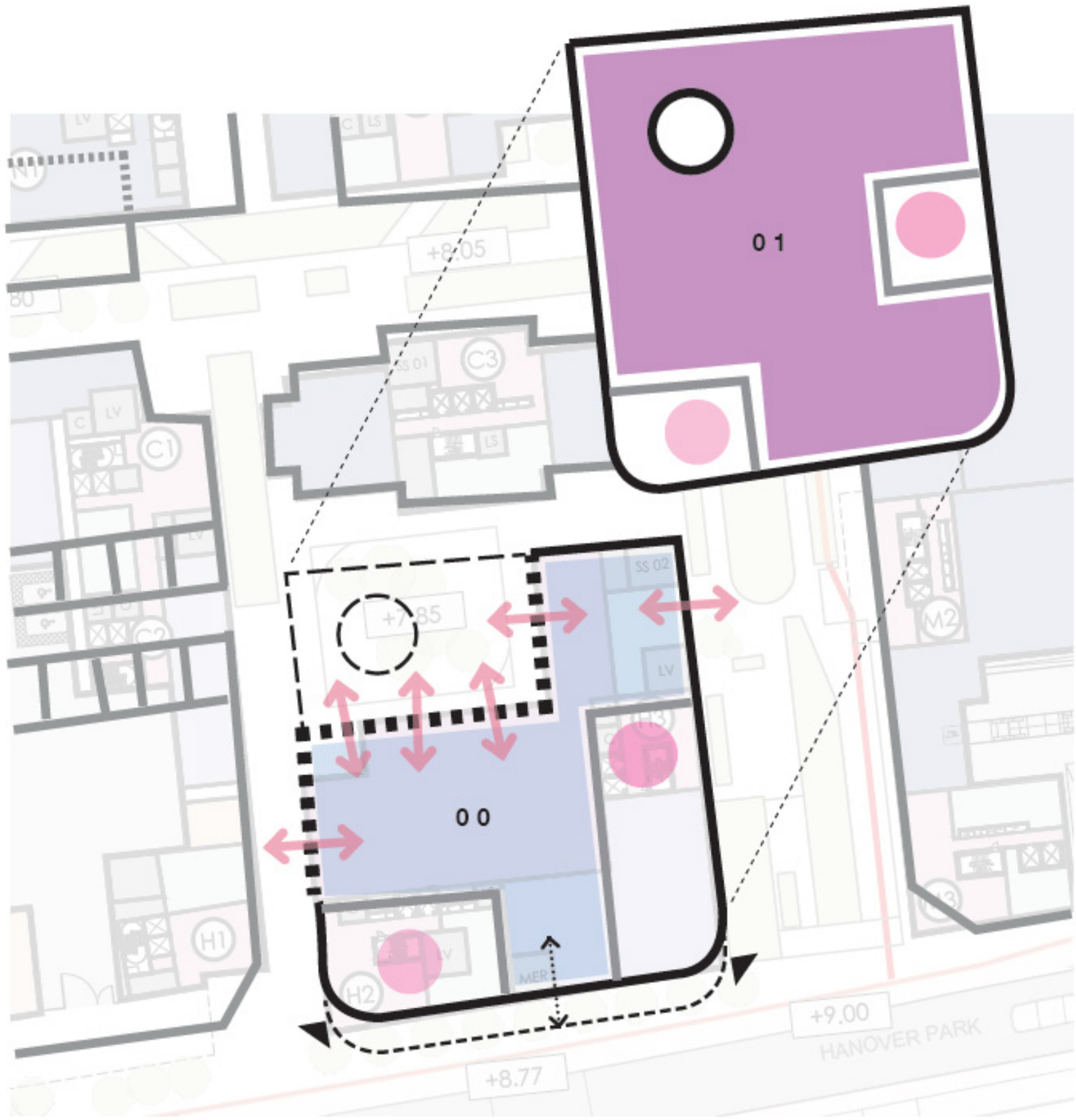


Phase 2 Plot Testing

A larger more flexible space that could be suitable for a variety of retail and non-residential uses.

Shops, cycle cafe, workspace, maker space, within a larger floorplate

Potential to have a first floor leisure use, such as competetive socialising.



255

Masterplan Ideas

Should we elevate the courtyard to a podium to rationalise the street hierarchy?



256

Summary of Suggestions from Local Architects

Avoid exposing the flank of the Clock Tower building

Reduce the size of the square to make it more comparable to other spaces in Peckham

Reduce the width of the retail street to intensify the experience and allow the residential to be set-back



Close down the gap to the bus stand and better enclose the square

Break up the massing along Hanover Park, reduce scale and introduce a variety of frontages

Introduce active frontage to this north-south route to make the street feel like a retail arcade

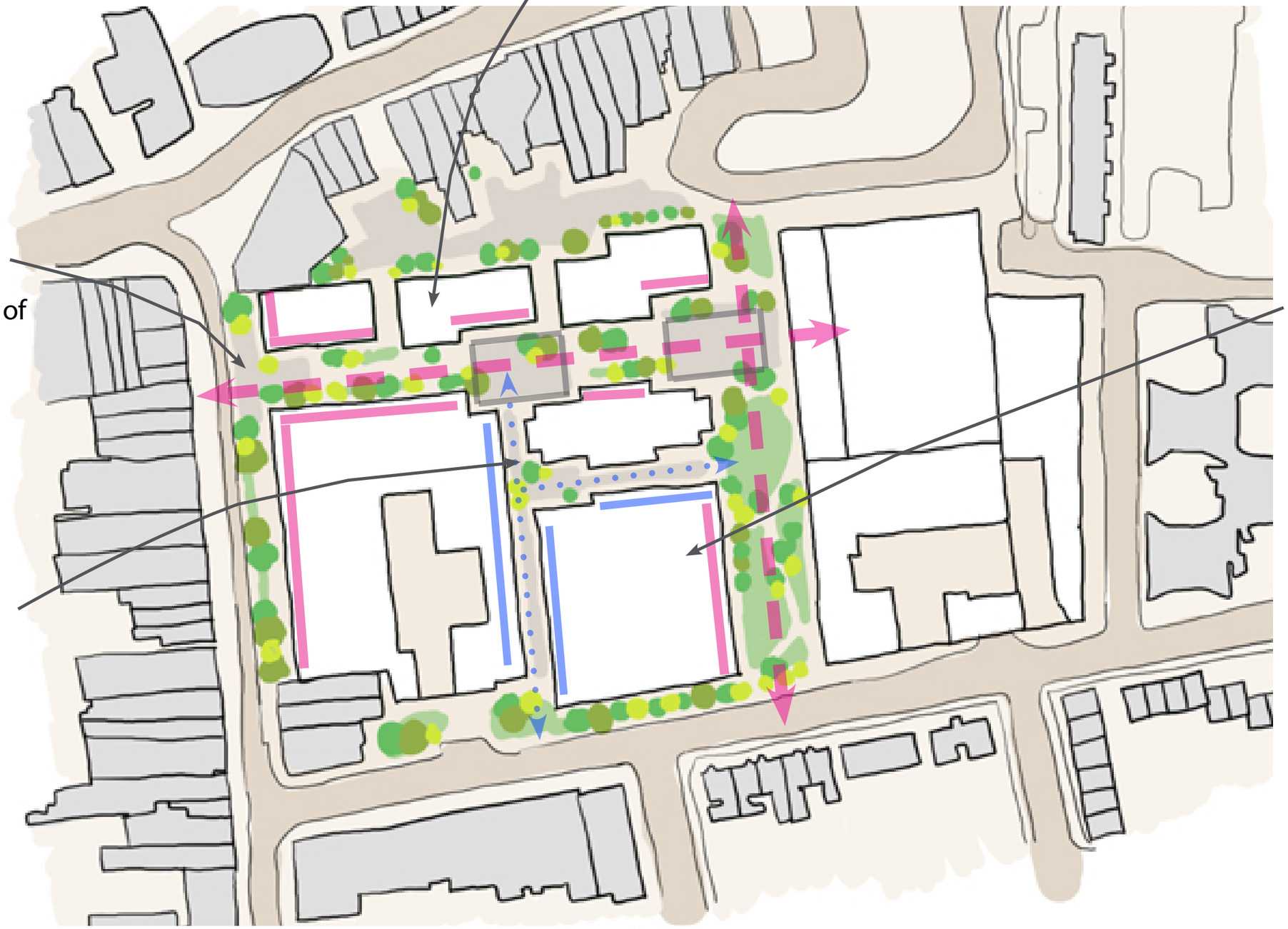
258

Updated Masterplan Concept at Ground Floor

New residential block added to enclose a new square on the retail street

Pavilion building moved west reducing the size of Rye Lane square

New north south lane lined with retail, leisure and workspace units



Primary retail route

Secondary retail route

Large unit with potential multi-use function

Pedestrian routes retain permeability across the site, but don't detract from primary retail frontages & routes

Primary retail frontage

Secondary retail frontage

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Updated Masterplan Concept at Residential Floor

New residential block adds residential units at upper floors



New wing of residential units at the first floor in this block

New podium created with residential amenity and playspace

260

Masterplan Ground Floor

Key Changes

Pavilion building reduced in size and moved west further towards Rye Lane. Much of the south flank wall of Jones & Higgins Clock Tower is retained as a party wall

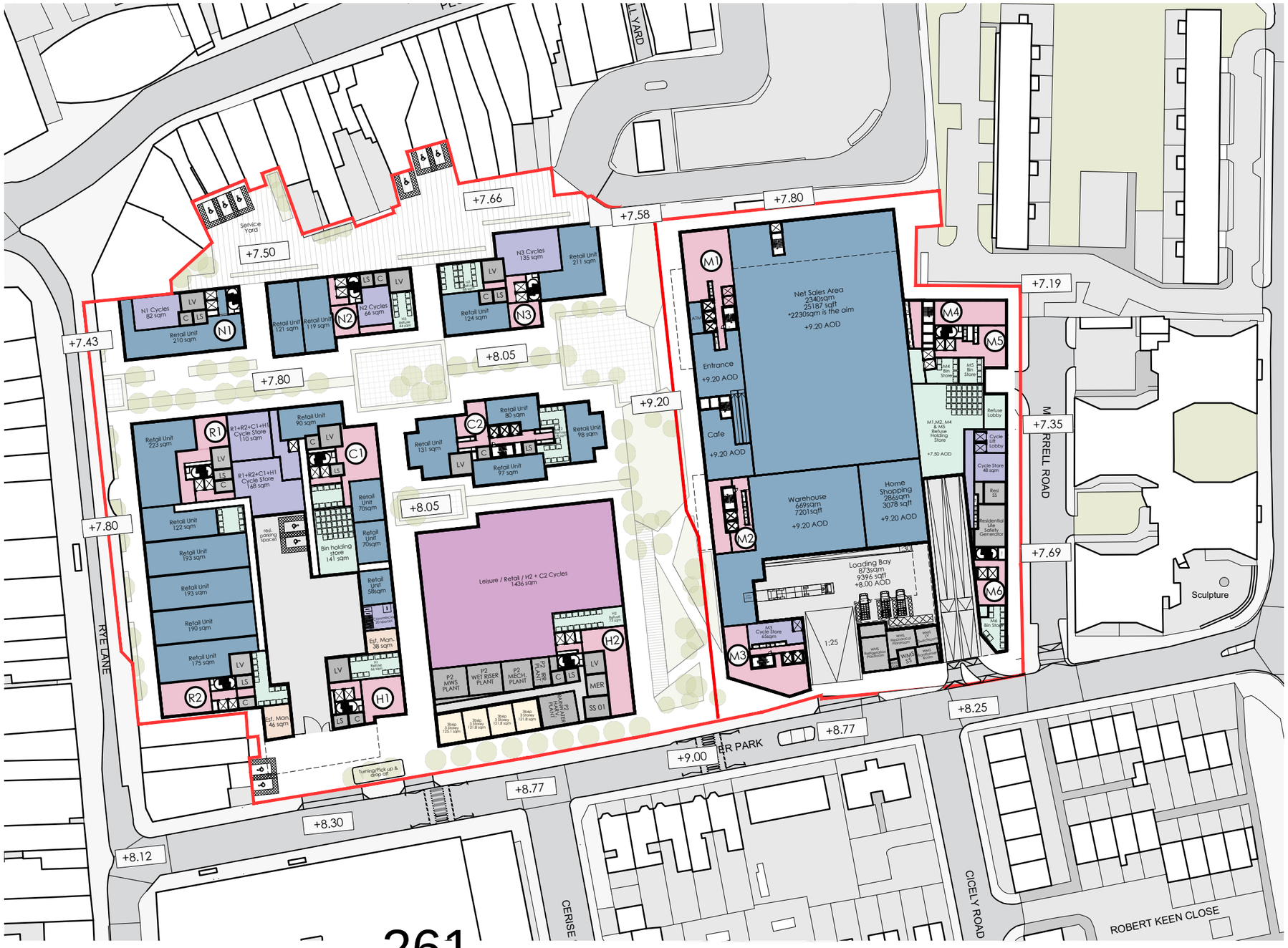
A new residential and retail building is added between the retail street and northern yard space

The central courtyard is replaced with a larger leisure unit with potential multi-use function

Total non-residential floorspace proposed: 10,500 sqm

Non-residential area summary:

- New Morrisons store: 4460 sqm
- Shops & cafes: approx 2000 sqm
- Leisure space: approx 2000 sqm
- Workspace: approx 2040 sqm



Masterplan Typical Lower Level Residential Floor

Key Changes

The addition of a new residential building between the retail street and the north yard space, creates additional flats on a typical floor therefore allowing height to be removed from other buildings

New podium space above the enlarged leisure unit provides playspace

One building facing Hanover Park removed to improve daylight and sunlight to the podium behind, and to the surrounding properties on Hanover Park. This creates the opportunity to provide maisonettes here



Masterplan Typical Mid Level Residential Floor

Key Metrics

Total Homes = 1050

Total Hab rooms = 2870

Average flats per core = 8

Max flats per core = 9

Note that 9 flats per core occurs in only three blocks which all have lift lobbies with views into their courtyards



263

Masterplan Typical Upper Level Residential Floor

Key Changes

Set-backs of Mckerrell Road buildings included, according to daylight requirements to neighbouring buildings. Set-backs at Rye Lane and Hanover Park buildings also included



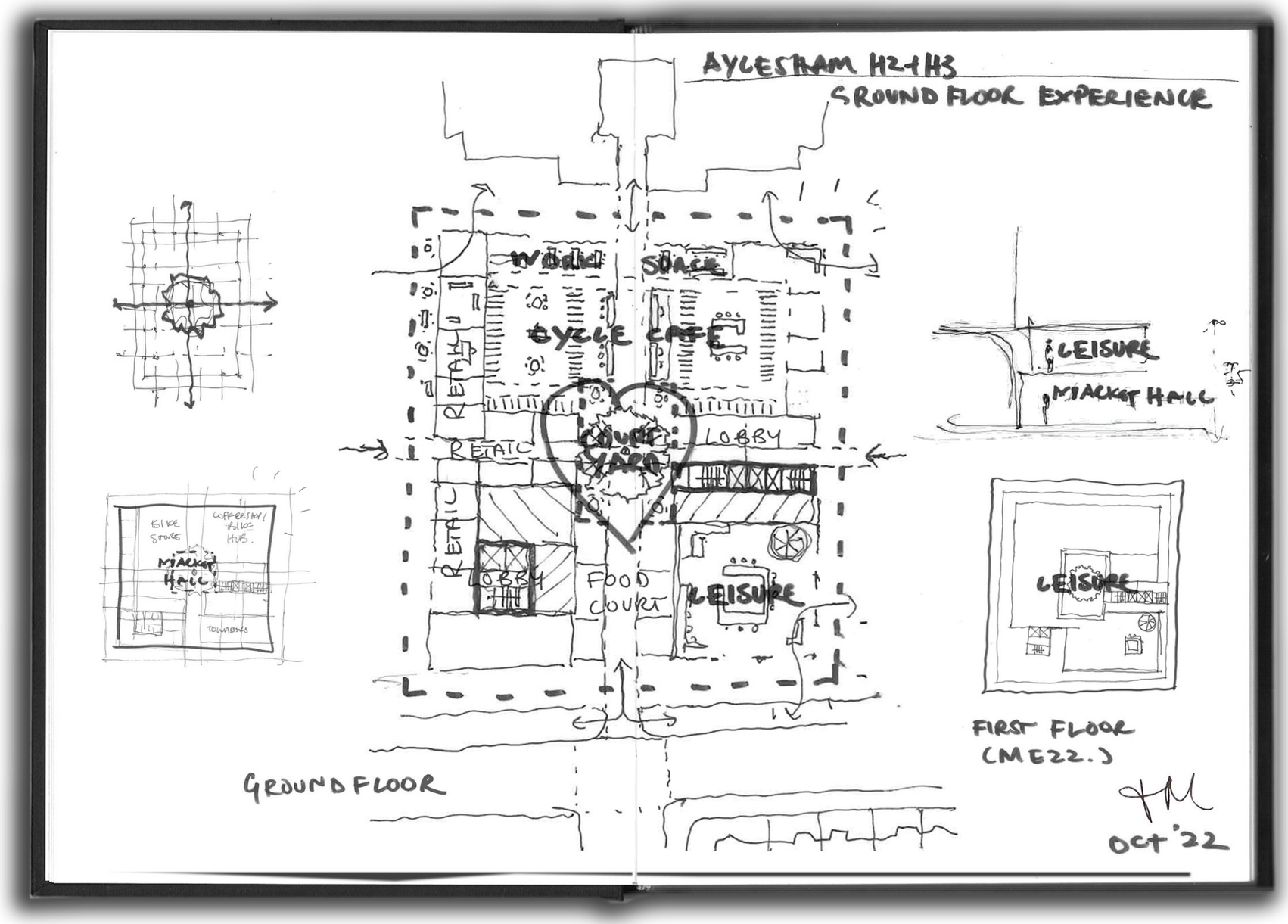
Masterplan Upper Level Residential Floor

Key Changes

Set-backs to the northern blocks to create a shoulder of development that surrounds the taller buildings.



Plot Testing - H2

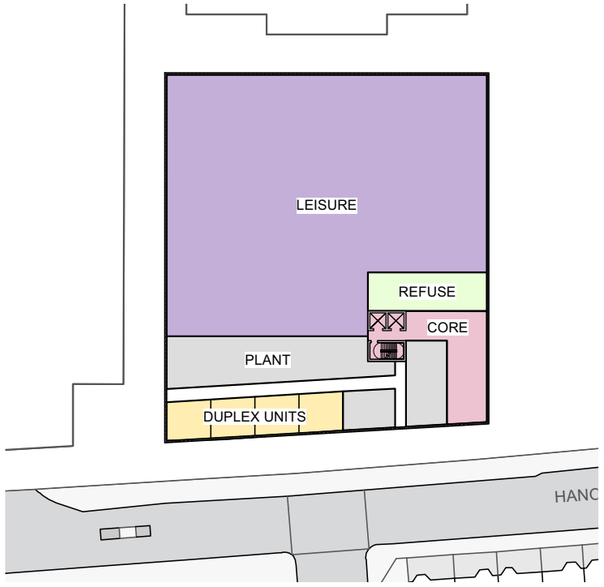


Key Plan

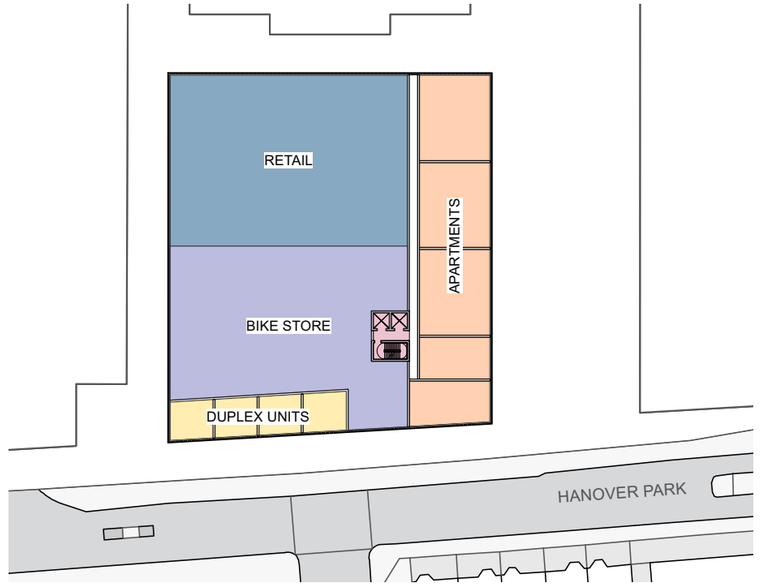


Plot Testing - H2

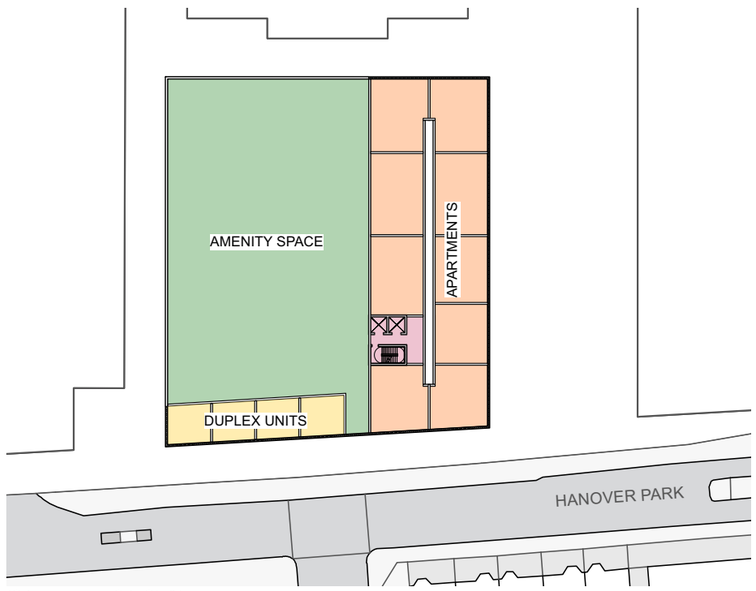
Feix & Merlin has produced three options to configure the layout of this plot. Option 1 shows four ground floor maisonettes with front doors to the street and four duplexes accessed from the podium. The residential entrance is on the south east corner with a large flexible retail use to the north. At first floor is a leisure use with the resdiential cycle storage occupying the centre of the floorplate



1 GROUND FLOOR - OPTION 01



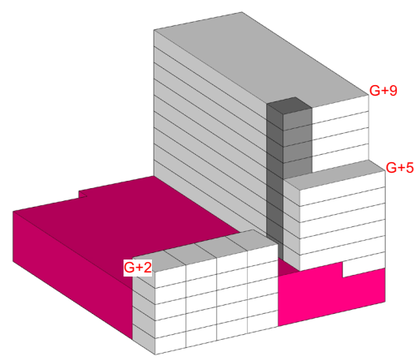
2 MEZZANINE FLOOR - OPTION 01



3 PODIUM LEVEL - OPTION 01

OPTION ONE - G+9

(SQUARE CORE)



Key Plan



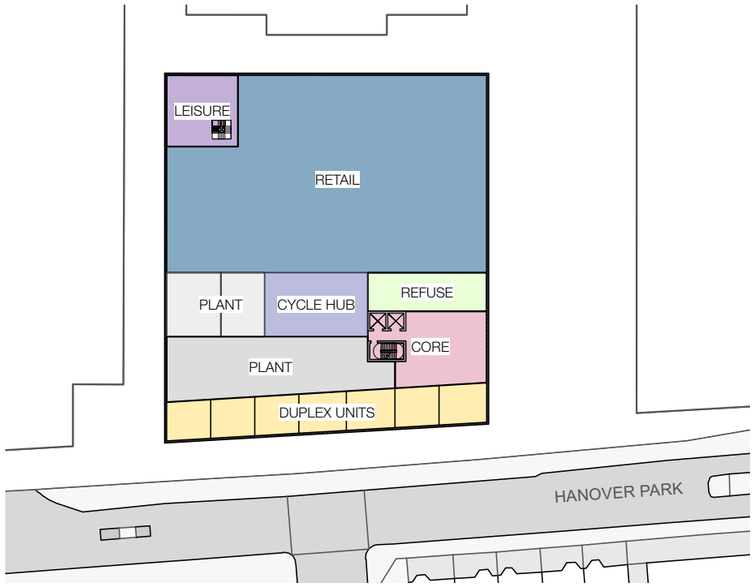
FEIX&MERLIN

Sheppard Robson

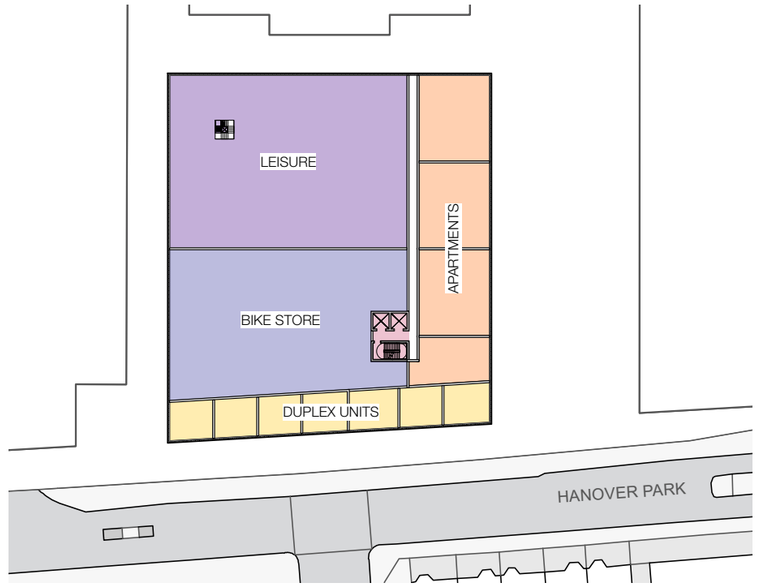
267

H Block - Option 2

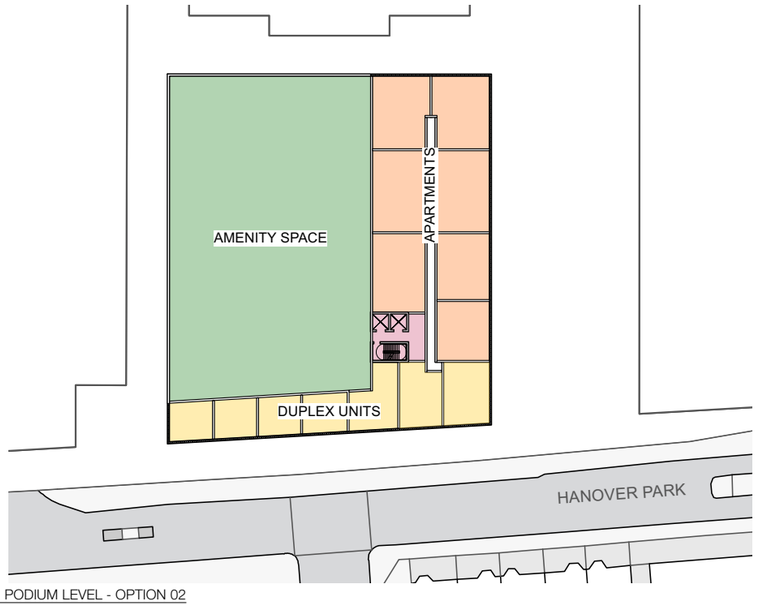
Option 2 shows seven ground floor maisonettes with front doors to the street and five duplexes accessed from the podium. The residential entrance is on the east with a large flexible retail use to the north. At first floor is a leisure use with the resdiential cycle storage occupying the centre of the floorplate



1 GROUND FLOOR - OPTION 02



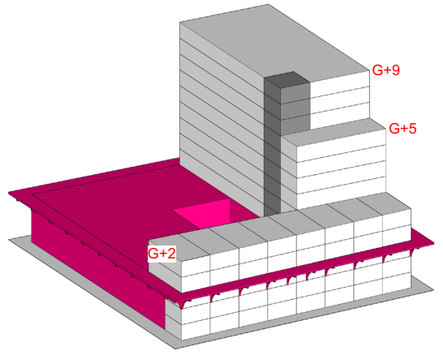
2 MEZZANINE FLOOR - OPTION 02



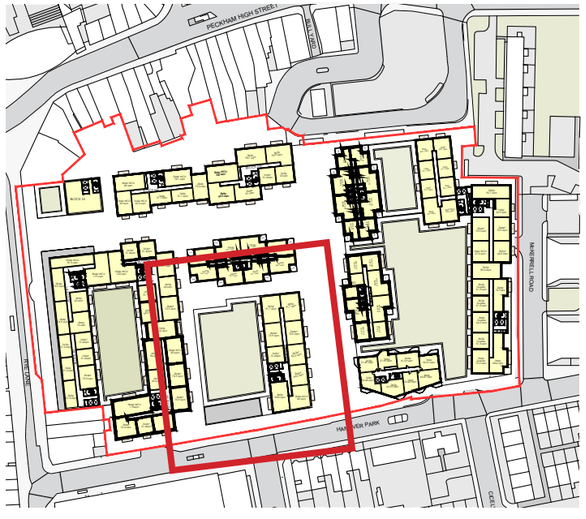
3 PODIUM LEVEL - OPTION 02

OPTION TWO - G+9

(SQUARE CORE)



Key Plan



FEIX&MERLIN

Sheppard Robson

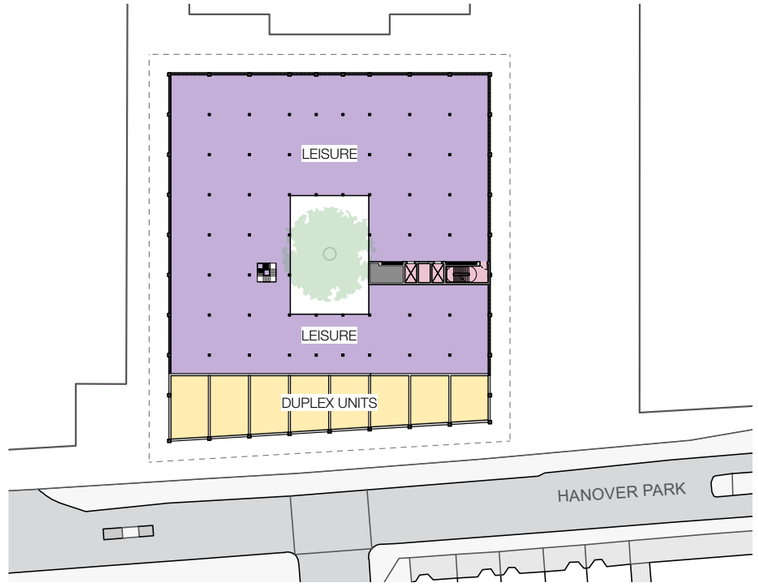
268

H Block - Option 3

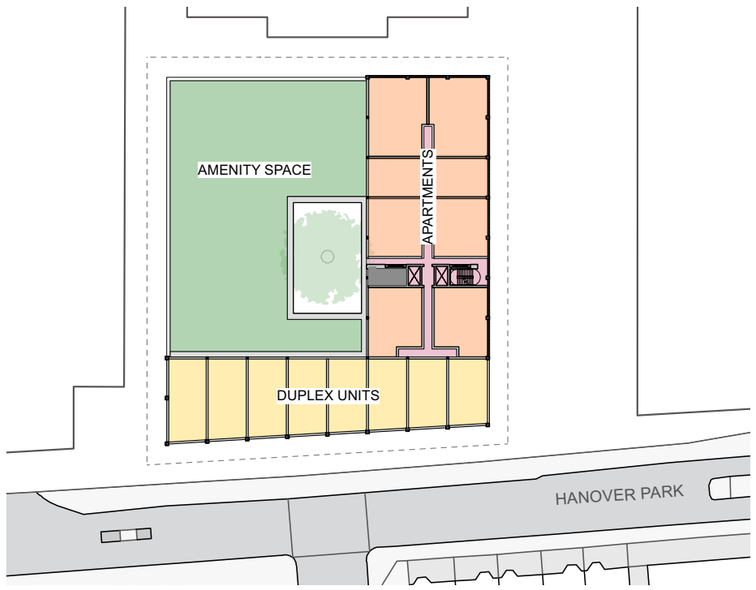
Option 3 shows seven ground floor maisonettes with front doors to the street and five duplexes accessed from the podium. The residential entrance is on the east and the floorplate is sub-divided into a variety of uses. A cycle hub is combined with ground floor cycle storage and at first floor is a large flexible leisure use. A cut-out in the podium allows light into the centre of the retail.



1 GROUND FLOOR - OPTION 03



2 MEZZANINE FLOOR - OPTION 03



3 PODIUM LEVEL - OPTION 03

Key Plan

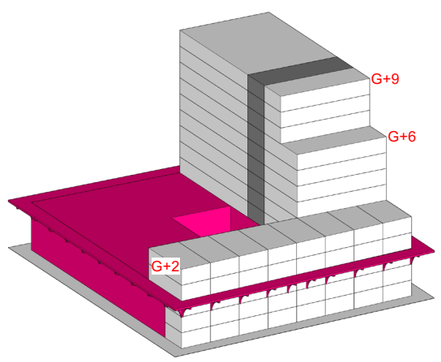


FEIX&MERLIN

Sheppard Robson

OPTION THREE - G+9

(LINEAR CORE)



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Cycle Cafe


LOTSIXTYONE
BLACK 2
WHITE 3
FILTER 3


CORNER
NEW CROSS


BICYCLE & COFFEE


RAPHA PERFORMANCE ROAD


APERITIVO HOUR
SCOTT



Food Court


MARKET PLACE
-PECKHAM-
Noodle Oriental
Baozi Dumplings
PASTA IS READY



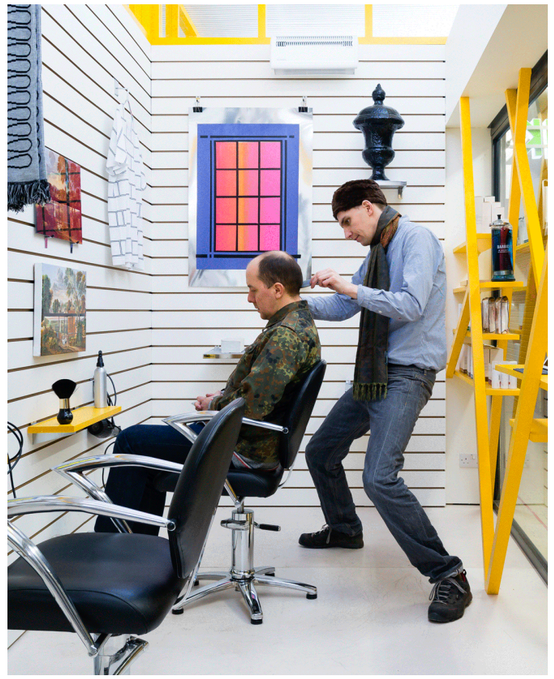



TASTE OF TURKEY
MUMBAI STREET FOOD
MONSTER COOKIES
PATISSERIE & DELI
DAHI VADA
PANI PURI
DAHI SEV PURI
SEV PURI


PASTORCITO
MEXICAN MARKET STREET FOOD
MEXICAN TACOS AND MARGARITAS
HOTDOGS
MMUSIC
GELATO MERCATO
CONES crepes
gelato cakes CUPS

Mixed Use Retail & Workspace

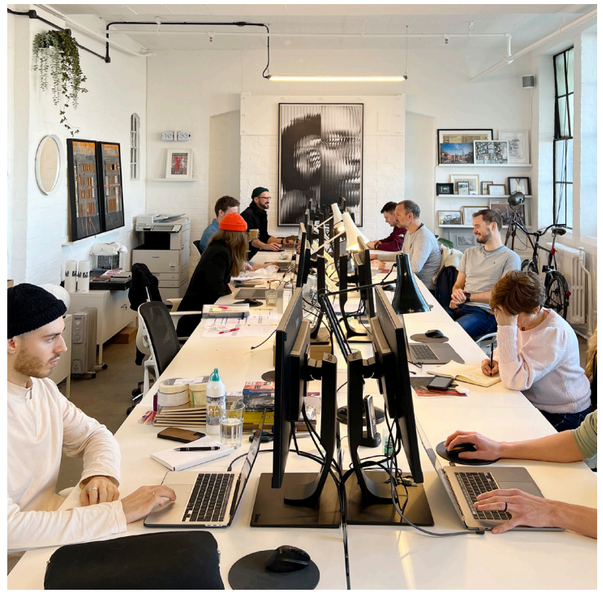






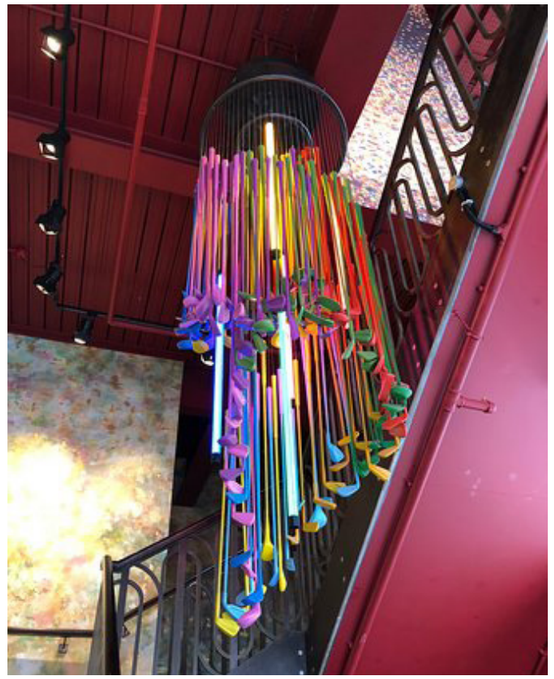






Competetive Socialising







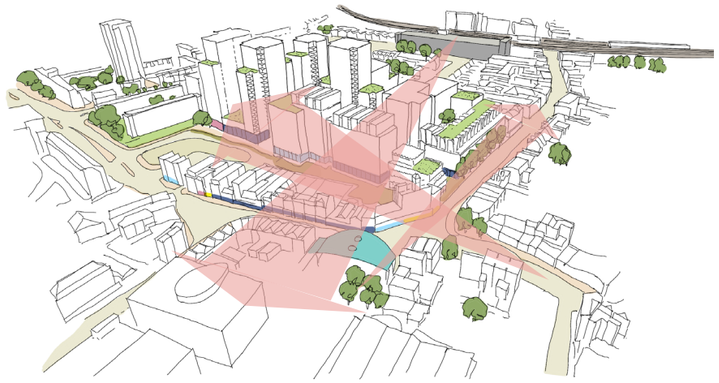




4.0 Massing Update with Daylight & Sunlight Analysis

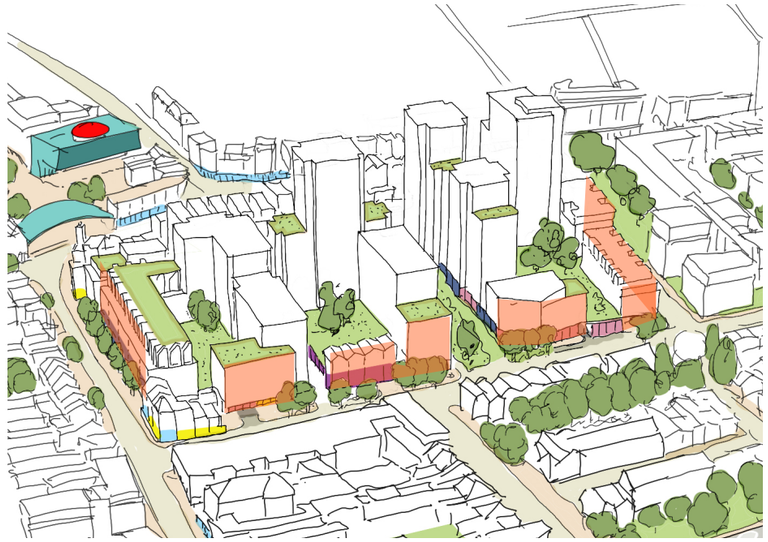
Massing Narrative

1: Local views and heritage



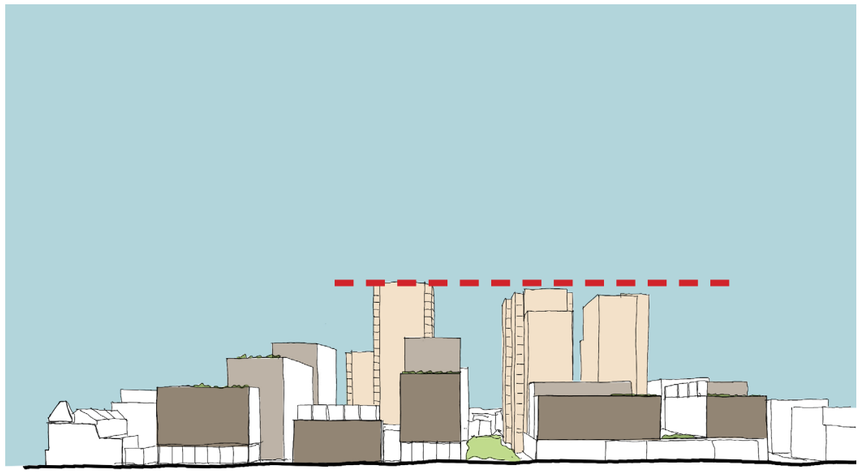
Proposal addresses key views and townscape, considering where building height and massing is best located

2: Immediate neighbours



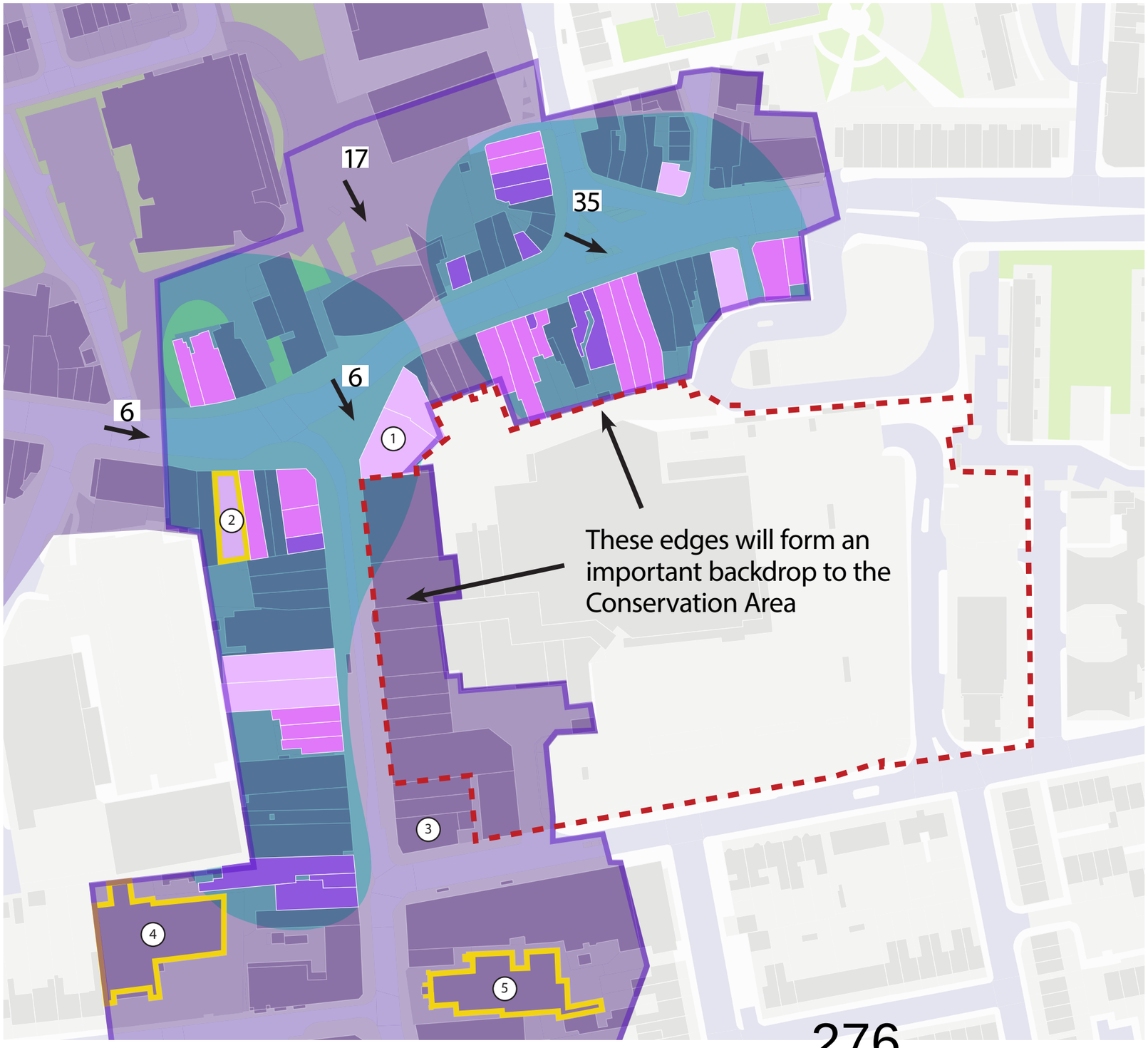
Proposal addresses site edges

3: Tall Buildings Strategy



No buildings above 20 storeys and tall buildings are located to avoid sensitive site edges and key views.
Mid scale buildings sit in front of them to create layering to the composition

1: Local Views & Heritage



Key

- Conservation Area
- Heritage Boundary
- Heritage Cluster
- High Priority
- Medium Priority
- Reserve Priority

1. Higgins Clock Tower
2. 58 Peckham High Street
3. 47-49 Rye Lane
4. Post Office Depot
5. Rye Lane Chapel

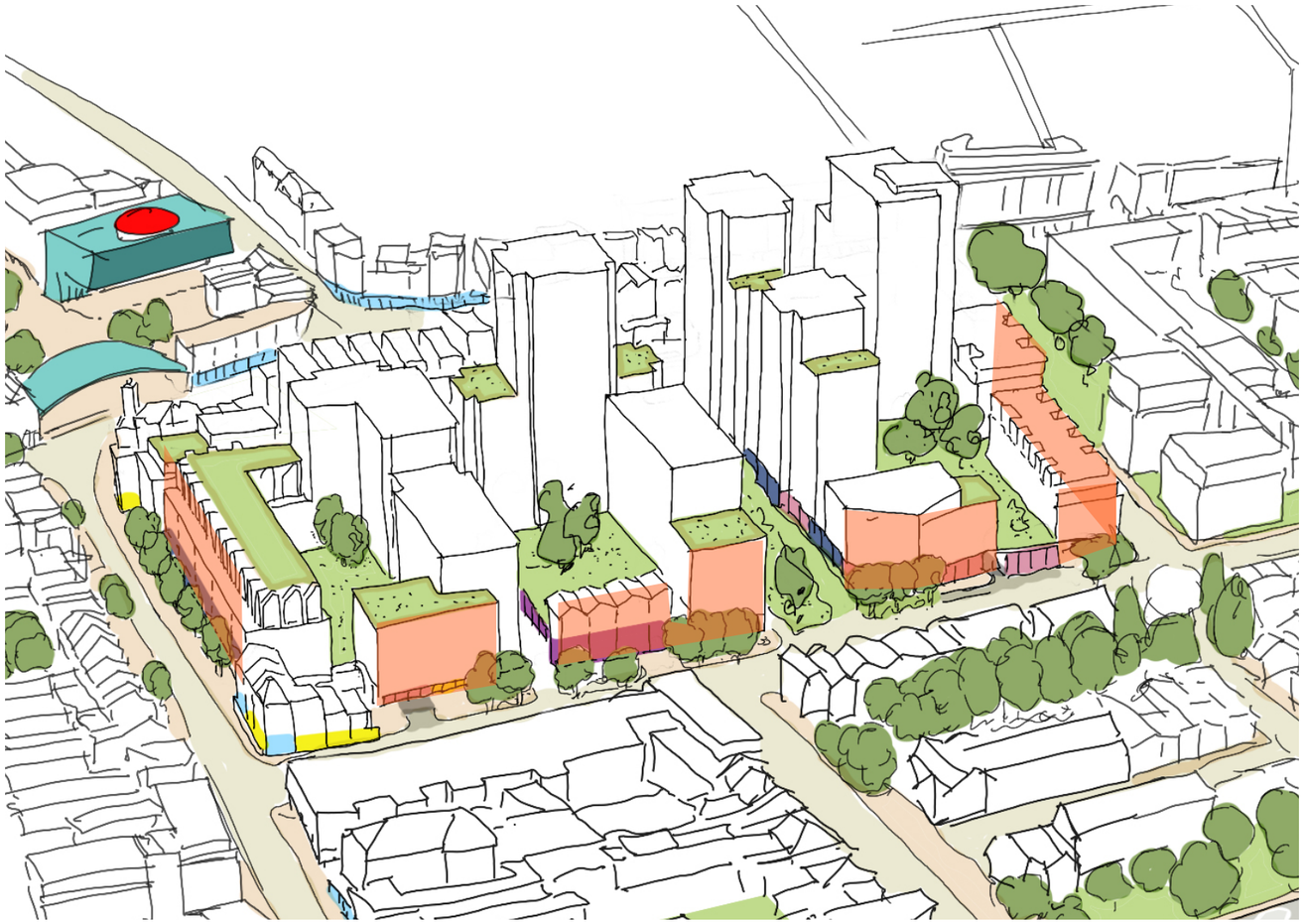
Setting buildings back from the existing building line will reveal more views to the clock tower

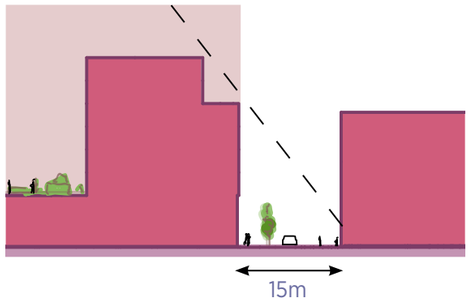


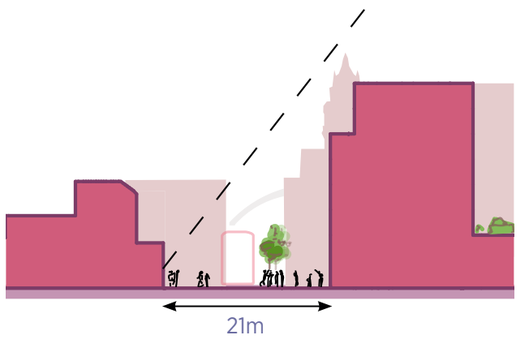
2: Immediate Neighbours

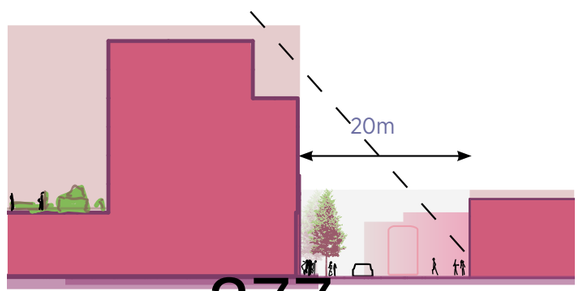
On three sides of the site parapets define an appropriate height for the buildings in relation to the neighbours opposite

In each case there are one or two floors above the parapet that are set back and will have articulation to define a roofscape









An appropriate height for these parapets will be informed by daylight and sunlight analysis

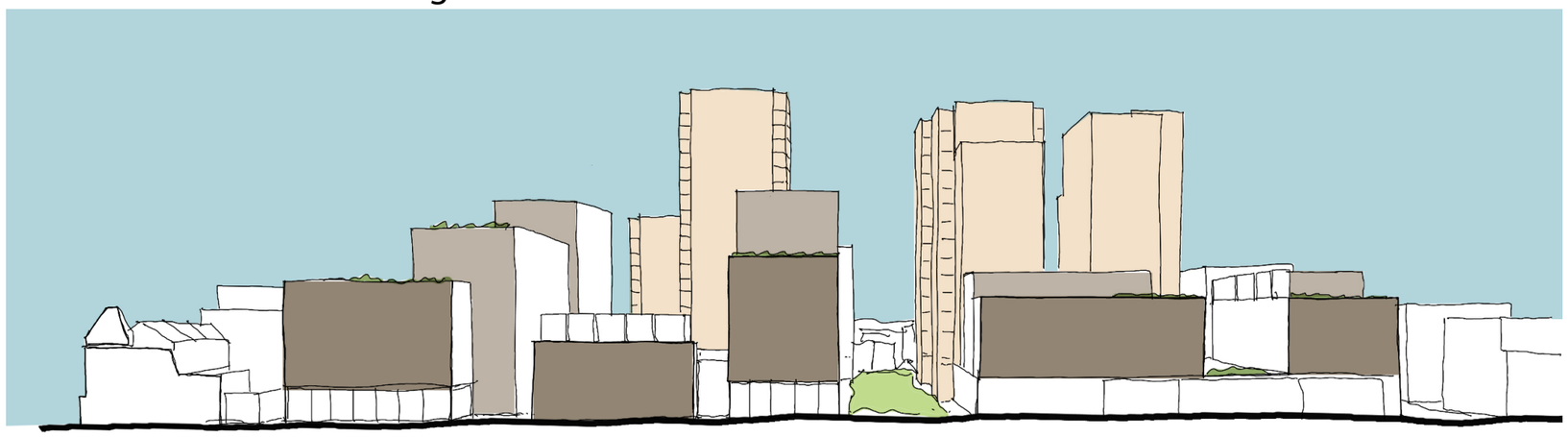
277

Tall buildings Strategy: Layering

Hanover Park

Street and terraces buildings form the frontage onto Hanover Park. Mansion blocks sit in the centre of the site and for a shoulder around the taller buildings

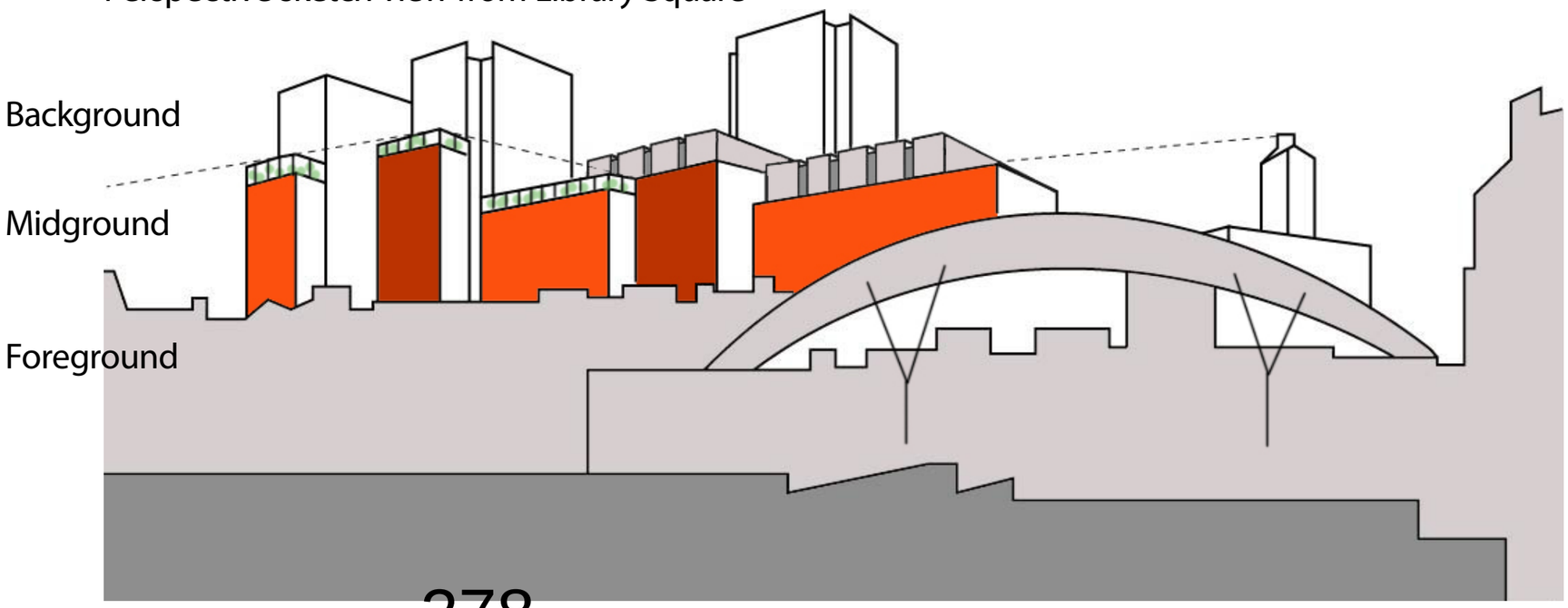
Hanover Park Elevation diagram



Backdrop to the Conservation Area

The mansion blocks and the lower shoulders to the tall buildings form a layer of mid-scale development to form a backdrop to the Conservations Area

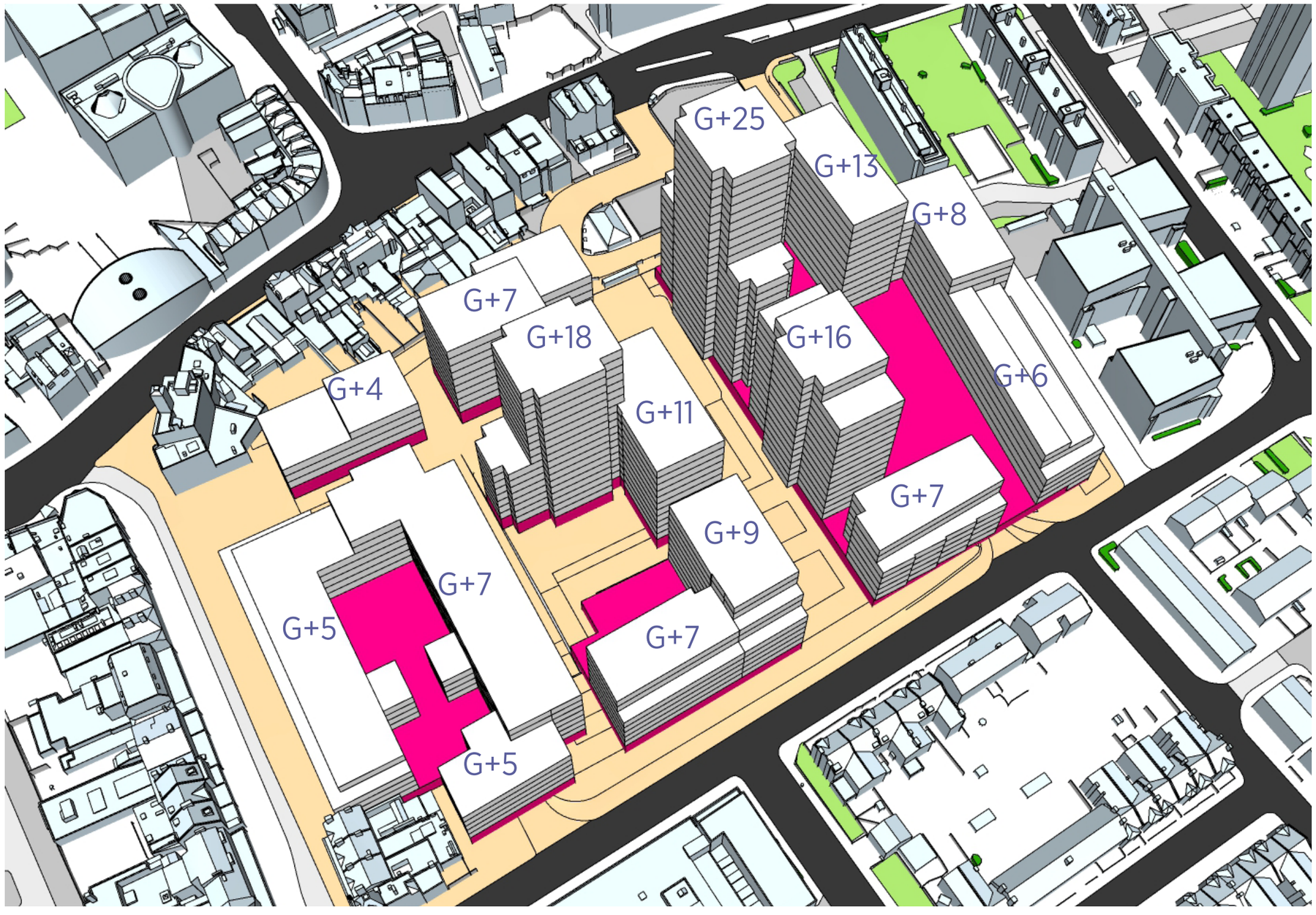
Perspective sketch view from Library Square



Massing Diagram at Pre-app Meeting 3: 7th September 2022

Daylight impacts not measured by Point 2 Surveyors

Storey heights are stated as G+ the number of residential floors where G is two storeys



279

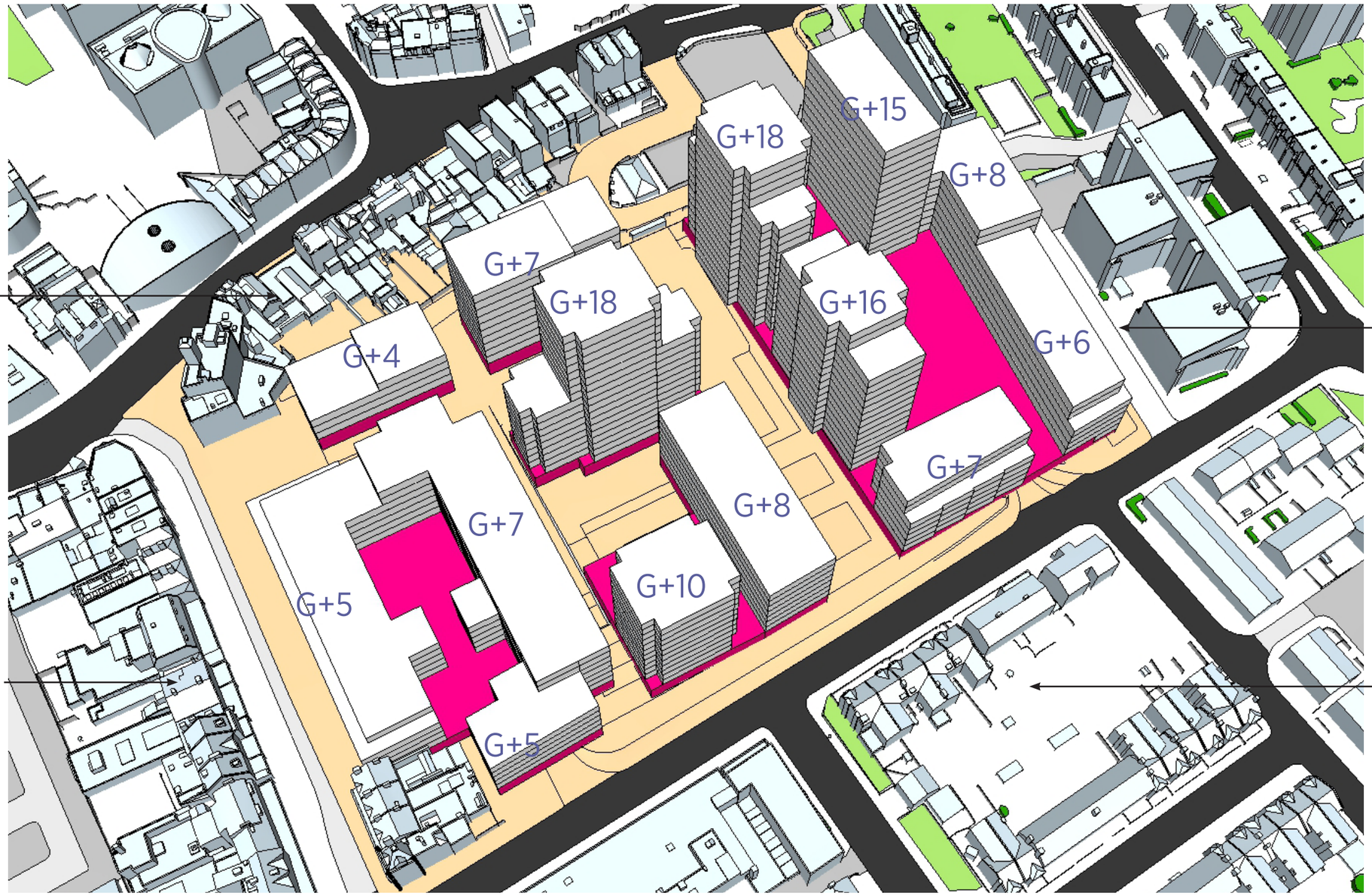
Massing Diagram at Technical Pre-app: 27th September 2022

Daylight impacts measured by Point 2 Surveyors: VSC = Vertical Sky Component

Storey heights are stated as G+ the number of residential floors where G is two storeys

Retained VSC acceptable to residential windows to rear of Peckham High Street

Retained VSC acceptable to residential on western side of Rye Lane



Purdon House faces bus stand and new massing has only partial impact on retained VSC

This massing has negative impacts to windows facing Mckerrell Road

This massing has negative impacts to windows facing Hanover Park

280

Proposed Massing Option 1

1050 homes

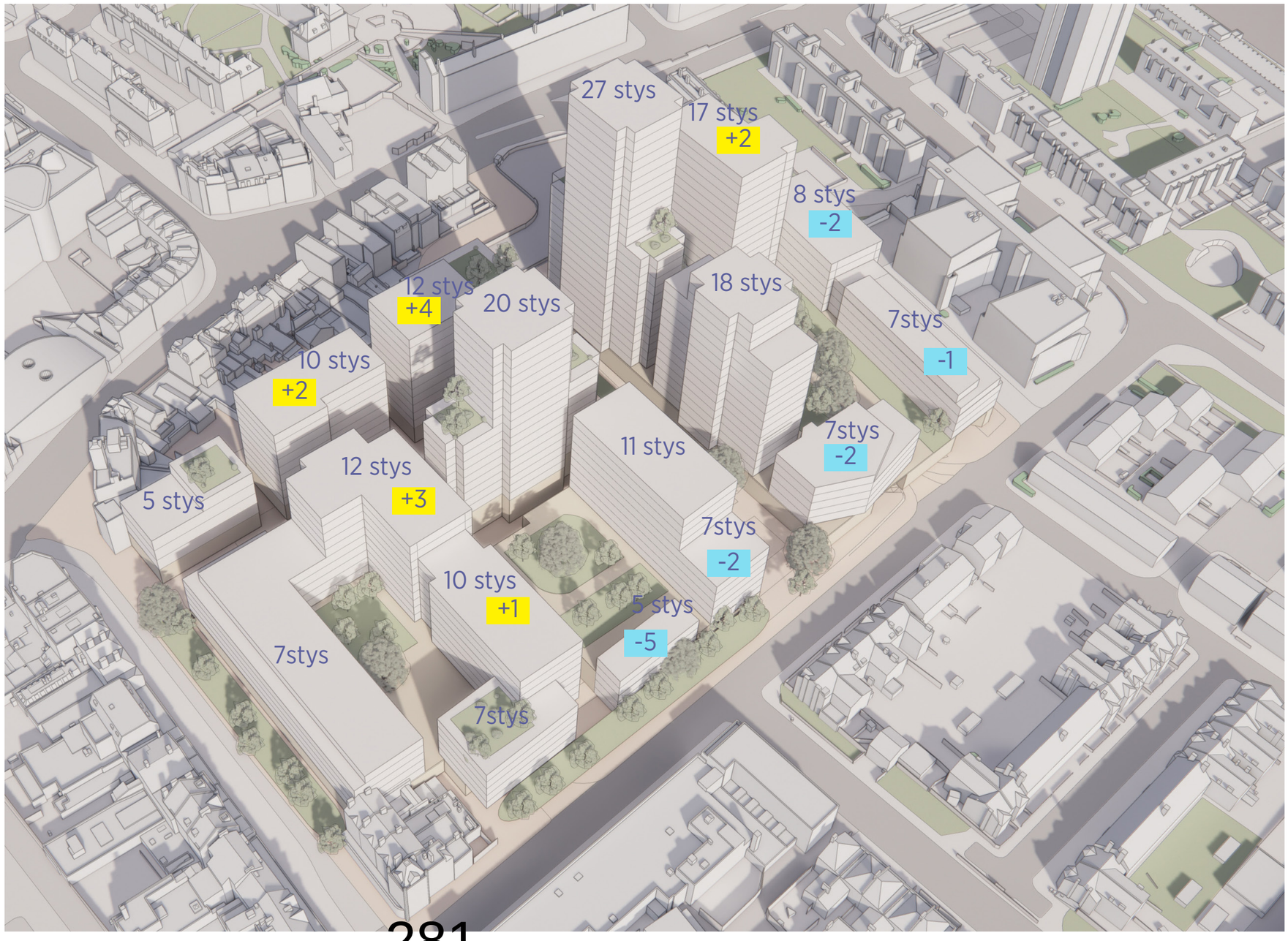
One building over 20 storeys, heights now stated as total number of storeys

Heights reduced on buildings next to Mckerrell Road & Hanover Park, improving sunlight into the development and daylight to surrounding properties

Height increased to buildings (C1, H1, N2 and N3) at the centre of the site, creating a “layering” of heights across the development. Height also increased to building M4

Key Plan





Proposed Massing Option 2 - Preferred

1050 homes

No buildings over 20 storeys, heights now stated as total number of storeys

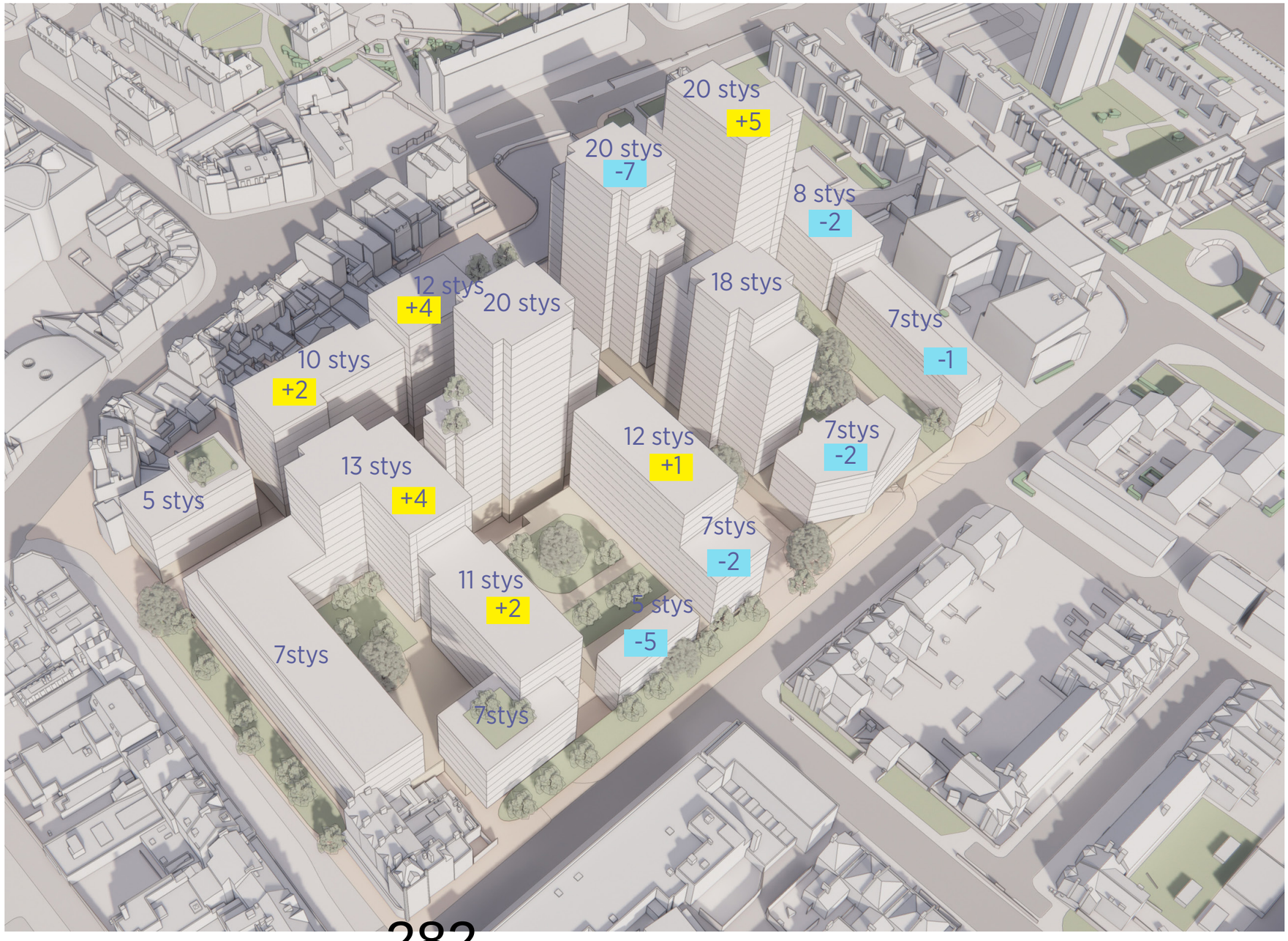
Heights reduced on buildings next to Mckerrell Road & Hanover Park, improving sunlight into the development and daylight to surrounding properties

Height increased to buildings (C1, H1, N2 and N3) at the centre of the site, creating a “layering” of heights across the development. Height also increased to building M4

Key Plan



Daylight impacts measured by Point 2 Surveyors for this option



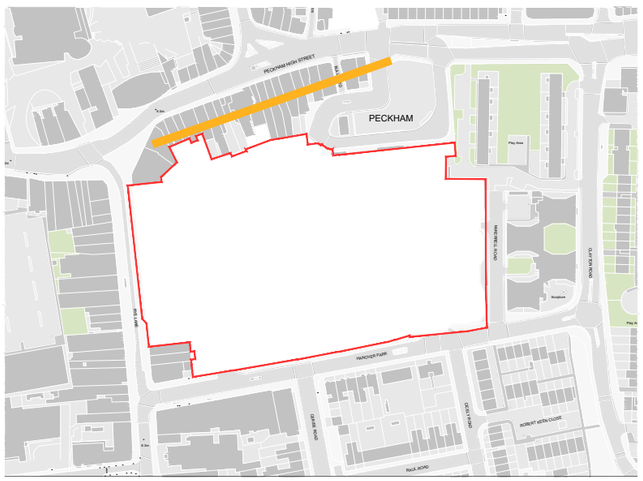
Peckham High Street Daylight Impacts

The buildings on Peckham High Street are flats above shops with windows facing the site. Point 2 Surveyors have recommended that the daylight loss as a result of our massing should be measured in VSC (vertical sky component) and should not fall below 15%.





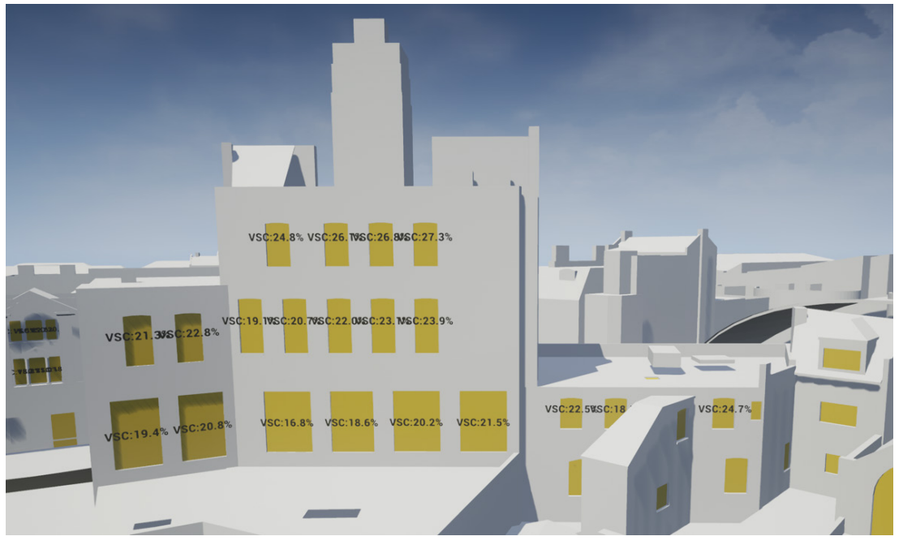




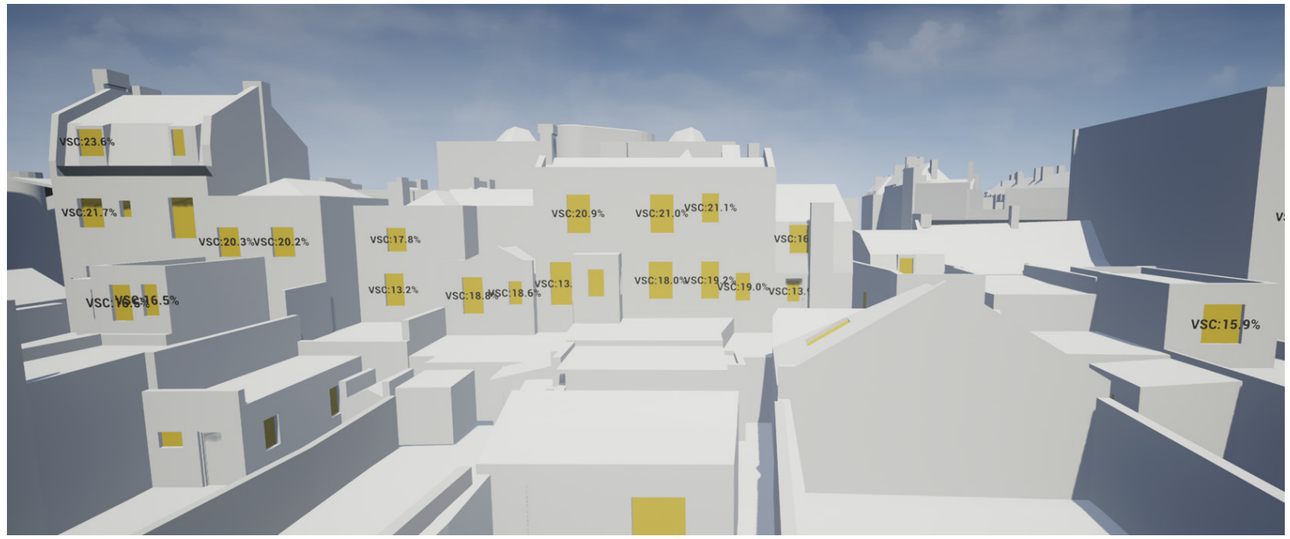
283

Peckham High Street Results

66-78 Peckham High Street



86-104 Peckham High Street



106-122 Peckham High Street

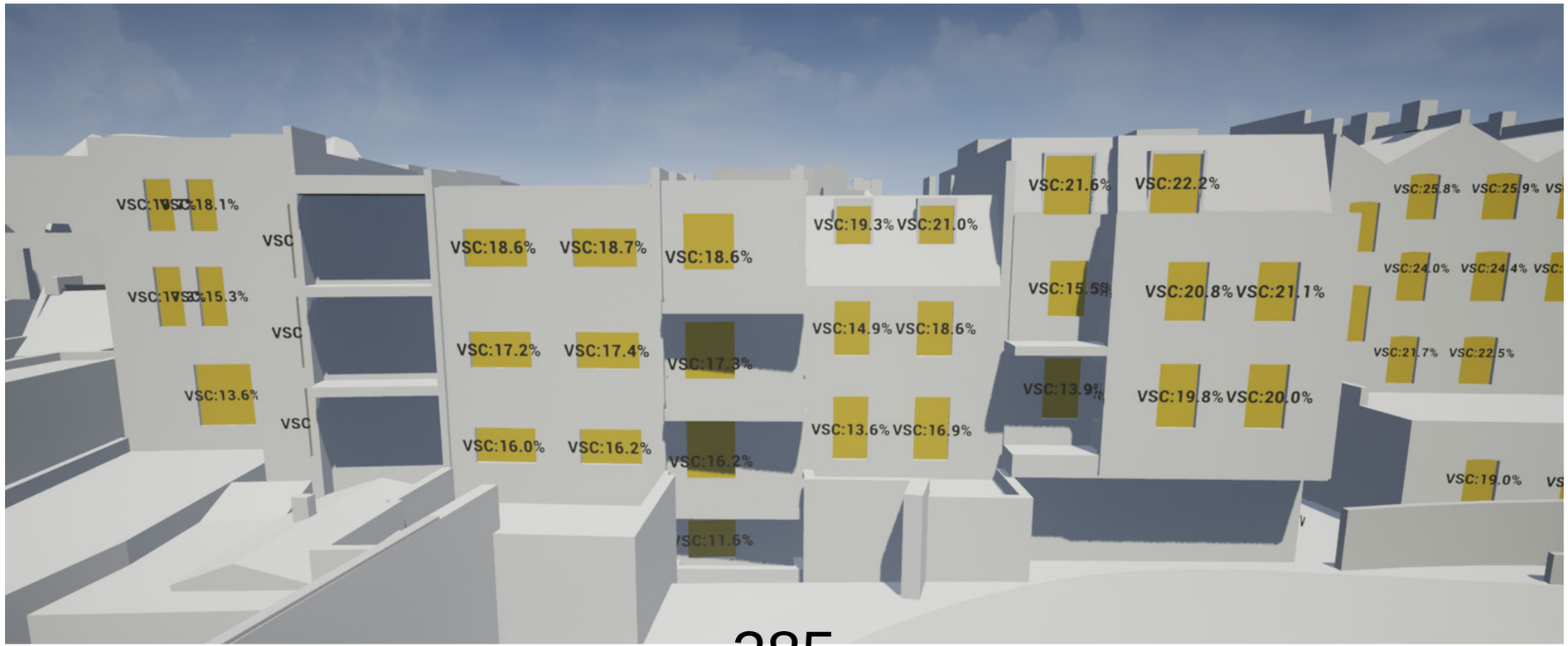


284

Peckham High Street Results - no balconies assessment

BRE recommended 'No Balconies' assessment scenario shows the windows located underneath balconies and overhangs retaining generally good VSC levels in the proposed situation

106-122 Peckham High Street



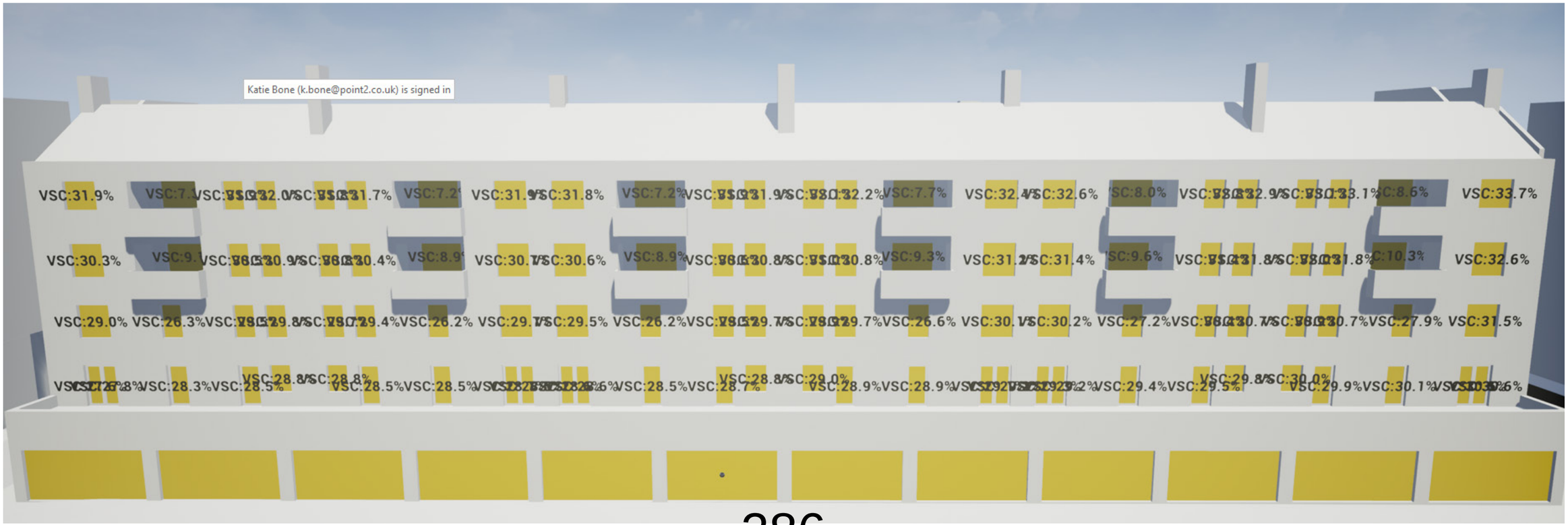
285

Peckham High Street Results - Dunstall House

Recessed balconies design limit daylight to windows and rooms underneath/behind



Dunstall House



286

Peckham High Street Results - Dunstall House - no balconies

BRE recommended ‘No Balconies’ assessment scenario results in excellent retained VSC values for windows situated behind recessed balconies. All windows retain between 30-33% VSC.
This demonstrates it is the balconies that are the predominant factor in daylight impact.



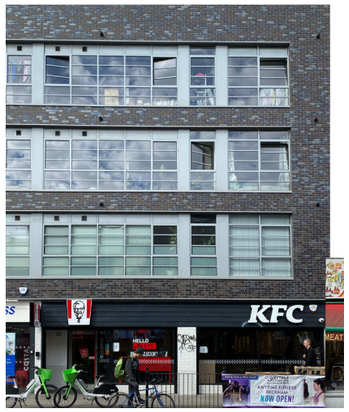
Dunstall House



Rye Lane Daylight Impacts

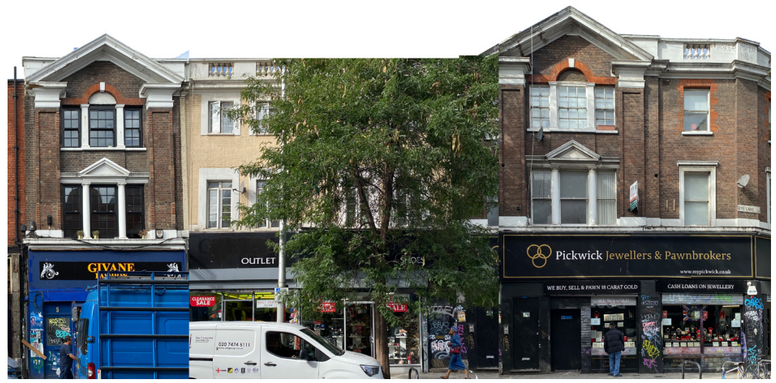
The buildings on Rye Lane are apartments above shops with windows facing the site. Point 2 Surveyors have recommended that the daylight loss as a result of our massing should be measured in VSC (vertical sky component) and should not fall below 15%.

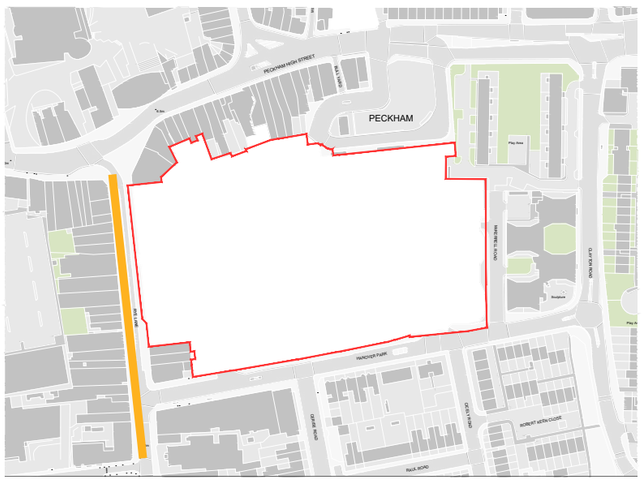












Rye Lane Results

66-78 Peckham High Street

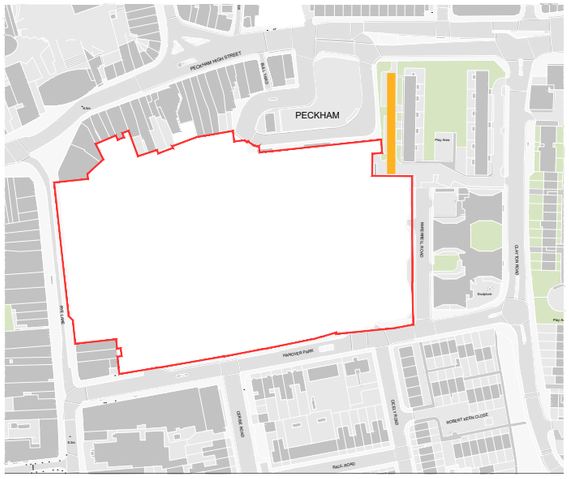


Purdon House Daylight Impacts

Purdon House is to the north east of the site. The bathroom and WC windows have not been assessed, ony kitchen windows. The majority of the facade faces the bus station, and the proposed massing therefore only affects the windows at the southern end.

Furthermore Purdon House has access decks which limit daylight to windows and rooms below and behind. An assessment that looks at VSC without the access decks would show adequate retained levels.





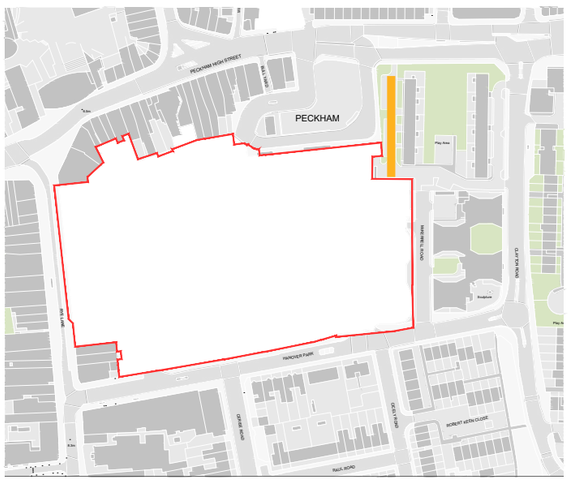


Purdon House Daylight Impacts - no balconies assessment

BRE recommended ‘No Balconies’ assessment scenario results in very good retained VSC levels. All windows retain above the higher threshold of 18%.

Retained values between 19.8% and 26.9% for impacted windows.



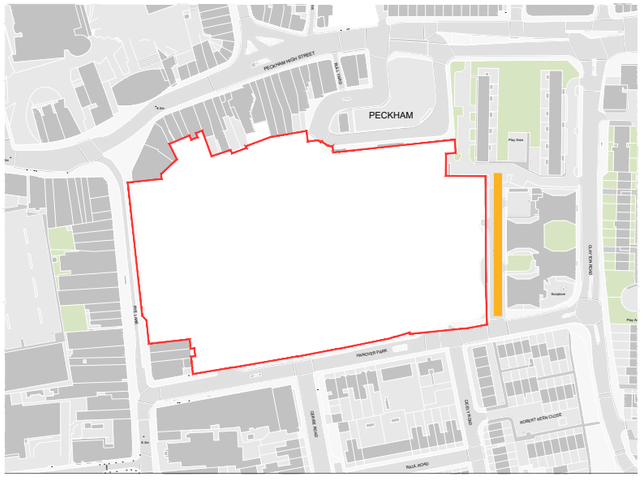




McKerrell Road Daylight Impacts

The buildings on McKerrell Road are apartment blocks that sit on their boundary edge with windows facing the site. Point 2 Surveyors have recommended that the daylight loss as a result of our massing should be measured in VSC (vertical sky component) and should not fall below 15%. This figure was agreed with the Southwark.





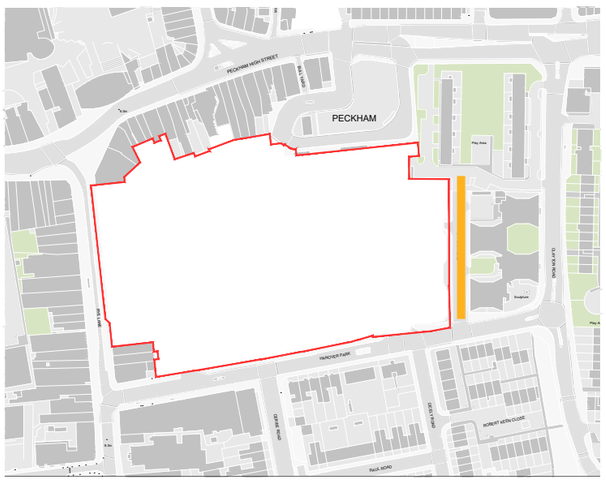
View looking north on McKerrell Road

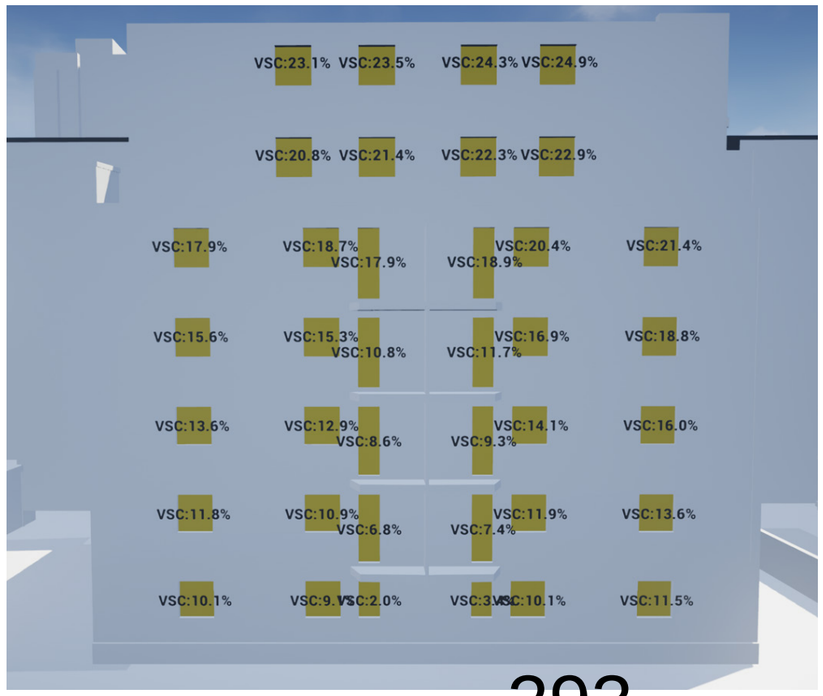


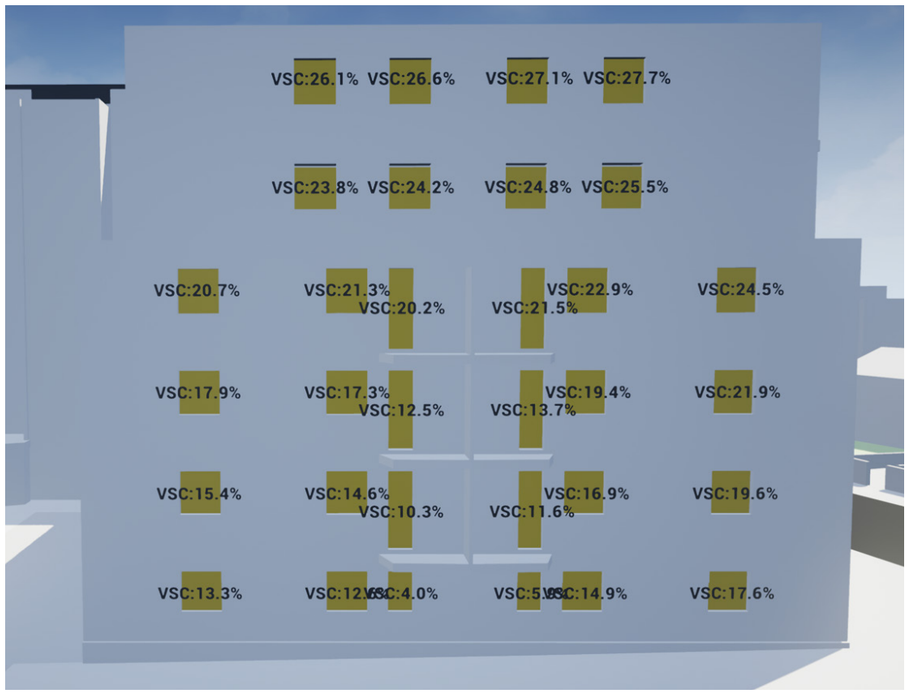
292

McKerrell Road Results

McKerrell Road to 81 Hanover Park, is directly opposite the site. The majority of the wndows in the site facing facades retain good VSC levels. A small number of windows fall below the 15% alternative target value. A number these windows are serving dual aspect rooms, therefore VSC to these rooms as a whole will be higher than the values shown. The small overhanging balconies will limit daylight to the windows underneath.





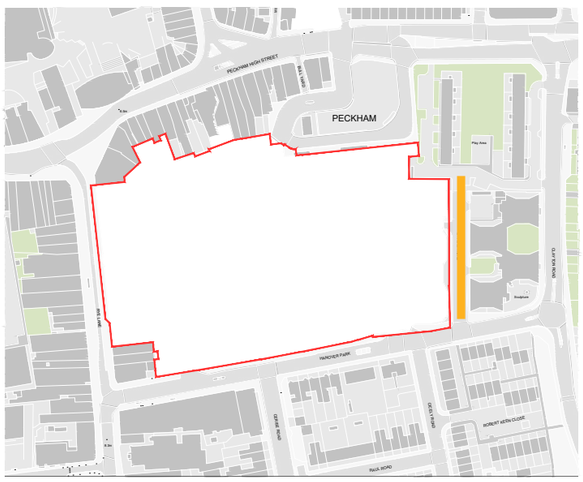


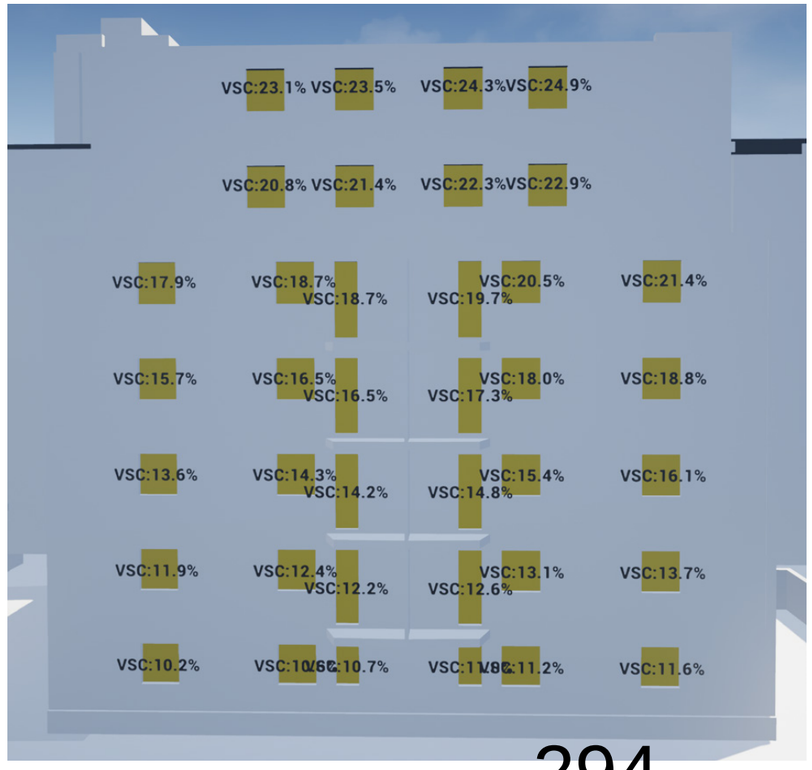
293

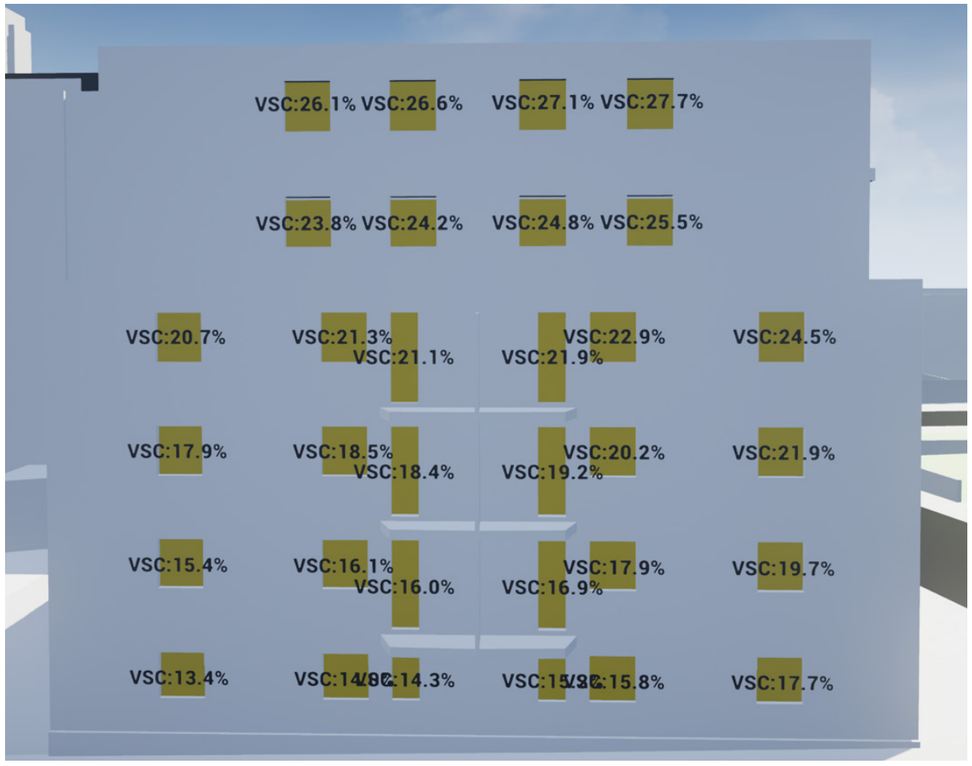
McKerrell Road Results- no balconies assessment

BRE recommended ‘No Balconies’ assessment scenario results in good retained levels of c.15% to the windows in the centre of the southern façade, located underneath existing overhanging balconies

For the northern façade, a small number of windows at ground, first and second floor fall below the alternative 15% target. Windows at third floor and above exceed the target.







Hanover Park Daylight Impacts

The buildings on Hanover Park are apartment blocks and houses with windows facing the site. Point 2 Surveyors have recommended that the daylight loss as a result of our massing should be measured in VSC (vertical sky component) and should not fall below 18%. This figure was agreed with the Southwark.

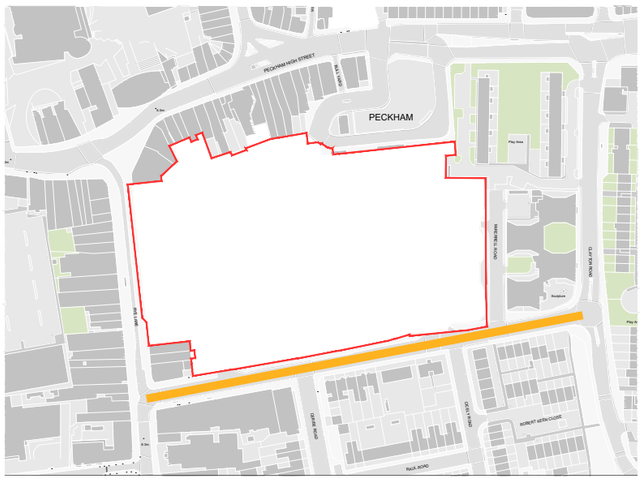










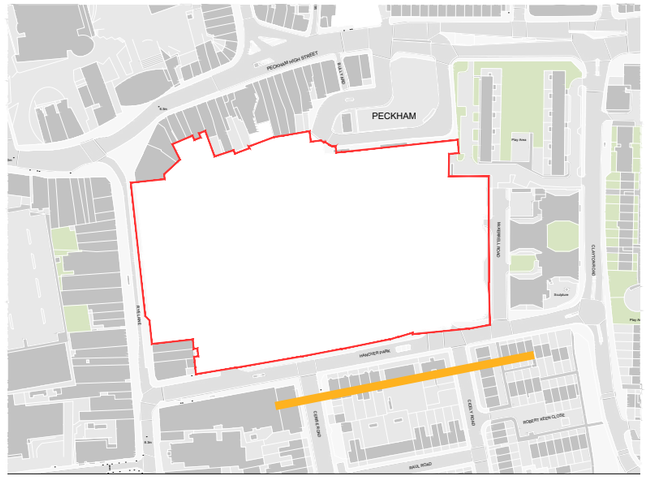


View looking west on Hanover Park

295



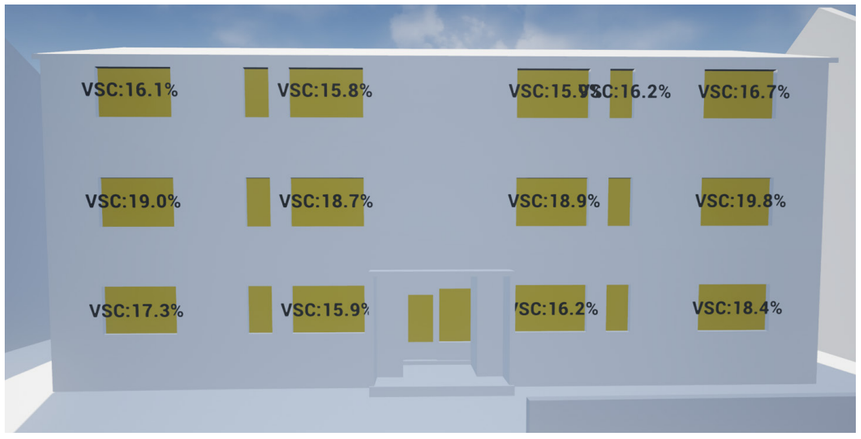
Hanover Park Results



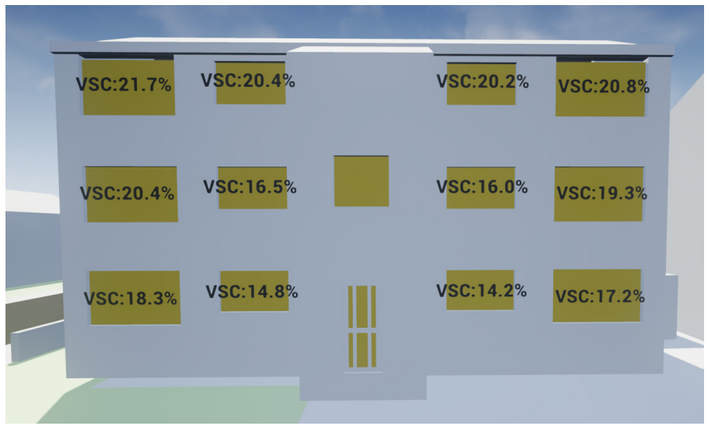
44-46 Hanover Park



40 Hanover Park



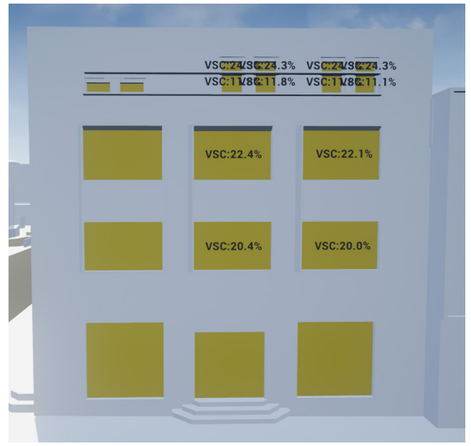
30-36 Hanover Park



20-28 Hanover Park



14-16 Hanover Park



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Sunlight Analysis Within the Site

It is expected that all amenity spaces and playspaces should pass the BRE sunlight threshold of 50% of the space receiving at least two hours of sunlight on the 21st March. All amenity spaces and the linear park pass the BRE sunlight test.

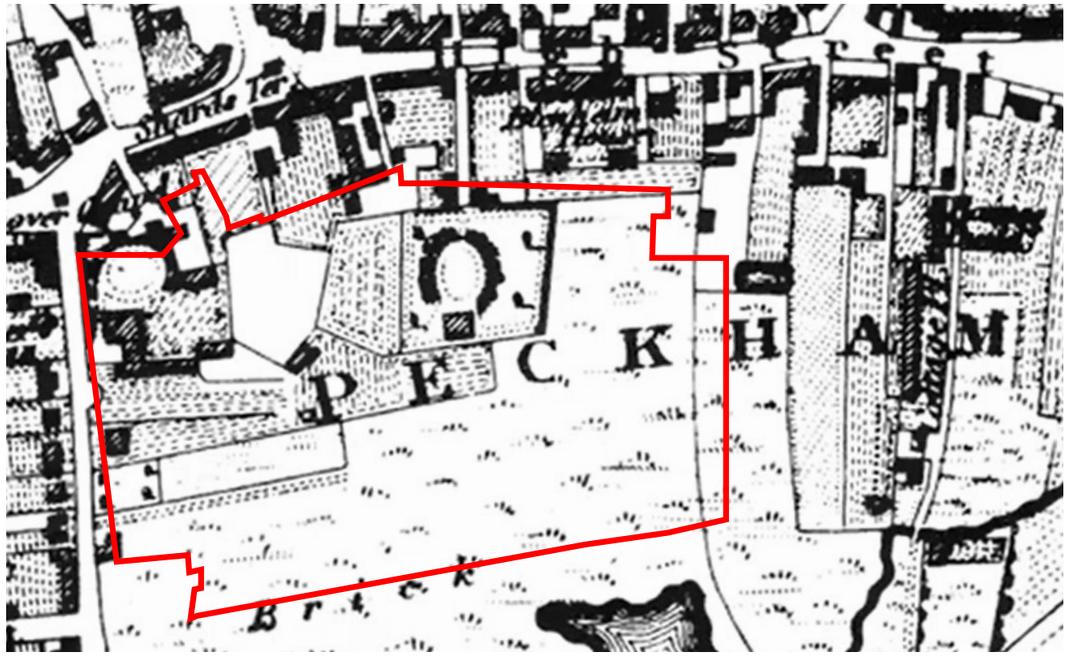
21st March

21st June



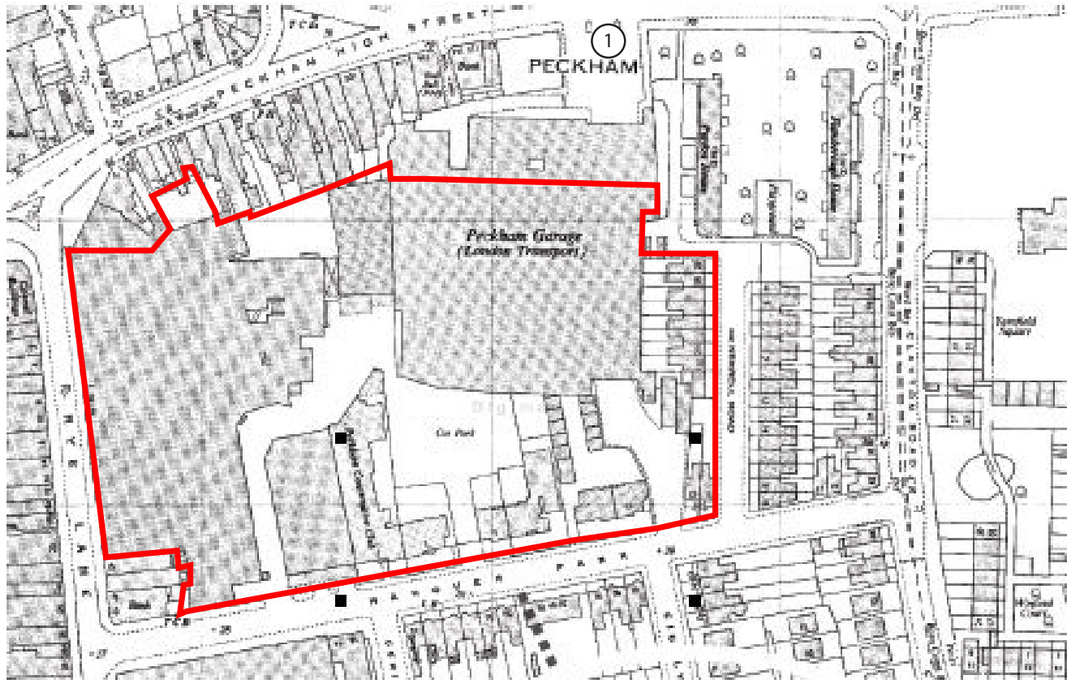
Context over time

1830 - Peckham High Street and Rye Lane Established





1830 - Peckham High Street and Rye Lane Established



1960 - Peckham Bus Garage on site

1920 - Jones and Higgins on site as well as Terraced Houses lining McKerrell Road and Hanover Park



Peckham Bus Garage - 1980's



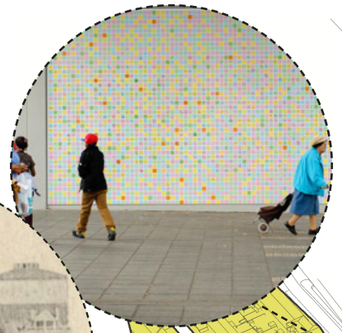
Jones and Higgins - 1906



Terraced homes on Hanover Park

Peckham Character







Peckham High Street

Mix of architectural styles
Brick, portland stone, painted brick
Heights vary from 1 to 4 stories
Variety of roof forms
Vibrarnt colours & Graffiti
Lots of signage

McKerrell Road

Mixed Residential Street
Predominantly 6 & 7 Stories
Lack of containment of the street



Rye Lane

Heights vary from 1 to 4 stories
Variety of roof forms
Vibrarnt colours & Graffiti
Predominantly Brick
Independent retail, stalls, restaurants

Hanover Street

Heights vary - 2 to 3 stories
Variety of roof forms
Predominantly Red Brick
Predominantly Residential





Key

- Retail/F&B
- Residential
- Community/Culture
- Yard Space





Peckham Contemporary Architecture

1. The Rye Apartments - Tikari Works
2. 95 Peckham Road - Peter Barber Architects
3. Corner House Peckham - 31/44 Architects
4. Peckham Place - Jestico + Whiles
5. Peckham Library - Will Alsop
6. Mountview - Carl Turner Architects
7. Flaxyard & Sumner House - Levitt Bernstein and East









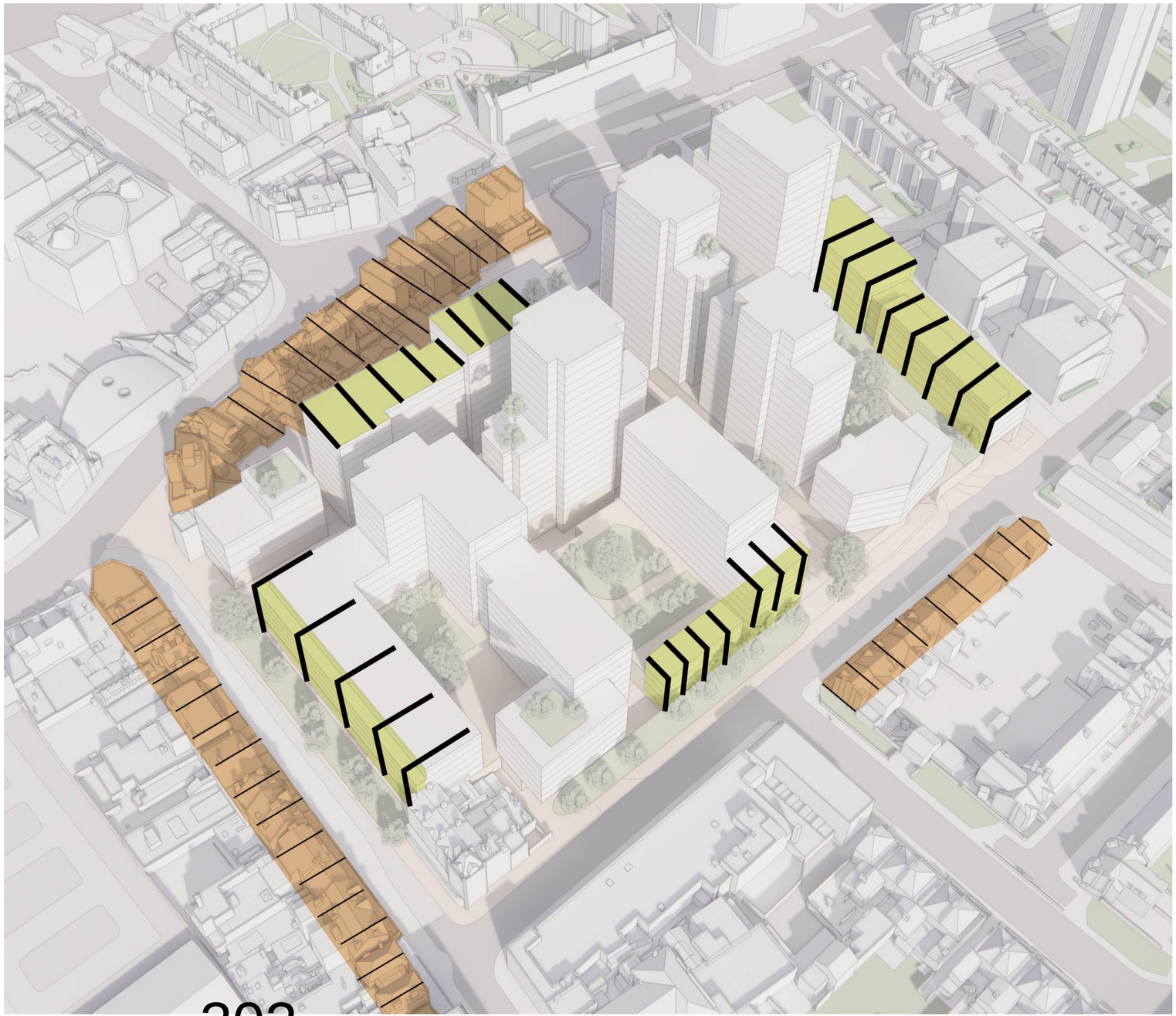




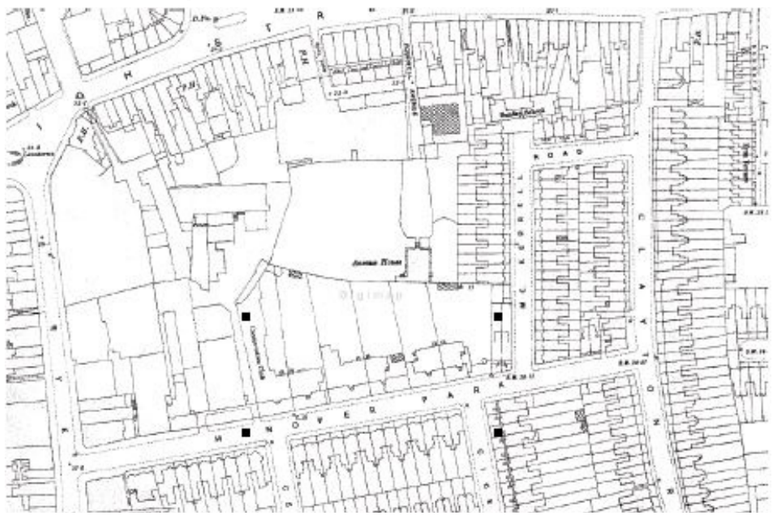


Residential Character Concepts

The surrounding context has narrow plot widths defining a vertical rhythm of terraces properties. Historically McKerrell Road also had this typology



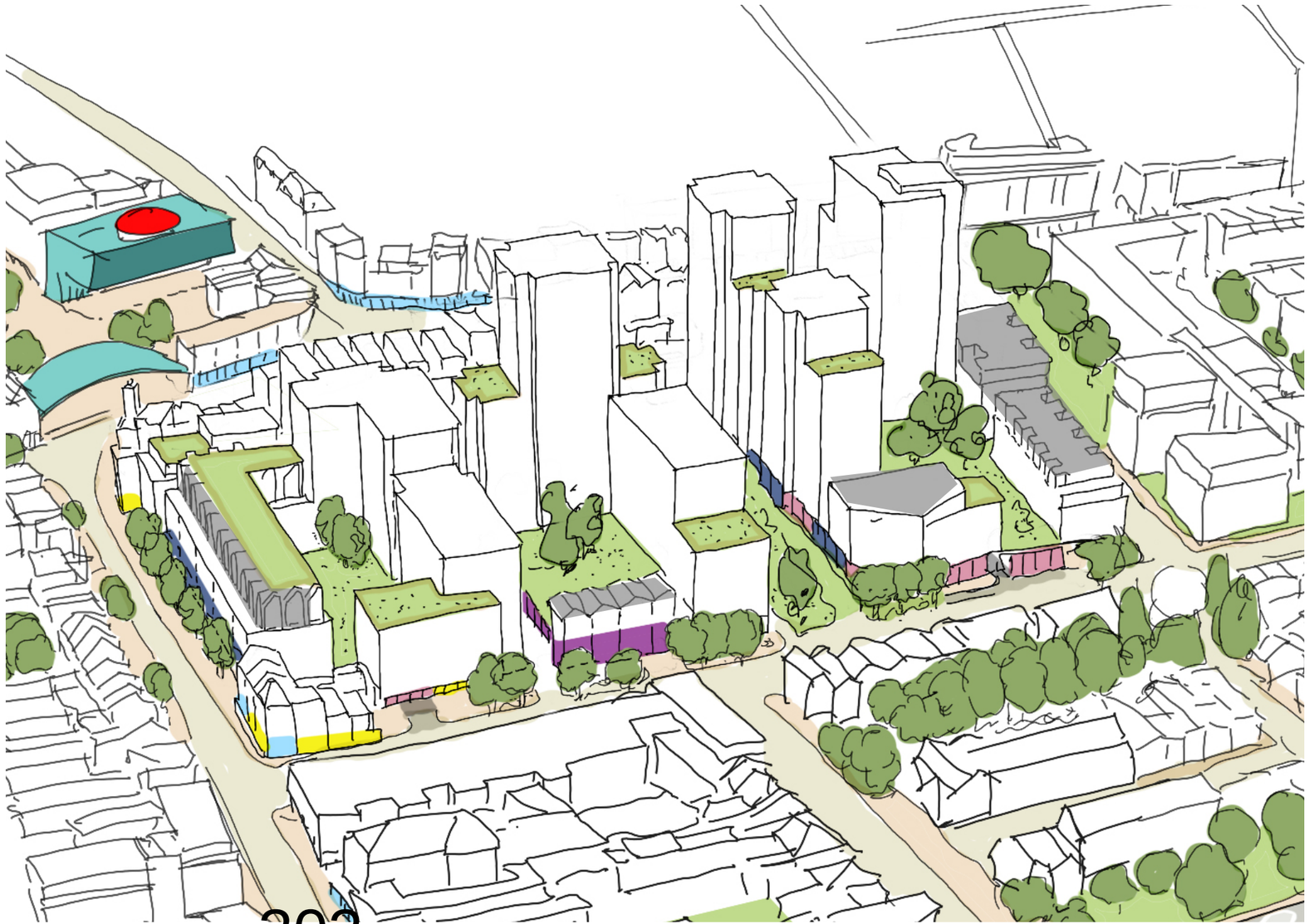
Historic Map of the site



Residential Character Concepts

The surrounding context contains a variety of roof types and forms. The rooftops will need to provide access for amenity space as well as creating interesting forms on the skyline

Amenity roofs
Articulated roofs



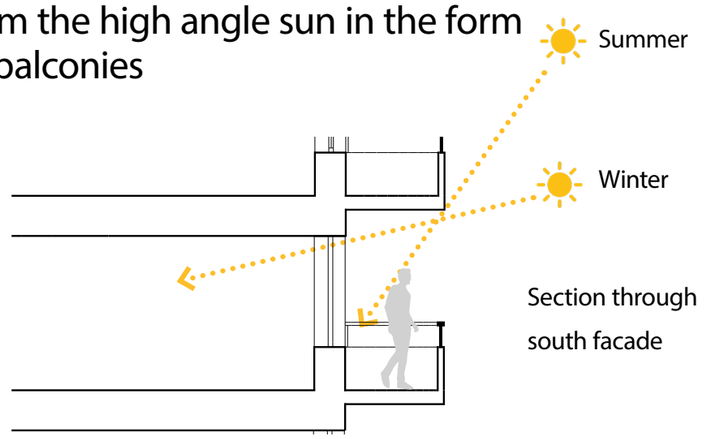




Residential Character Concepts

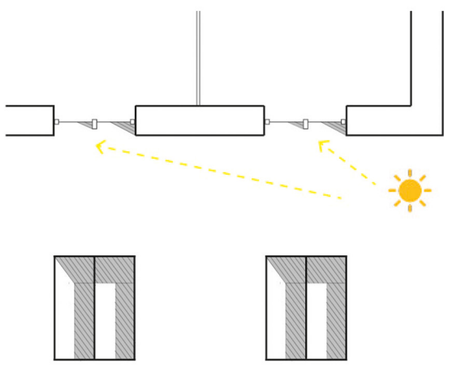
Passive solar design will influence the west and south facades of each building.

South facades will require shading from the high angle sun in the form of balconies



Section through south facade

West facades will require shading from the high angle south westerly sun in the form of reveals



Plan of west facade

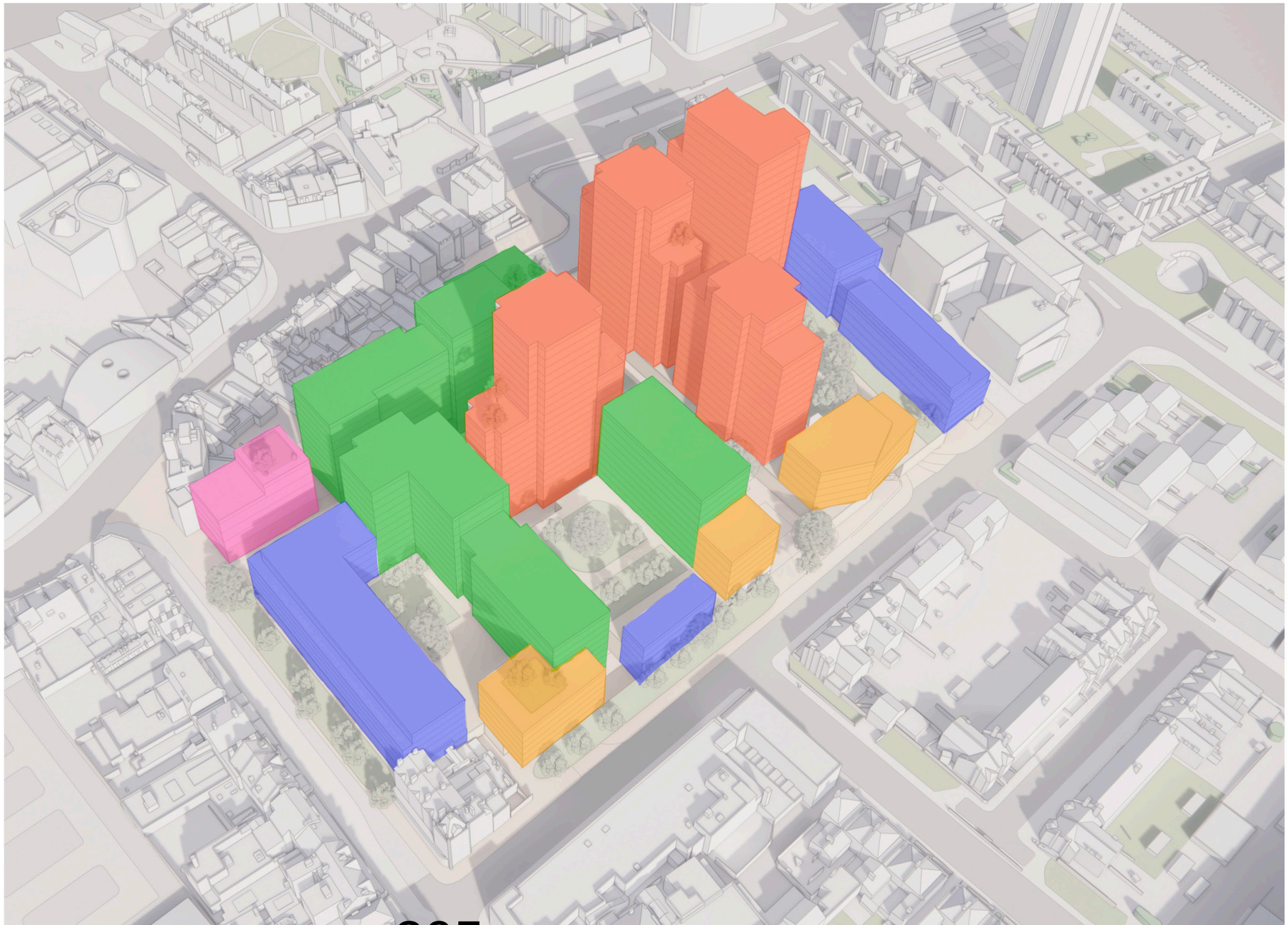
Elevation of west

West Facing Facades
South Facing Facades



Masterplan Coding

The masterplan provides an opportunity to create a family of buildings of differing scales and characters. The tall buildings will share many characteristics and at the site adge a different architectural approach will be taken to create buildings that define street edges and reflect the surrounding character.



Tall Buildings

Mansions Blocks

Street Buildings

Terraces

Masterplan Coding

Tall buildings

18-20 storeys

Gridded facades

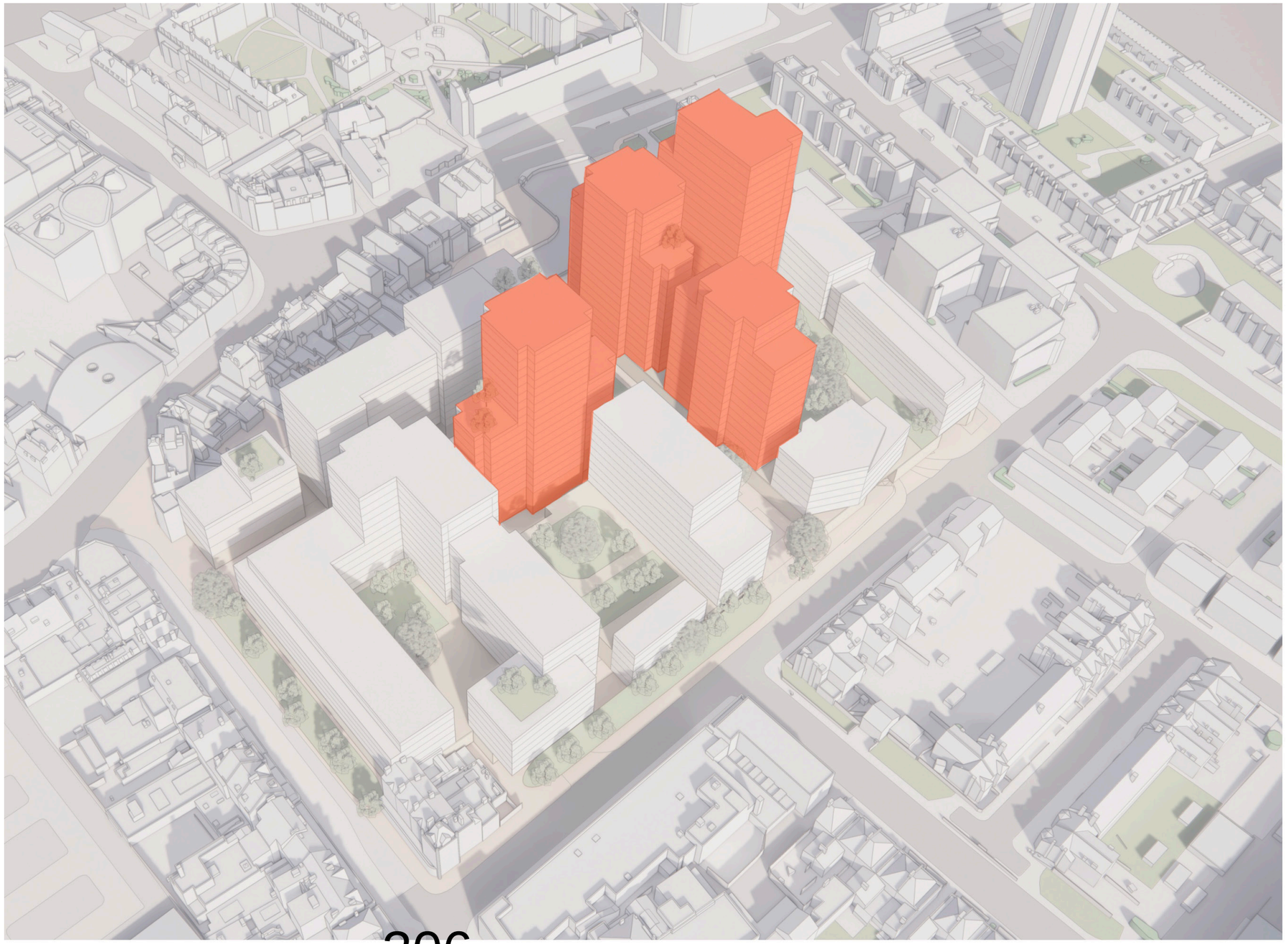
Vertical proportions

Square corner balconies

Typical example







Masterplan Coding

Mansion blocks

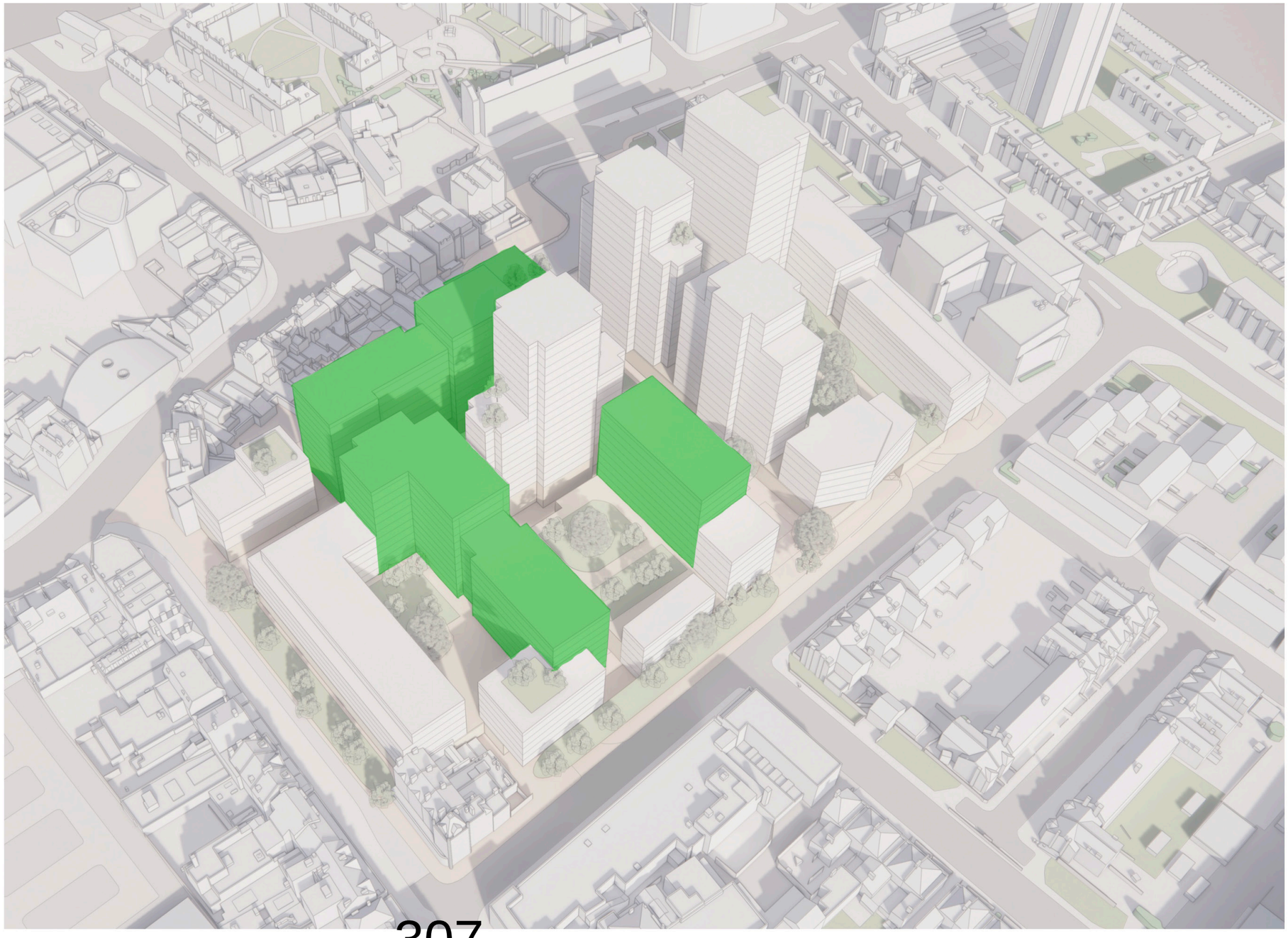
8-13 storeys

Punched window facades

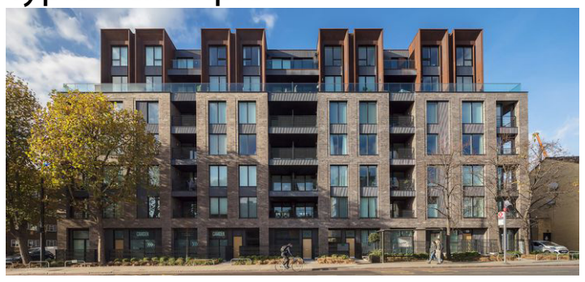
Stacked floors

Forming a shoulder to the towers

Linear blocks addressing the streets within the masterplan



Typical example





Masterplan Coding

Street Buildings

7-8 storeys

Punched window facades

Top floors set-back

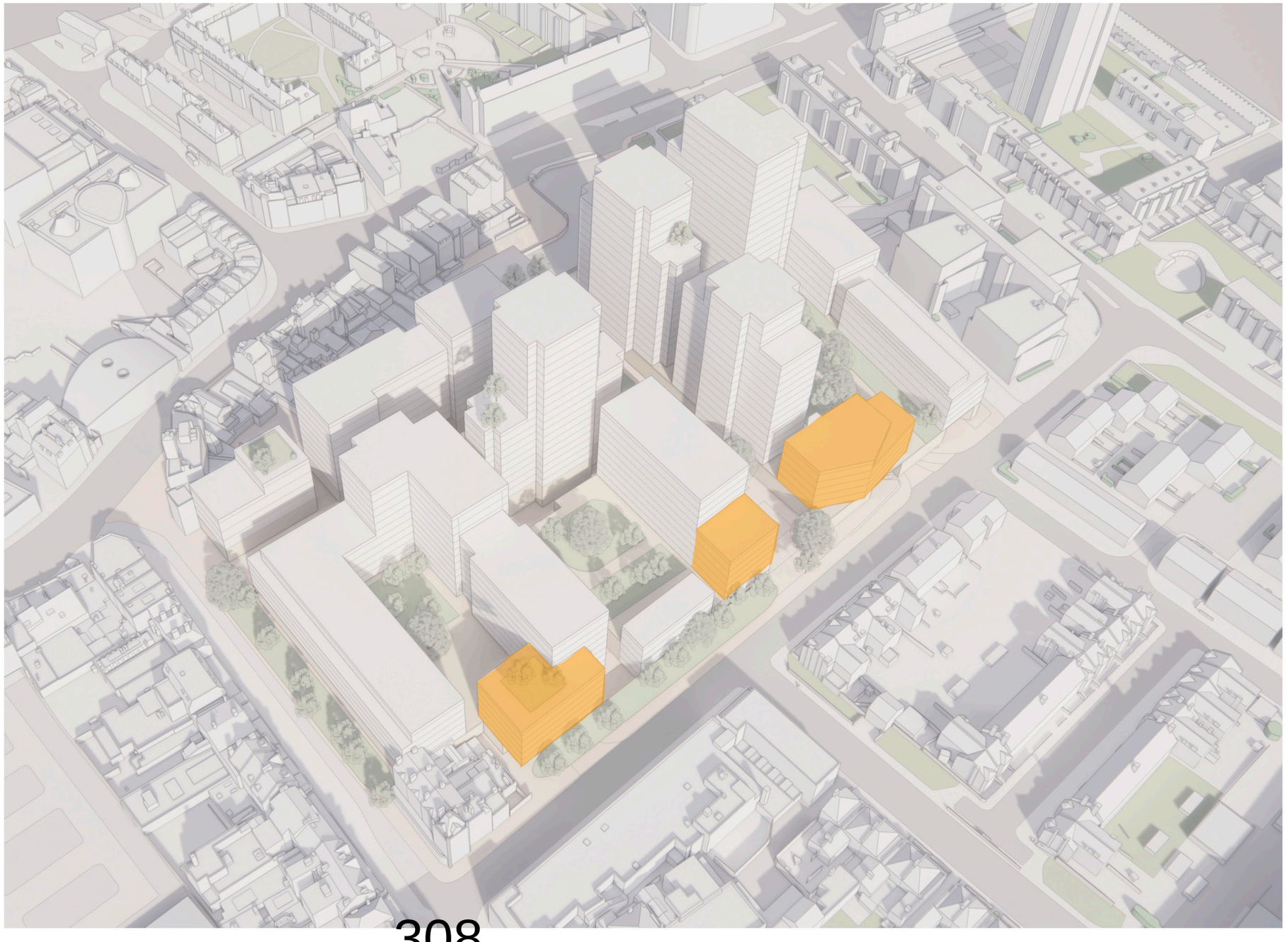
Addressing scale of Hanover Park

Articulate roofs

Typical example







Masterplan Coding

Terraces

5-7 storeys

Punched window facades

Top floors set-back

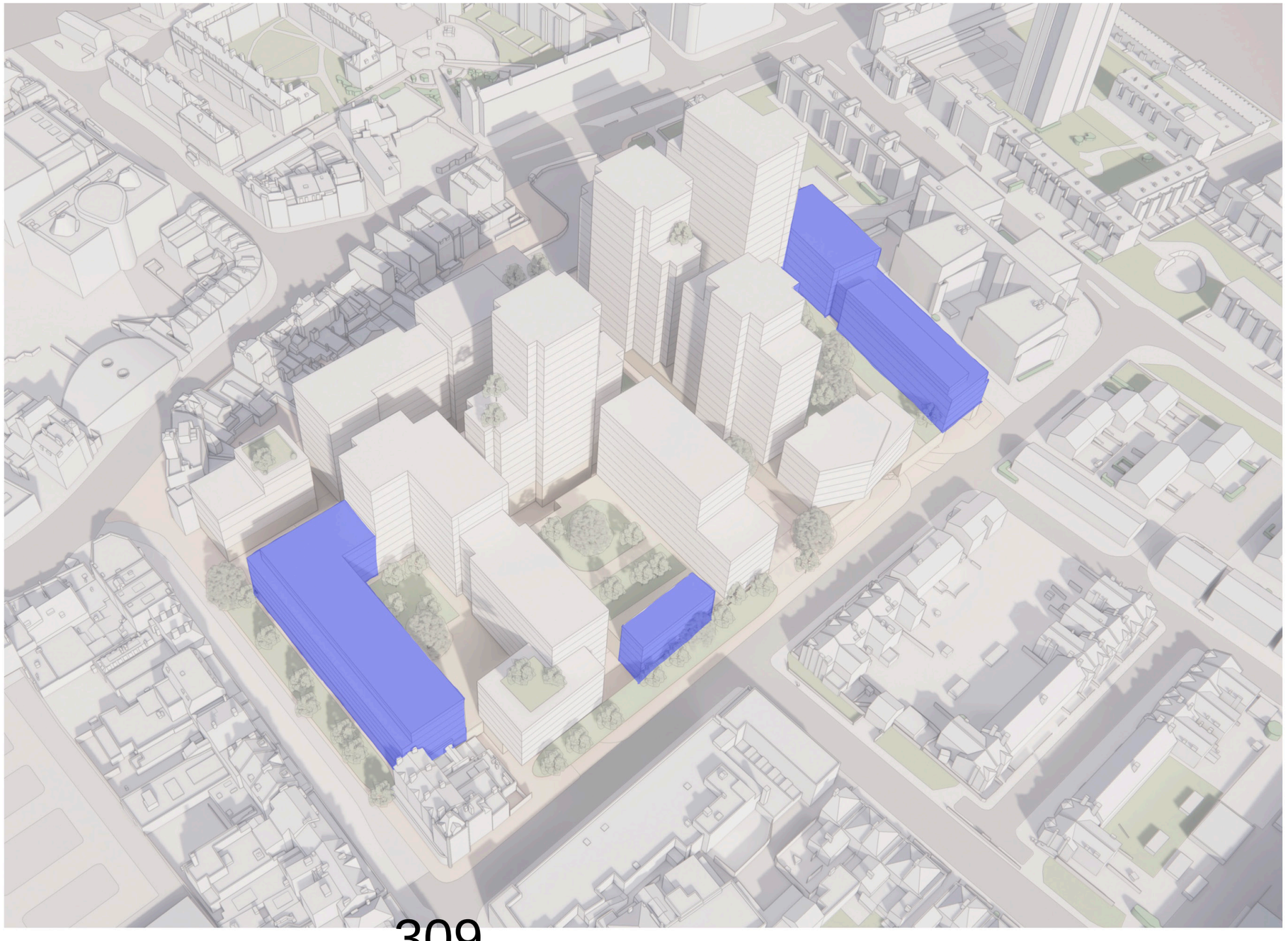
Vertical rhythm

Articulate roofs

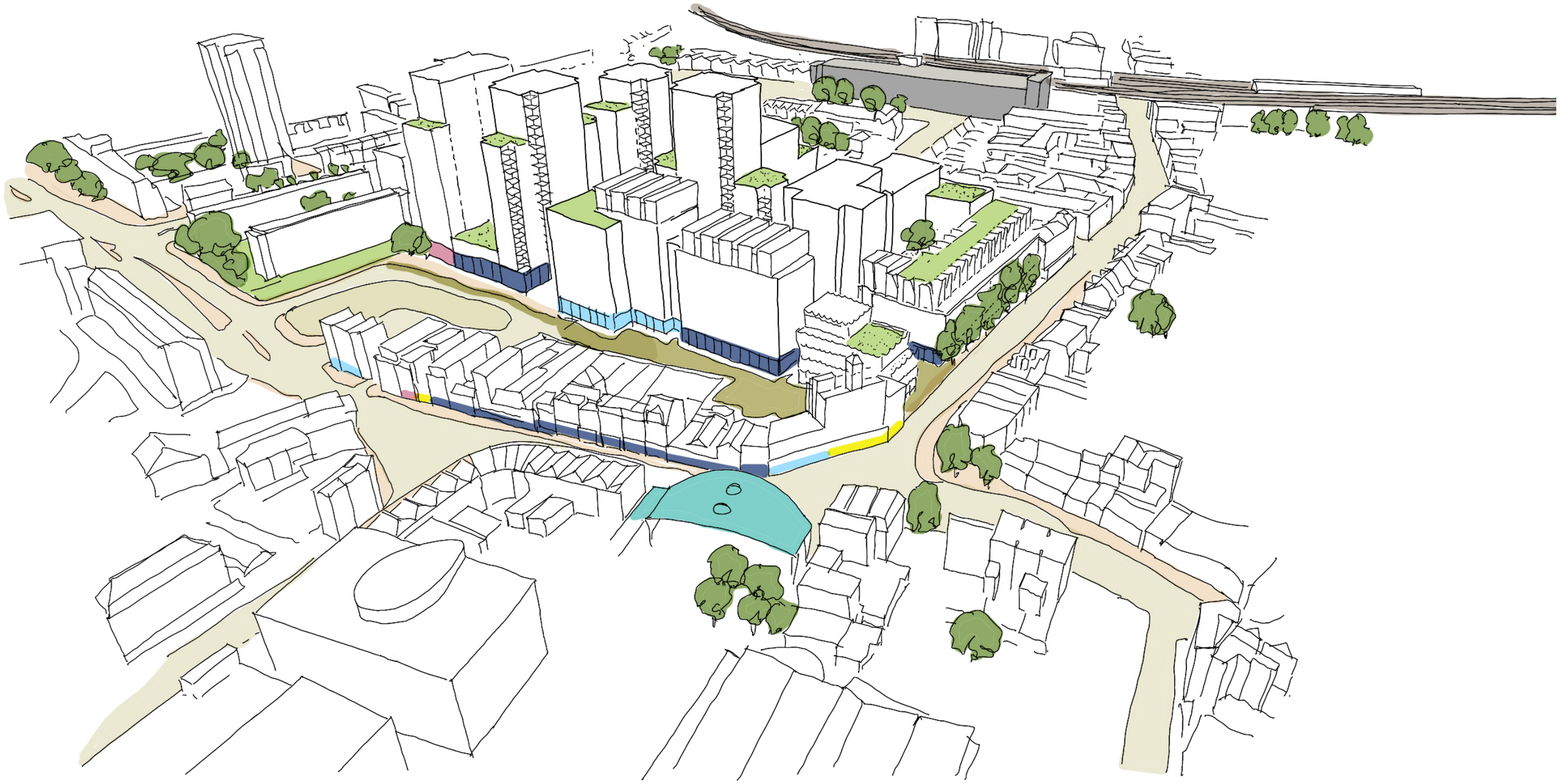
Typical example







Aerial View from North East



Aerial View from South West

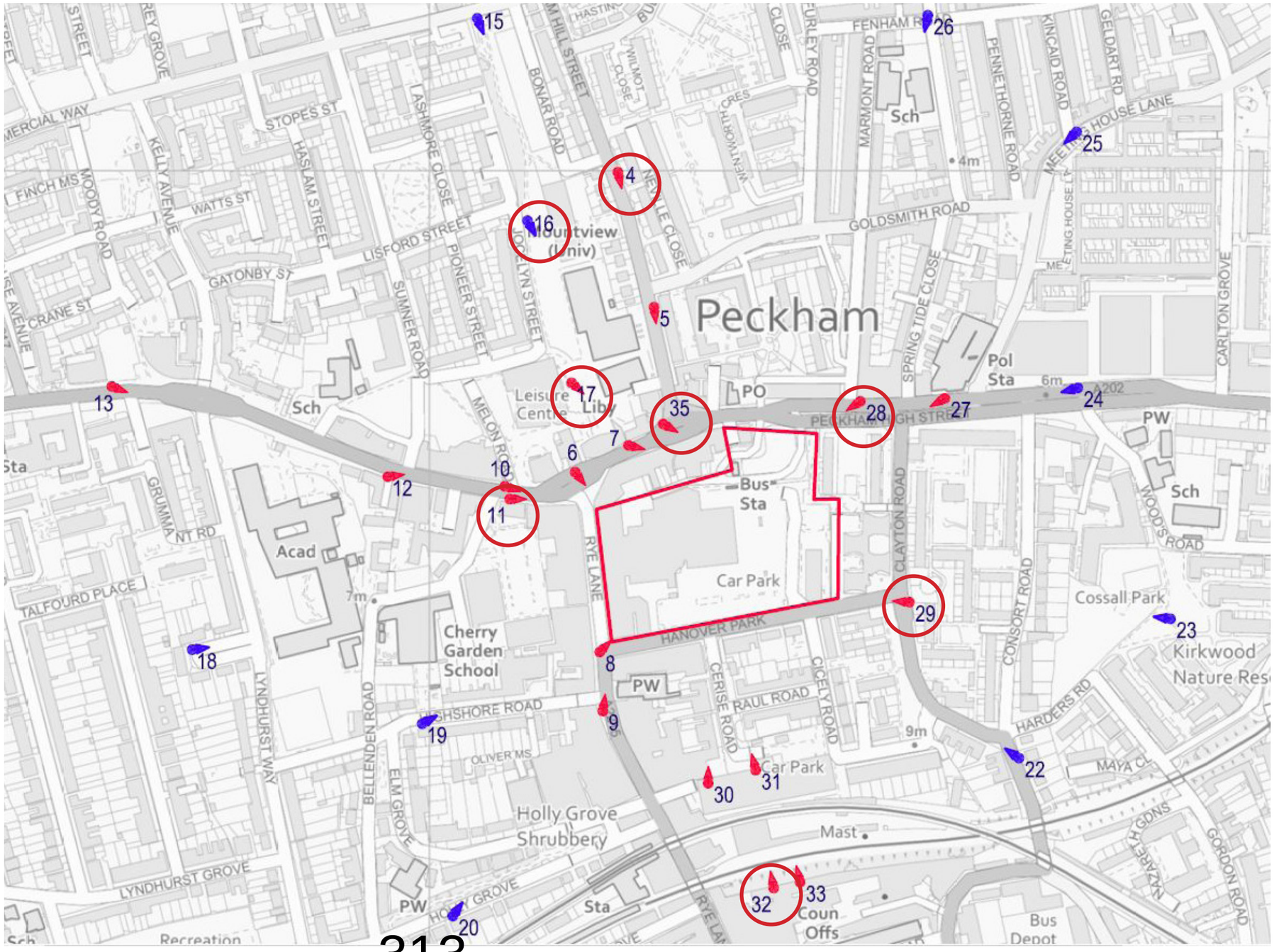


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Townscape Views Map

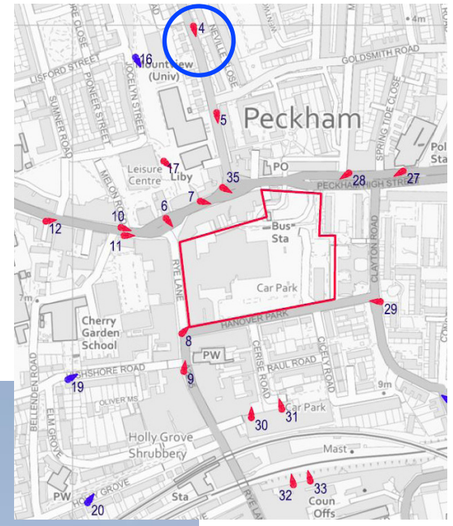
The following views have been tested in VU City.

These views were discussed and selected in discussion with the Townscape Consultancy and some additional views have been added which have been taken from the list of verified views.



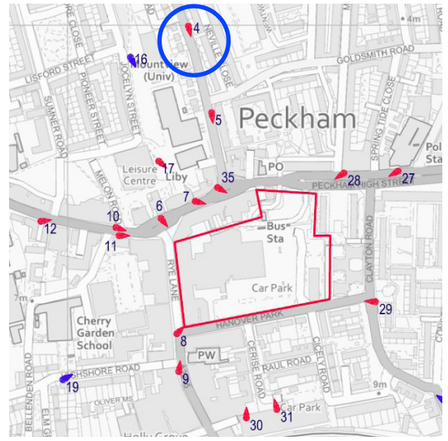
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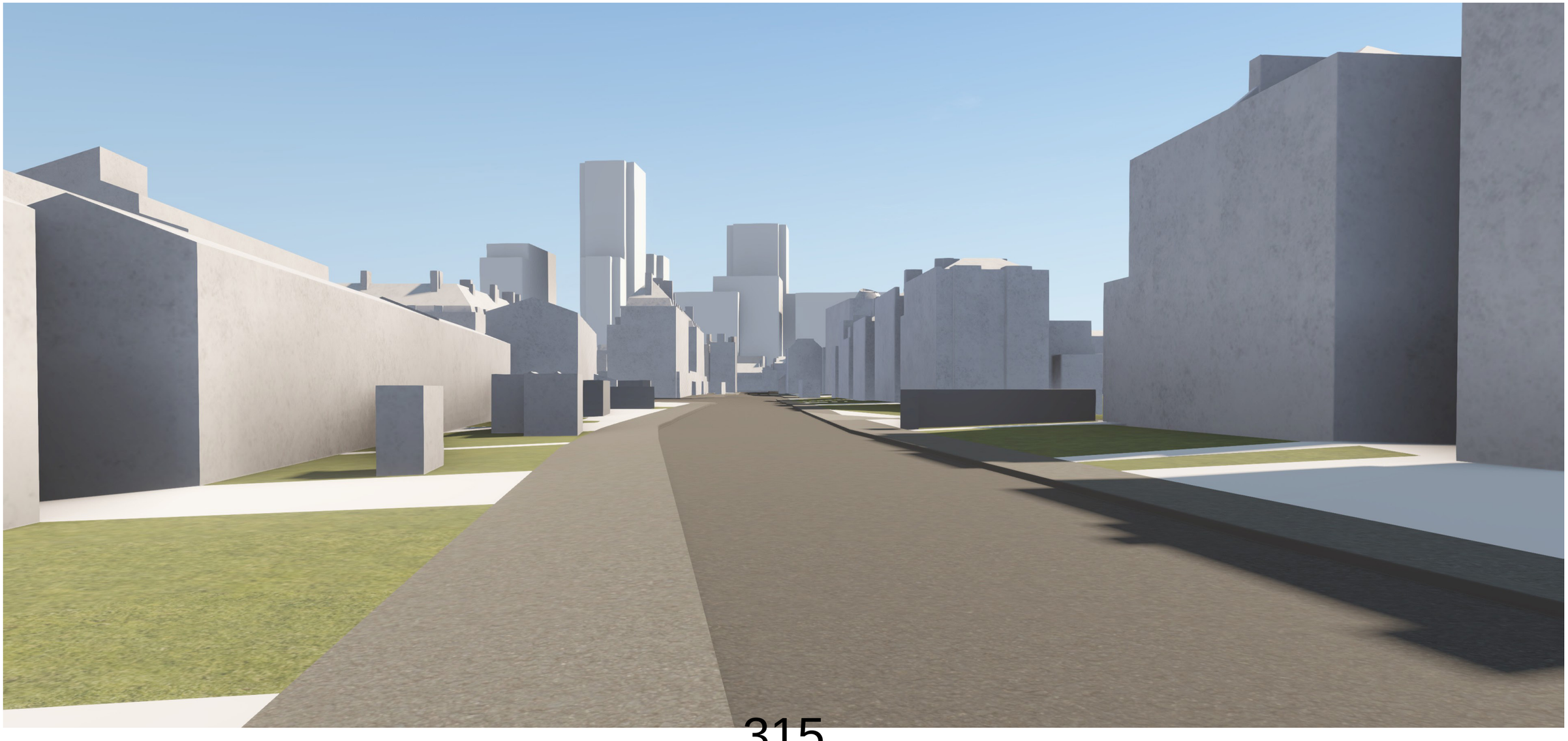
View 4: View from Peckham Hill Street



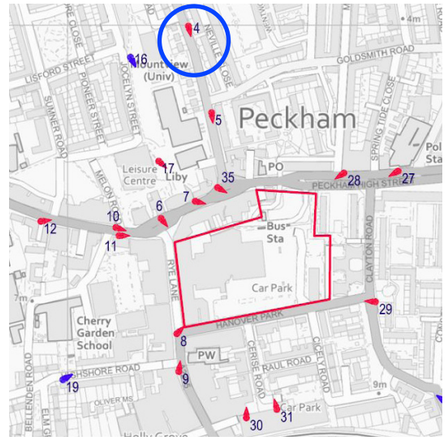


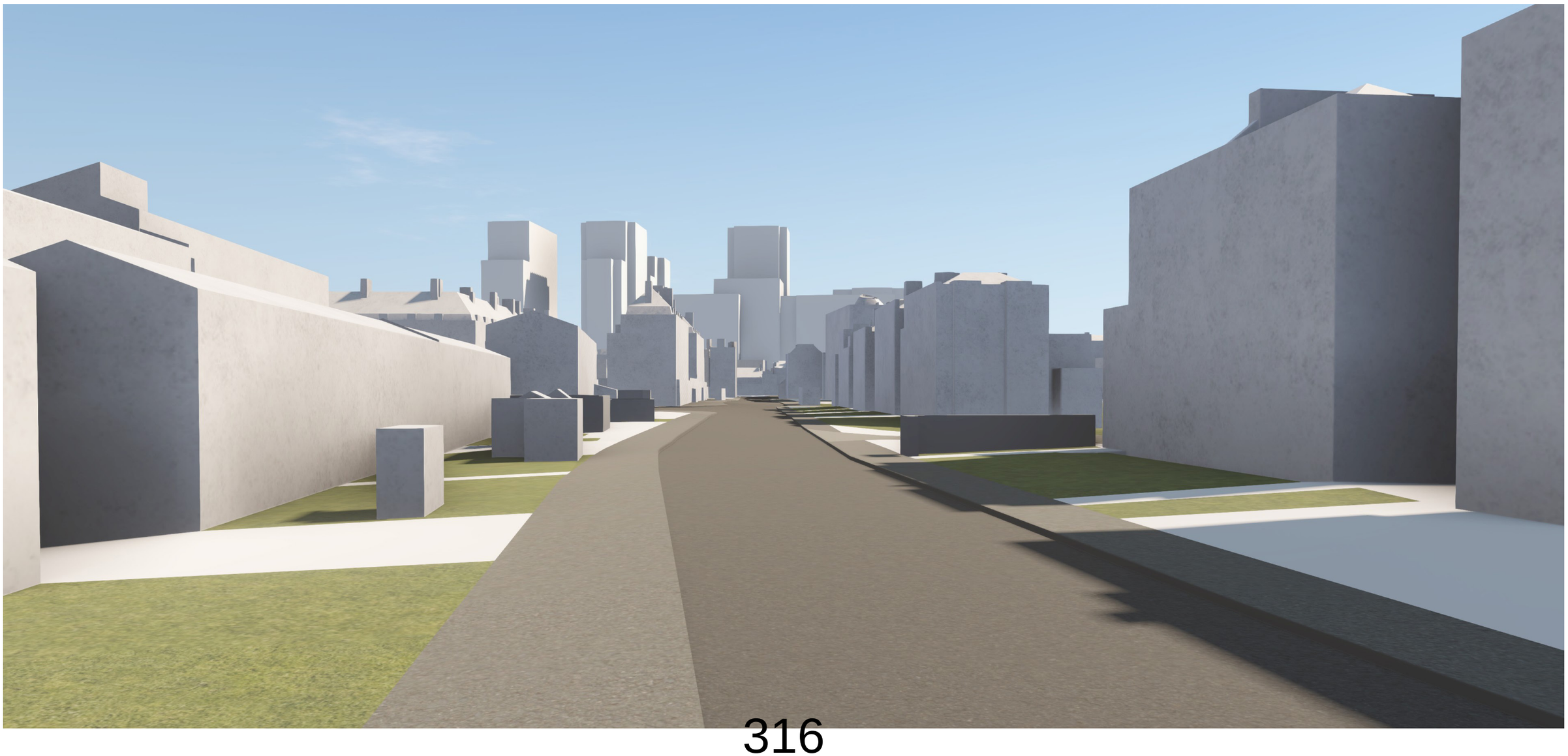
View 4: View from Peckham Hill Street Option 1



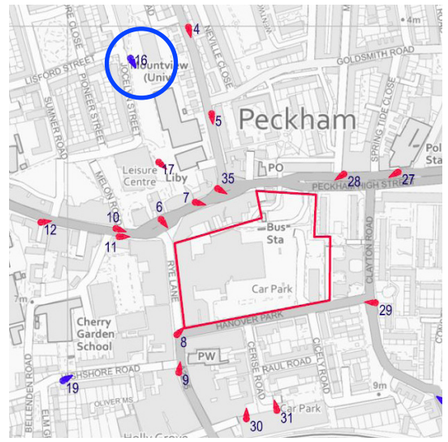


View 4: View from Peckham Hill Street Option 2



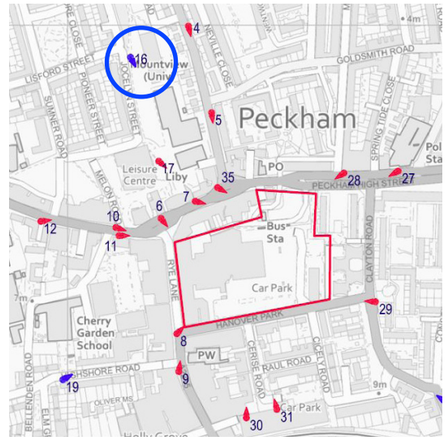


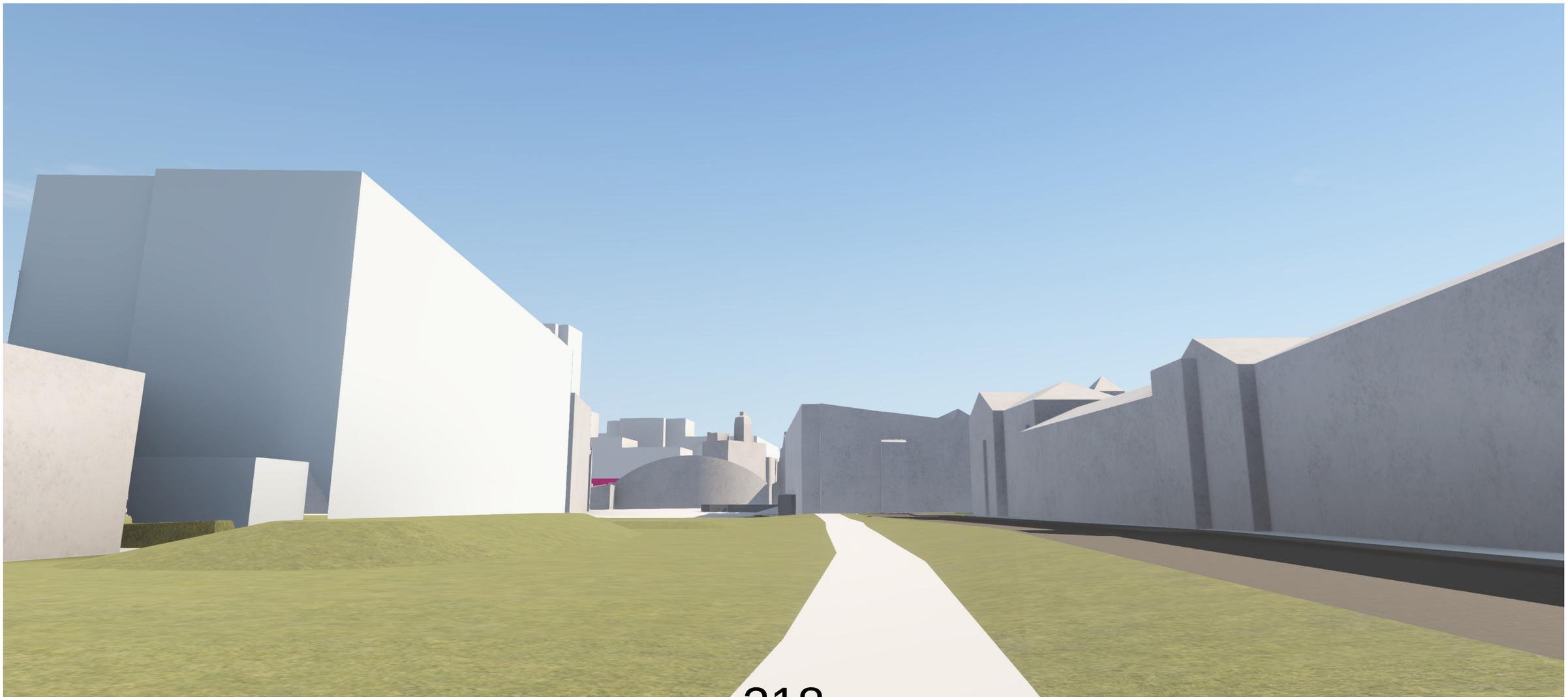
View 16: View from Surrey Canal Path



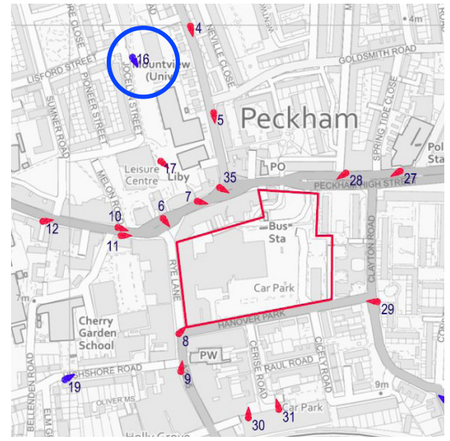


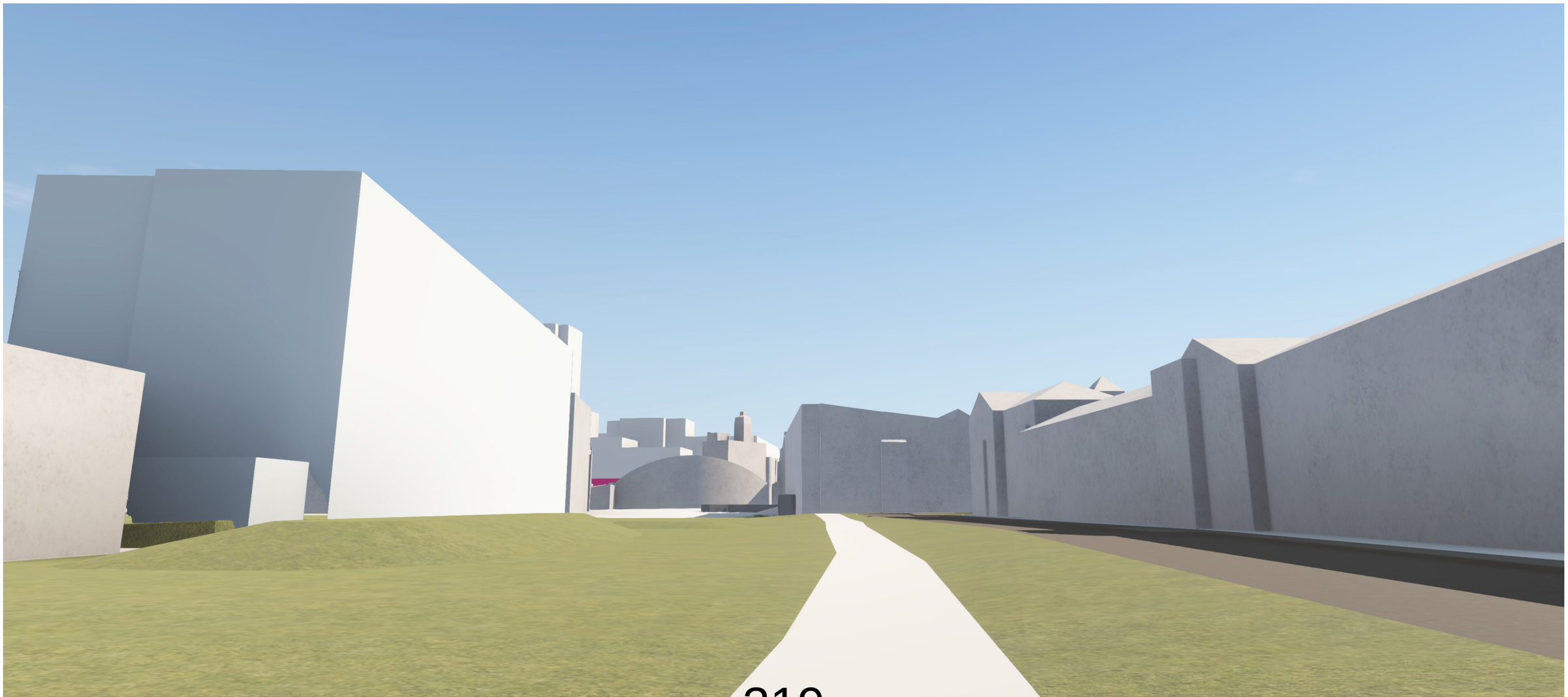
View 16: View from Surrey Canal Path Option 1



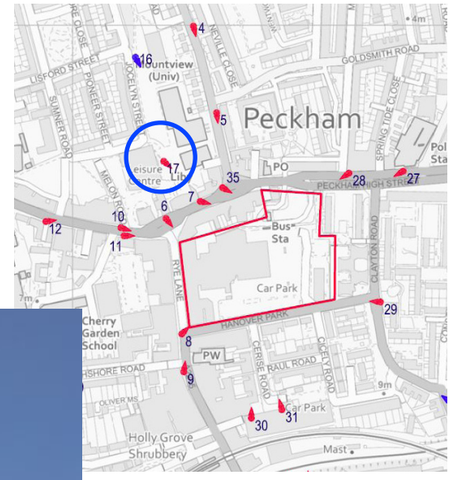


View 16: View from Surrey Canal Path Option 2



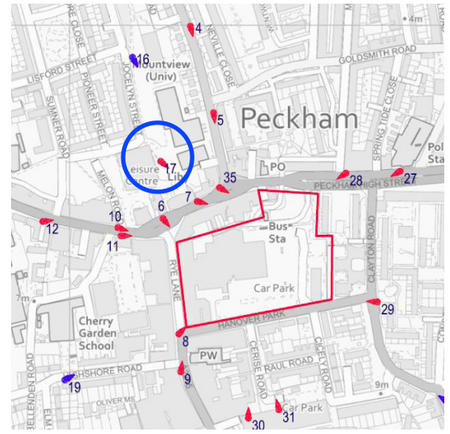


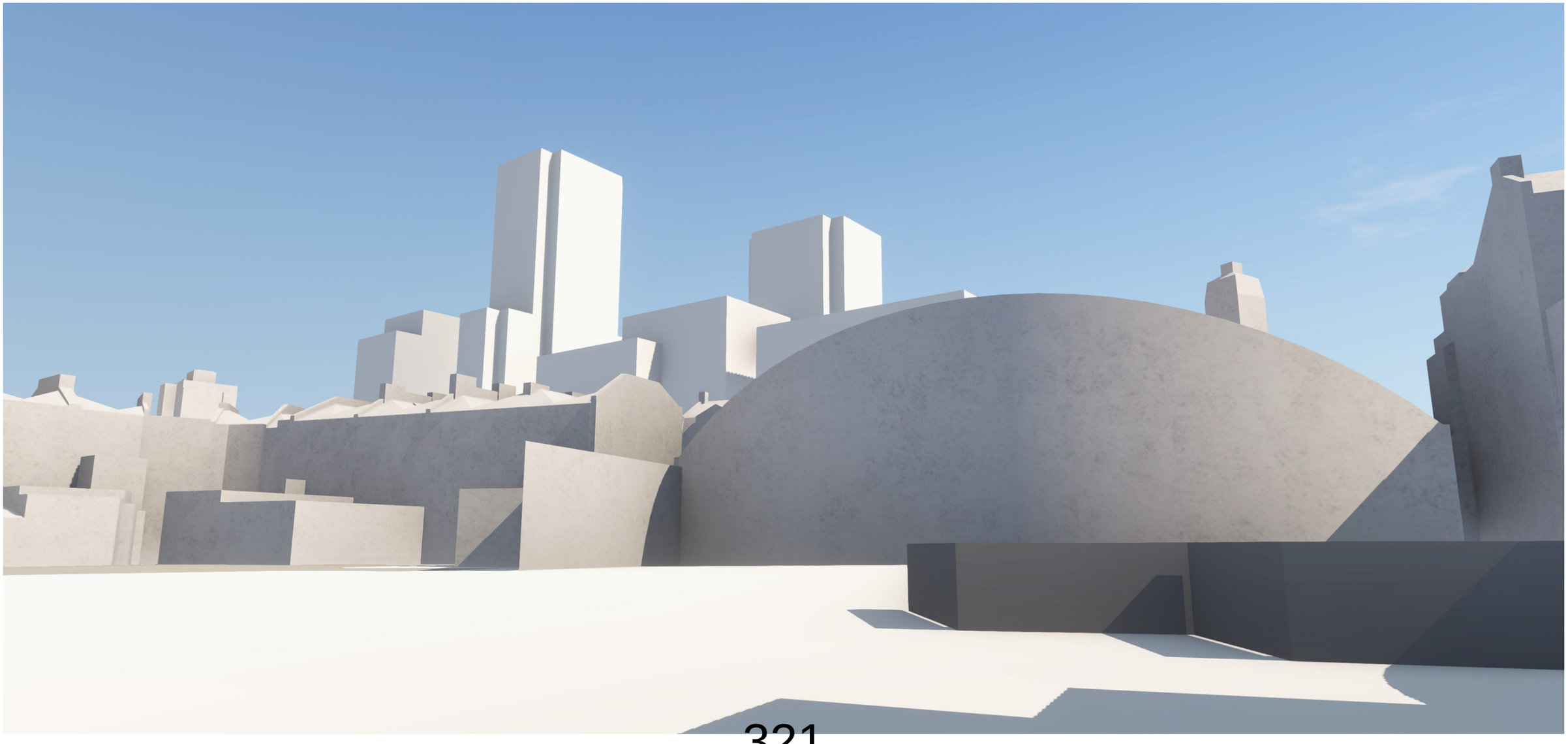
View 17: View from Library Square



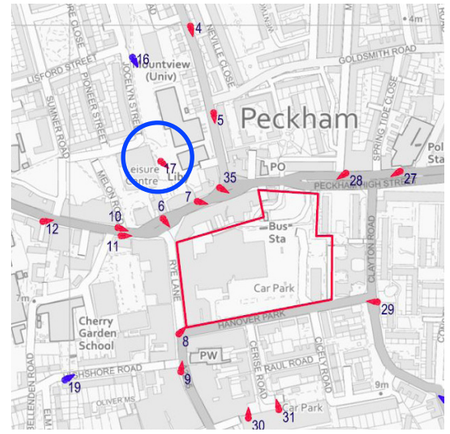


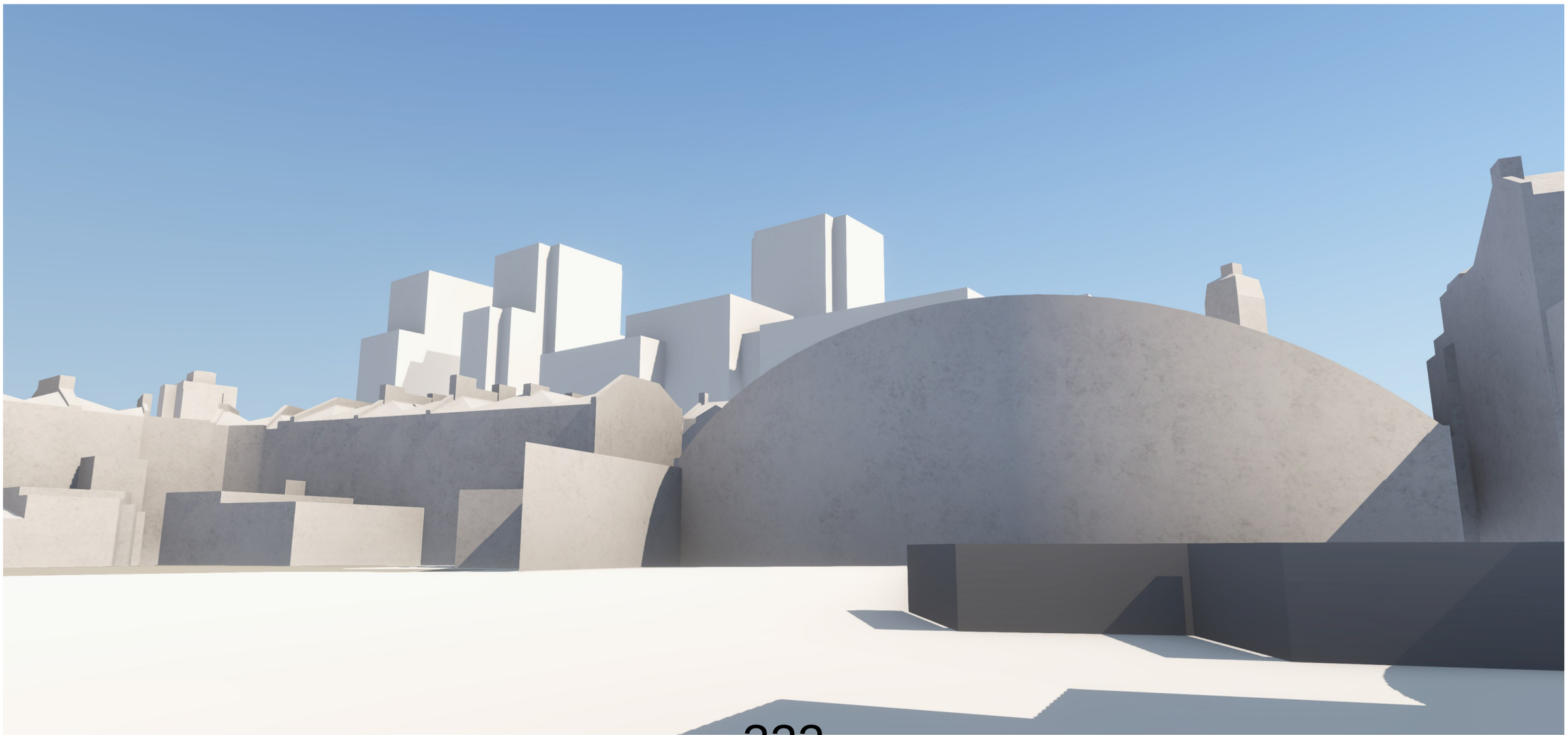
View 17: View from Library Square Option 1



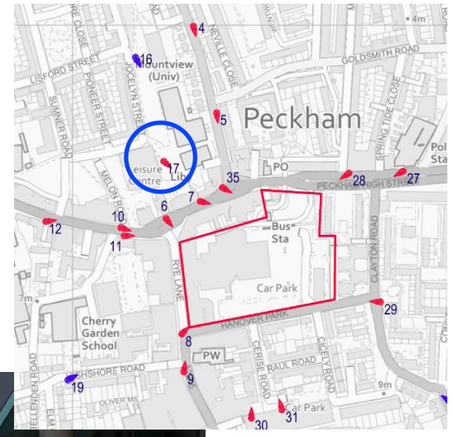


View 17: View from Library Square Option 2



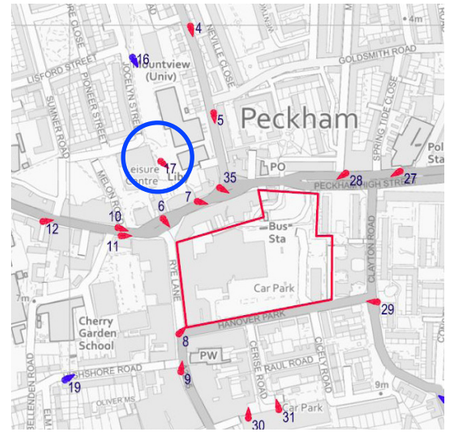


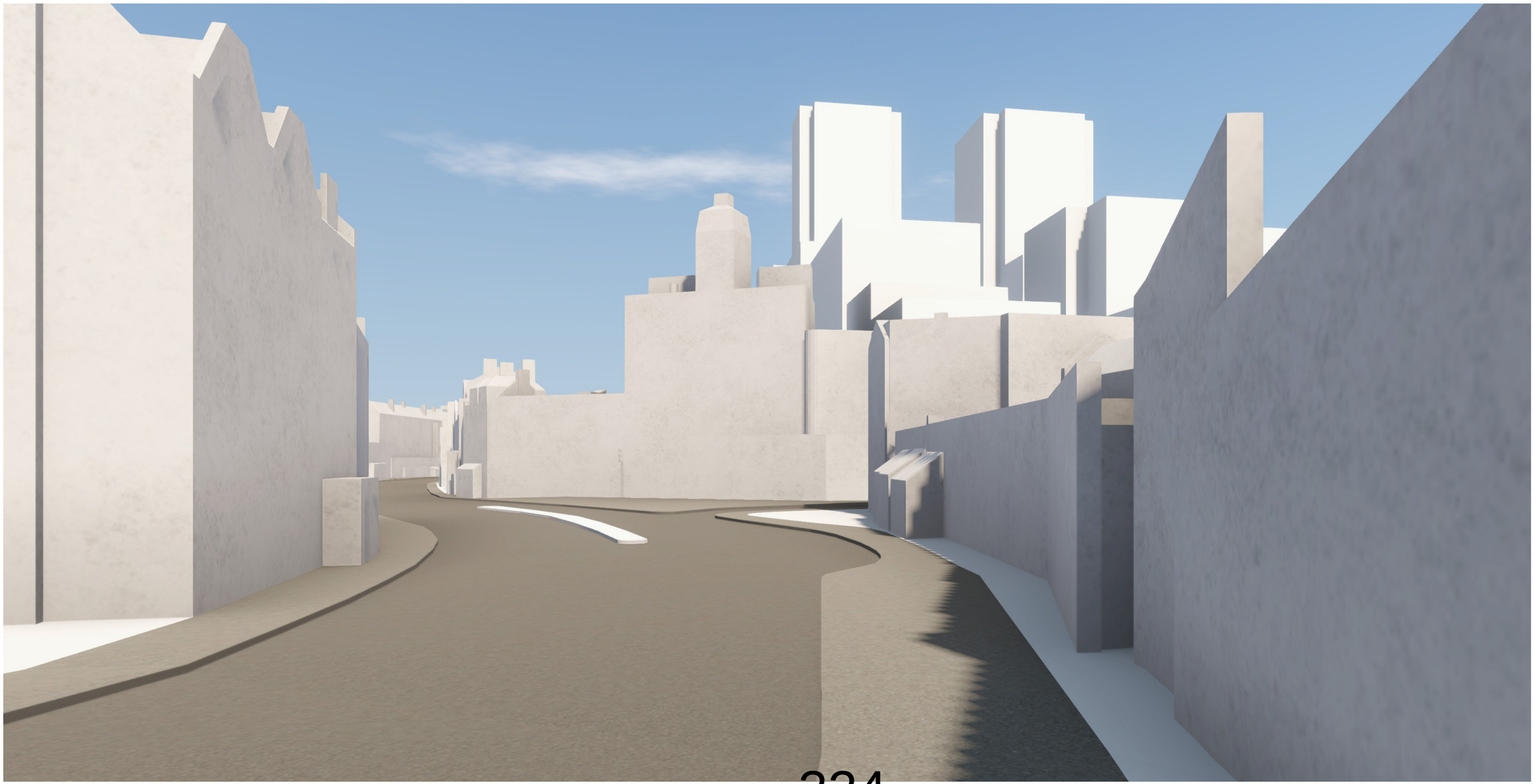
View 11: View from Peckham Road



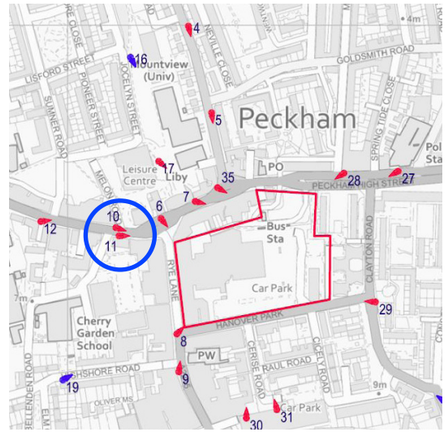


View 11: View from Peckham Road Option 1





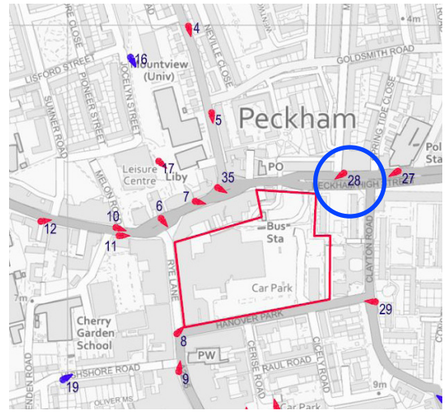
View 11: View from Peckham Road Option 2





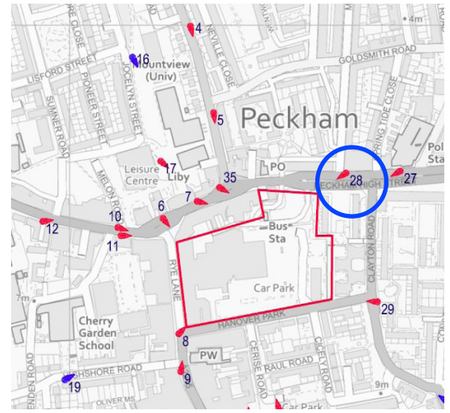
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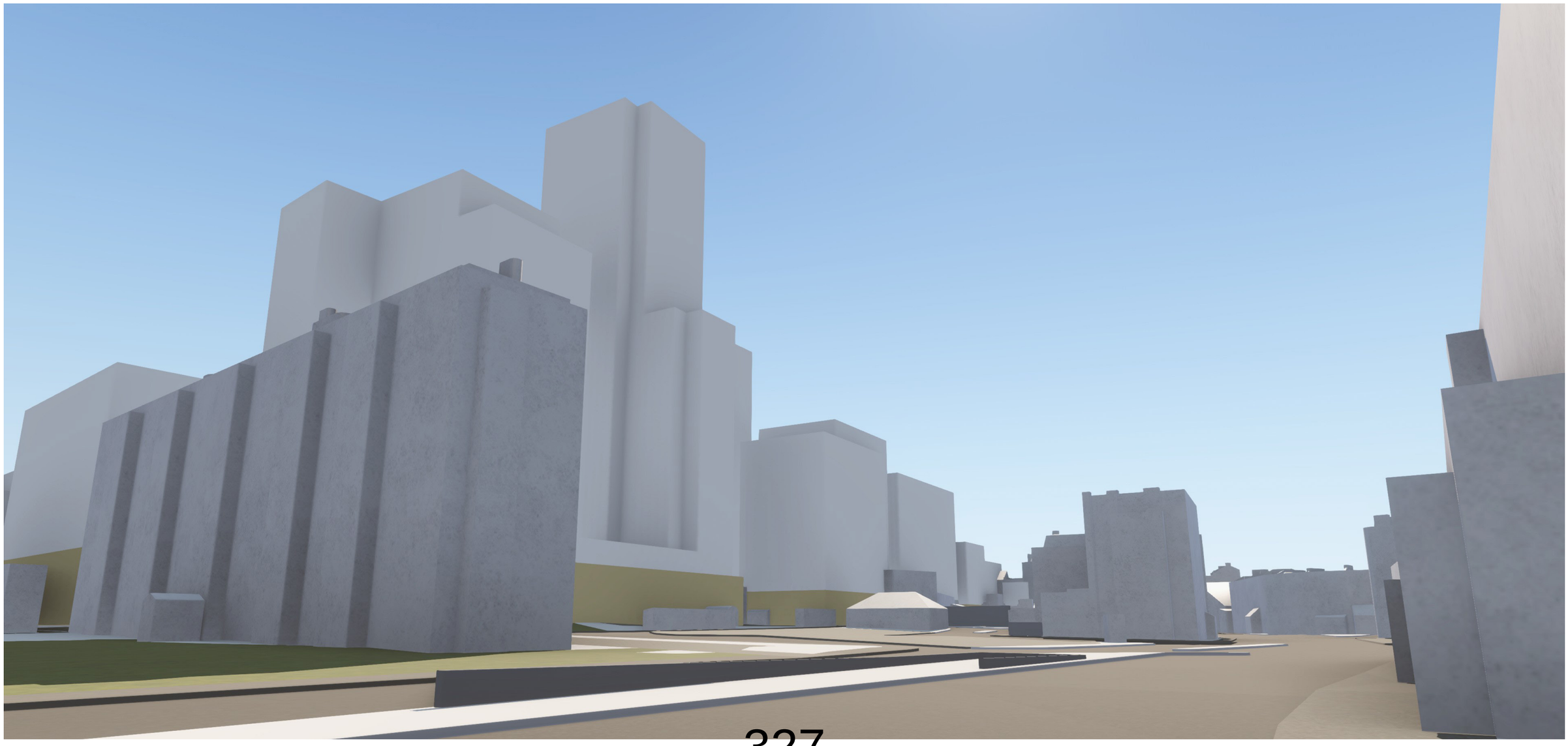
View 28: View from Marmont Road



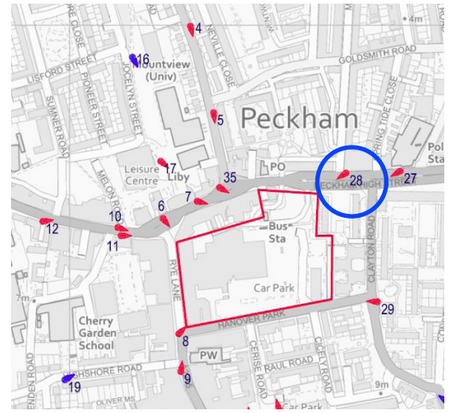


View 28: View from Marmont Road Option 1



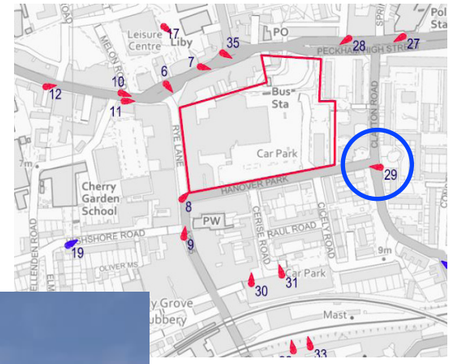


View 28: View from Marmont Road Option 2





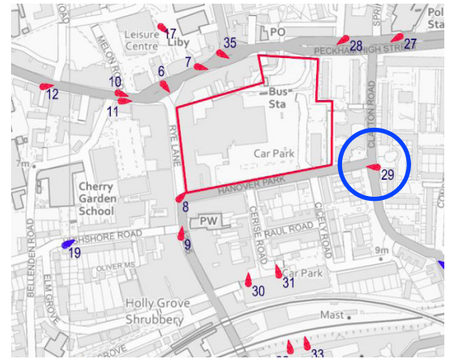
View 29: View from Clayton Road





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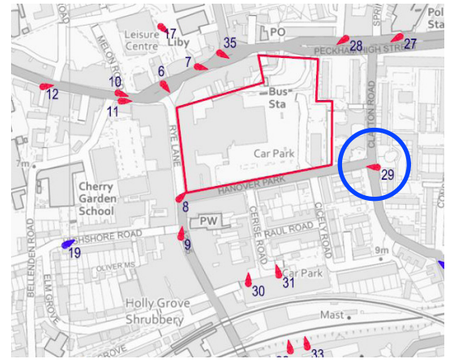
View 29: View from Clayton Road - Option 1





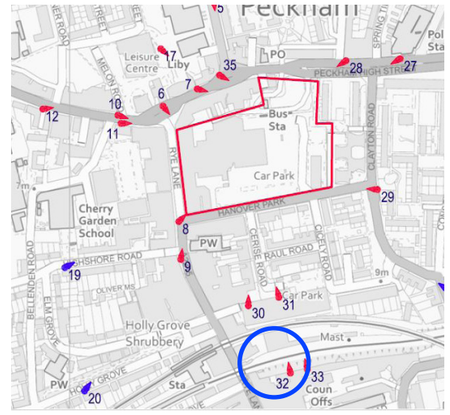
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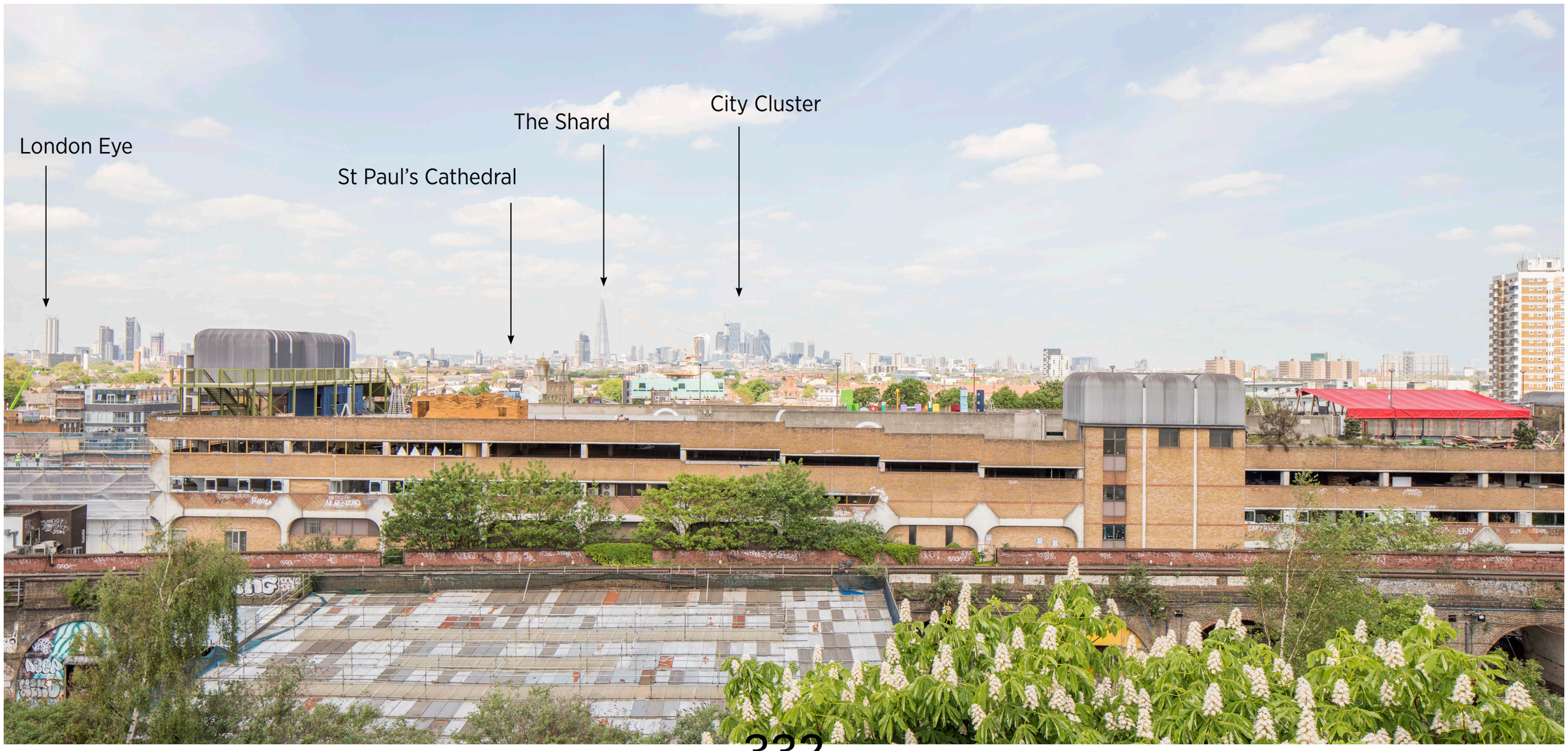
View 29: View from Clayton Road - Option 2



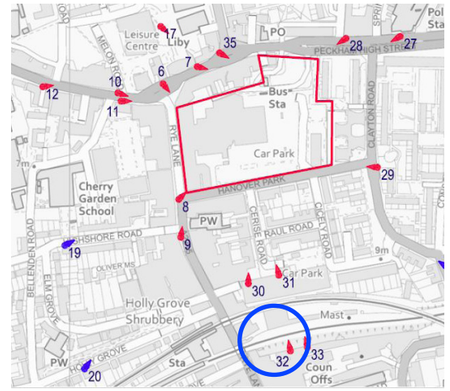


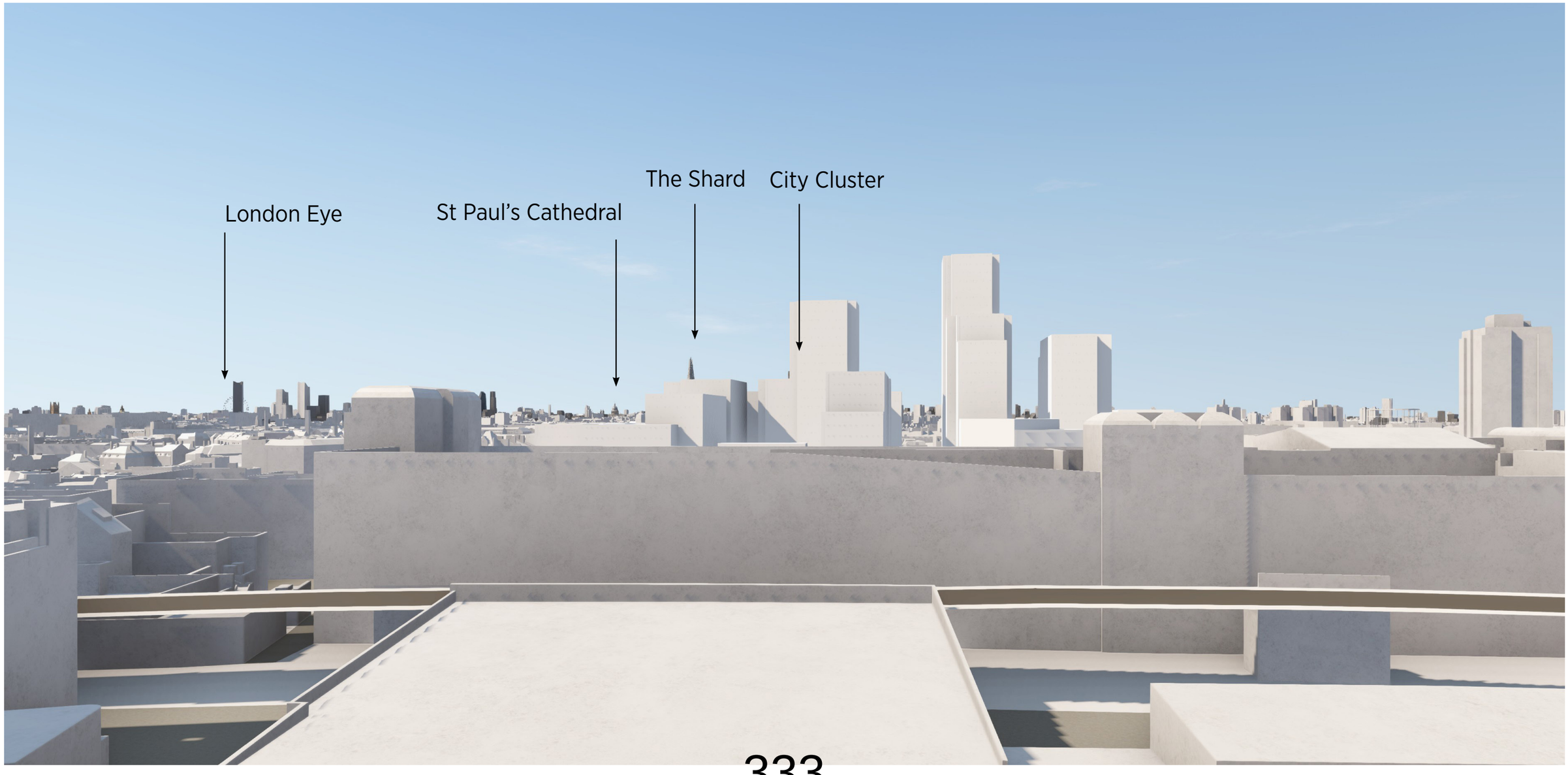
View 32: View from Bussey Building West





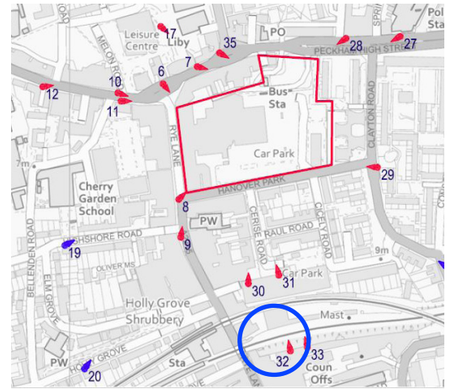
View 32: View from Bussey Building West Option 1

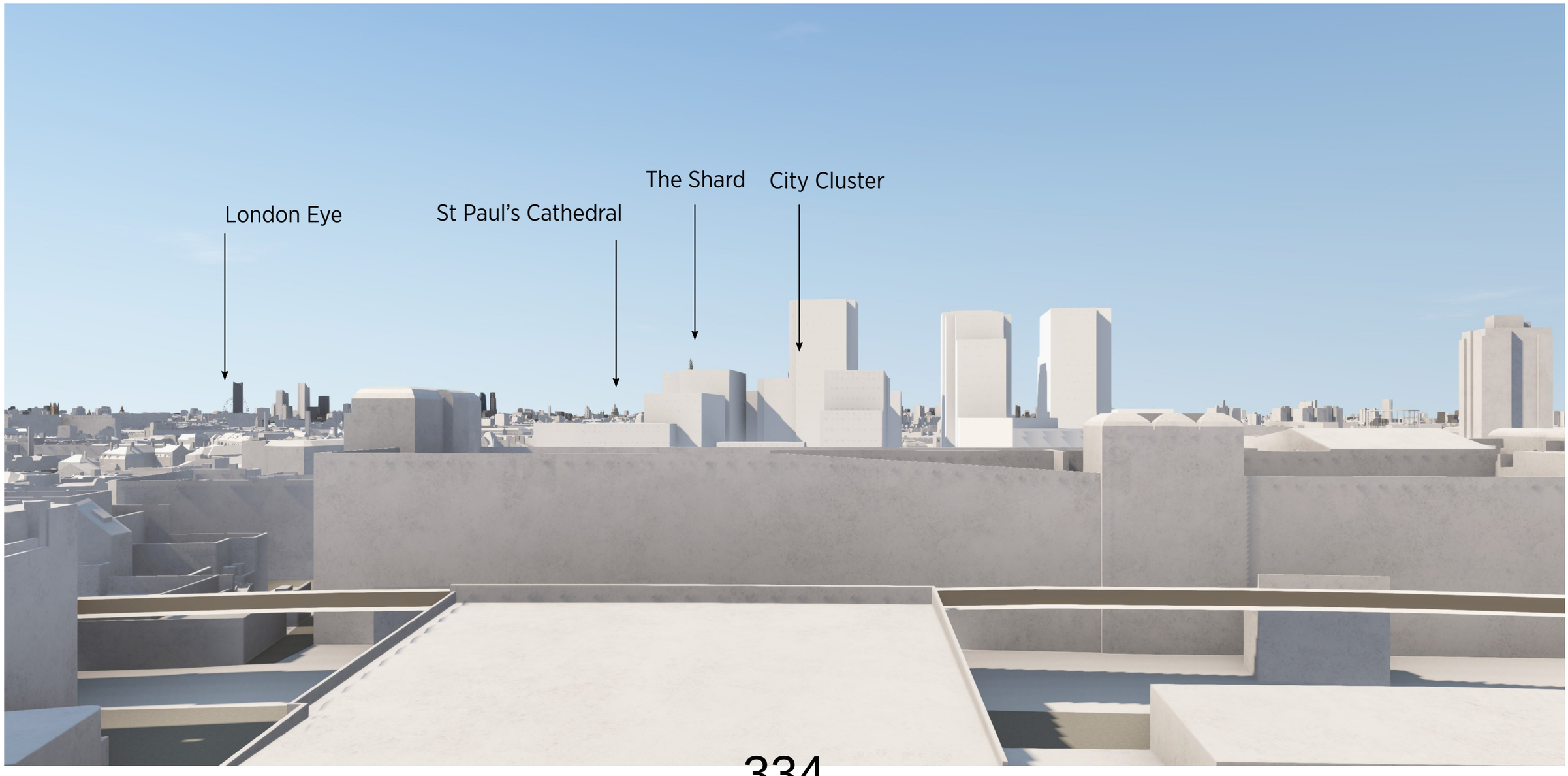




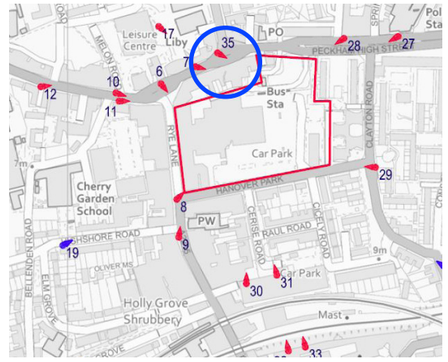
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View 32: View from Bussey Building West Option 2



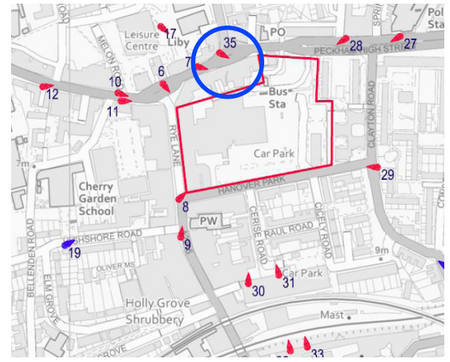


View 35: View from Peckham High Street





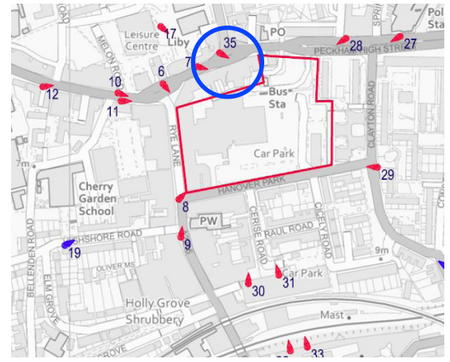
View 35: View from Peckham High Street Option 1





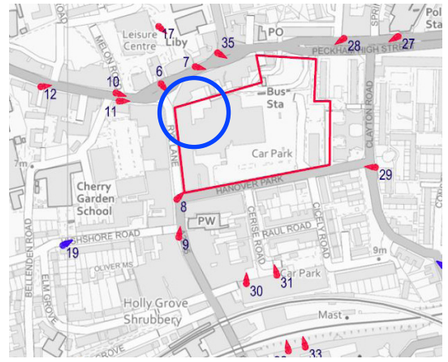
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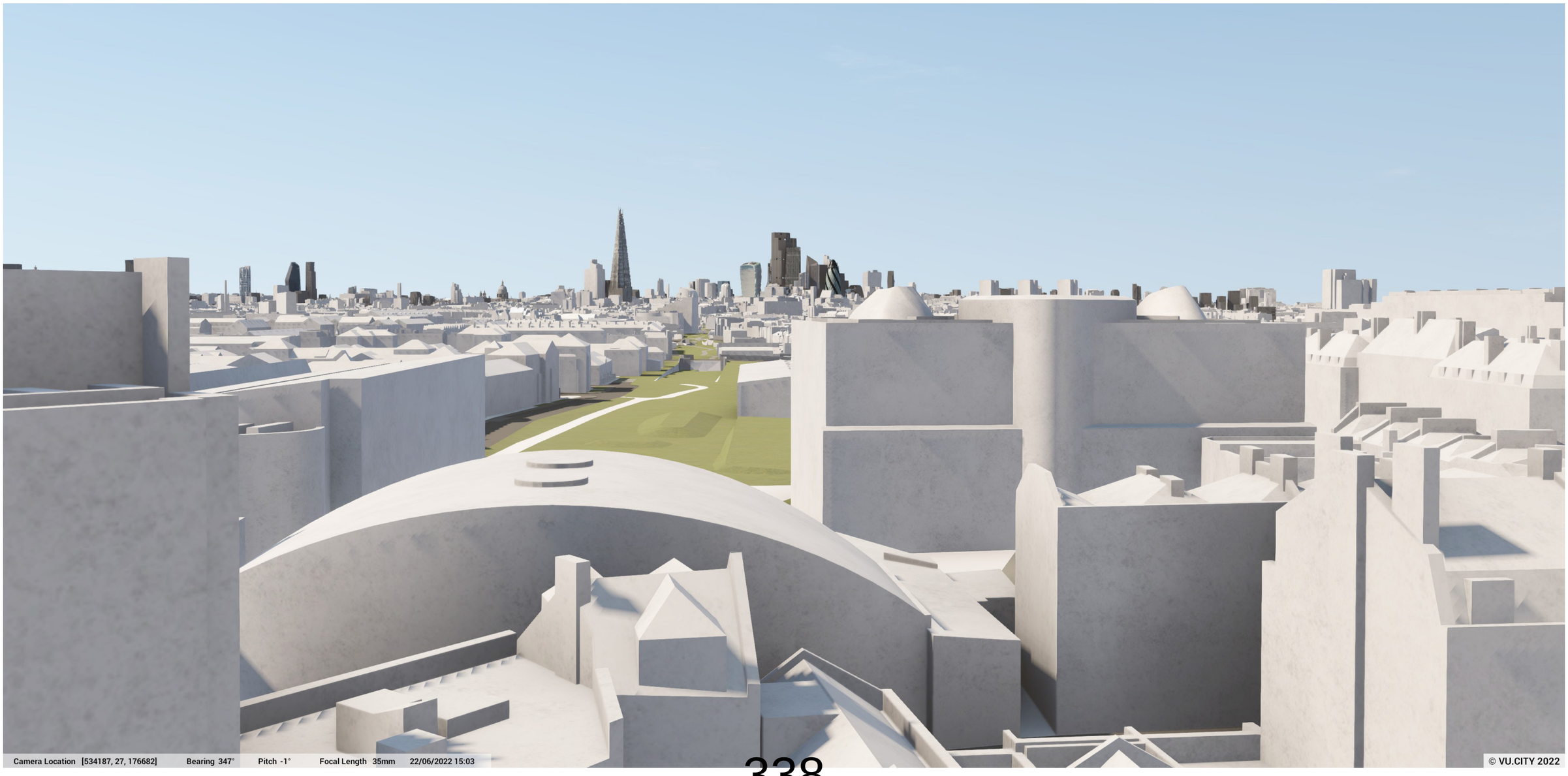
View 35: View from Peckham High Street Option 2





View from Pavilion Building Rooftop





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Berkeley Homes

Aylesham Centre

Transport Assessment Scoping Report

November 2022

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 285344-00

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Document verification

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Appendix A Traffic Turning Count Data

Appendix B Transport Strategy Summary

Appendix C Drawings

1 Introduction

1.1 Appointment

Ove Arup & Partners ('Arup') has been commissioned by Berkeley Homes (North East London) Ltd to provide transport consultancy advice in relation to the redevelopment of the Aylesham Centre, Morrisons Supermarket, associated car park and petrol filling station, located in Peckham Town Centre in the London Borough of Southwark (the 'Site').

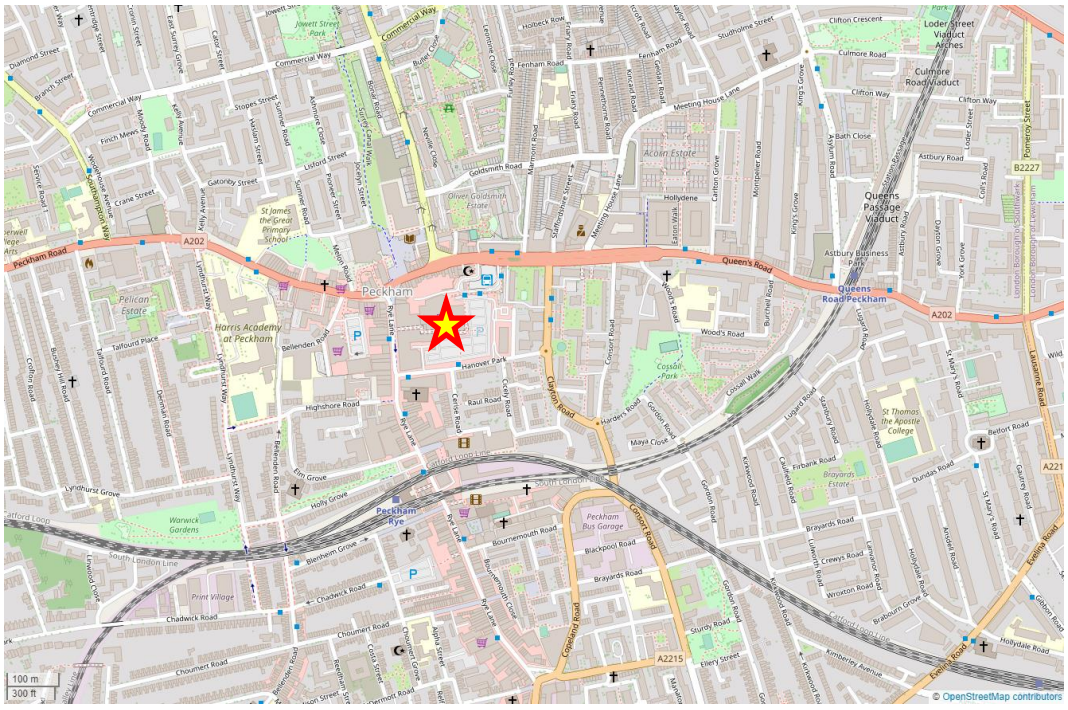
1.2 Report Purpose

This Transport Assessment Scoping Report (TASR) has been produced to inform pre-application discussions with Transport for London (TfL), Greater London Authority (GLA) and London Borough of Southwark (LBS) in anticipation of a forthcoming planning application to be submitted Spring 2023.

1.3 Site Location

The Aylesham Centre is located in Peckham Town Centre as shown in Figure 1.

Figure 1: Site Location Plan



1.4 Existing Use

The Site currently comprises:

- retail units (including general retail, food outlets, and a Morrisons supermarket) amounting to c.10,277sqm GEA;
- a petrol filling station;
- a ground level car park including 366 spaces (including 22 Blue Badge and 9 Parent and Child spaces); and
- two service yards.

1.5 Proposed Development

It is anticipated that a hybrid planning application will be submitted for the proposed development comprising the following:

- Approximately 1,050 Residential Apartments (C3);
- Town Centre commercial space (providing the same overall amount of E class area), including a replacement supermarket (with a slightly smaller floor area than the existing supermarket) and a mix of other units across a range of sizes to accommodate a mix of potential town centre use occupiers such as retail, restaurant, office, professional services, work/maker space and leisure facilities amounting to c.10,500sqm GEA;
- A 140-space basement car park (which is a contractual requirement with the supermarket operator and is a pre-requisite to enable development); and
- Blue badge car parking for residents and employees of the town centre (non-supermarket) uses.

The primary changes to the existing land uses on the site are the introduction of residential, flexible retail, food and beverage, drinking establishment, office, work/maker space, leisure, the reduction in car parking and the removal of the Petrol Filling Station.

Within the site, the proposed development includes:

- New east-west and north-south landscape led public realm accommodating pedestrians and cyclists on desire lines through substantially enhanced spaces and wider routes (compared with existing routes across the site);
- New segregated and enclosed service yard for the supermarket (which is a contractual requirement with the supermarket operator and is a pre-requisite to enable development); and
- Retained, replacement and enhanced service areas in the south-west and north-west corners of the site, keeping servicing away from primary pedestrian and cycle route through the site.

The proposed development is also expected to contribute towards, secure or deliver the following where the site interfaces with the surrounding area to enhance connectivity and deliver public benefits:

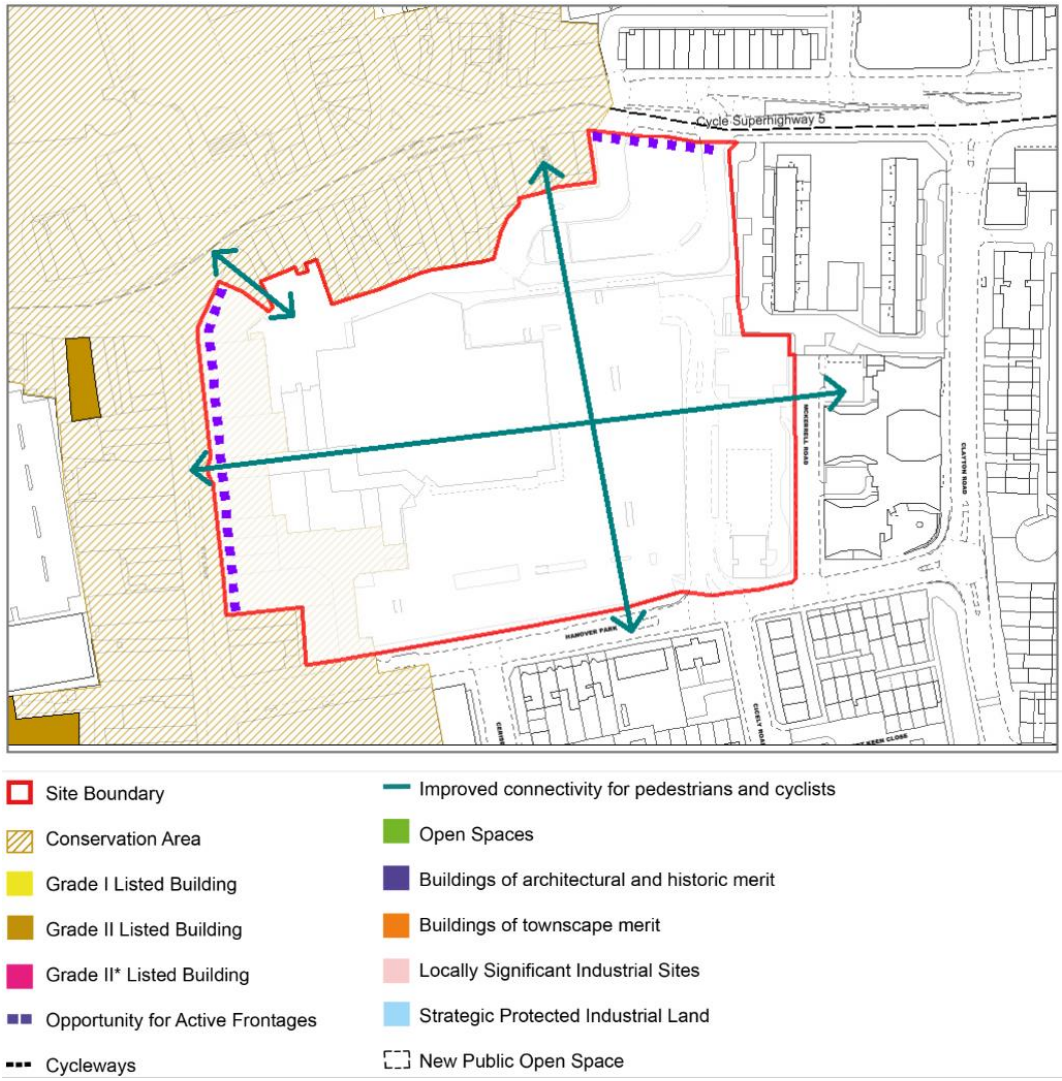
- Public realm enhancements to Rye Lane between Hanover Park and Peckham High Street including increased public realm width adjacent to the site and an enhanced cycle route separating cyclists from buses;
- Replacement enhanced crossing facilities (replacing islands with zebra crossings) on Hanover Park and public realm widening and enhancement on the north side of Hannover Park;
- Public realm widening and enhancement on the west side of McKerrell Road; and
- Work with stakeholders and adjacent landowners to enhance east-west and north-south walking routes through TfL bus station, Bull Yard, and the Flamborough House/ Purdon House estate.

2 Site Specific Policy Context

2.1 Southwark Plan 2022

The site is identified in the 'Southwark Plan 2022' (SP2022) and is the subject of Policy NSP74, with the key plan reproduced in Figure 2.

Figure 2: Policy NSP74 Plan



The policy expectations relevant to transport include:

- *Retain bus station capacity;*
- *Provide enhanced public realm and civic space;*
- *Provide new north-south and east-west green links"*

- *Currently there is poor access to Peckham High Street and Queens Road due to the location of the bus station. Redevelopment should maximise opportunities to improve links across the site, provide new civic space and connect to the existing road and public realm layout, while retaining bus station capacity.*

2.2 London Plan 2021

The initial GLA meeting stated the following in respect of bus capacity:

> "19. Policy T3 of the London Plan requires that development plans should ensure the provision of sufficient and suitably located land for the development of the current and expanded public transport system included by identifying and safeguarding new sites/space and route alignments, as well as supporting infrastructure, to provide necessary strategic and local connectivity and capacity by public transport"

The Southwark Plan 2022, adopted in February 2022, is the development plan and based on the evidence base, consultation, examination and other due process development of Aylesham Centre is only required to 'retain bus station capacity'.

2.3 Site Specific Policy Summary

The policy position is in favour of improved green pedestrian and cycle links through the site both running east-west and north-south, with a focus on creating new and enhanced public realm and civic space.

3 Transport Planning for People

A user-centric approach has been taken in the evolution of the Proposed Development, which primarily responds to the needs of prospective residents, workers, and visitors to the site.

The Proposed Development seeks to create a sustainable community in which the needs of users are met on-site, within the town centre, within walking distance, or within cycling distance. The Proposed Development also focuses on the promotion of travel by public transport for long distance travel to and from the site as an alternative to travel by private car. In line with these overarching aims, the Proposed Development has been designed to ensure travel by sustainable modes is pleasant and convenient for users of all abilities. The design of the Proposed Development is to promote the permeability of the site ensures connectivity with the surrounding transport networks ensuring seamless accessibility between the site and the local area.

This section provides a breakdown of the prospective users of the site associated with the land uses and facilities proposed, followed by the specific requirements of users and how they will be met as part of the Proposed Development. This is in line with the principles outlined within the London Plan related to Healthy Streets and Vision Zero.

Figure 3 provides the user type assumptions and requirements by land use for the proposed development.

Figure 3: Proposed Development Users and Requirements

Land use	User type assumptions	Requirements of user types
Residential	The Proposed Development will provide residential units across a mixture of tenures and sizes. Future residents are therefore expected to comprise single occupants, couples, and young families. A proportion of this provision could be rented to tenants in the future and therefore attract a higher occupant turnover. Future residents of the Proposed Development could include children and those with a range of mobility impairments. Most outbound trips are expected to occur in the morning hours, around the network AM peak period, comprising those commuting, likely predominantly via Rye Lane station, bus, walking and cycling and those travelling to school. The afternoon peak period, which is associated with residents' arrival from work, school, leisure, and retail, is expected to occur between 15:00-19:00 to reflect the end of the school day and workday. Modal choice will be influenced by journey purpose and destination; however, many trips are expected to be made within the Site or in local catchment, therefore likely to be walking and cycling trips.	The residential units will generate trips for a variety of purposes and by a variety of users with a range of mobility requirements. Routes to and from the residential units should cater for all requirements and should be direct, convenient, and safe, linking the Proposed Development to public transport hubs, areas of employment, community, education, and leisure. Routes should be safe and mainly designed for active travel; they should ensure a sense of place and community is created. This is in line with the overarching objectives of the Proposed Development. Pleasant walking and cycling routes should form primary links to promote travel by active modes as a primary choice, including adequate resting place, shade and shelter and things to see and do.
Supermarket, Retail, Food & Beverage (including Drinking Establishment and Hot food takeaway)	The supermarket and retail units are forecast to have a local and district catchment, as replacement facilities, will continue form part of the wider town centre as a destination. Visitor trips to supermarket and town centre retail uses are likely to be peaked in nature made around PM peak hours and Interpeak (midday). Visitor trips to the retail/commercial units include pass-by / linked trips (e.g., trips by employees on-site and in the local area) as well as primary trips (with sole purpose being shopping), likely to be undertaken by sustainable modes of transport including walking, cycling and public transport. Trips associated with retail employees are most likely to be made outside the AM and PM peak hours / prior to opening and post-closing times.	The commercial units should be in a prominent, attractive, and easy to access location. Short stay cycle parking should be provided close to the commercial units.
Leisure, Indoor Sport, Recreation or Fitness	The floorspace allows for the provision of a local community or leisure use such as a gym which would serve residents and workers of the development. A leisure use would likely attract the majority of trips prior to and after peak hours with some interpeak activity around midday in line with typical working times. Most anticipated to be made by active modes (walking and cycling) and linked to a wider town centre visit. Employee trips would likely occur throughout the day and be made by sustainable modes (walking, cycling and public transport) drawn from the local area.	Users of these facilities would likely comprise both visitors, residents and employees of the site and the local area. Therefore adequate pedestrian and cycle routes and facilities are required to encourage trips by active modes. Accessibility should consider the potential for vulnerable user trips (children and the elderly) and therefore routes should be created that provide quieter alternatives to direct connections from key residential and employment areas.

Flexible workspace (Office, Professional services, maker space)	Flexible workspace provision on site is intended to meet employment demand and offer flexible workplaces. Employee trips are expected to be focused around the network AM (08:00-09:00) and PM (17:00-18:00) peak hours and be tidal in nature. Most inbound trips are expected to take place in the AM peak hour, comprising of those commuting, likely predominantly via Peckham Rye stations and nearby bus services or walking and cycling. The PM peak is associated with employees' departure from work and will spread across the PM peak hour. Most employees are expected to travel by sustainable and active modes. Some visitor trips will also be associated with this provision – also envisaged to travel by sustainable long-distance modes.	Convenient, direct routes should be provided for employees, particularly to and from public transport nodes. Routes should prioritise walking and cycling over other modes and provide adequate accessibility for a full range of user mobility requirements. Routes should connect to areas of appropriate cycle parking storage as well as surrounding local facilities and amenities.

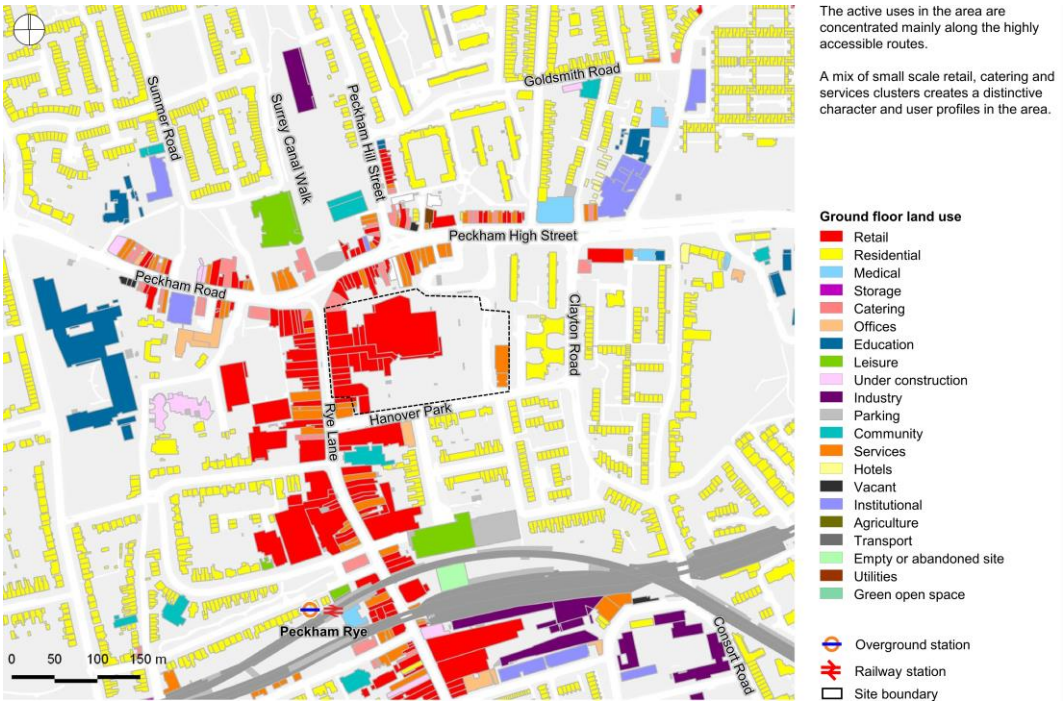
4 Baseline Amenities & Facilities Accessibility

4.1 Local Amenities & Facilities

The site is located in the heart of Peckham Town Centre and benefits from the wide range of amenities and facilities available within walking distance, and indeed those facilities which will be reprovided and enhanced within the site.

The key local ground floor land uses were identified in a Space Syntax urban baseline study undertaken in 2018. This is reproduced in Figure 4.

Figure 4: Local Ground Floor Uses



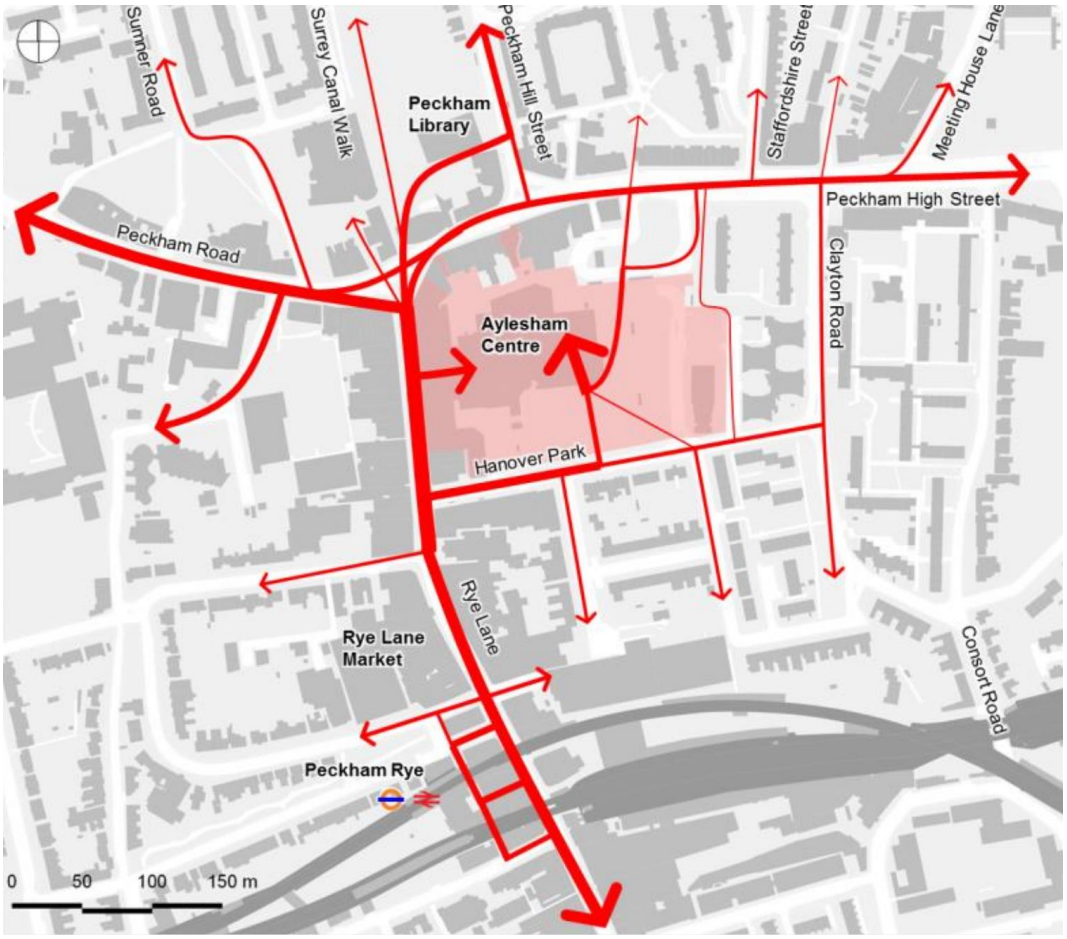
This shows the extensive area of retail space currently provided in the local area, as well as education, medical, leisure, community, and employment space. In particular, the Harris Nursery, Primary and Secondary schools are immediately west of the site (c.300m west along Peckham High Street).

5 Baseline Pedestrian Accessibility

5.1 Walking Network

The key local pedestrian routes were identified in a Space Syntax urban baseline study undertaken in 2018. This is reproduced in Figure 5.

Figure 5: Pedestrian Routes in the Vicinity of the Site



Rye Lane in particular is an important pedestrian route, as a town centre shopping street, with Peckham High Street also being a shopping street but typically carrying fewer pedestrians than Rye Lane. Rye Lane also forms a key route between Peckham Rye station and the town centre, some bus services, and the communities to the north.

The other local streets tend to have a more local function, partly due to the severance created by the rail line which focusses north-south demand on Rye Lane and partly due to the urban grain which focusses east-west movements on Peckham High Street.

Within the site, an existing north south route runs between Hanover Park to the south and Peckham High Street to the north via the existing car park and bus station. McKerrell Road immediately adjacent to the site also accommodates north-south movements.

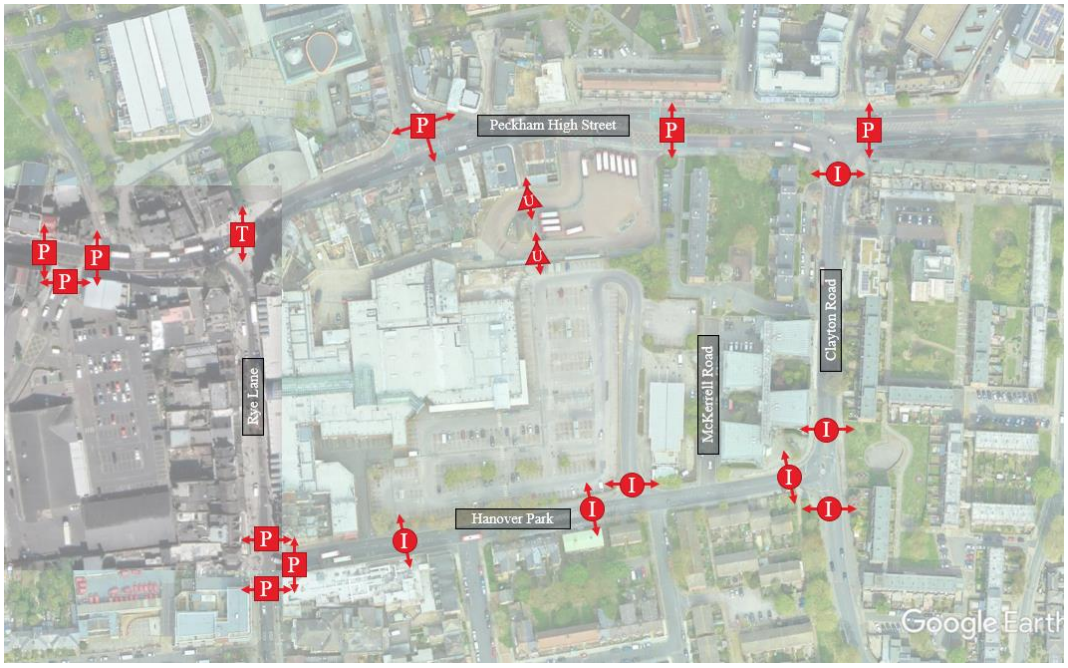
It is possible to move east-west into the site from Rye Lane but there is no east-west route fully permeating the site at present. Hanover Park primarily provides access to the existing supermarket on the site, to existing bus stops, and to the routes north-south through the site.

5.2 Pedestrian Crossings

Key pedestrian crossings in the vicinity of the site are summarised in Figure 6 showing puffin/pelican/pedestrian signal-controlled crossings (P), island crossings (I) and toucan pedestrian, cycle signal-controlled crossings (T) and uncontrolled crossing (U). Of particular relevance are the two island crossings across Hanover Park and the one across the car park entrance on Hanover Park which directly interface with the site.

Crossings generally fall at junctions, at logical locations and on desire lines. There are no apparent deficiencies or absences.

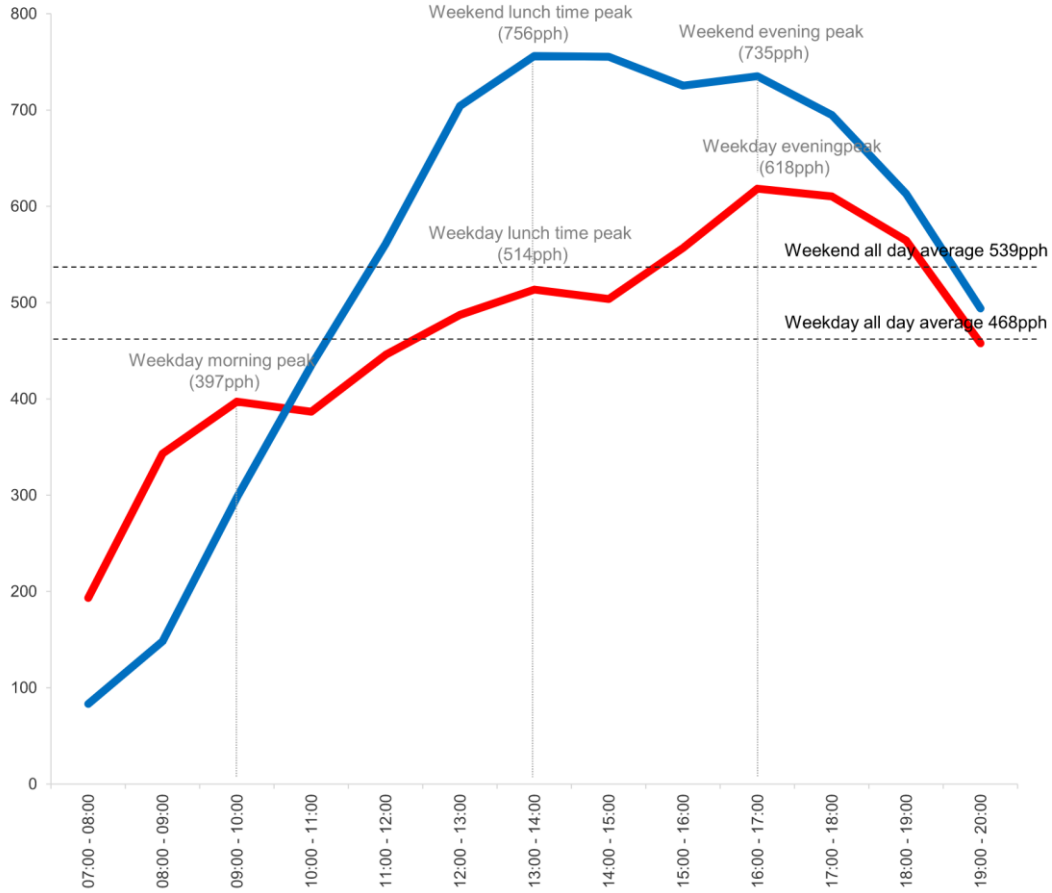
Figure 6: Pedestrian Crossing Locations



5.3 Prevailing Pedestrian Movement

The overall level of pedestrian movement in the town centre was described in a Space Syntax urban baseline study undertaken in 2018. This is reproduced in Figure 7.

Figure 7: Pedestrian Movement in the Vicinity of the Site



The data shows that the weekend lunch time (1300-1500) is the busiest time of day overall, with the evening peak (1600-1800) being the busiest time on a weekday, but still some 15% lower than a weekend.

The movement on selected streets in the town centre was described in a Space Syntax urban baseline study undertaken in 2018. This is reproduced in Figure 8, Figure 9, Figure 10, and Figure 11.

This data shows that the high level of pedestrian movement on Rye Lane is substantially greater than on any other street at peak times, as might reasonably be expected given the nature of the network.

Note that the data presented in these figures is total movement and is not segregated by footway (i.e. it is the sum of the footways on each side of a road).

Figure 8: Pedestrian Movement Weekday 1600-1700

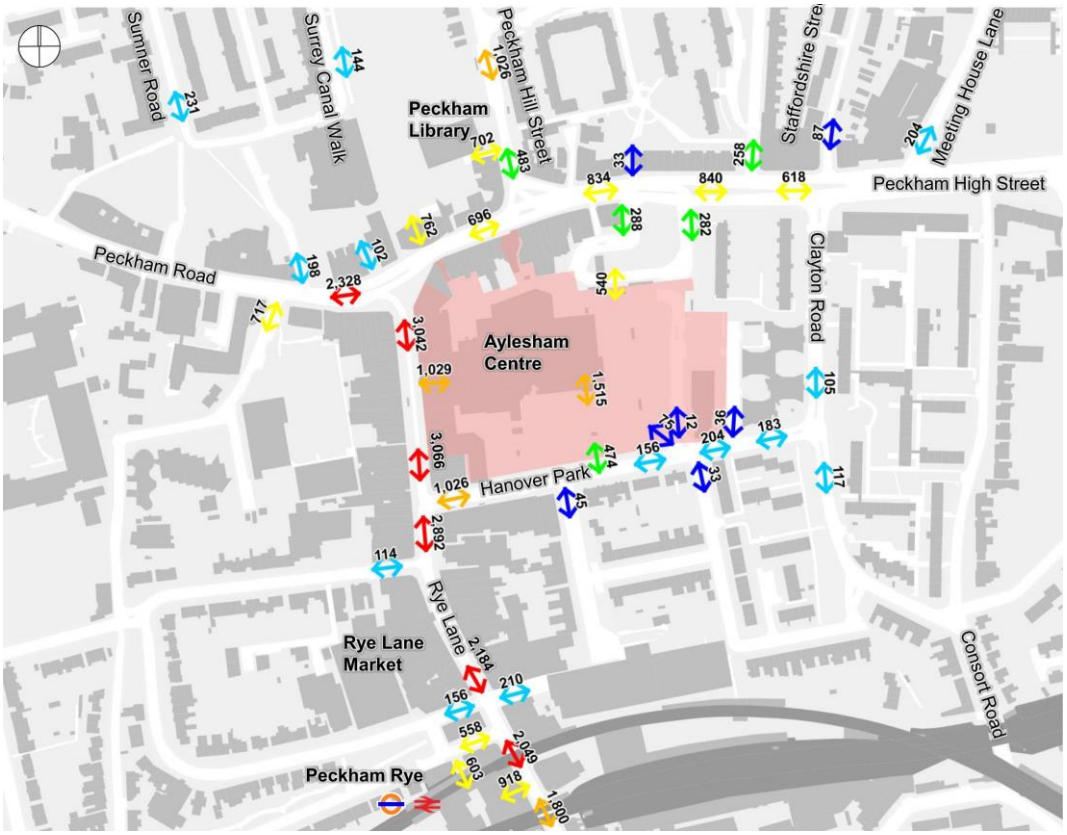


Figure 9: Pedestrian Movement Weekday 1700-1800

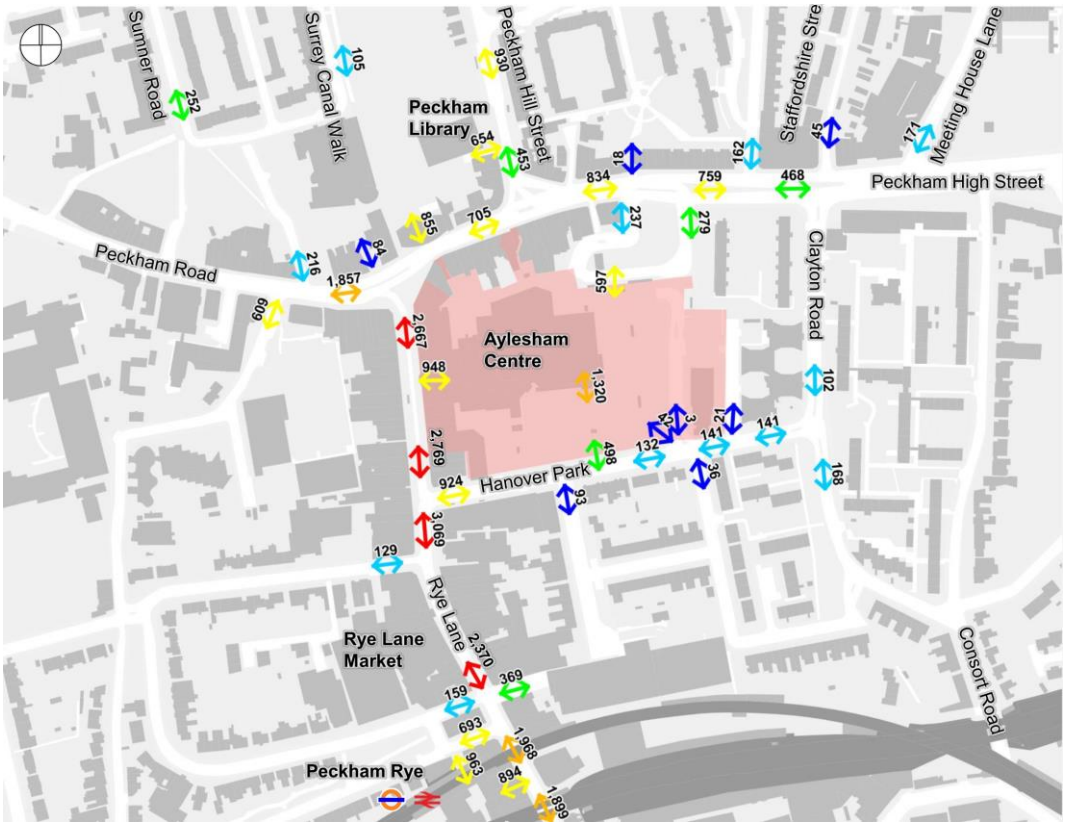


Figure 10: Pedestrian Movement Weekend 1300-1400

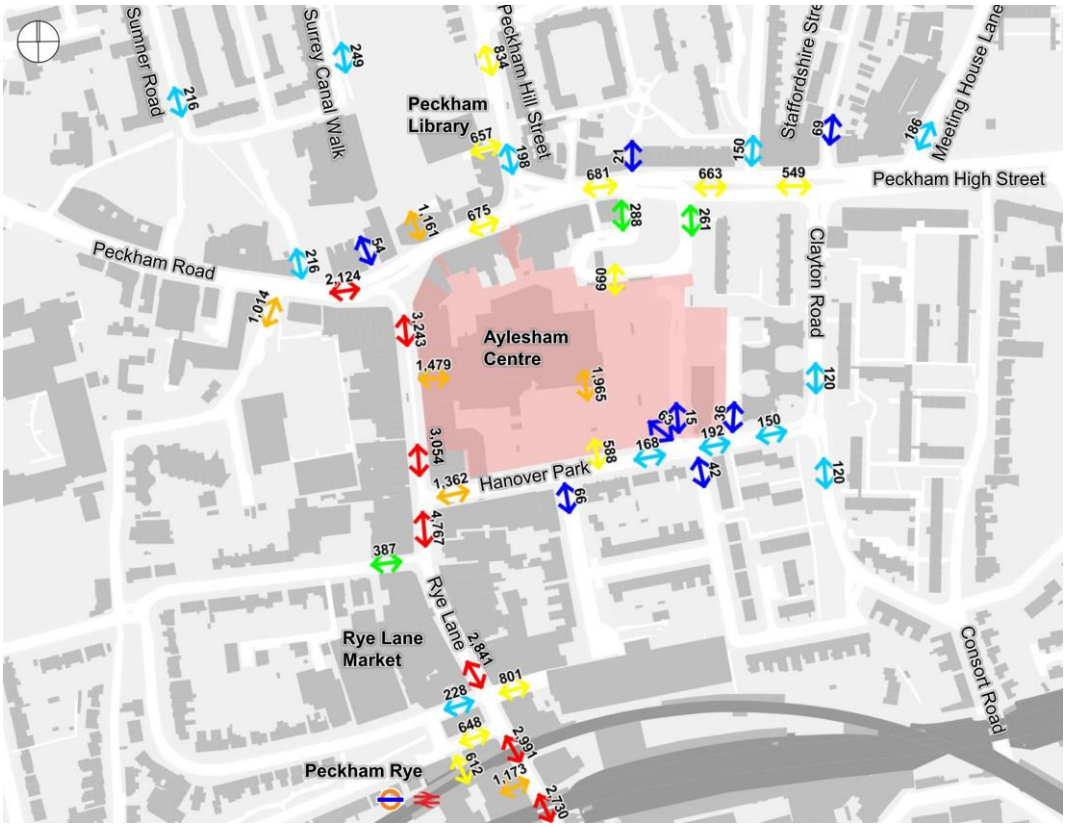
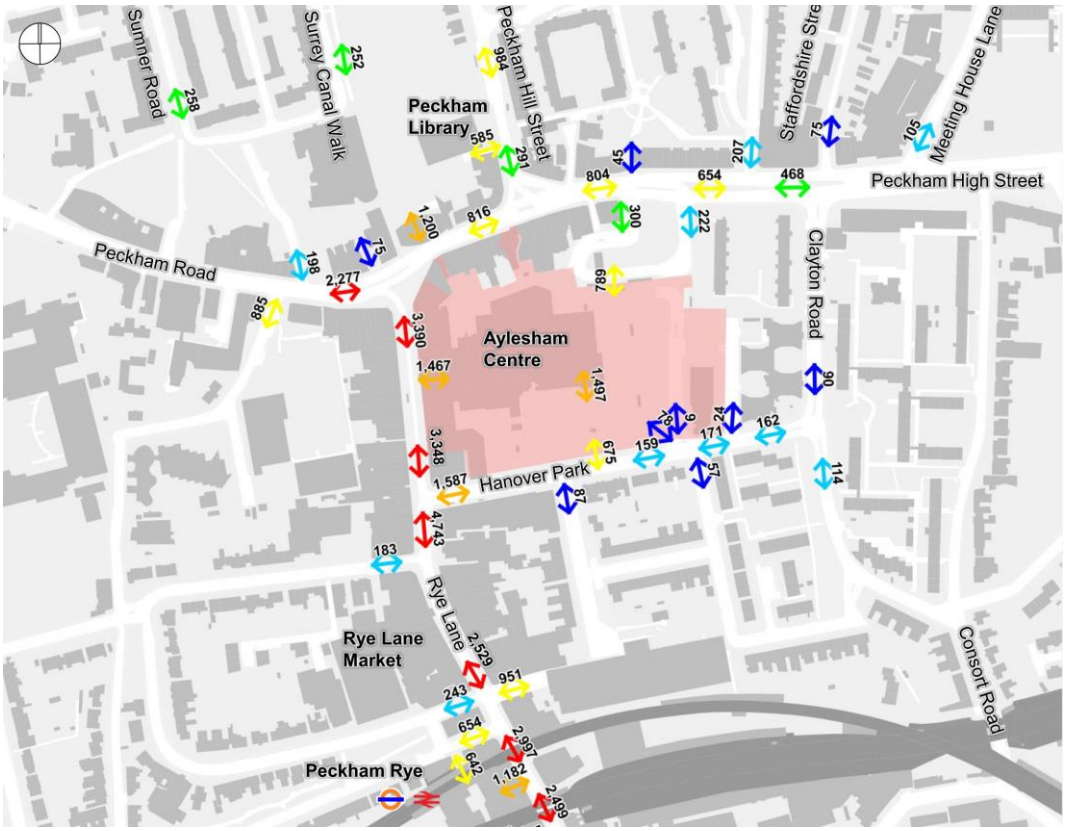


Figure 11: Pedestrian Movement Weekend 1400-1500

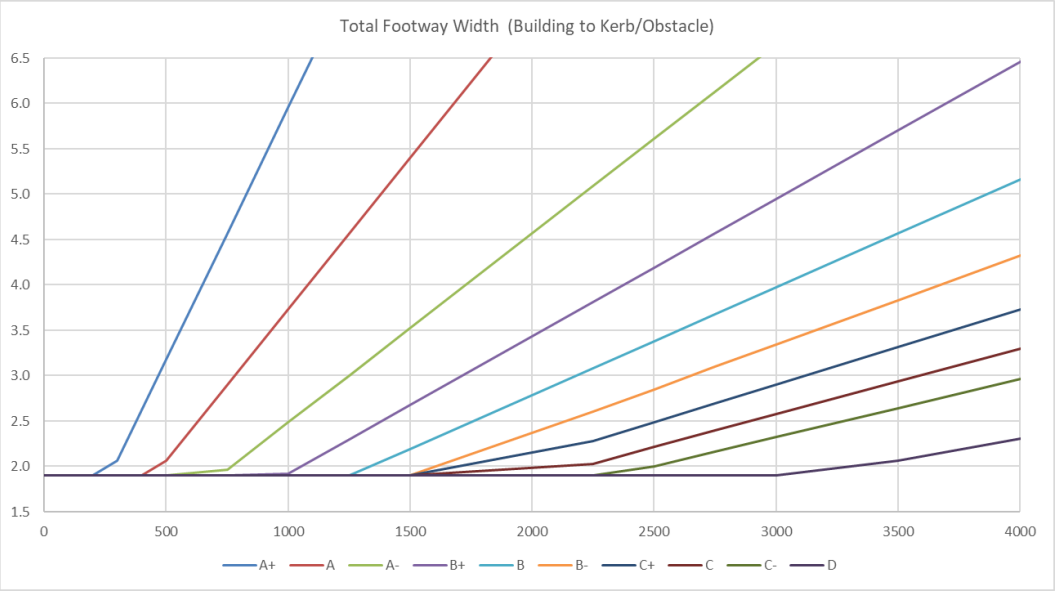


5.4 Pedestrian Comfort Levels

It is helpful to refer to a Pedestrian Comfort Level (PCL) criteria when considering high volumes of movement.

Figure 12 shows the relationship between movement and pedestrian comfort level, noting that a minimum width (building to kerb without obstructions) of 1.9m is required to achieve a score above 'F'. A PCL of B+ is recommended for all areas, but in a High Street environment a PCL of B is acceptable, in a residential area B- is acceptable and in the vicinity of a transport interchange C+ is acceptable.

Figure 12: Pedestrian Comfort Level Chart



This implies that:

- for flows of up to 1,000 pedestrians per hour, a total unobstructed width of 1.9m is recommended in all scenarios;
- at 2,000 pedestrians per hour 3.5m would be recommended but a total unobstructed width of 2.2m is acceptable at a transport interchange, 2.4m in a residential street, or 2.8m in a High Street; and
- at 3,000 pedestrians per hour 5.0m would be recommended but a total unobstructed width of 2.5m is acceptable at a transport interchange, 3.4m in a residential street, or 4.0m in a High Street.

It is unlikely that any single footway would exceed 3,000 pedestrians per hour based on the available flow data.

A report undertaken on behalf of LB Southwark titled 'Peckham Walking: Movement Analysis, 2016' includes some further pedestrian survey data and also sets out a PCL assessment of the arrangement in place at the time (which has since changed in places to enhance facilities for pedestrians and cyclists but remains a helpful reference). This is reproduced in Figure 13 and Figure 14.

Figure 13: Weekday PM Movement and PCL Analysis

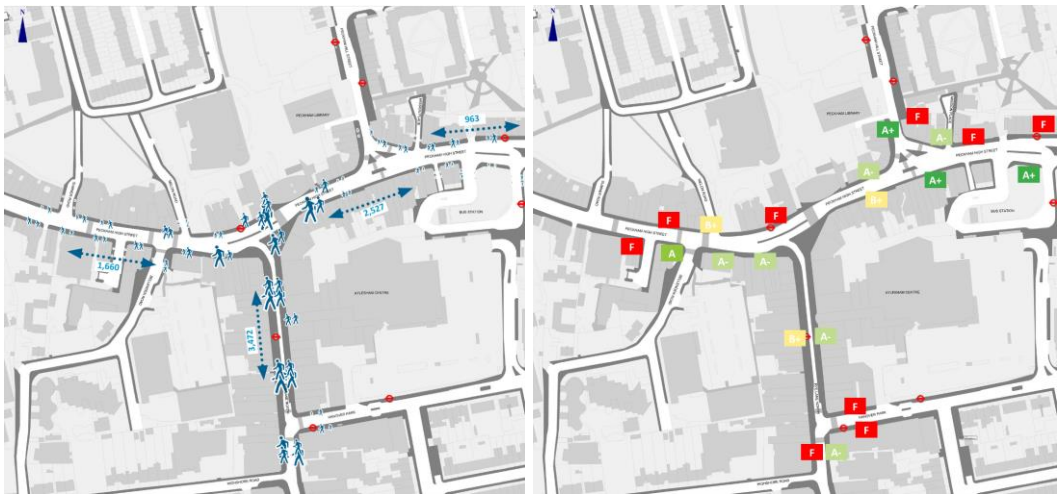
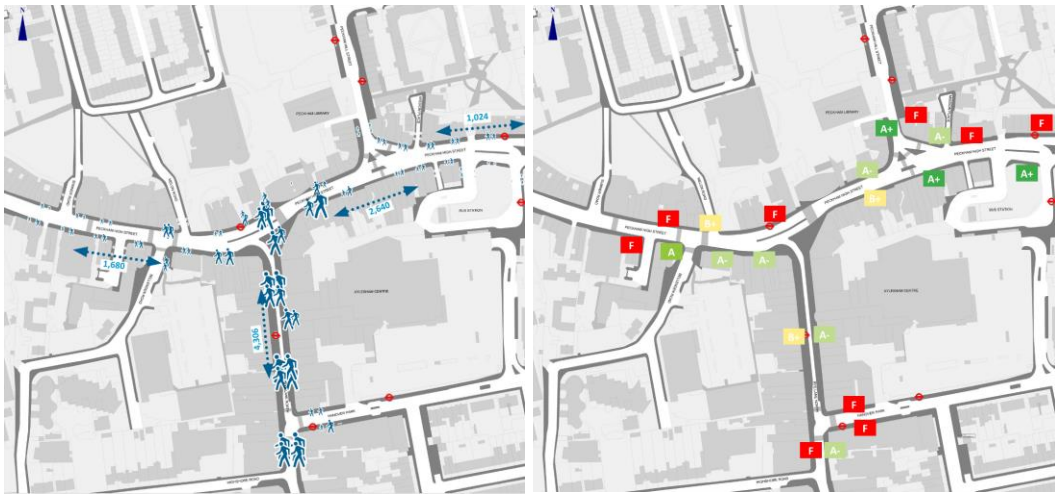


Figure 14: Weekend Lunch Time Movement and PCL Analysis



This data identifies several locations where existing footways do not meet the minimum width requirement (1.5m clear width or 1.9m unobstructed building to kerb) and therefore score 'F'. These locations still function as effective parts of the pedestrian network and this is likely the result of localised pinch points around street furniture with little to no effect of the practical comfort for pedestrians.

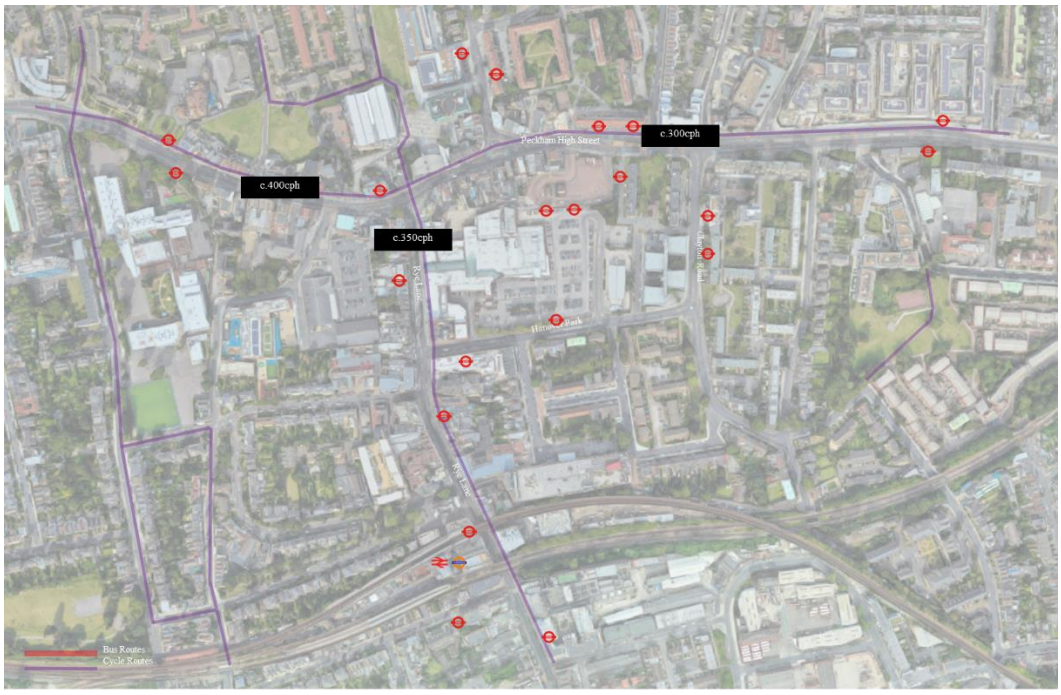
The data otherwise suggests that PCLs are B+ or better, implying that footways re generally at or better than recommended comfort levels, with some scope for flows to increase of footways to narrow while remaining within 'acceptable' criteria (High Street 'B', residential area 'B-' and transport interchange 'C+').

6 Baseline Cycle Accessibility

6.1 Cycling Network

The key cycle routes in the vicinity of the site are Rye Lane and Peckham High Street and are shown in Figure 15.

Figure 15: Cycle Routes and Demand/Usage



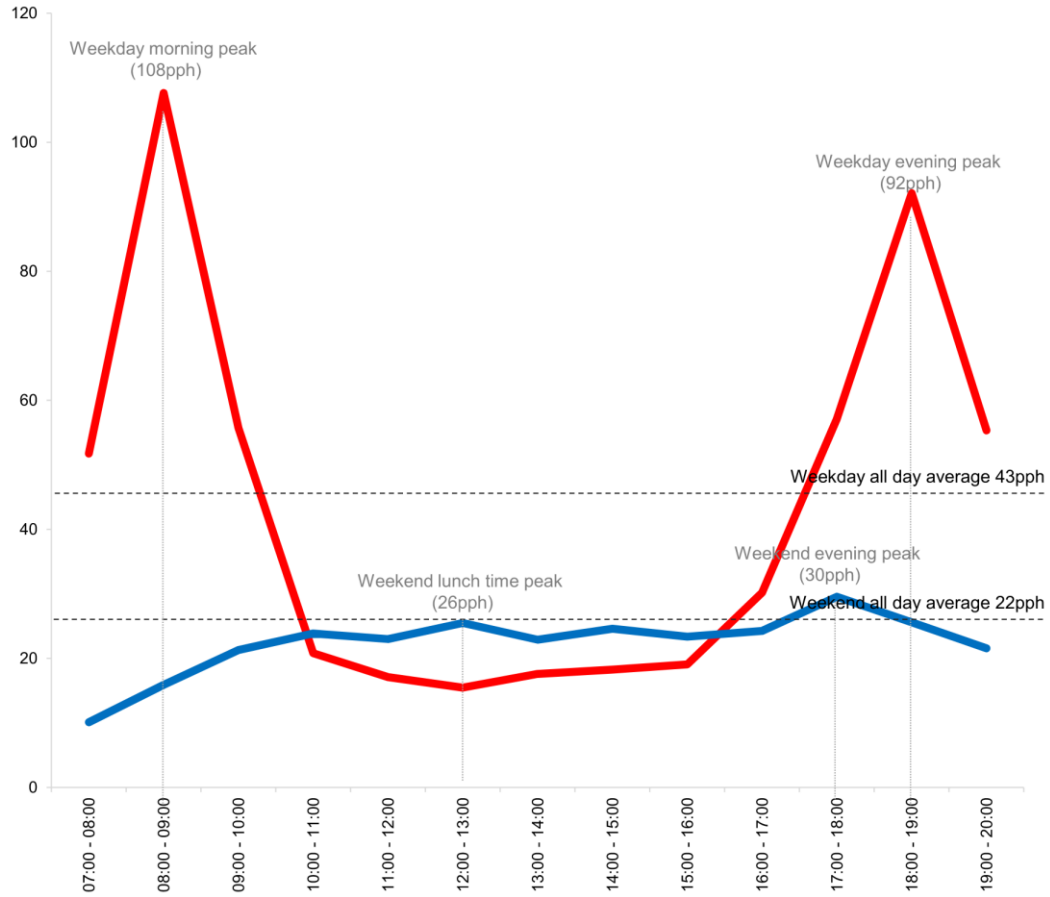
Rye Lane adjacent to the site includes a segregated southbound cycle lane and cycles share a one-way bus only (and limited servicing) street northbound. On Peckham High Street, cycle facilities include shared bus lanes, dedicated on-carriageway cycle lanes and advanced cycle stop lines.

Figure 15 includes reference to surveyed cycle use from a report undertaken on behalf of LB Southwark titled 'Peckham Walking: Movement Analysis, 2016'.

6.2 Prevailing Cycle Movement

The overall level of cycle movement in the town centre was described in a Space Syntax urban baseline study undertaken in 2018. This is reproduced in Figure 16.

Figure 16: Cycle Movement in the Vicinity of the Site



The data shows that the weekday morning (0800-0900) and evening (1800-1900) peaks being the busiest time across the week, with a continuous level of demand of around 25030% of peak demand throughout the day and at weekends.

The movement on selected streets in the town centre was described in a Space Syntax urban baseline study undertaken in 2018. This is reproduced in Figure 17 and Figure 18.

This data shows the high level of cycle movement on Rye Lane and on Peckham High Street.

Note that the data presented in these figures is total movement and is not segregated by carriageway/direction (i.e. it is the sum of both directions).

Figure 17: Cycle Movement Weekday 0800-0900

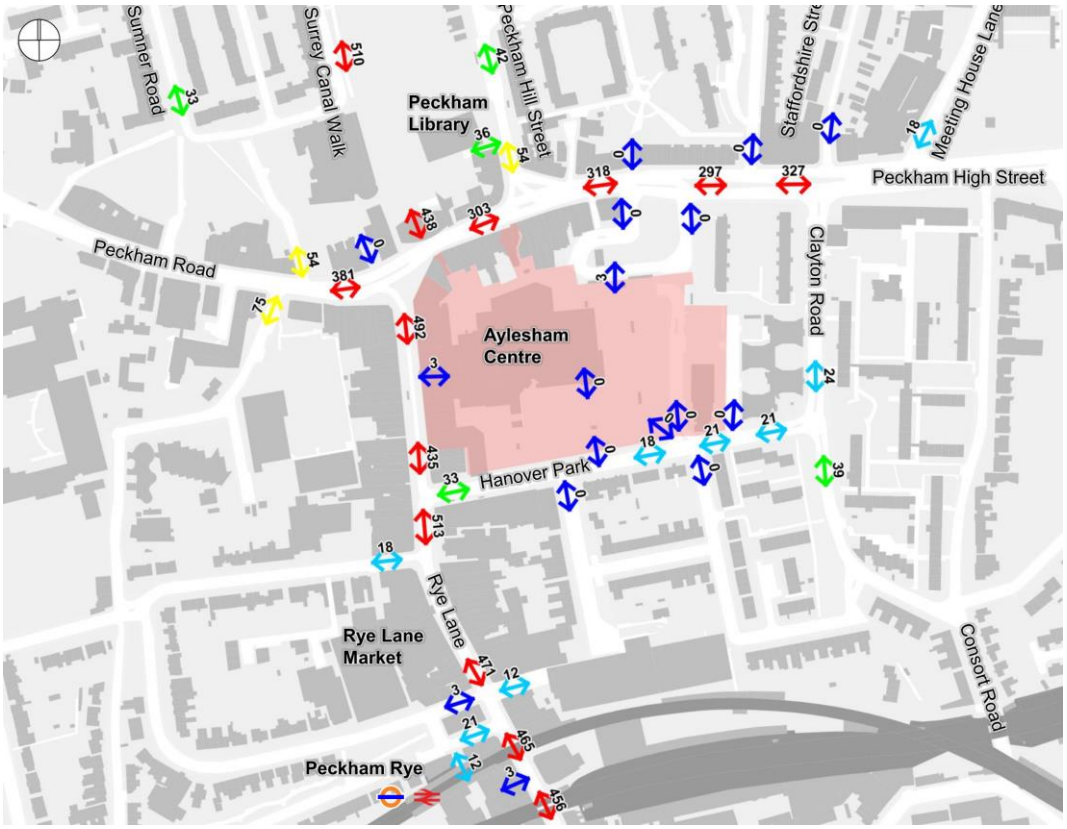
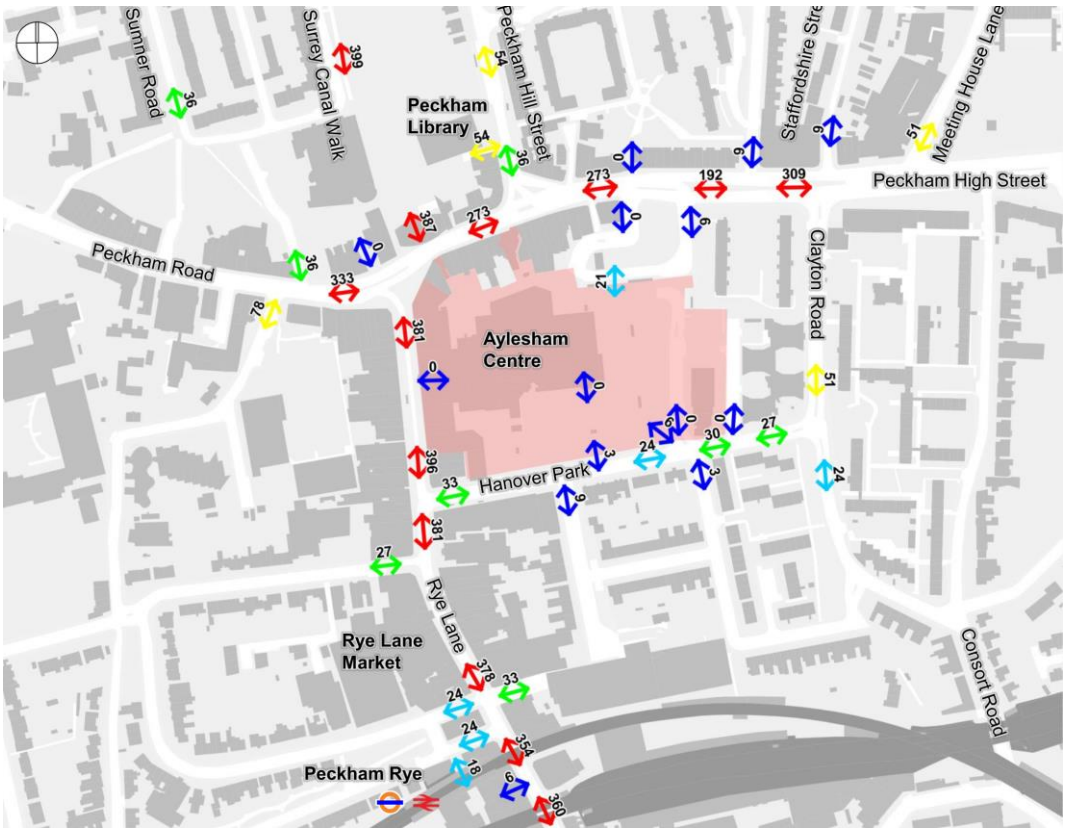


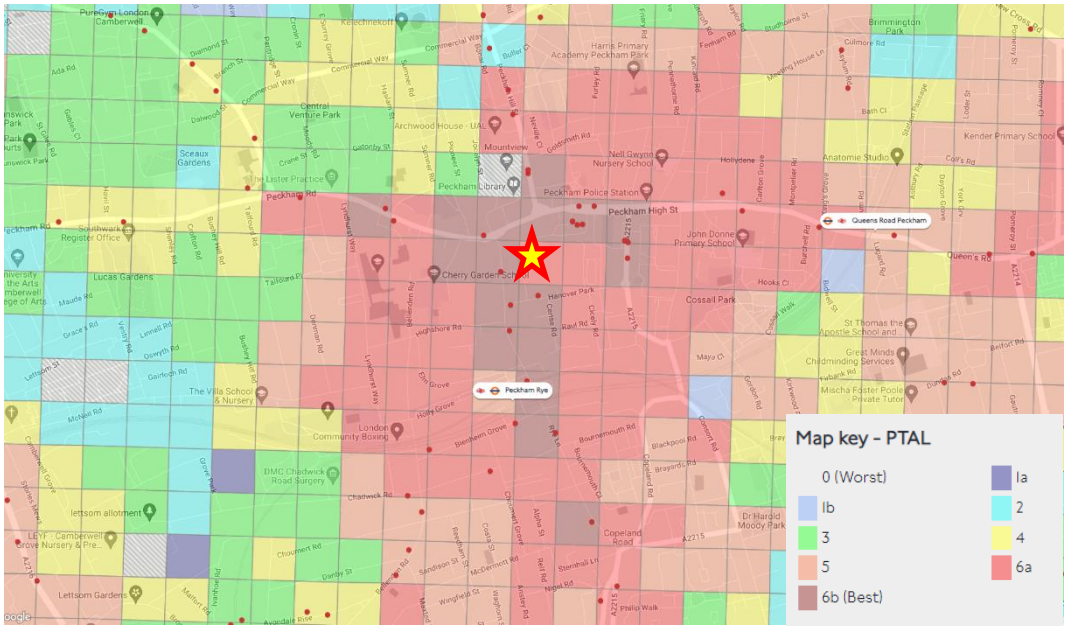
Figure 18: Cycle Movement Weekday 1800-1900



7 Baseline Public Transport Accessibility

The site and the surrounding area benefits from a PTAL of 6b (on a scale of 1a to 6b, with 6b being excellent) as shown in Figure 19.

Figure 19: PTAL



Based on TfL's 'TIM' mapping, all of central London is accessible within a 45-minute public transport journey from the site, together with large parts of south London. This is shown in Figure 20.

Figure 20: Time Mapping (2031 Average, All Public Transport Modes)



TfL's 'TIM' mapping shows that journey times are largely unaffected if restricting journey routes to only those with step free access. This is shown in Figure 21.

Figure 21: Time Mapping (2031 Average, Step Free Only)

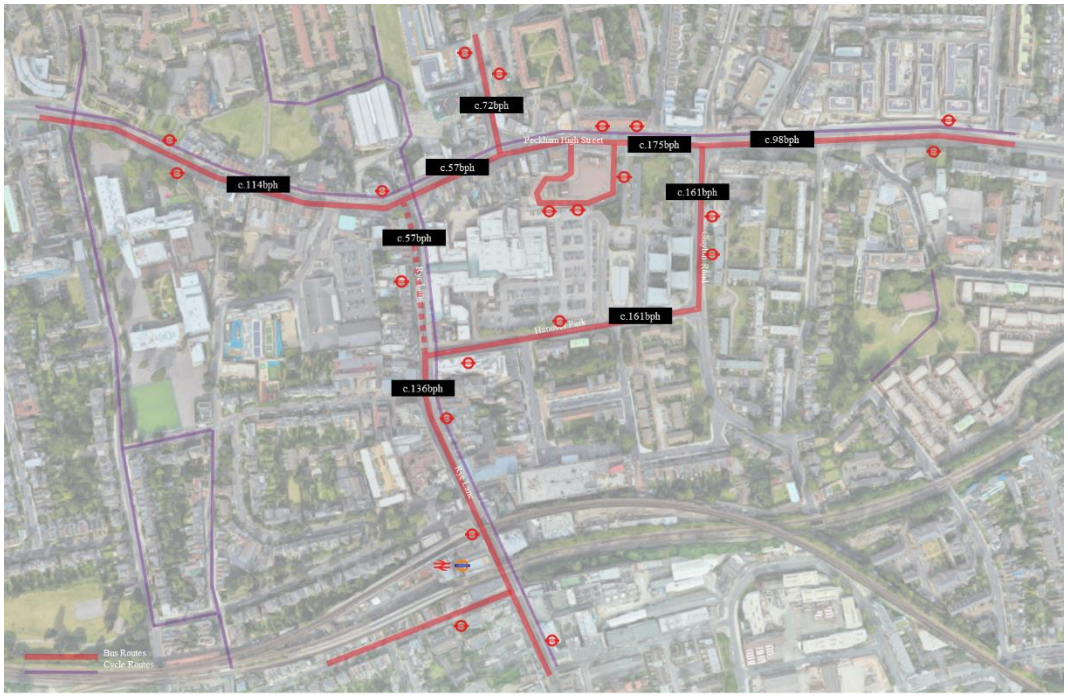


8 Baseline Bus Accessibility

8.1 Bus Network

The main roads surrounding the site are bus routes (Peckham High Street, Rye Lane, Hanover Park, and Clayton Road) and Peckham Bus station is adjacent to the site to the north- east. The key bus routes in the vicinity of the site shown in Figure 22.

Figure 22: Bus Routes and Bus Frequency



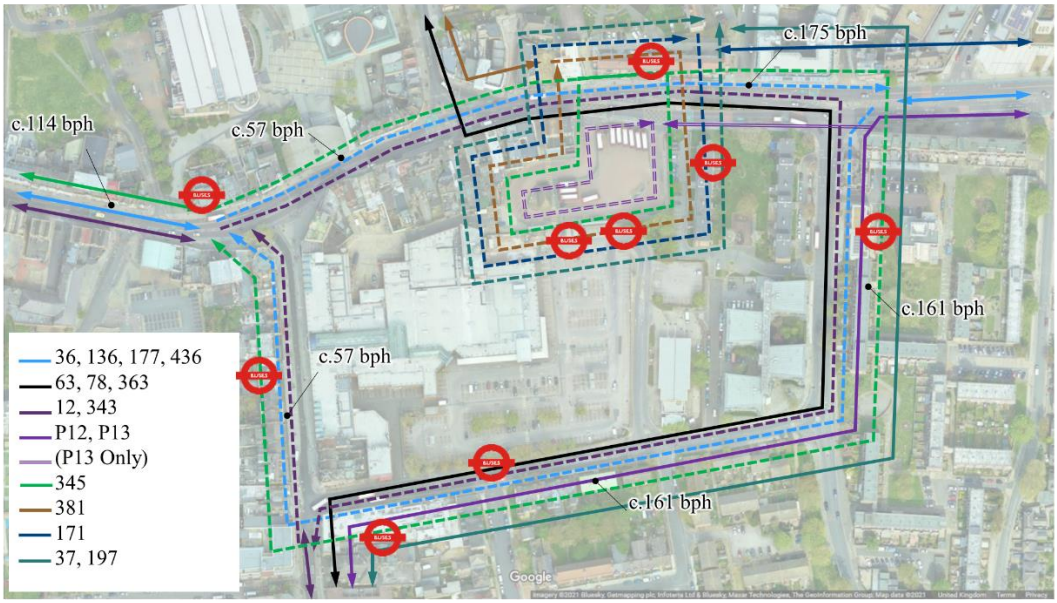
Imagery ©2022 Google, Imagery ©2022 Bluesky, Getmapping plc, Infoterra Ltd & Bluesky, Maxar Technologies, The GeoInformation Group, Map data ©2022

8.2 Bus Routes

The existing bus stops, bus service patterns and bus frequencies on the streets around the site are shown in Figure 23. At present, some five routes terminate at Peckham Bus Station, with 11 other routes travelling through Peckham adjacent to the site.

Bus stops are located both immediately north and south of the stretch of Rye Lane which runs parallel with the site. Bus stops are also available from the existing bus station north of the site, with pedestrian access available via the Aylesham Centre site.

Figure 23: Bus Services and Bus Frequency



Current services and frequencies are summarised in Figure 24 below.

Figure 24: Bus Frequencies

Direction of services	Route no.	Frequency per direction	Combined Frequency
East - West	36	10	32
	136	8	
	171	7	
	436	7	
North - South	63	12	28
	78	7	
	363	9	
West - South	12	6	16
	343	10	
East - South	P12	6	10
	P13	4	
West - Terminates	345	9	9
North - Terminates	381	8	8
East - Terminates	171	7	7
South - Terminates	37	8	14
	197	6	
Total			124

9 Baseline Rail Accessibility

9.1 Rail Services

Peckham Rye Station is the closest station to the Site and is approximately 300m from the edge of the Site by foot.

Southern, Thameslink, Southeastern and London Overground services operate from Peckham Rye Station. These provide regular services towards central London and Kent. Rail frequencies are set out in Figure 25.

Figure 25: Rail Services Frequencies

Rail Operator	Route	Frequency (each way) tph
London Overground	Clapham to Dalston	4
Southern	London Bridge to Caterham	2
	London Bridge to Beckenham Junction	1
Southeastern	Victoria to Gravesend	2
Thameslink	Luton/West Hampstead to Orpington	1
	Blackfriars to Sevenoaks	2

9.2 Peckham Rye Station Upgrade

Currently, Peckham Rye is the busiest interchange station in the entire country without step free access to platforms or accessible facilities for passengers.

In June 2020, Network Rail received £1m from the Department for Transport to develop designs to improve the station for passengers.

On 7th March 2022, Network Rail submitted Planning and Listed Building Consent applications to upgrade Peckham Rye station to make it fully accessible with more capacity and better facilities for passengers. Listed Building Consent was granted on 13/09/2022.

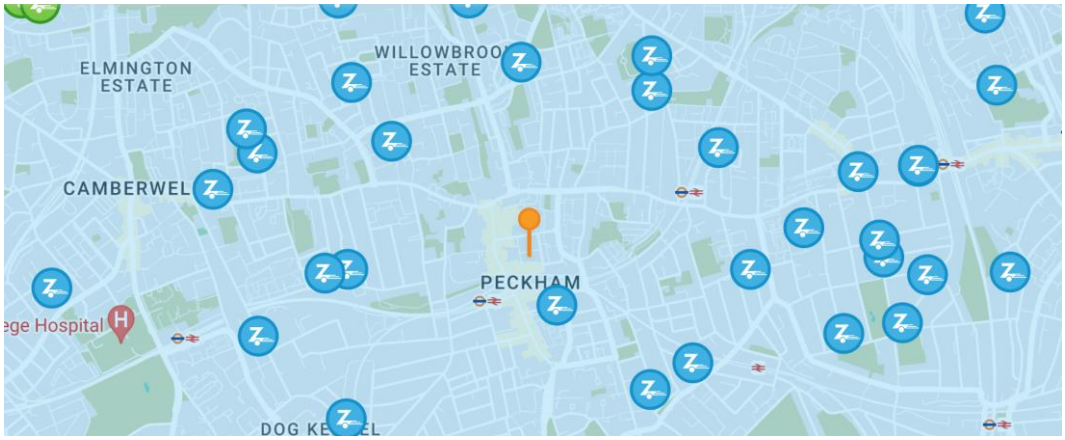
The proposals would also deliver wider platforms, larger passageways, new lifts and staircases, larger gate lines and larger entrances plus improved integration with the surrounding public realm, including better access into the station.

10 Baseline Car Club and Parking Context

10.1.1 Car Clubs

Peckham has an extensive car club network operated by Zipcar, contracted by London Borough of Southwark. The locations of Zipcar Car Clubs are shown in the Figure 26. Zipcar provides a flexible travel option for travellers, which allow them to take one-way trips as well as the more traditional return journey car club model.

Figure 26: Zipcar Car Club Locations



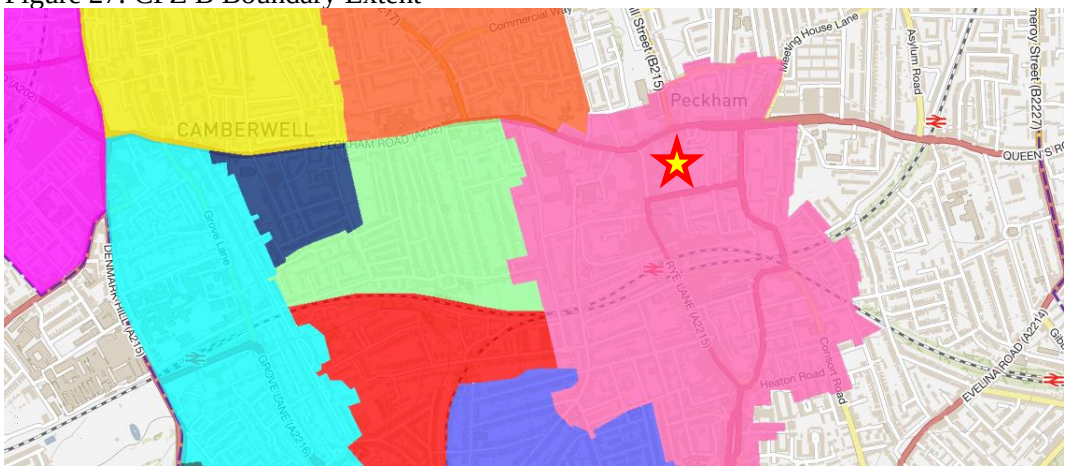
Source: https://www.zipcar.com/

The London Plan does not support new car clubs for highly accessible locations.

10.1.2 Car Parking Restrictions

The Site is located within Controlled Parking Zone (CPZ) B, which operates between 8:30 to 18:30, Monday to Saturday and is shown in Figure 27. The CPZ cover all streets within a 200m distance of the site (200m being the recommended maximum distance for parking displacement in the commonly quoted 'Lambeth Methodology')

Figure 27: CPZ B Boundary Extent



**source: https://www.southwark.gov.uk/parking/find-somewhere-to-park/parking-zones*

10.1.3 Existing Car Park Utilisation

The existing Aylesham Centre car park provides free car parking for up to 2 hours. It is monitored through Automatic Number Plate Recognition (ANPR) cameras, data from which shows that the busiest period of the week is generally Saturday between 1100 and 1400 and a Friday between 1300-1500. Car Park utilisation during busy times commonly ranges between 85% and 100% but does slightly exceed 100% (up to 106%) on the busiest occasions. Data for a typical week is presented in Figure 28.

Figure 28: Existing car park utilisation

% Car Park Full		00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
25/06/2018	Monday	2	1.1	0.6	0.9	1.1	0.9	3.1	3.7	7.1	24	63	71	74	84	67	63	59	61	60	31	17	6.3	4.5	2.3
26/06/2018	Tuesday	1.1	1.1	1.4	2	1.4	2	4.3	7.4	11	22	65	65	75	75	66	60	62	59	52	31	20	8.8	5.7	4.3
27/06/2018	Wednesday	4.3	3.4	2.6	2.3	2.6	4.3	6	5.1	8	25	53	69	76	73	70	58	65	60	60	38	17	6	4.8	3.7
28/06/2018	Thursday	3.4	2	2	2.6	2.6	3.4	4.8	5.7	12	27	60	81	94	86	81	66	63	57	51	32	19	9.9	6.3	2.6
29/06/2018	Friday	2	2	1.7	2.6	1.7	2.6	4.8	5.7	8.2	31.3	86.6	88.1	89.2	102	101	79.3	82.7	79.8	67.6	43.5	28.1	17.9	6.5	3.4
30/06/2018	Saturday	2.6	2.3	1.7	3.1	1.7	1.7	3.7	5.4	14.2	35.5	63.6	100	103	102	88.1	77.8	78.4	63.9	52.6	36.4	21.6	7.7	6	2.8
01/07/2018	Sunday	2	2	1.4	1.4	1.1	1.4	1.4	1.1	2	4.8	19	47	63	57	66	62	53	26	7.7	4.8	3.4	2.3	3.4	2.3

To further understand the journey purposes of those parking in the car park, interview surveys were conducted at each of the main entry/exit points for pedestrians entering and leaving the car park in March 2019. Overall:

- 32% were visiting Morrisons only;
- 32% were only visiting the town centre only; and
- 36% were visiting both Morrisons and the Town Centre.

11 Baseline Highway Conditions

11.1 Baseline traffic flows

Selected traffic survey data is available from June 2019 describing the prevailing traffic conditions at that time. This is shown in Figure 29 and Figure 30.

Figure 29: Traffic Flow Data

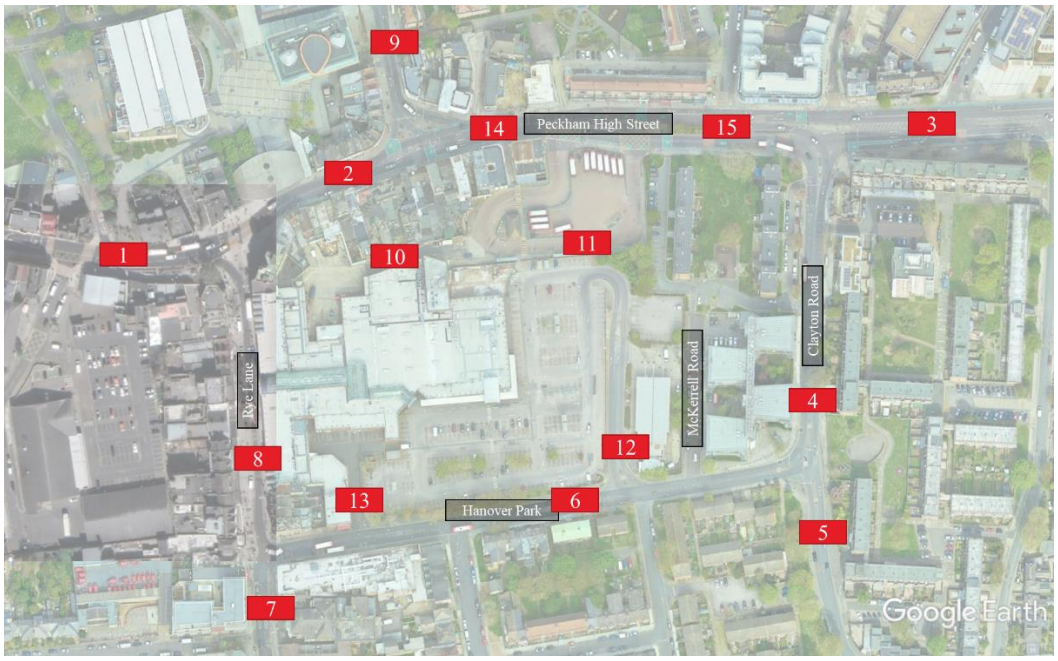


Figure 30: Traffic Flow Data

No	Link	AM Peak		PM Peak		AADT	
		Vehs	HGVs	Vehs	HGVs	Vehs	HGVs
1	Peckham High Street	1034	200	1061	138	16787	4662
2	Peckham High Street	1117	150	1098	85	17373	3496
3	Peckham High Street	1052	178	1138	124	18006	4149
4	Clayton Road (N)	825	147	1062	146	15820	2993
5	Clayton Road (S)	651	25	822	5	12245	102
6	Hanover Park	196	132	378	141	5905	2614
7	Rye Lane (S)	148	112	251	114	3527	1795
8	Rye Lane (N)	56	54	56	54	787	759
9	Peckham Hill Street	705	77	676	56	10155	1016
10	Aylesham Centre, N Servicing	10	3	3	1	79	14
11	Peckham Bus Station	38	38	40	39	1358	1358
12	Aylesham Centre car park	256	2	806	1	8560	33
13	Aylesham Centre, S Servicing	7	4	10	1	159	19
14	Peckham High Street	1571	223	1620	139	25632	5198
15	Peckham High Street	1622	267	1671	186	26439	6223

This data provides a helpful reference point to understand prevailing conditions, noting that conditions may have changed to some degree since that time, either as a result of the Covid-19 pandemic or as a result of changes to traffic restrictions (such as the new access restrictions on Rye Lane south of Hanover Park).

More detailed survey data of turning movements at junctions is available from 2019 and is summarised in Appendix A for the AM, PM, and Saturday peak hours.

12 Proposed Development Overview

12.1 Proposed Land Use Overview

It is anticipated that a hybrid planning application will be submitted for the proposed development comprising the following:

- Approximately 1,050 Residential Apartments (C3);
- Town Centre commercial space (providing the same overall amount of E class area), including a replacement supermarket (with a slightly smaller floor area than the existing supermarket) and a mix of other units across a range of sizes to accommodate a mix of potential town centre use occupiers such as retail, restaurant, office, professional services, work/maker space and leisure facilities amounting to c.10,500sqm GEA;
- A 140-space basement car park (which is a contractual requirement with the supermarket operator and is a pre-requisite to enable development); and
- Blue badge car parking for residents and employees of the town centre (non-supermarket) uses.

The primary changes to the existing land uses on the site are the introduction of residential, flexible retail, food and beverage, drinking establishment, office, work/maker space, leisure, the reduction in car parking and the removal of the Petrol Filling Station.

12.2 Proposed Access Overview

Within the site, the proposed development includes:

- New east-west and north-south landscape led public realm accommodating pedestrians and cyclists on desire lines through substantially enhanced spaces and wider routes (compared with existing routes across the site);
- New segregated and enclosed service yard for the supermarket (which is a contractual requirement with the supermarket operator and is a pre-requisite to enable development); and
- Retained, replacement and enhanced service areas in the south-west and north-west corners of the site, keeping servicing away from primary pedestrian and cycle route through the site.

12.3 Proposed Connectivity Overview

The proposed development is also expected to contribute towards, secure or deliver the following where the site interfaces with the surrounding area to enhance connectivity and deliver public benefits:

- Public realm enhancements to Rye Lane between Hanover Park and Peckham High Street including increased public realm width adjacent to the site and an enhanced cycle route separating cyclists from buses;
- Replacement enhanced crossing facilities (replacing islands with zebra crossings) on Hanover Park and public realm widening and enhancement on the north side of Hannover Park;
- Public realm widening and enhancement on the west side of McKerrell Road; and
- Work with stakeholders and adjacent landowners to enhance east-west and north-south walking routes through TfL bus station, Bull Yard, and the Flamborough House/ Purdon House estate.

13 Proposed Pedestrian Strategy

The pedestrian strategy is shown in Figure 31, and in Appendix B and Appendix C.

Figure 31: Pedestrian Permeability & Connectivity



Pedestrian access will be accommodated throughout the site, segregated from general vehicle access routes as far as possible but in spaces shared with cycles within slow speed mixed priority spaces (to avoid giving either pedestrians or cyclists any undue sense of priority over segmented areas which can introduce a hazard in high use areas).

Beyond the site, pedestrian environments will be enhanced on Rye Lane, Hanover Park and McKerrell Road where additional public realm width will be created.

Further opportunities will be investigated to including enhanced crossing on Hanover Park, enhanced routes through and within the TfL Bus Station, and a new stepped access via Bull Yard

14 Proposed Cycle Strategy

The cycle strategy is shown in Figure 32, and in Appendix B and Appendix C.

Figure 32: Cycle Permeability & Connectivity



Cycle access will be accommodated throughout the site as far as possible within slow speed mixed priority spaces (to avoid giving either pedestrians or cyclists any undue sense of priority over segmented areas which can introduce a hazard in high use areas). It would be helpful to explore options for routes via the estate north-east of the site.

Cycle parking will be accommodated within each plot at a mix of ground and first levels. Creating a vibrant town centre environment with active frontages, and accommodating a supermarket to enable the project, limits the ground floor plane available for cycle parking.

The cycle parking layout remains under development but generally will achieve at least the London Plan requirements and aims to achieve the SP2022 in so far as is practicable, noting the significantly greater spatial requirements of the SP2022 policy compared with London Plan.

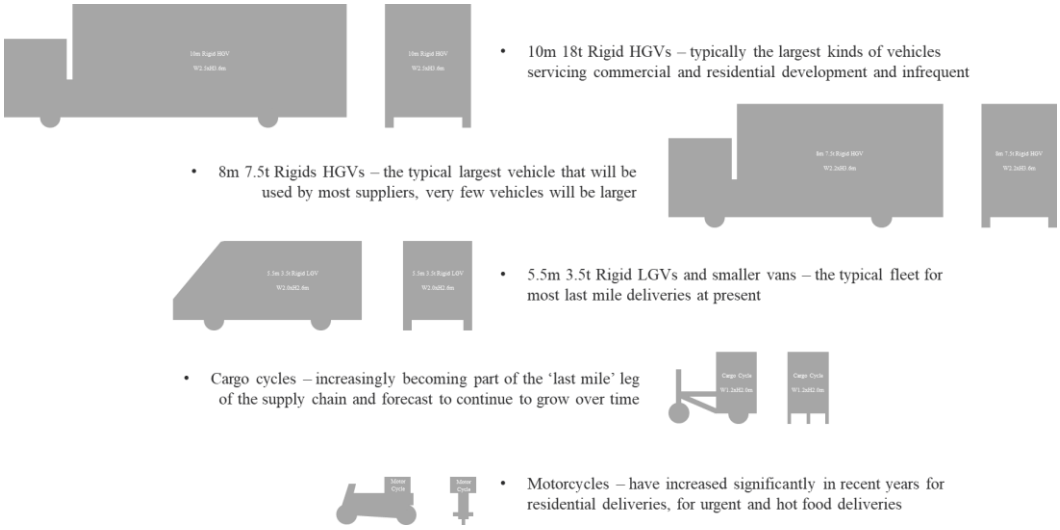
Cycle parking will be located at ground, and at first floors where ground floor space is limited and accessed via lifts and stairwells with cycle channels. Cycle parking will be provided as a mix of double stackers (no more than 95%), at least 5% Sheffield stands for oversized cycles and a proportion of standard Sheffield stands.

15 Proposed Servicing Strategy

15.1 Servicing Strategy Overview

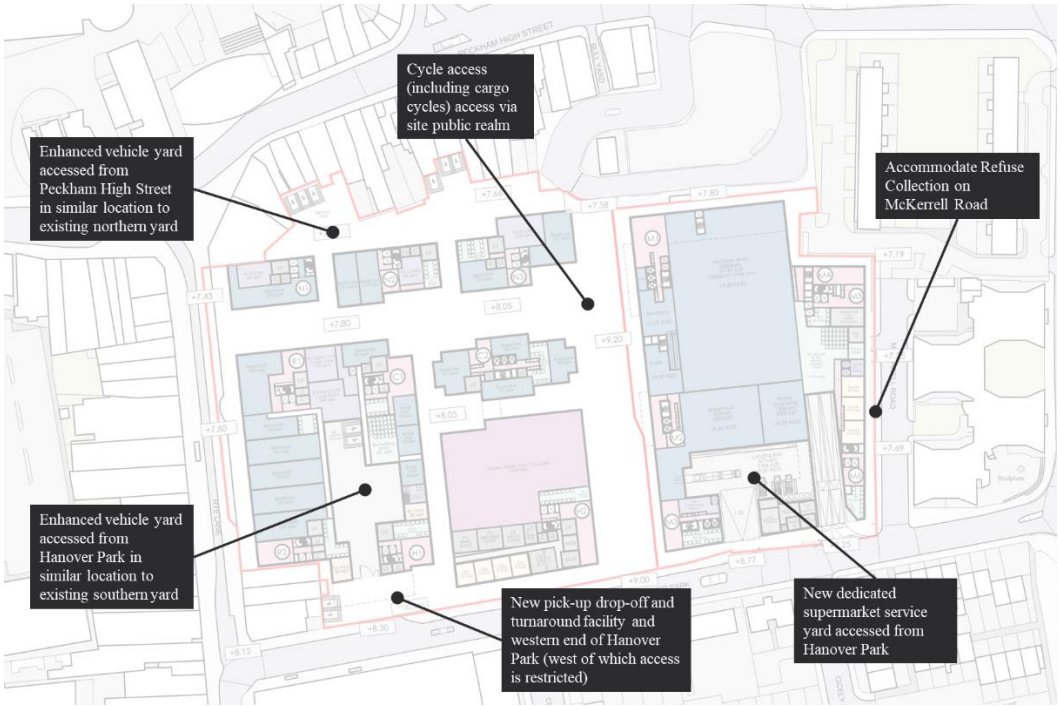
Servicing will be made by a range of vehicle sizes and types, and largely those shown in Figure 33, and in Appendix B. As the proposed development includes a supermarket, the site will also attract articulated HGVs, though these can be directly controlled by the operator.

Figure 33: Servicing Vehicles



The serving strategy is shown in Figure 34Figure 34, and in Appendix B, with swept path analysis in Appendix C.

Figure 34: Servicing Strategy Overview



The cargo cycle strategy is shown in Figure 35, and in Appendix B and Appendix C.

Figure 35: Cargo Cycle Permeability & Connectivity



London will increasing encourage and require that the 'last mile' leg of a delivery journey is undertaken by increasingly sustainable means. Cargo cycles are expected to become an increasing common sight across London.

Data isn't yet available to forecast what this future may look like or at what rate that shift may take place, but it is important to consider how deliveries by cargo-cycle can be accommodated over time.

The development includes new routes through the site connecting to the existing public highway. It would be helpful to explore options for routes via the estate north-east of the site.

The servicing vehicle access strategy is shown in Figure 36, and in Appendix B and Appendix C.

Figure 36: Servicing Vehicle Access Strategy



Vehicle access for servicing is proposed to be retained in the north and south-west of the site. This makes use of the existing and established rights of access for this route.

The existing car parking access is proposed to be closed and replaced by two new accesses – one for supermarket car park access and one access for dedicated supermarket servicing (a contractual requirement).

McKerrell Road is proposed to be used for limited on-street servicing for the residential cores which provide activity to that street.

If necessary, the proposed development can accommodate a turning head on McKerrell Road (as one is not currently provided) but it would be helpful to explore options for routes via the estate north-east of the site to avoid this and protect the public realm.

The south-west corner of the site is proposed to include an integrated turning and pick-up/drop-off facility.

The commercial and residential deliveries strategies are shown in Figure 37 and Figure 38, and in Appendix B.

Figure 37: Commercial Deliveries Strategy



Commercial units are proposed to be primarily serviced from dedicated service yards (teal) with cargo cycle access also accommodated throughout the site (purple) as shown in Figure 37.

It is anticipated that all commercial deliveries will be scheduled and managed – with the unit tenants being called to collect goods when a delivery vehicle arrives. The supermarket yard would be managed directly by the supermarket.

Figure 38: Residential Deliveries Strategy



Residential units will be serviced from dedicated service yards (teal) for motorised vehicles with cargo cycle access also accommodated throughout the site (purple) as shown in Figure 38.

It is anticipated that parcel storage rooms will be provided at the servicing yards to allow goods to be delivered for later collection by the resident. Chilled and hot food would be taken directly to the dwellings from the yard. Each residential core would have its own post room for Royal Mail deliveries

Motorcycles are expected to use all of the service yard locations, but would not be permitted within the site (where only cargo cycles would be permitted)

The commercial and residential waste collection strategies are shown in Figure 39 and Figure 40, and in Appendix B.

Figure 39: Commercial Waste Collection Strategy



Commercial waste is expected to be partially managed. Unit tenants serviced from the south-west yard are expected to take their waste to a store in the yard for a private collection. The supermarket is expected to manage its own waste strategy.

The northern yard will allow the units accessed from that point to have waste collected directly from in-plot stores.

Figure 40: Residential Waste Collection Strategy



Residential waste is expected to be partially managed. Waste arising from cores serviced from the south-west yard would be transferred to the yard for collection by the on-site management team for collection by LBS. Waste arising from the northern residential core is expected to be collected directly by LBS.

Waste arising from the Phase 1 cores would be transferred to a hold on the east of the site by the on-site management team for collection by LBS.

15.2 Residential Servicing Forecast

Demand for residential deliveries has been increasing for some time, with some significant uncertainty in the longer term around how technology may disrupt traditional logistics models. The covid pandemic, starting in 2020, accelerated a trend towards increased demand for home deliveries, pushing the economy to a 'peak delivery' state. The patterns that arose during the pandemic provide a reasonable 'bookend' for how far traditional delivery models are likely to go before they become disrupted by future models (if indeed they do, subject to regulatory constraints) such as ground, or air based automated delivery.

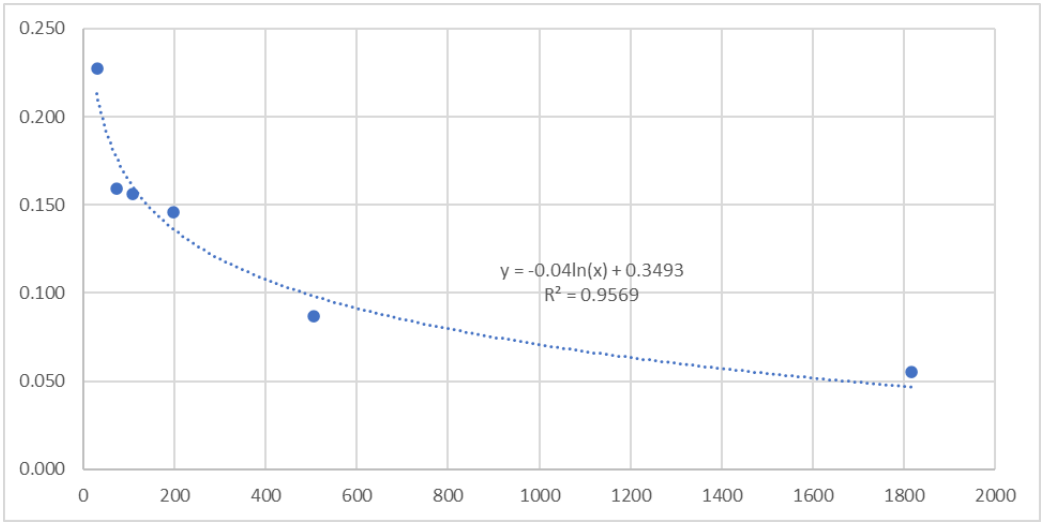
At present, there is insufficient direct covid or post-covid servicing demand data available at a 'per dwelling' level and therefore it is sensible to combine data sources. The following data sources have therefore been considered:

- TRICS survey data for 2019 (last pre-pandemic surveys) providing hourly demand data
- Travel in London Reports describing effects of the covid pandemic on servicing demand at a trend level
- Detailed surveys of Imperial Wharf and Bow Quarter from 2014 providing detailed minute-by-minute accumulation and duration of stay data for servicing for over 2,500 dwellings
- TRICS survey data for 2020 and 2021 (covid/post-covid) providing hourly servicing demand by mode
- Surveys of Woodberry Down from 2021 providing hourly servicing demand by mode for c.400 dwellings

The TRICS database include 50 residential site surveys collected in 2019 across England covering sites varying in size from 9 to 1817 dwellings. This provides a good data source to understand how the size of a development influences the number of servicing trips attracted to a site. For example, while a single dwelling may attract, say 4 delivery vehicles a week for example, it does not necessarily follow that 1,000 dwellings would attract 4,000 delivery vehicles a week. At a site or neighbourhood scale, each vehicle would serve multiple properties within that neighbourhood. Figure 41 shows an analysis of the TRICS data to define this relationship on a trip rate per dwelling basis.

Figure 41: 0700-1900 Servicing Vehicle Arrival Trip Rate by Site Size Analysis

Dwelling Max	Dwelling Total	Site Count	Dwelling Average	Rate In	Rate Out	Rate Tot
50	321	11	29	0.227	0.221	0.449
85	804	11	73	0.159	0.158	0.317
150	1087	10	109	0.157	0.159	0.316
250	2167	11	197	0.146	0.145	0.291
1000	3024	6	504	0.087	0.086	0.173
2000	1817	1	1817	0.055	0.054	0.109

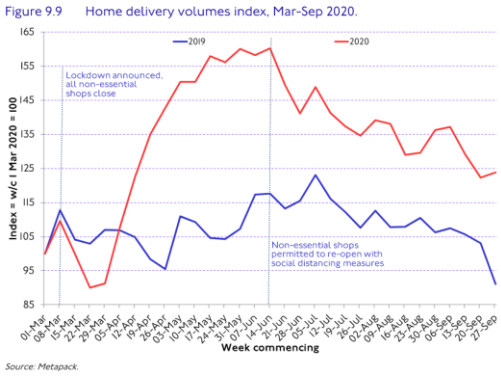


Based on: WS-03-M-20; WS-03-M-19; HC-03-M-12; NF-03-M-04; WS-03-M-21; WS-03-M-18; ES-03-M-17; ES-03-M-15; BN-03-M-02; NF-03-M-01; NF-03-M-05; HC-03-M-11; NF-03-M-02; SC-03-M-08; NF-03-M-14; HC-03-M-10; DV-03-M-02; ES-03-M-16; CF-03-L-01; SW-03-L-02; TY-03-L-01; HO-03-K-01; HG-03-A-01; HF-03-A-03; ES-03-A-05; IW-03-A-01; HC-03-A-23; SF-03-A-07; NF-03-A-05; WS-03-A-11; WF-03-A-02; SC-03-A-05; WK-03-A-04; NF-03-A-06; CH-03-A-10; CH-03-A-11; BN-03-A-03; NF-03-A-04; NF-03-A-08; NF-03-A-09; IS-03-C-07; HM-03-C-02; WF-03-C-01; DS-03-C-03; RD-03-C-04; NF-03-C-02; SK-03-C-03; TH-03-C-04; HF-03-C-03; HG-03-C-01

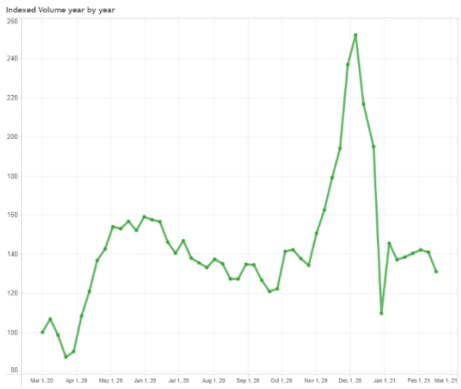
This analysis suggests a clear relationship between site size and servicing demand. This however reflects demand in 2019, prior to the Covid pandemic. To reflect decreased sample size with the larger sites, when applying this methodology in practice, the scale-based reduction in trip rate has been capped at 800 dwellings – that is to say that the same rate would be applied to a 1,050 dwelling scheme as would be applied to an 800-dwelling scheme.

The Travel in London 13 report by TfL provides some data on the influence of the covid pandemic on residential servicing demand. Section 9.4 of that report states "home deliveries remained 30 per cent higher than pre-lockdown levels at the end of August". The source of the data was a study by Metapack, with that source data reproduced in Figure 42 together with Figure 9.9 from the Travel in London 13 report. Note that Travel in London 14 report doesn't include any more recent equivalent data. Also note that the spike seen in December in the Metapack source data reflects the Christmas period.

Figure 42: Covid Influence on Residential Servicing Demand



TfL Travel in London data



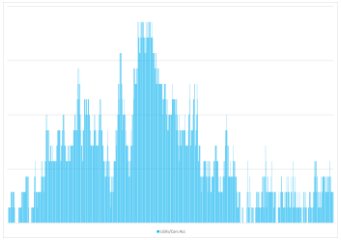
Metapack Source Data

On this basis, it is reasonable to assume that demand for home deliveries post covid may be 30% higher that would have been the case in 2019.

Surveys of Imperial Wharf and Bow Quarter (2,518 dwellings combined) from 2014 provide an excellent reference source for live arrival and departure times and durations of stay on a minute-by-minute basis. The arrival and departure profile from this dataset provides a greater level of granularity than is available from other sources (such as TRICS which provides only hourly arrival and departure data and therefore does not necessarily allow detailed accumulation estimates to be derived). This detailed accumulation profile is presented in Figure 43.

Figure 43: Residential Servicing Accumulation Profile

MC accumulation profile



Car/LGV accumulation profile

HGV accumulation profile

Note that Figure 43 presents the accumulation profile for the three user classes at the same scale and for the same time period (0600-2200). This profile can be applied to the 12hr forecasts arrivals derived from TRICS and the Covid adjustment to generate a forecast level of accumulation.

It is helpful though to also consider how the mode split of servicing vehicles has changed over time.

TRICS includes only two surveys of London residential sites with servicing data since March 2020 at the time of writing. These sites are also relatively small (at 170 and 58 dwellings). However, these do provide some evidence to inform the level of servicing demand and the mode split which may be anticipated in a covid/post covid scenario. This is shown in Figure 44

Figure 44 Covid/Post Covid Surveyed TRICS London Residential Servicing Demand

2020+ London TRICS Demand			0700-1900 Arrivals					
			MC	Car	LGV	OGV1	OGV2	Total
RD-03-C-05	30/06/2021	170	7	9	13	6	0	35
EN-03-M-02	12/10/2021	58	0	1	2	0	0	3
Trip Rate		228	0.031	0.044	0.066	0.026	0.000	0.167
Mode Share			18%	26%	39%	16%	0%	100%

2019 TRICS Size Based Demand, +30% Covid Uplift, Imperial & Bow MC/LGV		0700-1900 Arrivals				
		MC	Car	LGV	OGV1	OGV2	Total
Trip Rate	228	0.010	0.133		0.028		0.171
Mode Share		6%	78%		16%		100%

For comparison with the 2019 TRICS data and the Travel In London 30% uplift presented earlier, this rate of c.0.167 total arrivals compares well with a rate of c.0.171 derived from that methodology for 228 dwellings providing some confidence that the overall level of demand is reasonable. The mode share shows a significant weighting towards motorcycles in this survey compared with the Imperial Wharf and Bow Quarter Surveys from 2014 and the 2019 TRICS data. This supports the hypothesis that servicing vehicles are generally getting smaller, particularly in London and highly urban locations.

Berkeley Group has recently undertaken servicing demand surveys of one of their operational sites, Woodberry Down. Servicing demand to blocks containing 401 dwellings was captured in 2021 with the results summarised in Figure 45.

Figure 45 Covid/Post Covid Surveyed Woodberry Down Residential Servicing Demand

2021 Woodberry Down Survey			0700-1900 Arrivals					
			MC/PC	Car	LGV	OGV1	OGV2	Total
Woodberry	21/10/2021	401	26	1	22	5	0	54
Trip Rate		401	0.065	0.002	0.055	0.012	0.000	0.135
Mode Share			48%	2%	41%	9%	0%	100%

2019 TRICS Size Based Demand, +30% Covid Uplift, Imperial & Bow MC/LGV		0700-1900 Arrivals				
		MC/PC	Car	LGV	OGV1	OGV2	Total
Trip Rate	401	0.009	0.111		0.023		0.143
Mode Share		6%	78%		16%		100%

For comparison with the 2019 TRICS data and the Travel In London 30% uplift presented earlier, this rate of c.0.135 total arrivals compares well with a rate of c.0.143 derived from that methodology for 401 dwellings, again providing some confidence that the overall level of demand is reasonable. As was apparent from the TRICS surveys of London residential sites with servicing data since March 20200, the mode share shows a significant weighting towards motorcycles in this survey compared with the Imperial Wharf and Bow Quarter Surveys from 2014 and the 2019 TRICS data.

This further supports the hypothesis that servicing vehicles are generally getting smaller, particularly in London and highly urban locations. A greater component of smaller vehicles reduces the demand for street space for servicing as several motorcycles can, for example, be accommodated in a bay designed for an LGV.

Based on the available data sources, it is reasonable to derive servicing accumulation from a combination of:

- 2019 TRICS data (to determine an appropriate daily total trip attraction to the site for light and heavy vehicles based on the size of the site),
- applying a 30% uplift to demand (to allow for uplifts to demand arising from behavioural changes following covid reflecting 'peak servicing'),
- applying an arrival and departure profile derived from detailed surveys of Imperial Wharf and Bow Quarter (to estimate peak accumulation of servicing vehicles on the site), and
- applying a mode split for light vehicles from surveys since 2020 (to determine the breakdown between motorcycles/pedal cycles and cars/light goods vehicles).

However, the interaction between a total trip rate derived from site size and change in mode share due to changes in servicing behaviour must also be accounted for. The number of servicing trips made by LGVs and HGVs does, as expected, reduce for larger sites as single vehicle serve multiple dwellings. However, the same may not be true of motorcycles and pedal cycles which have a much more limited servicing capacity.

For a site of c.1050 dwellings, it is therefore reasonable to derive the HGV and LGV rate from the first three points in the methodology described above, but then reasonable to review motorcycle and pedal cycle separately. The demand derived from the first three points in the methodology is presented in Figure 46.

Figure 46 Forecast Residential Servicing Demand Prior to Motorcycle Adjustment

2019 TRICS Size Based Demand, +30% Covid Uplift, Imperial & Bow MC/LGV		0700-1900 Arrivals				
		MC/PC	Car	LGV	OGV1	OGV2	Total
Trip Rate	1050	0.007	0.083		0.017		0.106
Mode Share		6%	78%		16%		100%

To estimate the number of motorcycle and pedal cycles which may be attracted to the site, the weighted average demand from the post covid TRICS surveys and the Woodberry Down survey has been used in place of the rate derived from the methodology above as shown in Figure 47

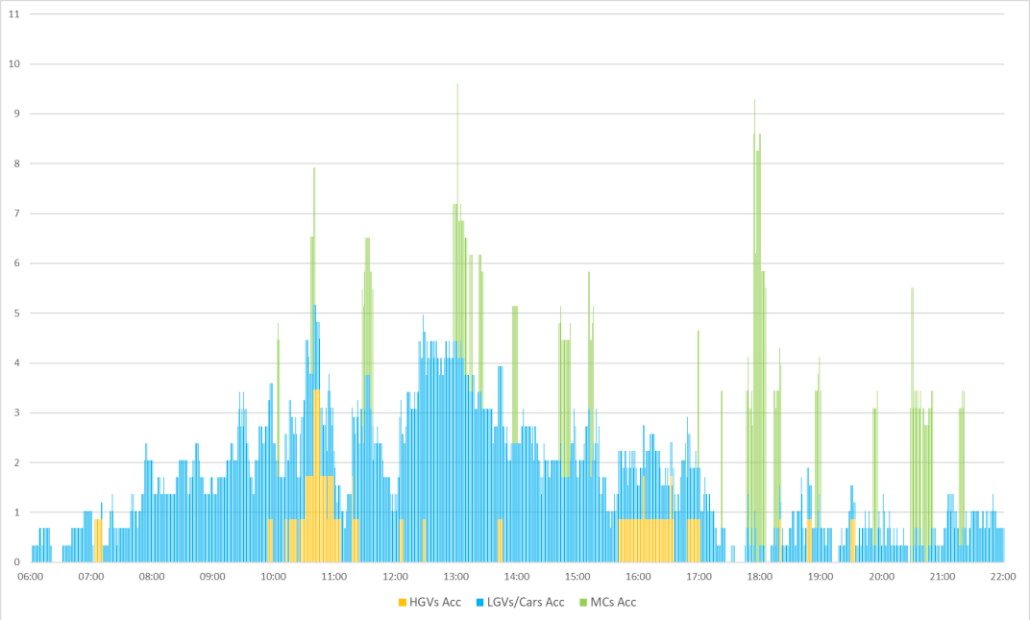
Figure 47 Forecast Residential Servicing Demand

Forecast		0700-1900 Arrivals				
		MC/PC	Car	LGV	OGV1	OGV2	Total
Trip Rate	1050	0.052	0.083		0.017		0.152
Mode Share		34%	54%		11%		100%
Trips		55	87		18		160

The duration of stay for motorcycles and pedal cycles tends to be much shorter than for LGVs and HGVs and the smaller vehicles also require far less space in the public realm when making deliveries. This gives rise to the following total serving accumulation across the day across 1,050 dwellings.

This implies a requirement for c.4 loading bays for LGVs and HGVs which, given the relative sizes of motorcycles compared with those larger vehicles, is likely to be adequate for all servicing at most times of day, but it may be helpful to design space for an additional two motorcycle bays.

Figure 48 Forecast Residential Servicing Demand Accumulation



15.3 Town Centre Servicing Forecast

Demand for servicing at non-residential uses is unlikely to have been affected by covid in the same way as residential demand and can be managed more readily. To determine a trip attraction for the non-residential (predominantly retail) servicing attraction to the site, surveys of Imperial Wharf, which provides a minute-by-minute accumulation profile, has been applied.

As this is based on 2014 survey data, this does not reflect this rise of on-demand deliveries such as ‘uber-eats’ and ‘Deliveroo’. However, the applicant would prohibit tenants from offering on-demand deliveries therefore making this a reasonable exclusion for the purposes of this forecast.

For workspace use which may be included within the Town Centre use mix, the latest TRICS data has been reviewed and a weighted average has been derived for 12hr servicing arrivals.

Non-residential servicing forecasts are presented in Figure 49.

Figure 49 Forecast Non-Residential Servicing Demand

Forecast		0700-1900 Arrivals				
		MC/PC	Car	LGV	OGV1	OGV2	Total
Retail Rate	4011	0.083	0.607		0.386		1.076
Office Rate	1815	0.000	0.144		0.014		0.158
Retail Trips		3	24		15		43
Office Trips		0	3		0		3

Office total rate derrived from BT-02-A-03; BT-02-A-04; CN-02-A-03; HD-02-A-09; HO-02-A-01; KN-02-A-01; LB-02-A-01; TH-02-A-01

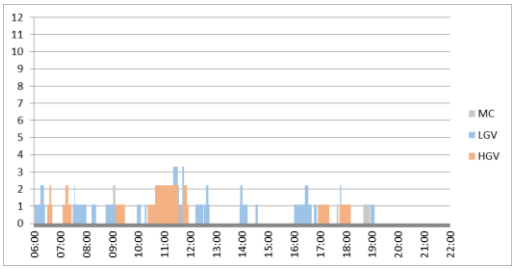
It is also helpful to compare this data with the 2019 surveys of the current site and current uses. With reference to Figure 30, the existing site servicing (including the supermarket) is summarised in Figure 50. This indicates a significantly greater level of servicing activity at present, though note that the data is not necessarily directly comparable as only 24hr Annual Average Daily Traffic (AADT) data is available from the 2019 surveys.

Figure 50 Surveyed Existing Non-Residential Servicing Demand

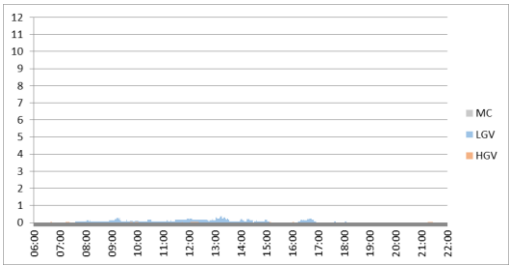
Link	AADT Arrivals	
	Vehs	HGVs
Aylesham Centre, N Servicing	40	7
Aylesham Centre, S Servicing	80	10
Total	119	17

Applying the observed arrival and departure profiles from Imperial Wharf to the Figure 49 forecasts provides the following accumulation profiles shown in Figure 51.

Figure 51 Forecast Non-Residential Servicing Demand Accumulation



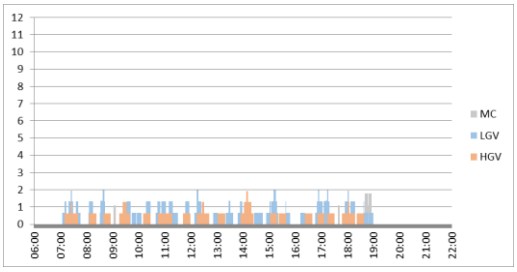
Retail Servicing Accumulation



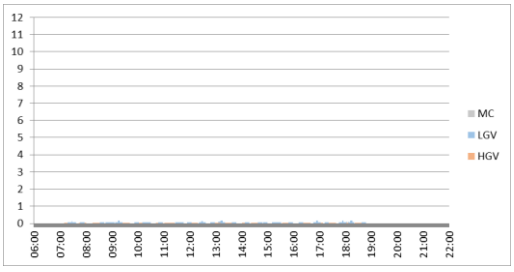
Office Servicing Accumulation

Applying an active management system to non-residential servicing demand, with suppliers provided with target arrival times, allows some greater efficiency in the demand profile for the site as shown in Figure 52.

Figure 52 Forecast Retail Servicing Demand; Managed Accumulation



Retail Servicing Accumulation

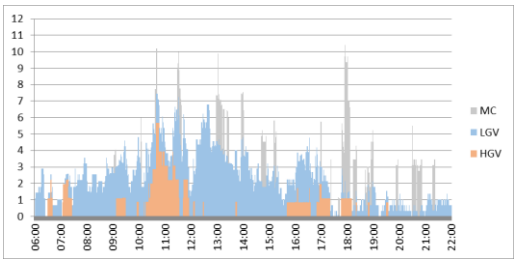


Office Servicing Accumulation

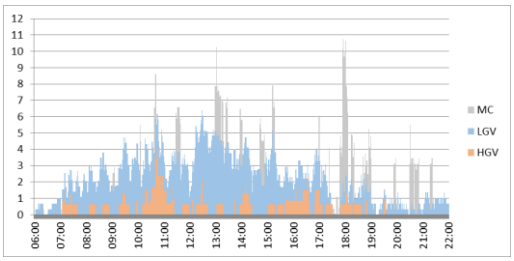
15.4 Shared Servicing Forecast

In practice, servicing space will be shared between uses (excluding the supermarket) and it is therefore sensible to review the servicing demand in combination.

Figure 53 Forecast Total Servicing Demand (Excl. Supermarket) Accumulation



Shared Servicing Demand (Unmanaged)



Shared Servicing Demand (Managed)

This combined profile indicates that the cumulative demand from all (non-supermarket) uses is likely to require 6-7 loading bays subject to the level of management applied to the non-residential servicing demand, and that may be sensible to allow for one or two additional spaces for motorcycles.

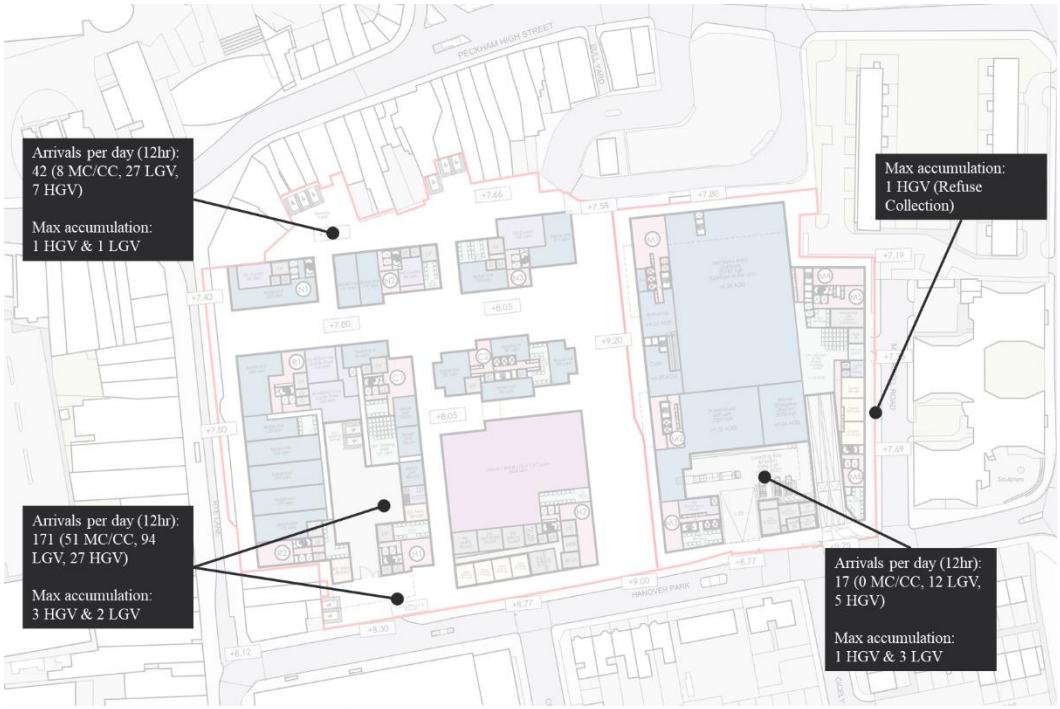
15.5 Supermarket Servicing Demand

The supermarket servicing demand is defined by the proposed operator, Morrisons. This is expected to include 5 HGV arrivals per day and 12 LGV arrivals per day (associated with home delivery vans – removing the need to shoppers to drive to the supermarket)

15.6 Servicing Demand Summary

The cycle strategy is shown in Figure 32, and in Appendix B and Appendix C.

Figure 54: Cycle Permeability & Connectivity



16 Proposed Car Parking Strategy

16.1 Supermarket Car Parking

The regeneration of the Aylesham Centre is contingent upon meeting certain contractual requirements with the current occupiers, including the supermarket. In particular, providing 140 spaces for the supermarket for customers is a pre-requisite to enable development and is a contractual requirement. The spaces are proposed to be provided within a basement car park as part of Phase 1 of the development proposals. In line with the London Plan 2021 policy, 6% of spaces will be for blue badge users.

The supermarket car parking strategy is shown in Figure 55, and in Appendix B.

Figure 55: Supermarket Car Parking Strategy



16.2 Resident and Employee Car Parking

The scheme is proposed to be car free for residents and employees in line with London Plan policy with a limited provision of blue badge parking. During the GLA pre-application meeting on 4th October 2022, TfL has offered support for the principle of limiting blue badge parking to below London Plan policy minimum (blue badge spaces for 3% of dwellings plus a limited number of spaces for commercial uses), potentially as low as zero blue badge car parking.

Locations where blue badge car parking can potentially be accommodated for residents and town centre employees are shown in Figure 55, and in Appendix B.

Figure 56: Resident and Town Centre Employee Car Parking Strategy



As referenced above, at the 4 October GLA pre-app meeting TfL have now accepted car-free means car-free in principle on several emerging development projects with good public transport accessibility.

DfT dataset DIS0105 provides data on blue badges held per person in all local authorities in England showing an average 2.7% of the population with blue badge in London but only 2% LB Southwark as a whole

DfT dataset DIS0111 provides data on blue badges issued annually showing no upward trend (arguably slightly downwards over 13 years)

DfT dataset DIS0502 provides data on journey purpose for blue badge holders and shows that blue badge holders substantially travel (at an England level) for shopping, personal business and visiting friends which tend to be short distances. Indeed, some 70%+ of journeys are for shopping, personal business and visiting friends, which is a very different profile to non-blue badge holders who tend to travel for purposes associated with longer distances. These shopping, personal business and visiting friends would be reasonably accommodated in an urban centre

without having to travel a 'driving distance' and could be accommodated via accessible public transport.

DfT dataset DIS0501 provides data of journeys made by mode for blue badge holders. This shows that of car-based journeys made by blue badge holders, 2/3rds are as driver and 1/3rd as passenger, implying an average car ownership of c.65% per blue badge holder.

Bus stops around the site are, or can be made, accessible (buses in London are generally accessible with high kerbs at stops and automated access ramps to board buses).

Network Rail is planning to upgrade Peckham Rye Station to provide new facilities to make the station accessible to all users including people with reduced mobility.

The TfL TIM mapping shows that step free accessibility from Peckham across London is almost indistinguishable from journeys by all public transport modes if ignoring step free access, as shown in Chapter 7.

High density town centre urban environments such as Peckham can accommodate most, if not all, needs locally and within an accessible walking distance, without the need for a car (especially given restrictions on destination car parking in accessible locations).

The quantitative and qualitative evidence demonstrates that a 3% level of provision is unnecessary. Given the high accessibility and strong range of services and facilities available in the urban town centre environment, a provision as low as 0% is reasonable

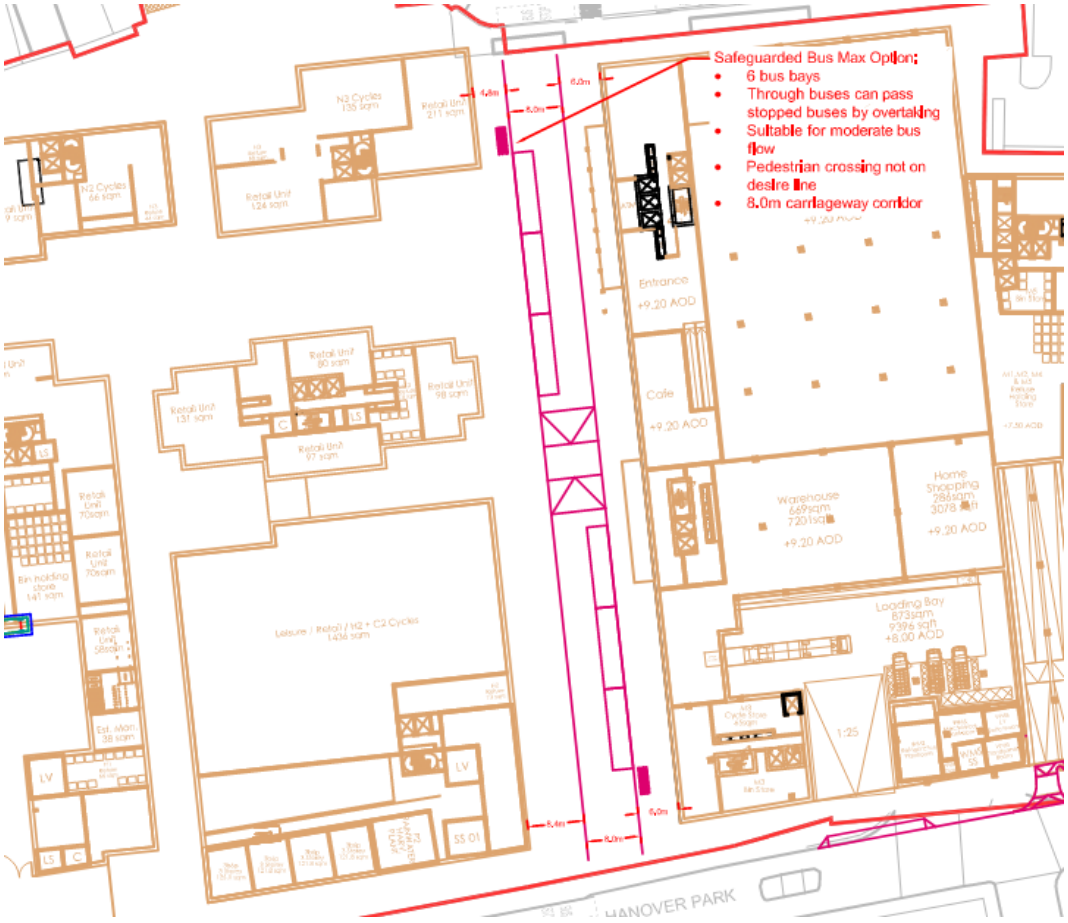
As agreed on 4 October during the GLA pre-application meeting, the development proposes no ‘blue badge’ car parking for residents or town centre employees.

17 Potential Bus Corridor Safeguarding

TfL has expressed a desire to deliver a bus street through the application site between Hanover Park and Peckham Bus Station. This is not supported by Policy, LB Southwark or the applicant where there is a desire to provide green routes through the site. However, two illustrative options have been prepared.

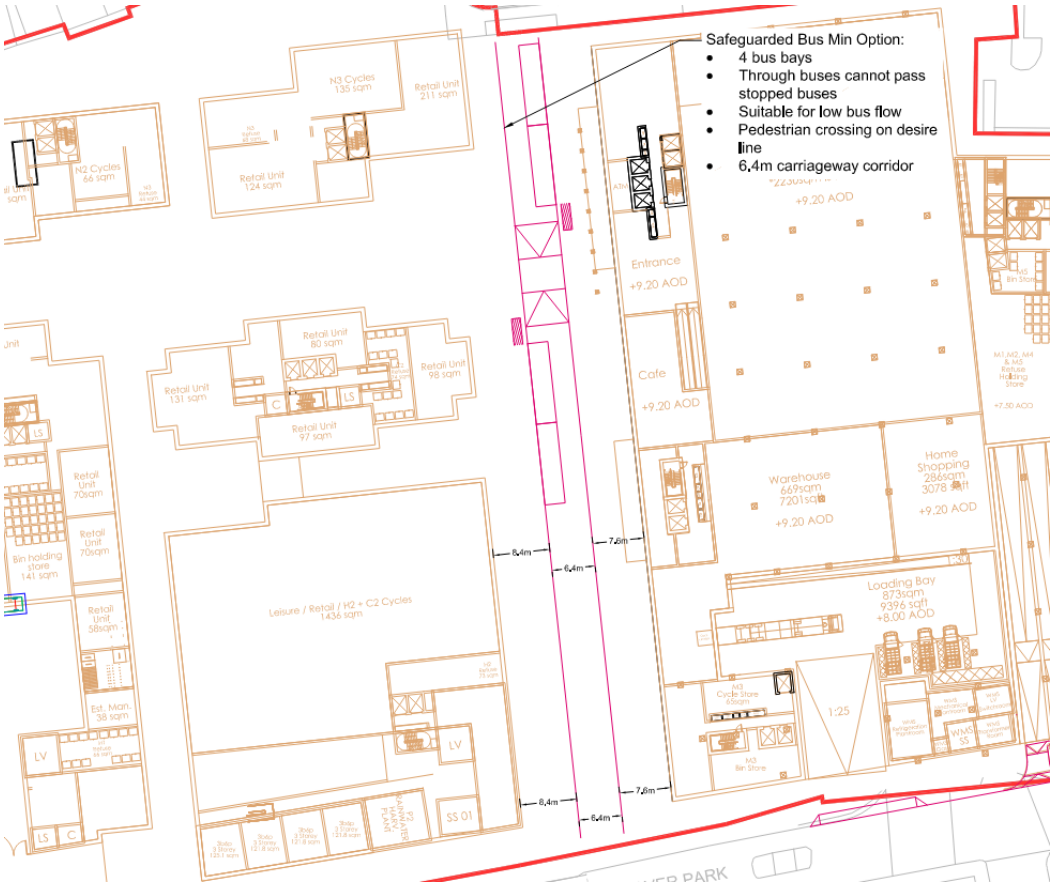
The safeguarded options are shown in Figure 57 and Figure 58 and in Appendix C.

Figure 57: Safeguarded Bus Street Option 1 - Max



Option 1 shows a scale of corridor with the potential to accommodate bus stopping and for services to overtake stopped buses.

Figure 58: Safeguarded Bus Street Option 2 - Min



Option 2 shows a scale of corridor with the potential to accommodate bus stopping but not allowing sufficient width for buses to easily overtake stopped buses.

The options have been produced to illustrate the potential for the scheme to safeguard a bus service, but as agreed with LB Southwark, the application scheme does not propose to accommodate any such route. The principle of such a route being provided is not supported by policy, LB Southwark or the applicant where there is a desire to provide green routes through the site.

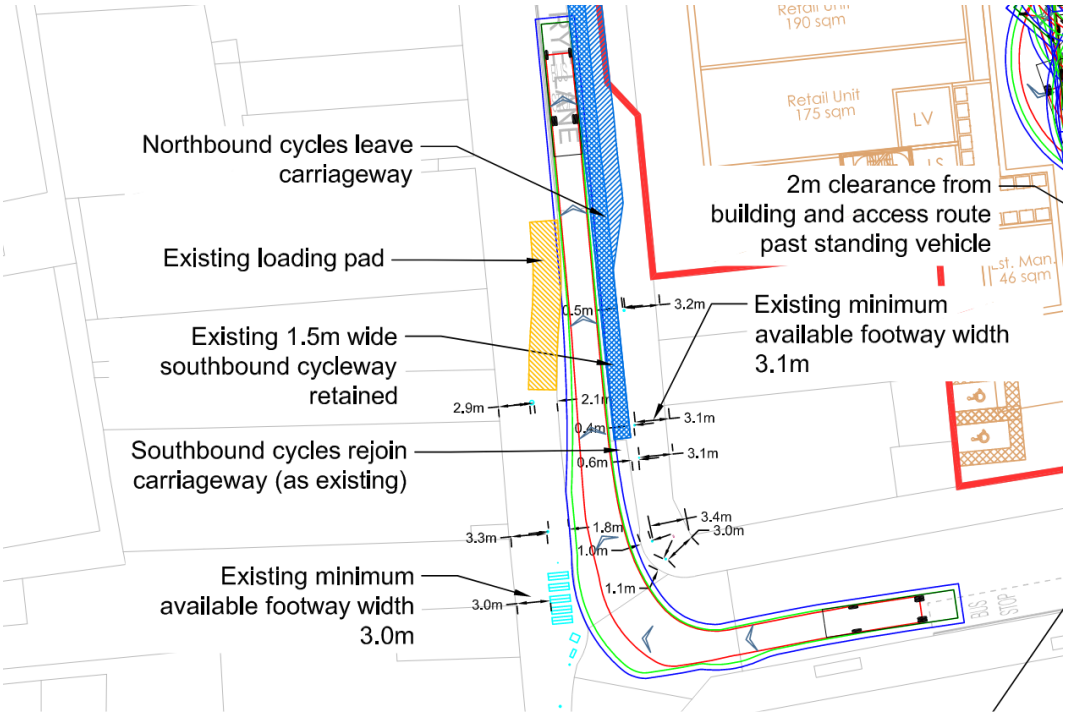
18 Rye Lane Enhancement

The proposed development sets the new building frontage on Rye Lane some 5.5m back from the existing building line. This provides space to accommodate both additional soft and hard public realm as well as enhanced cycle facilities, providing a two-way segregated cycle route, as an improvement compared with the current one-way southbound segregated cycle route with northbound cycles sharing with buses.

At the northern and southern ends of Rye Lane, existing building positions will be retained and these areas have been considered in detail to identify the opportunities to facilitate enhancements.

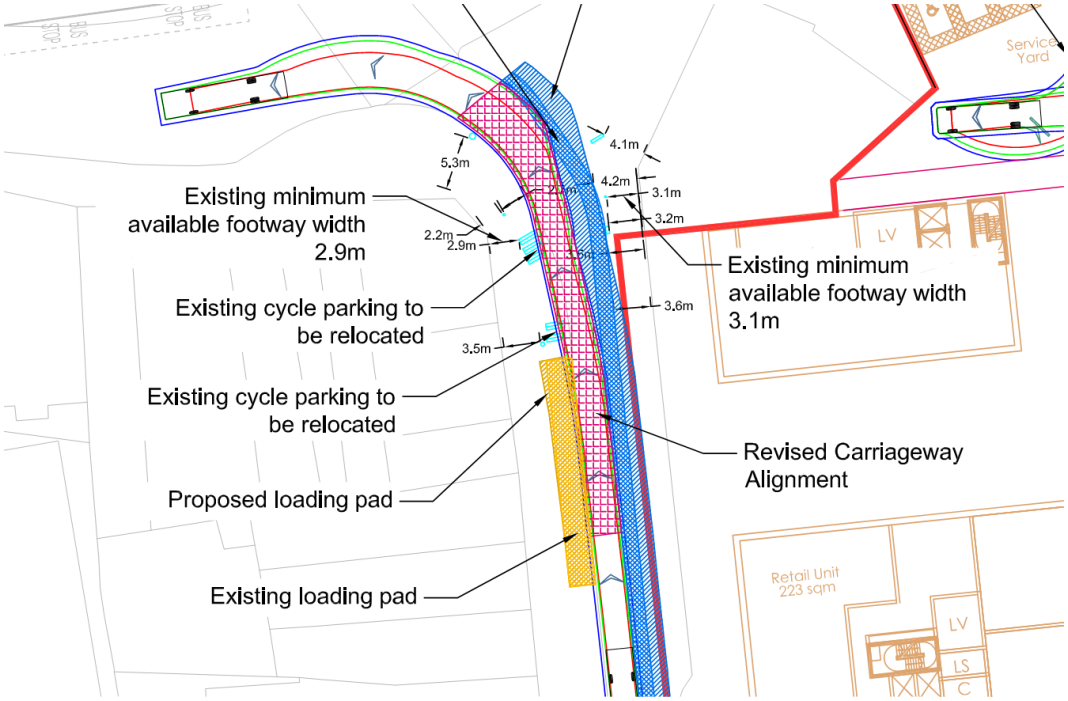
At the southern end of Rye Lane, south of the Rye Lane bus stop, cyclists could continue to share with buses, south of the point at which buses stop and block cyclists. The new northbound cycle lane could then be introduced where the building is set back while maintaining existing minimum footway widths of 3.0-3.1m between obstacles. There may also be scope to remove or relocate some of the existing obstacles and street furniture to enhance pedestrian space. This is shown in Figure 59 and Appendix C.

Figure 59: Rye Lane South



At the northern end of Rye Lane, north of the Rye Lane bus stop, cyclists could continue to be segregated from buses and connect to the Toucan crossing to the north. The bus lane can be realigned and the widened cycle way can be accommodated while maintaining the existing minimum footway widths of 2.9-3.1m between obstacles by relocating some cycle parking to the new widened section of Rye Lane east of the bus lane (providing better connection between cycle parking and the cycle route). There may also be scope to remove or relocate some other existing obstacles and street furniture to enhance pedestrian space. This is shown in Figure 60 and Appendix C.

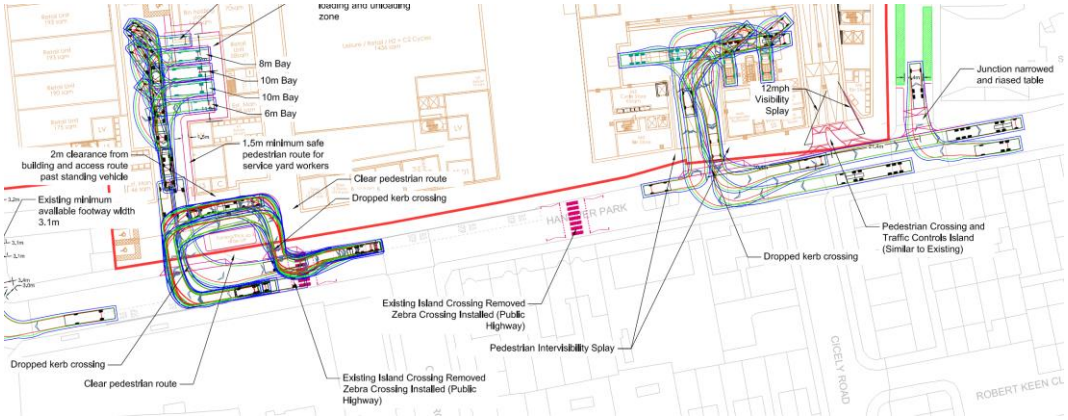
Figure 60: Rye Lane North



19 Hanover Park

The building line on Hanover Park is proposed to be set back by 4.5-6.0m compared with the existing boundary providing an opportunity for enhanced hard and soft landscaping. This is shown in Figure 61.

Figure 61: Hanover Park



The total amount of vehicle movements at junctions on the north side of Hanover Park is proposed to be substantially reduced though the reduction in supermarket car parking and the opportunity to regulate retail servicing.

At the western end of the site the existing service yard access is proposed to be replaced with a new service yard crossover junction, prioritising pedestrians, including a turning facility for short term servicing and vehicle pick-up/drop-off.

At the eastern end of the site, a new segregated service yard is proposed for the supermarket, which is a contractual requirement to enable development, and is proposed to be provided as a crossover junction, prioritising pedestrians. A replacement car park access is also proposed to be provided as a table junction, affording pedestrians priority and encouraging vehicles to slow when entering and existing the car park ramp. This is also provided with a 'turn left' island as per the existing car park.

The McKerrell Road junction is proposed to be provided with a new table crossing affording pedestrians' priority and encouraging vehicles to slow when entering and existing the street. The junction is also proposed to be narrowed.

The junctions at the eastern end of the site and the McKerrell Road junction are all spaced at least 20m apart (centre to centre). In practice, only the car park junction will carry a material volume of vehicle movements (c.3-3,500 movements per day, which is significant reduction compared with the existing 8-9,000 movements per day), with McKerrell Road carrying around 150 vehicles per day and the service yard access forecast to carry only 34 movements per day.

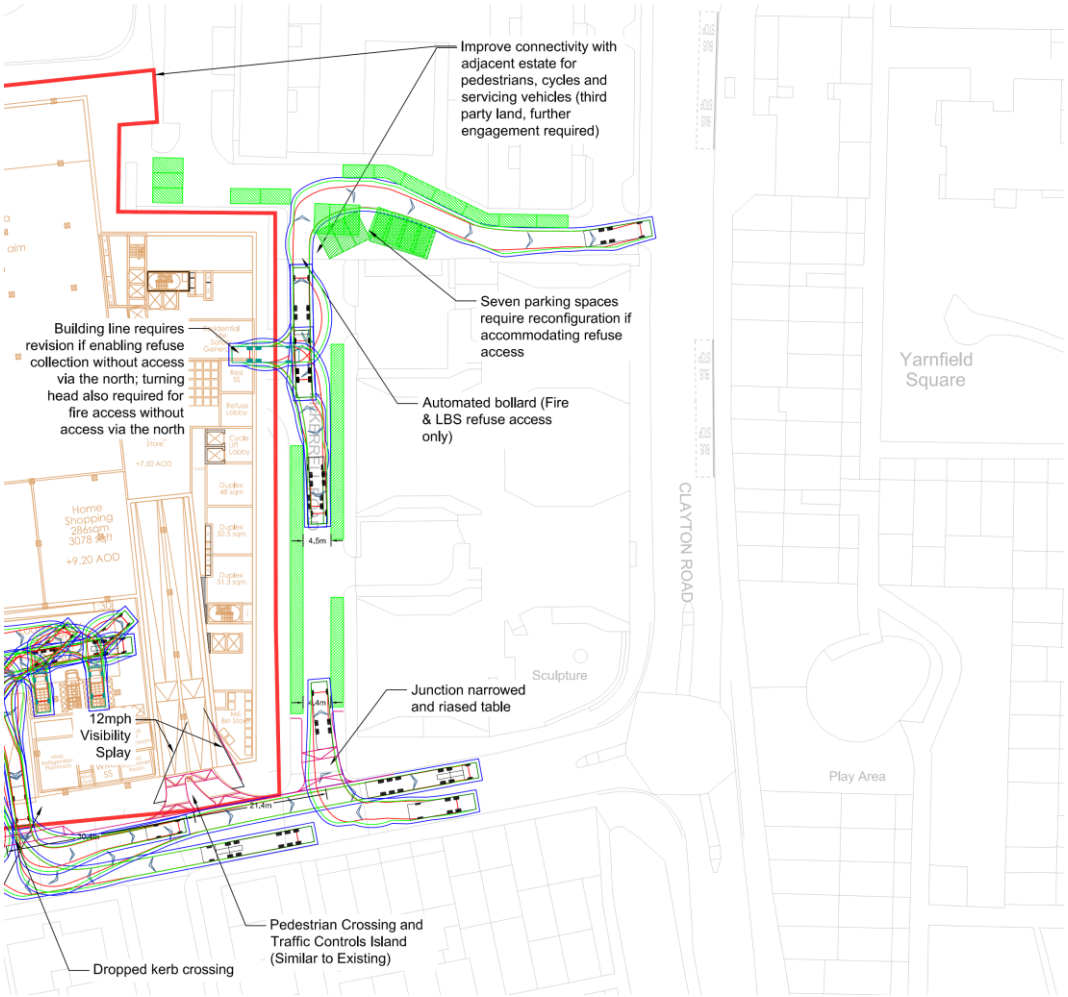
The proposed arrangement provides a significant net improvement to the pedestrian environment on Hanover Park through widening the public realm, introducing new at grade pedestrian crossings at junctions and a reduction in the volume of crossing vehicles.

The existing island crossings across Hanover Park are proposed to be relocated onto align with desire lines through the site and upgraded to zebra crossings to afford further priority to pedestrians crossing north-south.

20 McKerrell Road

On McKerrell Road the building line is proposed to be set back by 3.0-3.5m compared with the existing boundary providing an opportunity for enhanced hard and soft landscaping. This is shown in Figure 62.

Figure 62: McKerrell Road



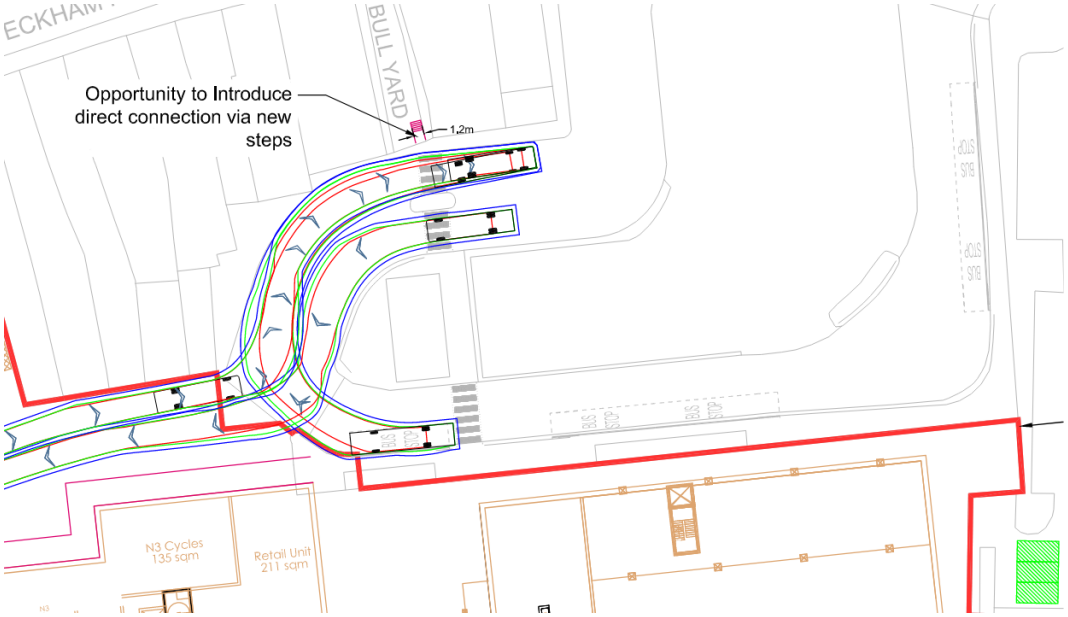
Existing car parking is proposed to be retained on McKerrell Road. The existing service access to the petrol filling station on McKerrell Road is proposed to be closed and the kerb space available in that location is proposed to be used to accommodate refuse collection. This stretch on McKerrell Road is currently controlled by double yellow line s with no loading restrictions.

It is desirable to accommodate refuse and emergency access via the estate to the north and will be subject to separate engagement with LB Southwark. Restricting access to approved vehicles only could be controlled via an automated barrier or bollard. This can be accommodated in principle with some rearrangement of, but no reduction to, existing car parking within the estate. Should this not be achievable in due course, the carriageway in this location would need to be widened to facilitate vehicle turning.

21 Bus Station & Bull Yard

At the bus station, the building line is proposed to be set back by 3.0m compared with the existing boundary providing. This is shown in Figure 63.

Figure 63: Bus Station & Bull Yard



Bull yard is current grade separated from the bus station with a physical barrier preventing access. The applicant will engage with LB Southwark to understand how this could be opened up as a pedestrian route, including investigating the provision of a new stepped access – while respecting the physical constraints such as existing building entrances.

The development itself will introduce new passive (and potentially active) surveillance of the bus station, increasing the sense of security for waiting bus passengers.

22 Proposed Policy Alignment Review

The proposed development has been reviewed against the site specific policies set out in SP2022 an as the relate to transport as follows:

- The proposed development does not affect bus stopping or standing capacity at the bus station, or indeed elsewhere. The proposed development is therefore aligned with the SP2022 policy expectation to retain bus station capacity. In being compliant with SP2022by retaining bus station capacity, the proposed development is also compliant with London Plan 2021 Policy T3.

- The proposed development includes significantly enhanced public realm and civic space including widening of Rye Lane adjacent to the site and new publicly accessible north-south and east-west corridors through the site delivering a mix of hard and soft public space. The proposed development is therefore aligned with the SP2022 policy expectation to provide enhanced public realm and civic space and the expectation to create new public space through redevelopment.

- The north-south and east-west corridors through the site form 'green links' both in the sense that they include significant amounts of soft landscape and in the sense that they accommodate pedestrian and cycle movement. Beyond the site, the aspiration is to enhance crossings over Hanover Park on the public highway. The proposed development is therefore aligned with the SP2022 policy expectation to provide new north-south and east-west green links and the expectation to improve the pedestrian and cycle access to the bus station and Queens Road.

- The applicant will work with TfL and LB Southwark to enhance pedestrian routes between the site and Peckham High Street/Queens Road via their separate landholdings at the bus station (while retaining bus station capacity) and the residential estate to the north-east. The proposed development is therefore aligned with the SP2022 policy expectation to provide enhanced public realm and civic space and the PNAAP expectation to improve the pedestrian and cycle access to the bus station and Queens Road.

23 Sources of Changes in Travel Demand

23.1 Travel Demand Change Sources

The primary changes to travel demand at the proposed development are expected to arise from:

- An increase in travel by healthy and sustainable modes arising from additional residential development;
- A reduction in vehicle travel arising from the removal of the existing Petrol Filling Station;
- A reduction in vehicle travel arising from the reduction in supermarket/to centre car parking (a principle supported by policy, and indeed policy would support the complete removal of the car parking but 140 spaces must be retained to enable the development);
- Displacement of supermarket trips to other modes within Peckham Town Centre;
- A change in servicing demand arising from increased management and restrictions imposed on town centre uses and additional demand arising from residential development; and
- A potential increase in employees in the town centre associated with the introduction of some potential workspace led development.

The effective reprovision of the town centre retail space is not expected to result in any material change in travel demand to the town centre.

24 Existing Travel Demand

The existing vehicular trips associated with the site, based on surveys undertaken in 2019 (outlined in Section 11.1) are shown in Figure 64.

Figure 64: Traffic Flow Data

Link ref	Link	AM Peak		PM Peak		AADT	
		Vehs	HGVs	Vehs	HGVs	Vehs	HGVs
10	Aylesham Centre, N Servicing	10	3	3	1	79	14
12	Aylesham Centre car park	256	2	806	1	8560	33
13	Aylesham Centre, S Servicing	7	4	10	1	159	19
Total		273	9	819	3	8798	66

The Aylesham Centre car park and the petrol filling station served by Link 12, generated 256 (inc. 2 HGVs) two-way vehicular movements in the AM peak and 806 (inc. 1 HGV) two-way movements in the PM peak. Although traffic conditions may have changed to some degree since that time, either as a result of the Covid-19 pandemic or as a result of changes to traffic restrictions (such as the new access restrictions on Rye Lane south of Hanover Park), this provides a good reference point.

The development site is also served by two servicing routes from the north (Link 10) and south (Link 13). Combined with the supermarket and petrol filling station, the existing site generated 273 (inc. 9 HGVs) two-way movements in the AM peak and 819 (inc. 3 HGVs) in the PM peak.

25 Proposed Travel Demand

25.1 Residential Travel Demand

TRICS was interrogated for similar and comparable surveyed sites, as far as reasonably practicable, and for those sites of a sufficient scale that their data can be considered in isolation for comparison with the proposed development. The following criteria was used.

- Main land use: C3 Residential
- Multi-modal trip rates
- Location: London
- Weekday surveys only
- 250 dwellings or more
- Survey date: No older than 2012 in accordance with the TRICS cut-off point.
- TRICS site survey data that includes specific servicing surveys.

Utilising the criteria above, the following three sites were identified as summarised in Figure 65.

Figure 65: Residential sites selected from TRICS

Site reference	Location	No. of units	Date of survey
BE-03-C-02, Block of Flats	Belvedere, Bexley	402	2018
BT-03-C-02, Block of Flats	Wembley, Brent	472	2016
HG-03-C-01, Block of Flats	Tottenham Hale, Haringey	255	2019

The derived person trip rates, expressed as trips per unit and the resultant person trips based on the 1,050 units proposed at the site are provided in Figure 66 for the AM and PM peak hour.

Figure 66: Residential Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Rate/ Dwelling	0.052	0.437	0.489	0.268	0.155	0.423
Movements	55	459	514	281	163	444

25.1.1 Residential Mode Share

The mode share from TRICS is representative of a modern flatted development and the typical demographic and travel behaviour arising from such a location. This has therefore been used as the starting position. However, as the proposed development is car free it is necessary to reassign car trips to other modes. It is also reasonable to reflect a sensible cycle mode share which might arise given the extensive cycle parking, excellent cycle access and the wider ongoing physical and policy interventions enabling greater travel by this mode.

The TRICS mode share has been revised to set cycle mode share as 6% (reflecting London Plan targets) and car and motorcycle mode shares have been set to 0%. The net displacement of trips has been assigned to rail and bus proportionately to the observed split in the TRICS site. This gives rise to the modal split shown in Figure 67 and Figure 68 while Figure 69 compares the modes share from TRICS with the mode share derived for the site.

Figure 67: Residential Trip Rates by Mode

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total People	**0.052**	**0.437**	**0.489**	**0.268**	**0.155**	**0.423**
Pedestrians	0.025	0.076	0.101	0.067	0.048	0.115
Bus	0.015	0.132	0.146	0.090	0.044	0.134
Rail	0.009	0.202	0.213	0.095	0.053	0.149
Cyclists	0.003	0.026	0.029	0.016	0.009	0.025
Car Drivers	0.000	0.000	0.000	0.000	0.000	0.000
Motorcycles	0.000	0.000	0.000	0.000	0.000	0.000
Car Passengers	0.000	0.000	0.000	0.000	0.000	0.000
Taxis	*0.003*	*0.003*	*0.006*	*0.002*	*0.002*	*0.004*

Figure 68: Residential Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total People	**55**	**459**	**513**	**281**	**163**	**444**
Pedestrians	26	80	106	70	50	121
Bus	16	139	153	94	46	141
Rail	9	213	223	100	56	156
Cyclists	3	28	31	17	10	27
Car Drivers	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0
Car Passengers	0	0	0	0	0	0
Taxis	*3*	*3*	*6*	*2*	*2*	*4*

Figure 69: Mode Share Comparison

	TRICS		Development Specific	
	AM	PM	AM	PM
Total People	**100%**	**100%**	**100%**	**100%**
Pedestrians	21%	27%	21%	27%
Bus	19%	17%	30%	32%
Rail	27%	19%	43%	35%
Cyclists	4%	2%	6%	6%
Car Drivers	18%	22%	0%	0%
Motorcycles	0%	1%	0%	0%
Car Passengers	10%	11%	0%	0%
Taxis	*1%*	*1%*	*1%*	*1%*

25.2 Employee Travel Demand

The industry standard TRICS database has been reviewed for comparable surveys to the proposed development. The surveys in the TRICS database include both staff and visitor trips. The following criteria have been used:

- Land use and category: 02 Employment; A – Office
- Regions: Greater London
- Survey type: Multi-modal
- Survey date range: January 2014 – March 2020
- Survey days: Weekdays
- PTAL: 4 – 6b
- Trip rate parameters: Per employee

The six sites meeting the above criteria are summarised in Figure 70.

Figure 70: TRICS Office Sites

Site	Borough	Floor Area	PTAL	Survey Date	TRICS Reference
Empire Way, Wembley	Brent	920sqm	6a	03/06/2015	BT-02-A-03
Empire Way, Wembley	Brent	10,625sqm	5	14/05/2015	BT-02-A-04
Fitzroy Street, Fitzrovia	Camden	26,639sqm	6b	06/12/2017	CN-02-A-03
Millington Road, Hayes	Hillingdon	12,100sqm	4	26/06/2018	HD-02-A-09
Ladbroke Grove, Kensal Green	Kensington and Chelsea	2,255sqm	5	17/06/2019	KN-02-A-01
Streatham High Road, Streatham	Lambeth	3,054sqm	6a	05/11/2019	LB-02-A-02

The total number of employees has been calculated at this stage assuming one employee per 12sqm NIA and applied to the floor area of a workspace focussed building (assuming a 70% NIA to GEA ratio) but this may be refined subject to further study of the net change in forecast employment at the site. The net increase in employees is assumed to equate to 106 FTE employees (1,815sqm GEA, 1,270sqm NIA).

The use of the sites selected from the TRICS database results in the total person trip rate (per employee) and total number of trips shown in below.

Figure 71: Employee Trip Rates

Mode	08:00 – 09:00			17:00 – 18:00		
	In	Out	Total	In	Out	Total
Trip Rate (per employee)	0.332	0.025	0.357	0.020	0.292	0.312
Total Person Trips	35	3	38	2	31	33

25.2.1 Residential Mode Share

An employee mode share has been derived from 2011 Census travel to work data (for the MSOA containing the site [022]), subject to suitable adjustments to reflect future cycle mode shares (6%) and the absence of car parking (0%), applying the same methodology as was applied for the residential mode share adjustment.

This gives rise to the modal split shown in Figure 72 and Figure 73 while Figure 74 compares the modes share from TRICS with the mode share derived for the site.

Figure 72: Employee Trip Rates by Mode

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total People	**0.332**	**0.025**	**0.357**	**0.020**	**0.292**	**0.312**
Pedestrians	0.042	0.003	0.045	0.003	0.037	0.039
Bus	0.165	0.012	0.177	0.010	0.145	0.155
Rail	0.104	0.008	0.112	0.006	0.092	0.098
Cyclists	0.020	0.002	0.021	0.001	0.018	0.019
Car Drivers	0.000	0.000	0.000	0.000	0.000	0.000
Motorcycles	0.000	0.000	0.000	0.000	0.000	0.000
Car Passengers	0.000	0.000	0.000	0.000	0.000	0.000
Taxi	0.001	0.000	0.001	0.000	0.001	0.001

Figure 73: Employee Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total People	**35**	**3**	**38**	**2**	**31**	**33**
Pedestrians	4	0	5	0	4	4
Bus	17	1	19	1	15	16
Rail	11	1	12	1	10	10
Cyclists	2	0	2	0	2	2
Car Drivers	0	0	0	0	0	0
Motorcycles	0	0	0	0	0	0
Car Passengers	0	0	0	0	0	0
Taxi	0	0	0	0	0	0

Figure 74: Mode Share Comparison

	Census	Development Specific
Total People	100%	100%
Pedestrians	13%	13%
Bus	32%	50%
Rail	21%	31%
Cyclists	4%	6%
Car Drivers	28%	0%
Motorcycles	1%	0%
Car Passengers	2%	0%
Taxis	0%	0%

25.3 Change in Supermarket Travel Demand

Based on the available survey data in Appendix A, the existing traffic demand for the supermarket (including trips to the supermarket and the petrol filling station) is as shown in Figure 75

Figure 75: Supermarket Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	139	62	201	342	384	726

These trips are expected to reduce in proportion to the available car parking provision as a result of the proposed development. Some 38% of trips would be retained while some 62% of trips would be displaced (140/366 proposed/existing spaces). Those trips which are displaced may be displaced spatially, temporally, or modally. In the absence of any primary data, it is assumed that half of trips would be displaced modally within the same time periods, which the remaining half of trips would displace spatially to other supermarkets or would change habits to reduce frequency of visit or move to online shopping (which is enabled by the proposed development).

It is also assumed that car occupancy for supermarket journeys is 1.4 people per vehicle (based on LTDS data) and that once shifted, that the same person trip rate would shift directly. It is also assumed that such trips would shift on to longer distance modes rather than foot, which may slightly overestimate displacement onto public transport, but this is on the basis that those within a walking distance more those most likely to already travel to the supermarket by foot. It is assumed that 15% of modally displaced trips would shift to rail, 6% to cycle, 5% to taxi, and the balance to bus.

This gives rise to the following net change in travel demand at the site as a result of the change in parking provision for the supermarket, as shown in Figure 76 and Figure 77.

Figure 76: Proposed Supermarket Trip Generation Total

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	53	24	77	131	147	278

Figure 77: Proposed Supermarket Trip Generation Net Change

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total People	**-60**	**-27**	**-87**	**-148**	**-166**	**-314**
Pedestrians	0	0	0	0	0	0
Bus	44	20	64	109	123	232
Rail	9	4	13	22	25	47
Cyclists	4	2	5	9	10	19
Car Drivers	-86	-38	-124	-211	-237	-448
Motorcycles	0	0	0	0	0	0
Car Passengers	-34	-15	-50	-84	-95	-179
Taxi	3	1	4	7	8	16

Taxi pick-up and drop-off would be facilitated within the supermarket basement car park.

25.4 Change in Petrol Filling Station Travel Demand

Based on the available survey data in Appendix A, the existing traffic demand for the Petrol Filling Station (only) is as shown in Figure 78

Figure 78: Petrol Filling Station Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicles	29	26	55	42	34	76

These trips would be removed from the local network and be displaced to other petrol filling stations. For the purposes of total person trip generation, vehicle trips to the petrol filling station are simplistically assumed to have 1 person per vehicle.

25.5 Servicing Travel Demand

Servicing forecasts are described in Chapter 15. Applying that same methodology gives rise to the following servicing demand for each land use in the peak hours, as set out in Figure 79, Figure 80 and Figure 81.

Figure 79: Peak Hour Servicing Trip Rates

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
MC						
Residential	0.000	0.000	0.000	0.016	0.010	0.026
Retail	0.000	0.000	0.000	0.028	0.028	0.055
Office	0.000	0.000	0.000	0.000	0.000	0.000
Supermarket	0.000	0.000	0.000	0.000	0.000	0.000
LGV						
Residential	0.006	0.005	0.010	0.007	0.008	0.016
Retail	0.055	0.028	0.083	0.028	0.028	0.055
Office	0.008	0.004	0.011	0.004	0.004	0.008
Supermarket	0.000	0.000	0.000	0.000	0.000	0.000
HGV						
Residential	0.001	0.001	0.002	0.000	0.001	0.001
Retail	0.055	0.055	0.110	0.028	0.028	0.055
Office	0.001	0.001	0.003	0.000	0.000	0.000
Supermarket	0.000	0.000	0.000	0.000	0.000	0.000

Figure 80: Peak Hour Servicing Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
MC						
Residential	0	0	0	17	11	28
Retail	0	0	0	1	1	2
Office	0	0	0	0	0	0
Supermarket	0	0	0	0	0	0
LGV						
Residential	6	5	11	8	9	17
Retail	2	1	3	1	1	2
Office	0	0	0	0	0	0
Supermarket	0	0	0	0	0	0
HGV						
Residential	1	1	2	0	1	1
Retail	2	2	4	1	1	2
Office	0	0	0	0	0	0
Supermarket	0	0	0	0	0	0

Figure 81: Total Peak Hour Servicing Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
MCs	0	0	0	18	12	30
LGVs	8	6	14	9	10	19
HGVs	3	3	6	1	2	3

Only the residential servicing trip generation is a net change compared with the existing situation as the other trips are associated with town centre uses which are, essentially, replacing existing equivalent uses and areas. This gives rise to the net servicing travel demand shown in Figure 82.

Figure 82: Net Peak Hour Servicing Trip Generation

Mode	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
MCs	0	0	0	17	11	28
LGVs	6	5	11	8	9	17
HGVs	1	1	2	0	1	1

26 Net Travel Demand Change

The proposed development is forecast to result in the following changes in travel demand, set out in Figure 83.

Figure 83: Net change in trips by mode

Mode	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Total People	**4**	**412**	**416**	**96**	**-4**	**92**
Pedestrians	31	80	111	71	54	125
Bus	78	160	236	205	185	389
Rail	29	217	248	123	91	213
Cyclists	9	29	38	26	22	47
Car Drivers	-115	-64	-179	-253	-271	-524
Motorcycles	0	0	0	0	0	0
Car Passengers	-34	-15	-50	-84	-95	-179
Taxi	6	4	11	9	10	20
Total Vehicles	**-108**	**-58**	**-166**	**-228**	**-250**	**-478**
Cars	-115	-64	-179	-253	-271	-524
MCs	0	0	0	17	11	28
LGVs	6	5	11	8	9	17
HGVs	1	1	2	0	1	1

The proposed development results in a substantial reduction in vehicle trips and an increase in travel by healthy and sustainable modes.

27 Proposed Approach to Assessment

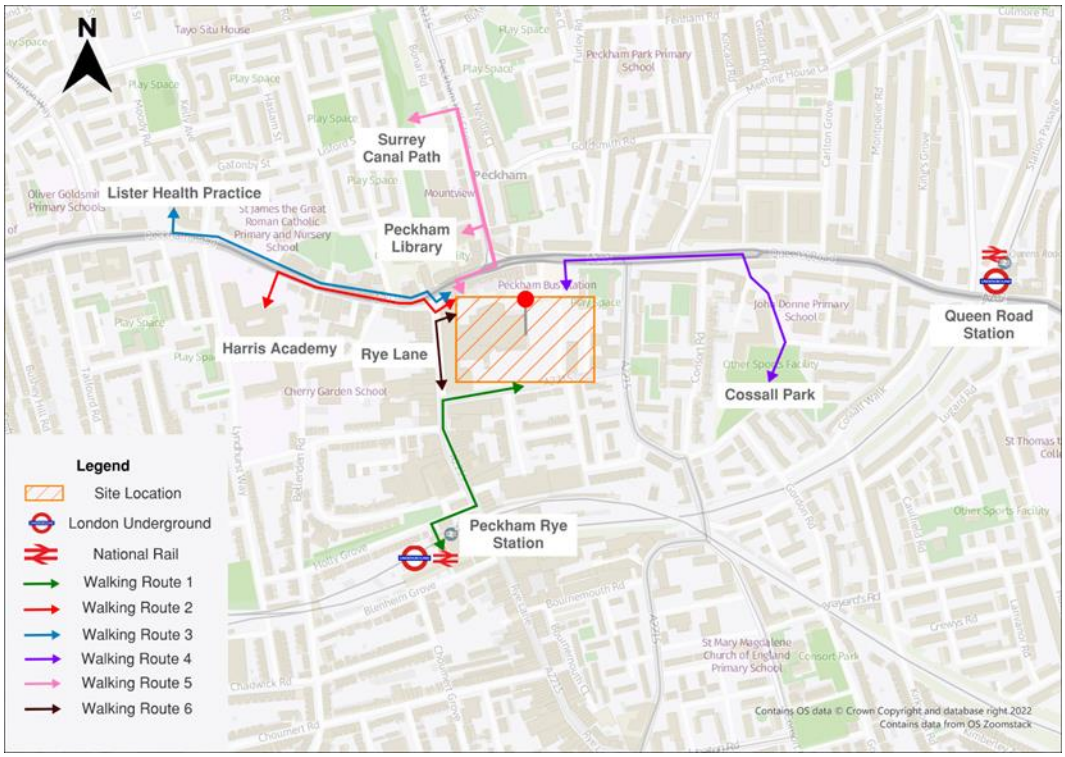
27.1 Structure of the Transport Assessment

It is proposed that the Transport Assessment will comprise updated elements of this TASR, particularly chapters 1-19 as well as the additional material and assessments described in this chapter.

27.2 Active Travel Zone assessment

As part of each of the TAs, an Active Travel Zone (ATZ) assessment will be undertaken. The proposed routes are shown in Figure 84.

Figure 84: Key Active Travel Zone routes



The proposed routes are as follows:

- Route 1 – from the Site to Peckham Rye Station
- Route 2 – from the Site to Harris Academy Peckham
- Route 3 – from the Site to the Lister Health Practice
- Route 4 – from the Site to Cossall Park
- Route 5 – from the Site to Peckham Library and Surrey Canal Path
- Route 6 – from the Site to/from Rye Lane

27.3 Vision Zero

A vision zero assessment will be undertaken based on collision data for the past 36 months for the Active Travel Zone routes and for the streets immediately adjacent to the site.

27.4 Construction

The TA will summarise the indicative construction and demolition programme, construction trip generation and routing.

27.5 Modal Impact Assessment

On the basis of the net travel demand and the proposed infrastructure the following approach to modal impact assessment is proposed:

- Pedestrians – given the proposed changes to infrastructure and increased pedestrian demand, it is proposed to undertake pedestrian comfort level assessments on Rye Lane between Peckham High Street and Peckham Rye Station where flows are highest and where infrastructure changes are proposed.
- Bus Passengers – as is common practice, it is proposed that the TA will include an assignment of trips to bus services by direction.
- Rail Passengers – given that Rye Lane station is proposed to be substantially upgraded, no further assessment of the station is proposed but the TA would include an assignment of trips to rail services by direction.
- Vehicles – given that the proposed development will result in a substantial net reduction in vehicle travel demand and no significant junction infrastructure works, no further assessment of vehicle impact of junction performance is proposed.

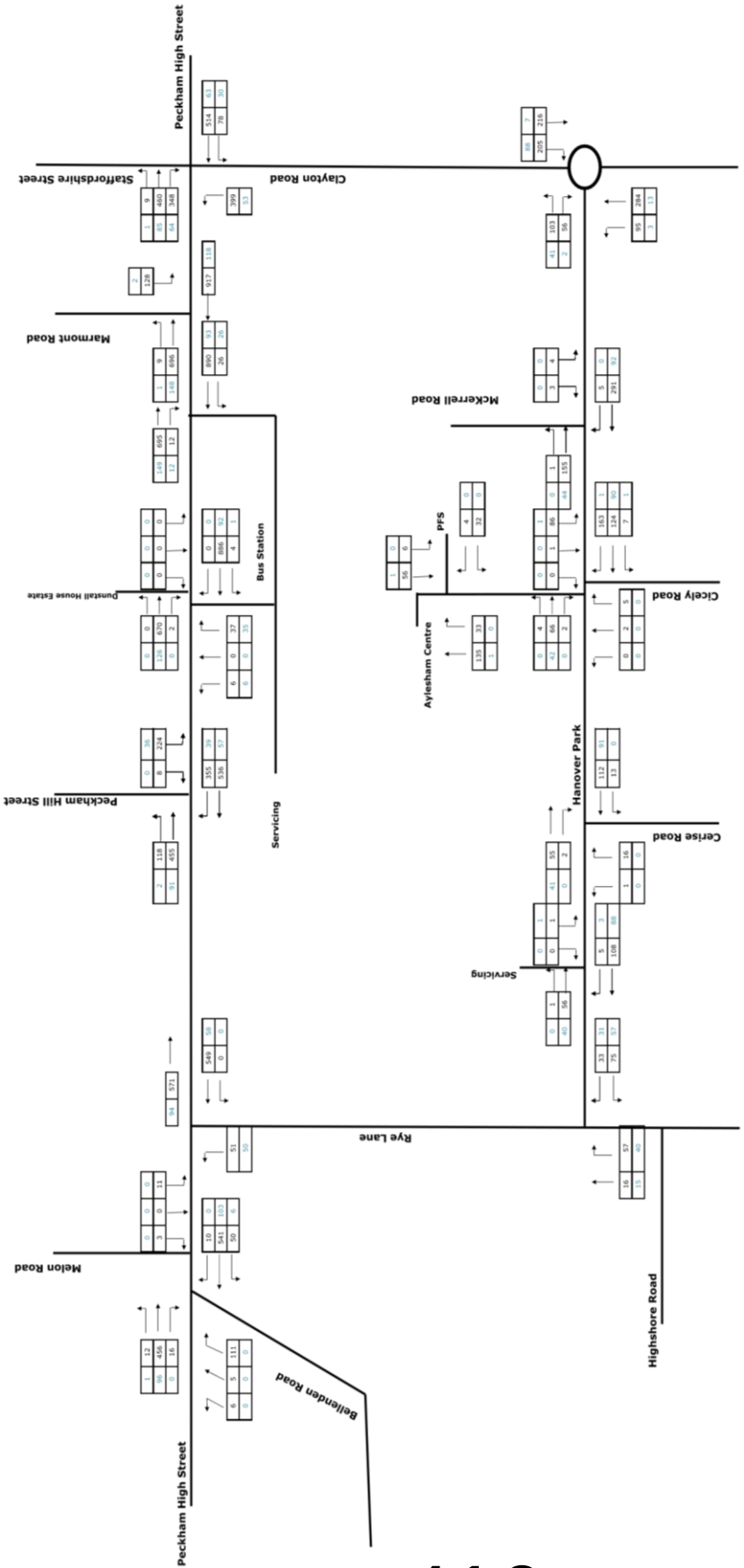
27.6 Supporting Plans

The TA will include (appended) draft versions of the following:

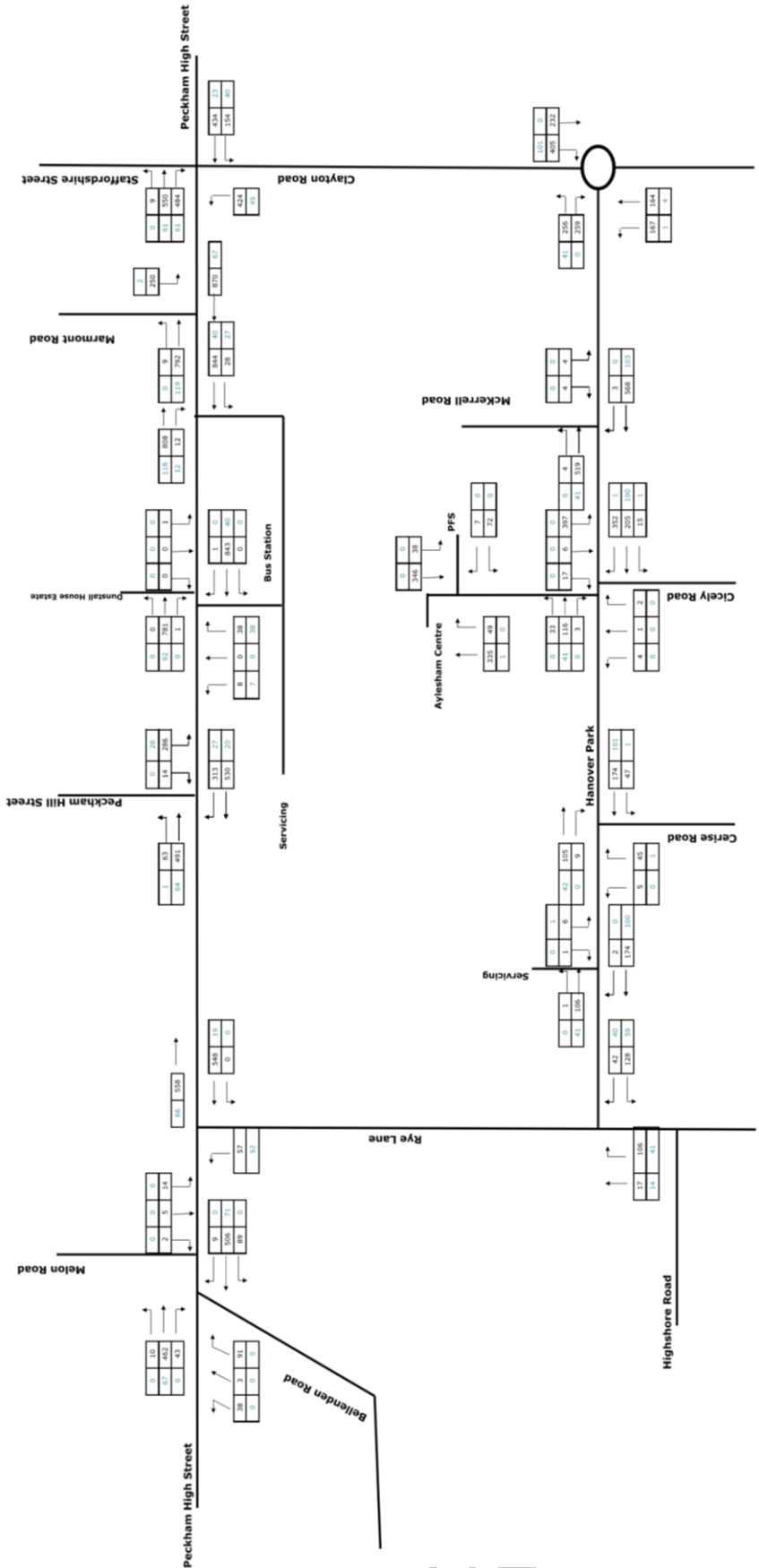
- A Framework Travel Plan (FTP)
- A Delivery and Servicing Plan (DSMP)
- A Car Parking Management Plan (CPMP)
- A Construction Logistics Plan (CLP)

Appendix A Traffic Turning Count Data

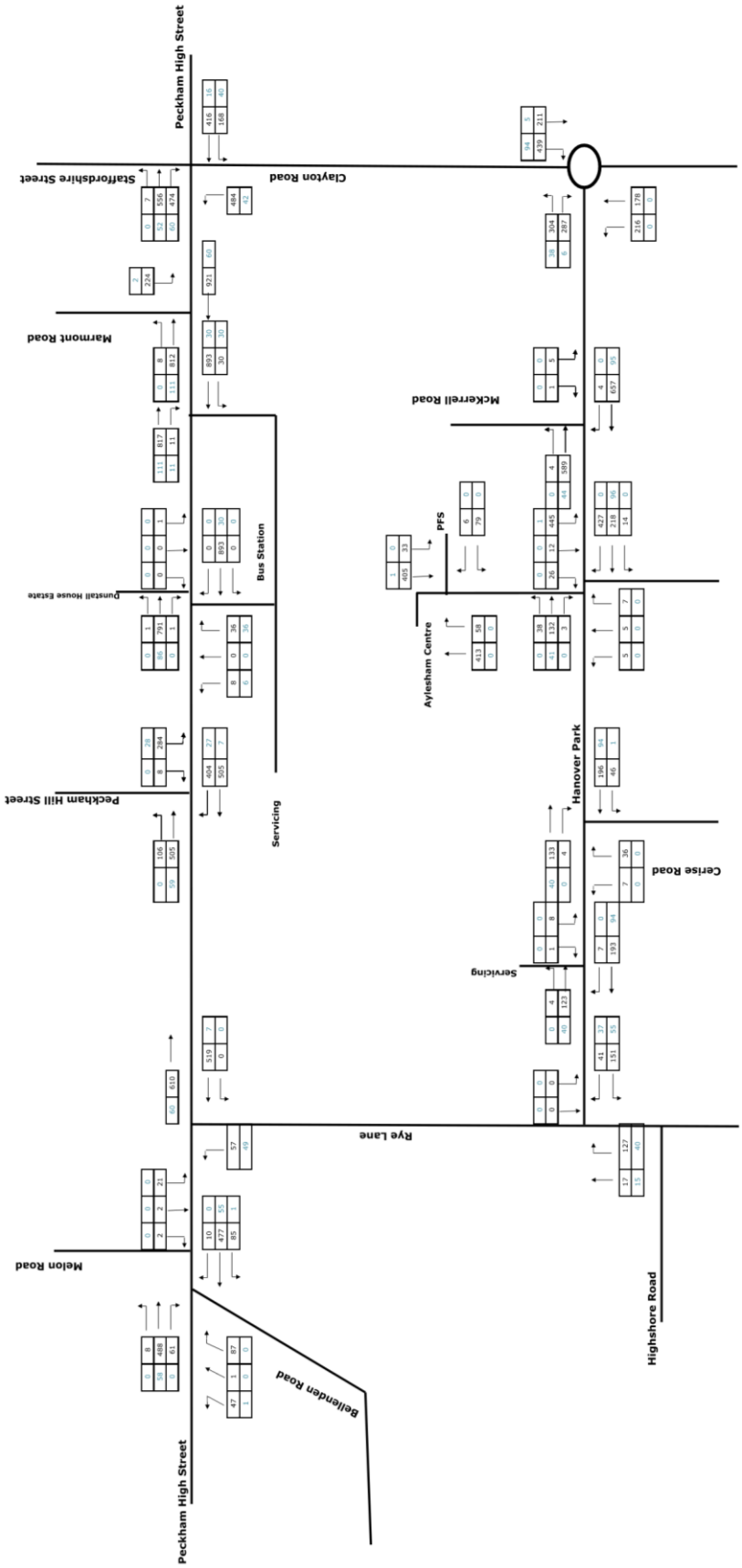
AM Peak Hour Surveyed Traffic Flow



PM Peak Hour Surveyed Traffic Flow



Saturday Peak Hour Surveyed Traffic Flow



Appendix B Transport Strategy Summary

ARUP

Aylesham Centre

Berkeley Homes

19 October 2022

Transport & Access Strategy

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Commercial in Confidence

ARUP

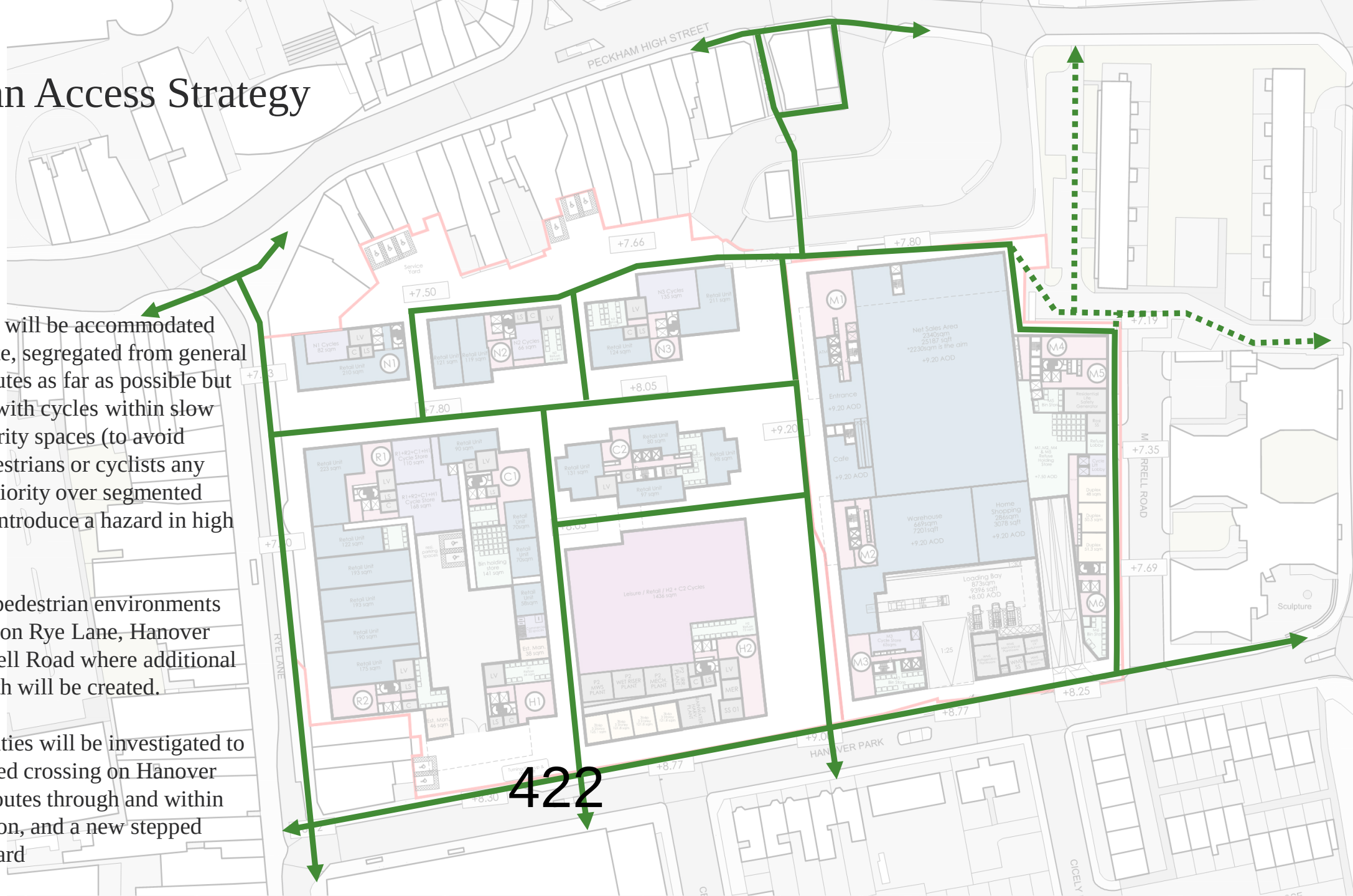
Pedestrian Strategy

Pedestrian Access Strategy

- Pedestrian access will be accommodated throughout the site, segregated from general vehicle access routes as far as possible but in spaces shared with cycles within slow speed mixed priority spaces (to avoid giving either pedestrians or cyclists any undue sense of priority over segmented areas which can introduce a hazard in high use areas).

- Beyond the site, pedestrian environments will be enhanced on Rye Lane, Hanover park and McKerrell Road where additional public realm width will be created.

- Further opportunities will be investigated to including enhanced crossing on Hanover Park, enhanced routes through and within the TfL Bus Station, and a new stepped access via Bull Yard

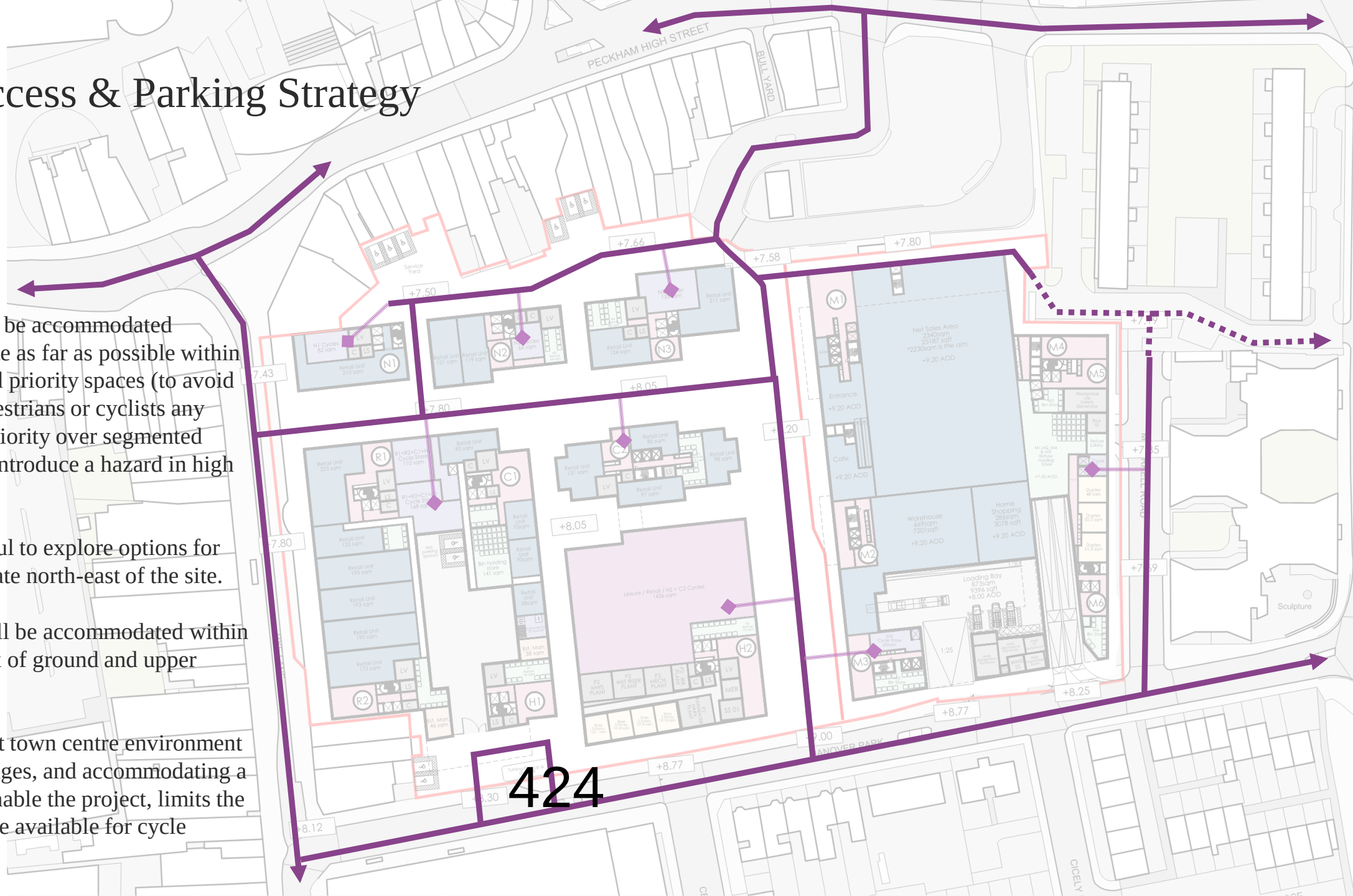


ARUP

Cycle Strategy

Cycle Access & Parking Strategy

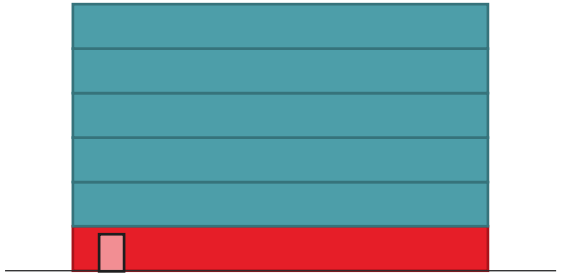
- Cycle access will be accommodated throughout the site as far as possible within slow speed mixed priority spaces (to avoid giving either pedestrians or cyclists any undue sense of priority over segmented areas which can introduce a hazard in high use areas).
- It would be helpful to explore options for routes via the estate north-east of the site.
- Cycle parking will be accommodated within each plot at a mix of ground and upper levels.
- Creating a vibrant town centre environment with active frontages, and accommodating a supermarket to enable the project, limits the ground floor plane available for cycle parking.



Cycle Parking Access & Location

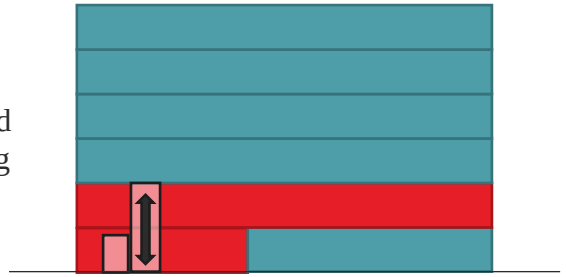
ARUP

Street level entrance and cycle parking



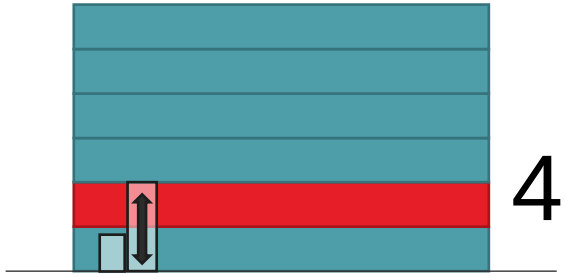
- Direct access from street to store (or via corridor) without level change

Street level entrance and mixed street/upper level cycle parking



- Direct access from street to store (or via corridor) without level change for at least 5% of cycle parking (oversized cycle store)
- At least one cycle lift (subject to VT design) plus stairwell with cycle wheeling channel to upper grade for no more than 95% of cycle parking

Street level entrance and upper level cycle parking

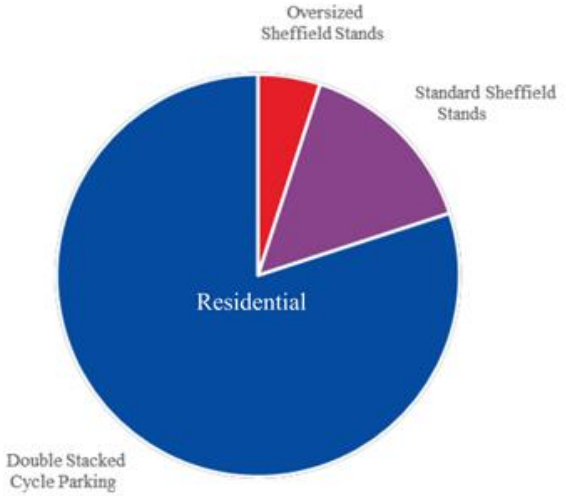


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- Access from street to store via a level change for greater than 95% of cycle parking
- At least one cycle lift (subject to VT design) plus stairwell with cycle wheeling channel to upper grade for no more than 95% of cycle parking

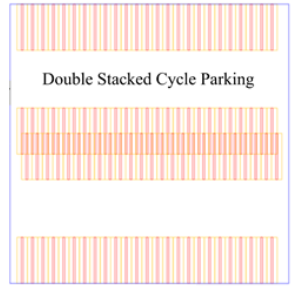
Cycle Parking Provision

- The cycle parking strategy is still under development, but will accommodate a level of cycle parking which is, as a minimum, the level required by the London Plan
- Cycle parking will include a mix of forms of cycle parking including, as a minimum, 5% of cycle parking provided as oversized Sheffield stands suitable for larger and recumbent cycles for people with reduced mobility





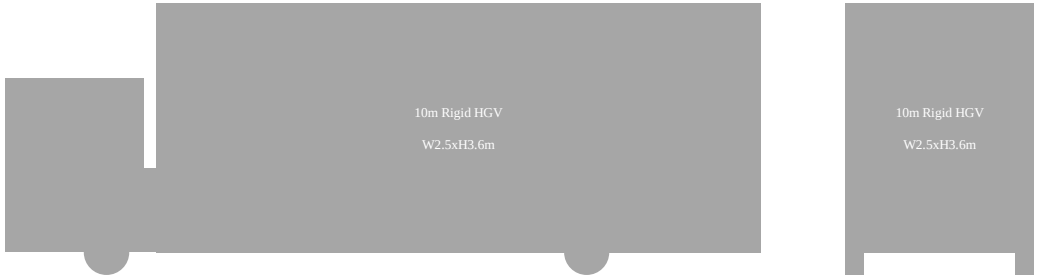




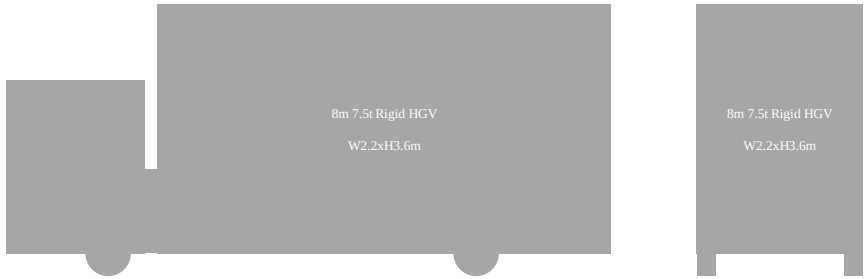
ARUP

Servicing Strategy

Servicing Vehicles



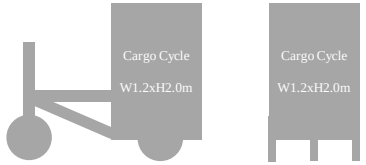
- 10m 18t Rigid HGVs – typically the largest kinds of vehicles servicing commercial and residential development and infrequent



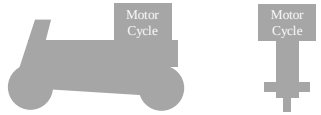
- 8m 7.5t Rigids HGVs – the typical largest vehicle that will be used by most suppliers, very few vehicles will be larger



- 5.5m 3.5t Rigid LGVs and smaller vans – the typical fleet for most last mile deliveries at present

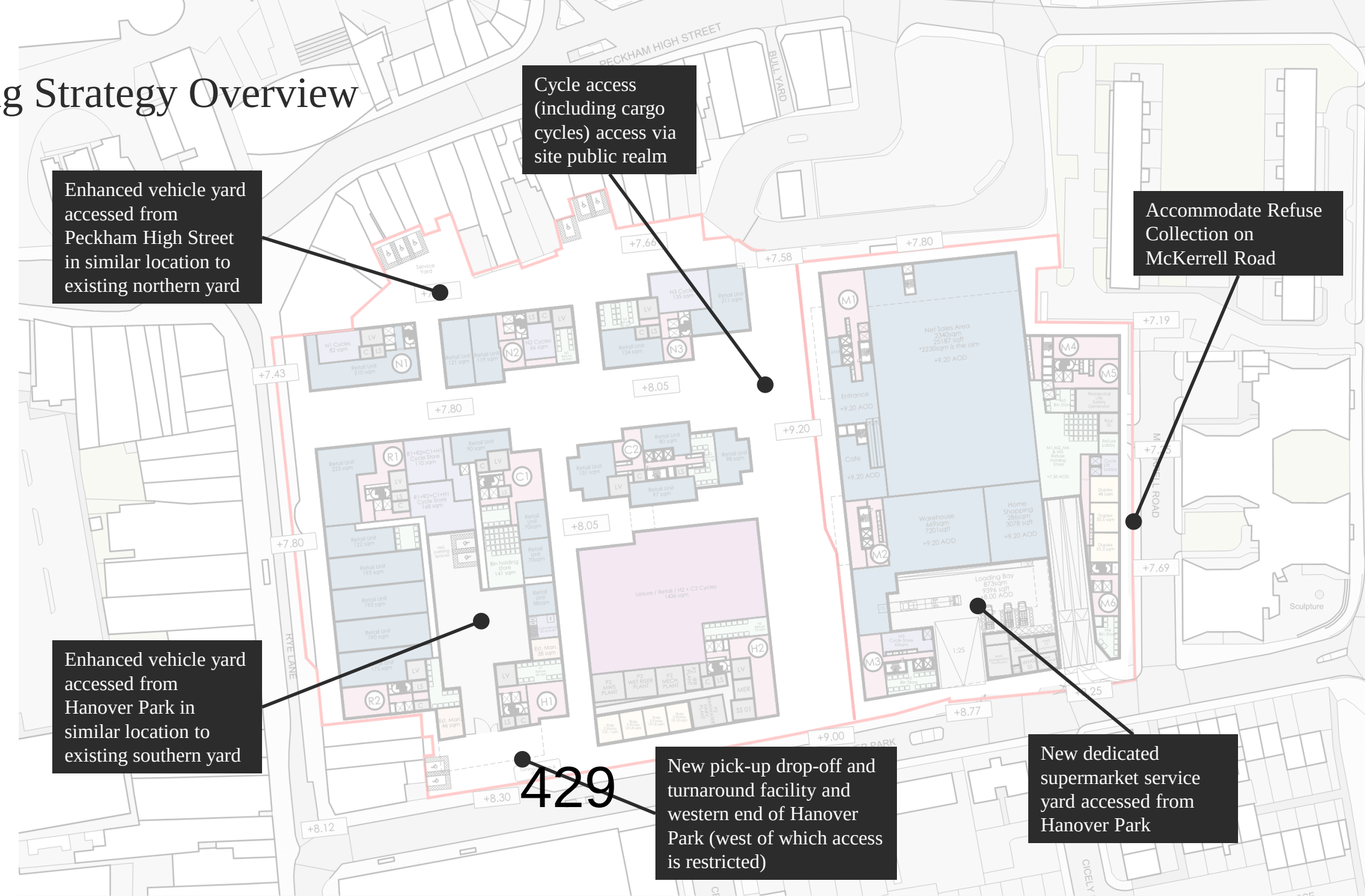


- Cargo cycles – increasingly becoming part of the ‘last mile’ leg of the supply chain and forecast to continue to grow over time



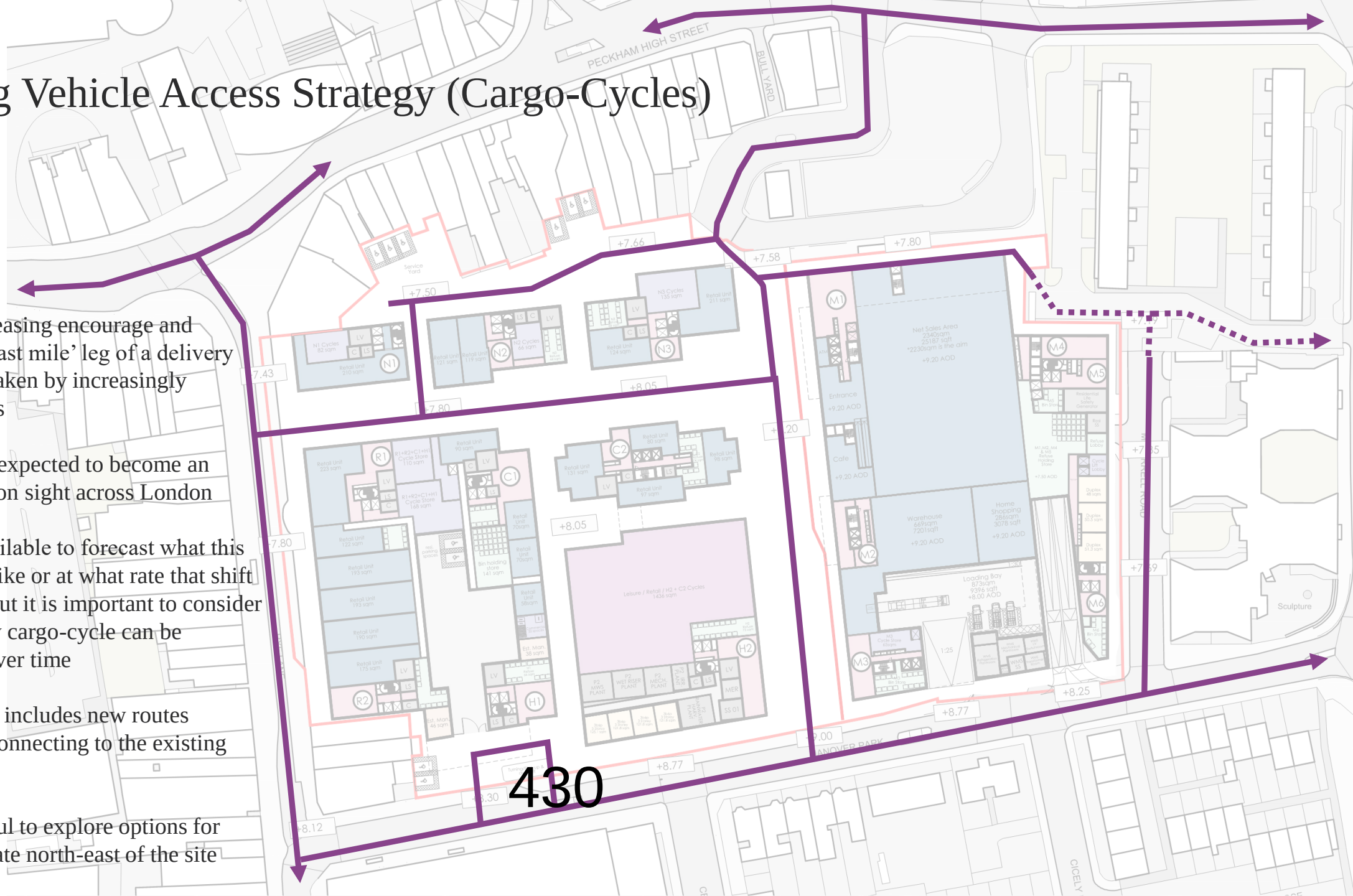
- Motor cycles – have increased significantly in recent years for residential deliveries, for urgent and hot food deliveries

Servicing Strategy Overview



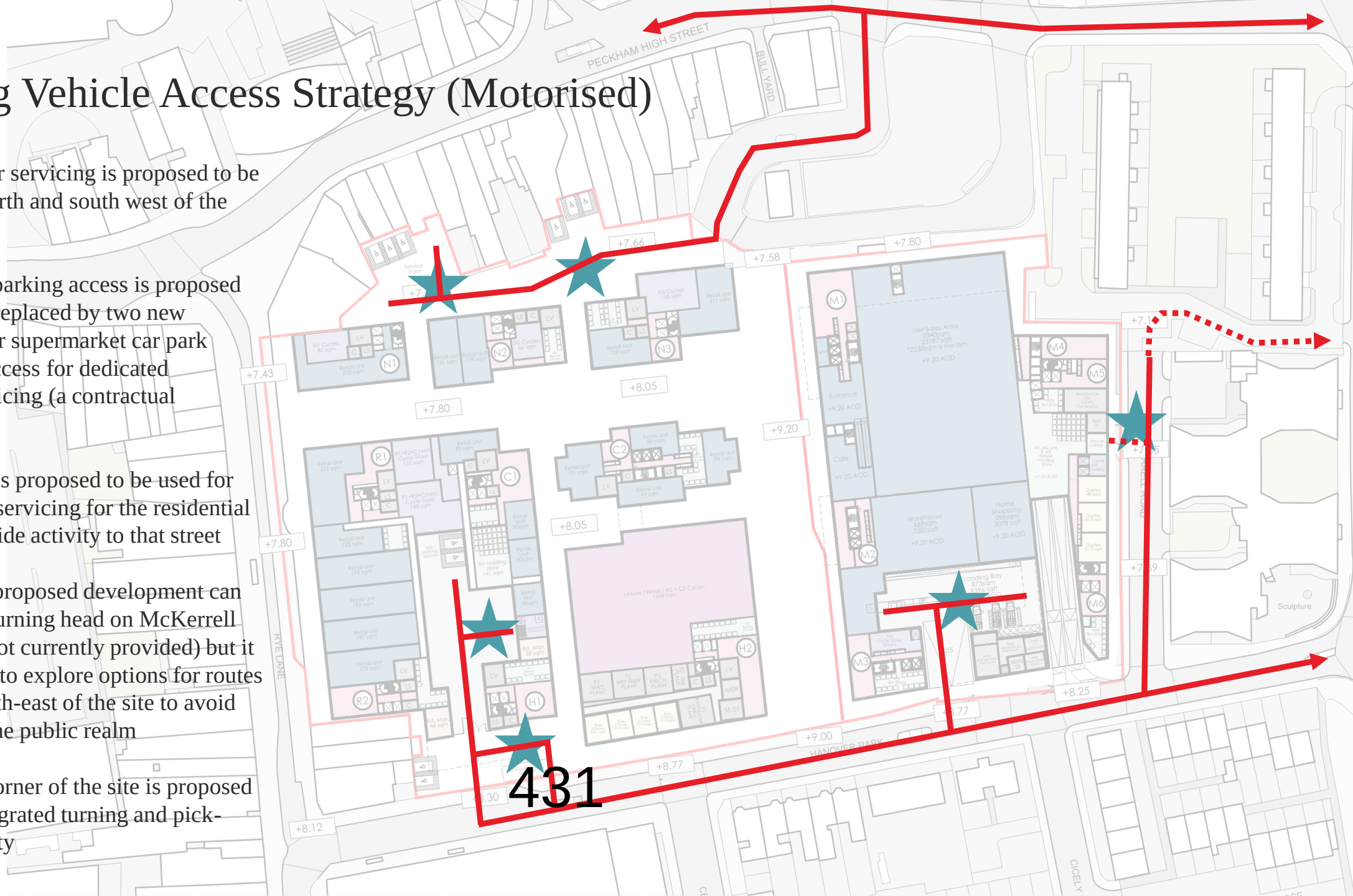
Servicing Vehicle Access Strategy (Cargo-Cycles)

- London will increasing encourage and require that the ‘last mile’ leg of a delivery journey is undertaken by increasingly sustainable means
- Cargo cycles are expected to become an increasing common sight across London
- Data isn’t yet available to forecast what this future may look like or at what rate that shift may take place, but it is important to consider how deliveries by cargo-cycle can be accommodated over time
- The development includes new routes through the site connecting to the existing public highway
- It would be helpful to explore options for routes via the estate north-east of the site



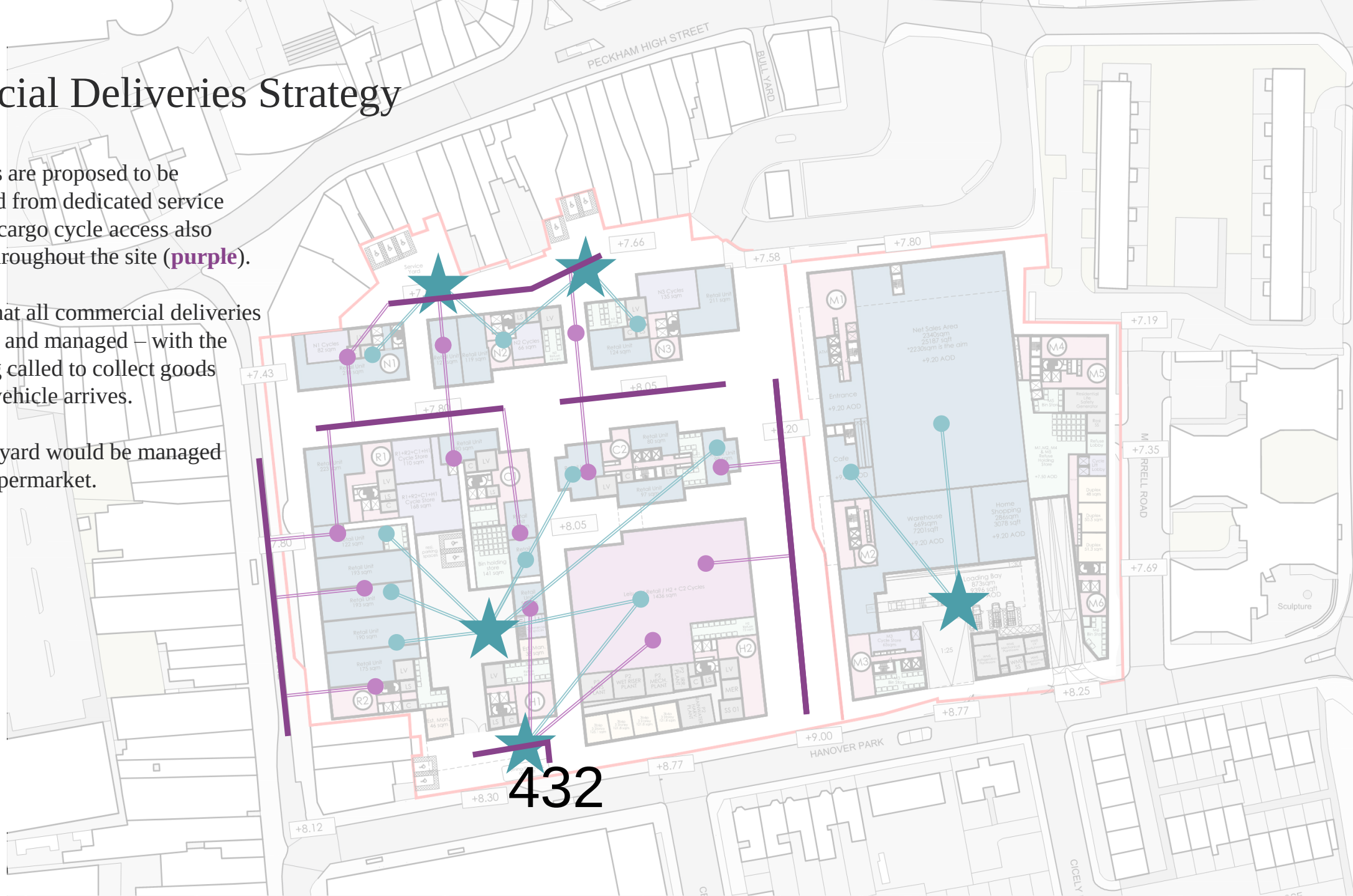
Servicing Vehicle Access Strategy (Motorised)

- Vehicle access for servicing is proposed to be retained in the north and south west of the site
- The existing car parking access is proposed to be closed and replaced by two new accesses – one for supermarket car park access and one access for dedicated supermarket servicing (a contractual requirement)
- McKerrell Road is proposed to be used for limited on-street servicing for the residential cores which provide activity to that street
- If necessary, the proposed development can accommodate a turning head on McKerrell Road (as one is not currently provided) but it would be helpful to explore options for routes via the estate north-east of the site to avoid this and protect the public realm
- The south west corner of the site is proposed to include an integrated turning and pick-up/drop-off facility



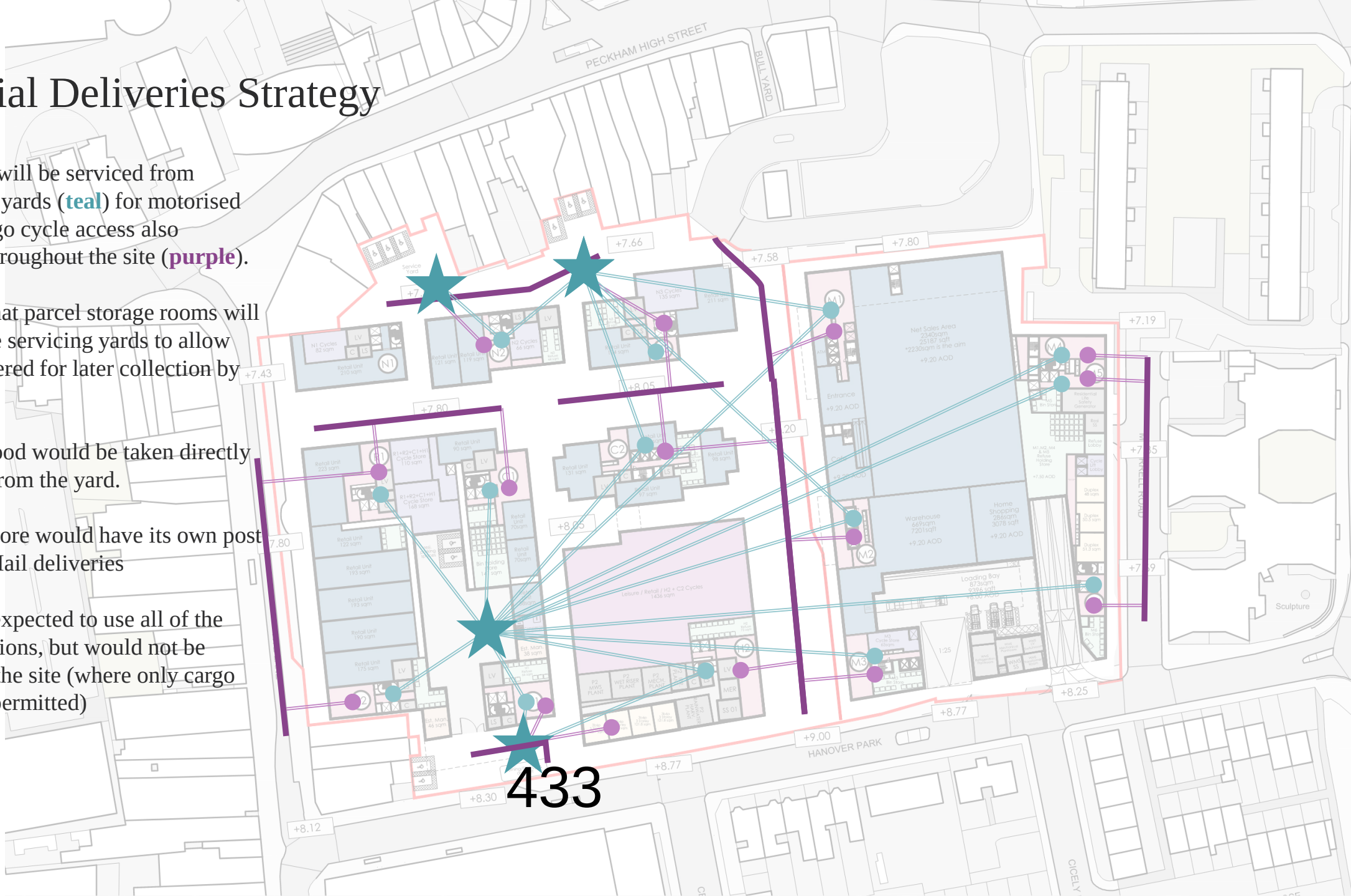
Commercial Deliveries Strategy

- Commercial units are proposed to be primarily serviced from dedicated service yards (**teal**) with cargo cycle access also accommodated throughout the site (**purple**).
- It is anticipated that all commercial deliveries will be scheduled and managed – with the unit tenants being called to collect goods when a delivery vehicle arrives.
- The supermarket yard would be managed directly by the supermarket.



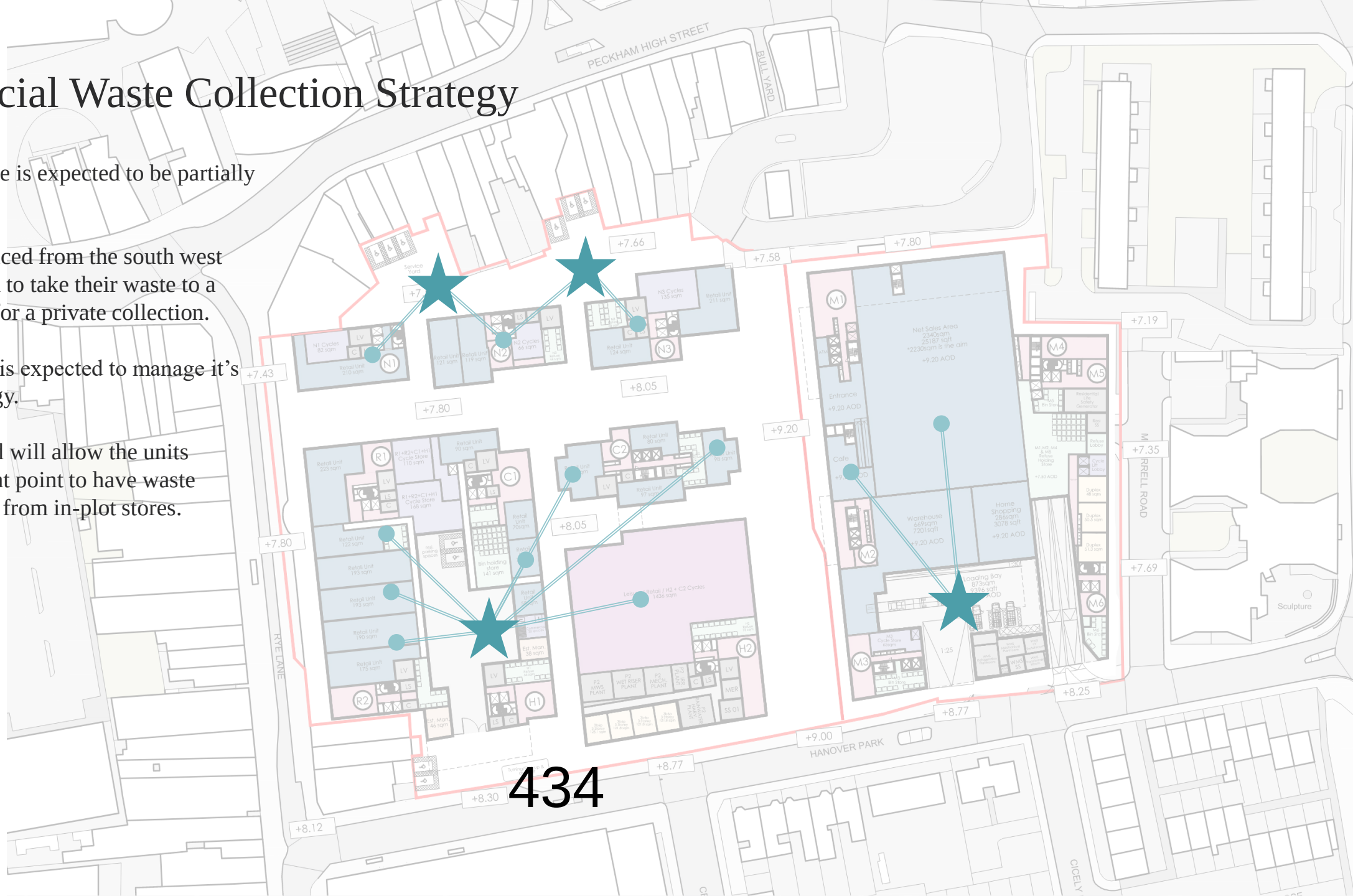
Residential Deliveries Strategy

- Residential units will be serviced from dedicated service yards (**teal**) for motorised vehicles with cargo cycle access also accommodated throughout the site (**purple**).
- It is anticipated that parcel storage rooms will be provided at the servicing yards to allow goods to be delivered for later collection by the resident.
- Chilled and hot food would be taken directly to the dwellings from the yard.
- Each residential core would have its own post room for Royal Mail deliveries
- Motorcycles are expected to use all of the service yard locations, but would not be permitted within the site (where only cargo cycles would be permitted)



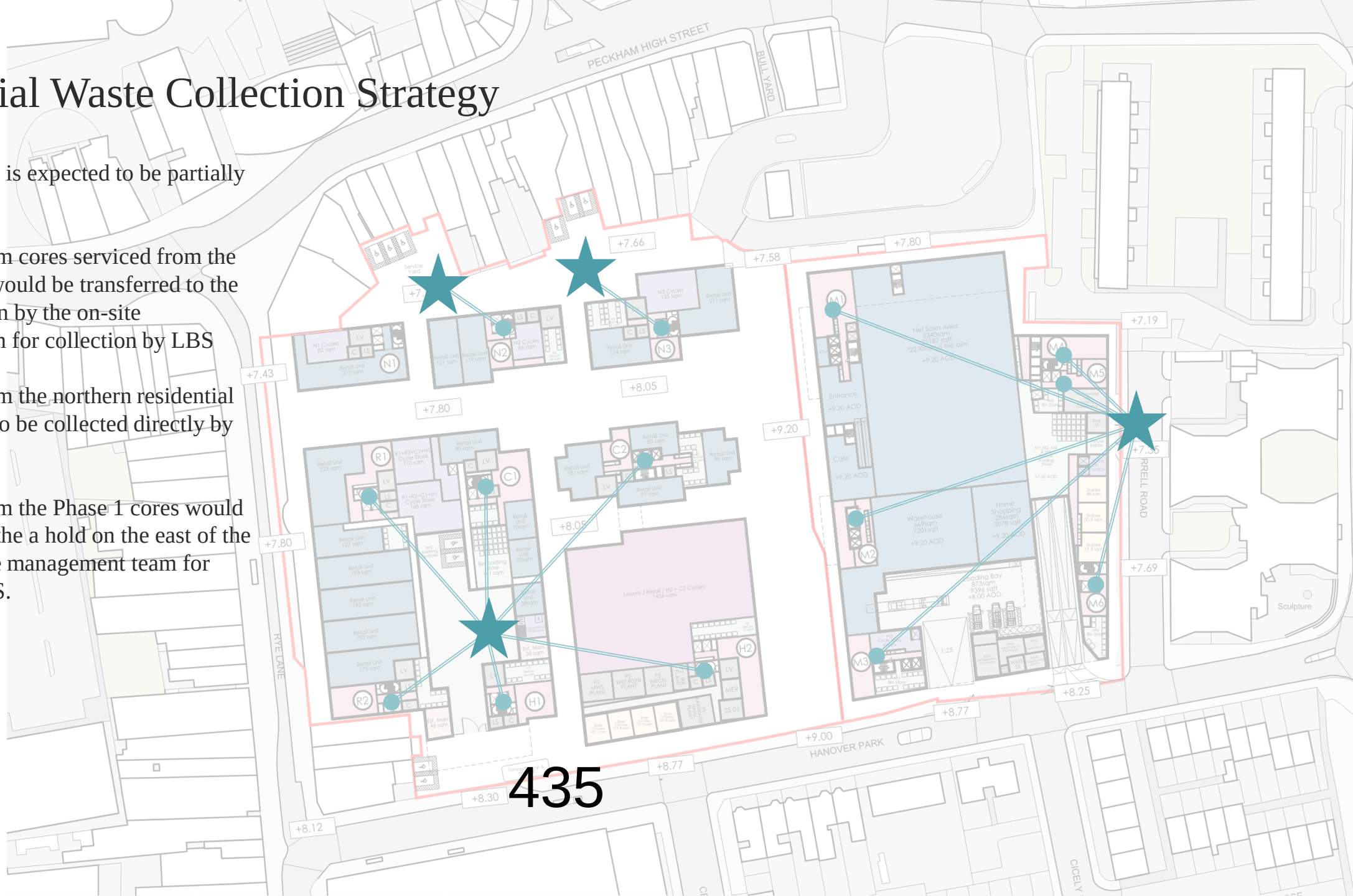
Commercial Waste Collection Strategy

- Commercial waste is expected to be partially managed.
- Unit tenants serviced from the south west yard are expected to take their waste to a store in the yard for a private collection.
- The supermarket is expected to manage it's own waste strategy.
- The northern yard will allow the units accessed from that point to have waste collected directly from in-plot stores.



Residential Waste Collection Strategy

- Residential waste is expected to be partially managed.
- Waste arising from cores serviced from the south west yard would be transferred to the yard for collection by the on-site management team for collection by LBS
- Waste arising from the northern residential core is expected to be collected directly by LBS.
- Waste arising from the Phase 1 cores would be transferred to the a hold on the east of the site by the on-site management team for collection by LBS.



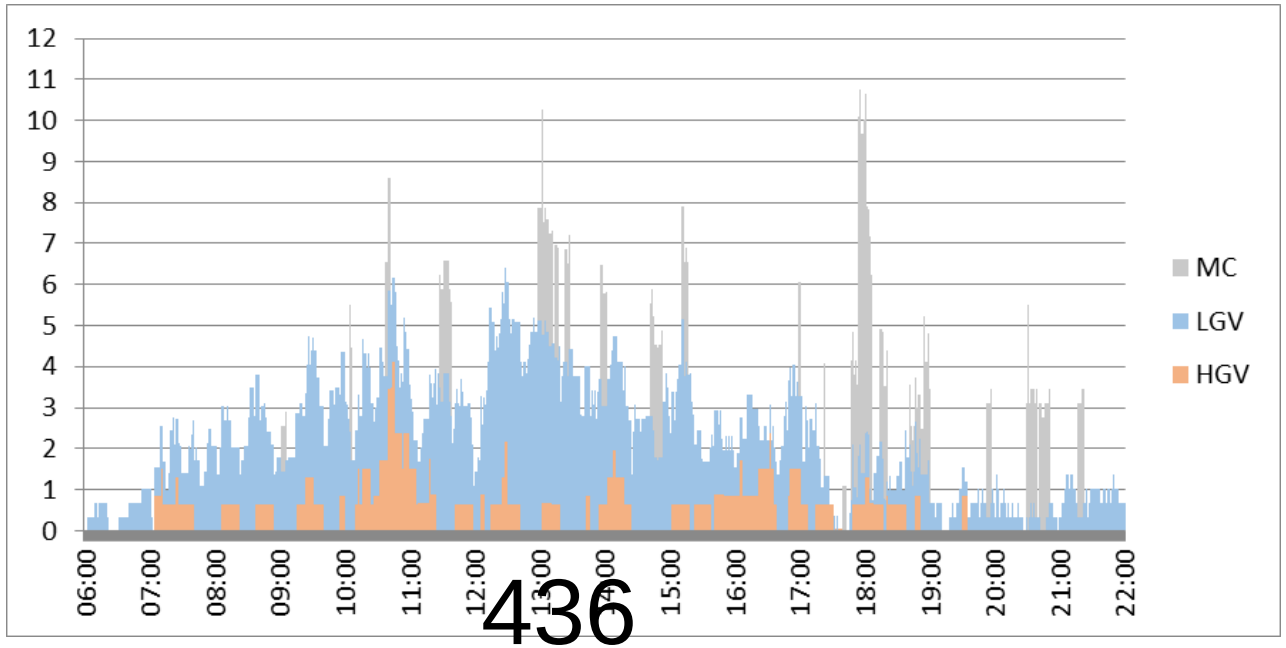
Servicing Demand Profile (Whole Site)

ARUP

Daily Servicing Arrivals (includes observed post covid changes)

	0700-1900 Arrivals					
	MC/CC	Car	LGV	OGV1	OGV2	Total
Residential	55	87		18		160
Retail (non-supermarket)	3	22		13		39
Office	0	3		0		3
Supermarket	0	12		5		17

Daily Servicing Accumulation



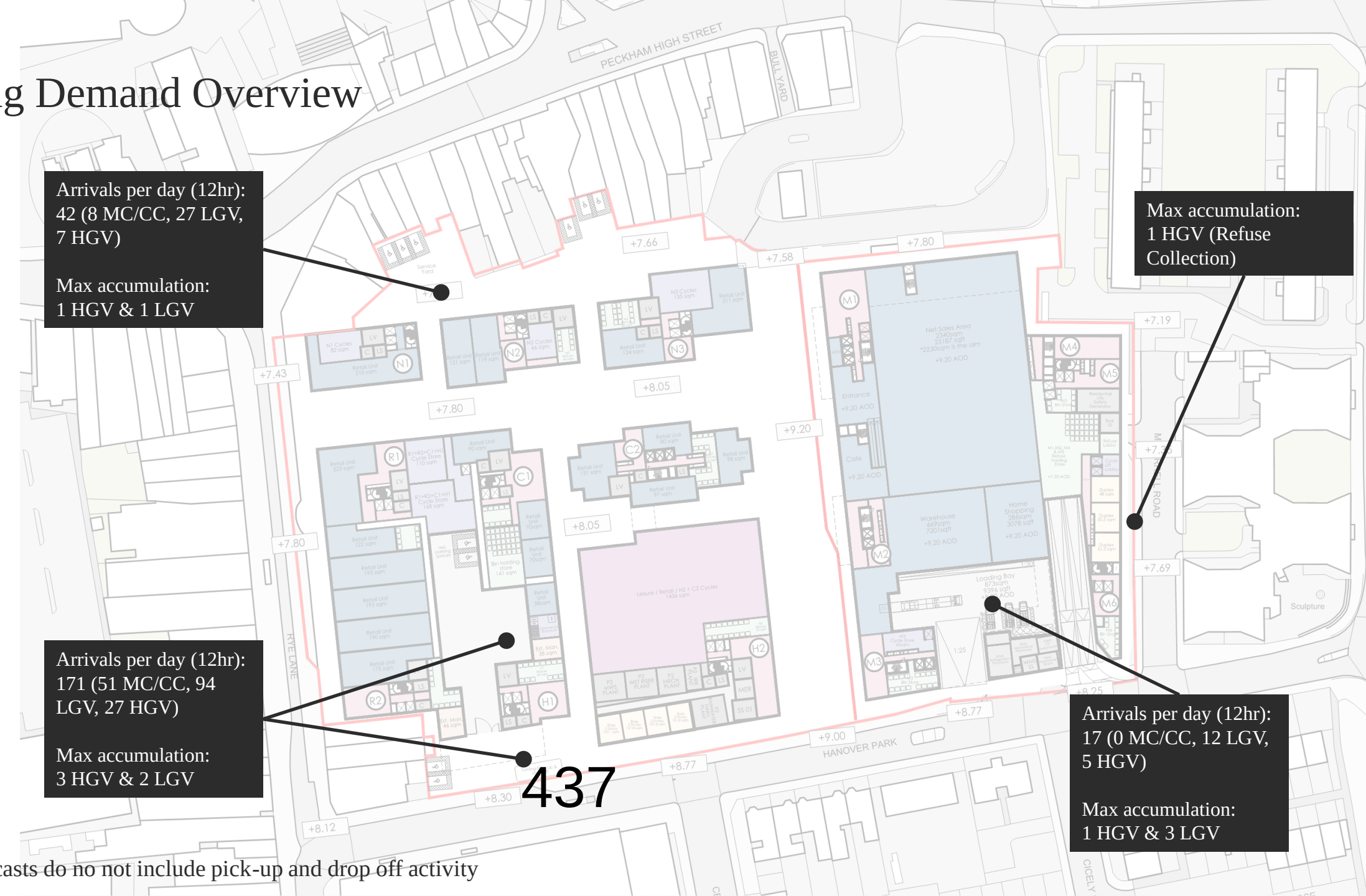
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Informed by:

- TRICS (residential & office arrivals)
- Bow quarter & Imperial Wharf detailed surveys (accumulation profile, retail arrivals)
- Recent Woodberry Down surveys (Residential MC arrivals)
- Covid ‘delivery max’ data

Note London policy is likely to see a further shift away from deliveries being made by HGVs and LGVs and towards Cargo-cycles

Servicing Demand Overview



Arrivals per day (12hr): 42 (8 MC/CC, 27 LGV, 7 HGV)

Max accumulation: 1 HGV & 1 LGV

Max accumulation: 1 HGV (Refuse Collection)

Arrivals per day (12hr): 171 (51 MC/CC, 94 LGV, 27 HGV)

Max accumulation: 3 HGV & 2 LGV

Arrivals per day (12hr): 17 (0 MC/CC, 12 LGV, 5 HGV)

Max accumulation: 1 HGV & 3 LGV

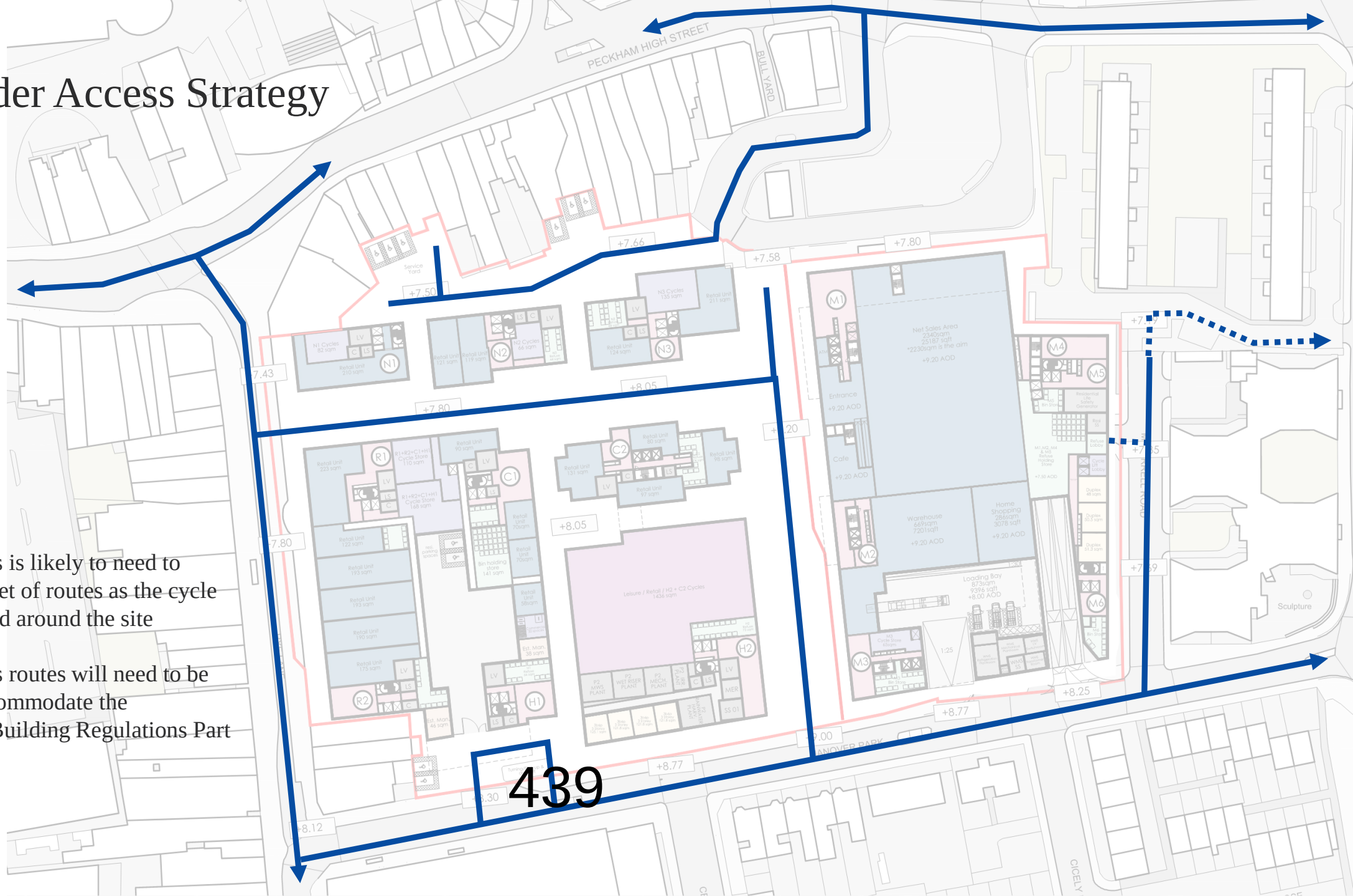
Servicing arrival forecasts do no not include pick-up and drop off activity

ARUP

Fire Tender Access Strategy

Fire Tender Access Strategy

- Fire tender access is likely to need to follow a similar set of routes as the cycle routes through and around the site
- Fire tender access routes will need to be 3.7m wide to accommodate the requirements of Building Regulations Part B.



ARUP

Car Strategy

Supermarket/Town Centre Car Access & Parking Strategy

- Provision of 140 car parking spaces for permanent replacement supermarket in a basement accessed from Hanover Park
- Temporary 140 car parking space car park will also be required during construction largely within the extents of the existing car park
- London Plan policy sets an expectation of zero car parking spaces
- Existing onsite car park includes 366 car parking spaces
- Commercial contract between the Berkeley and Morrisons requires 140 car parking spaces – the regeneration of the Aylesham Centre will not happen without the 140 space supermarket/ town centre car park



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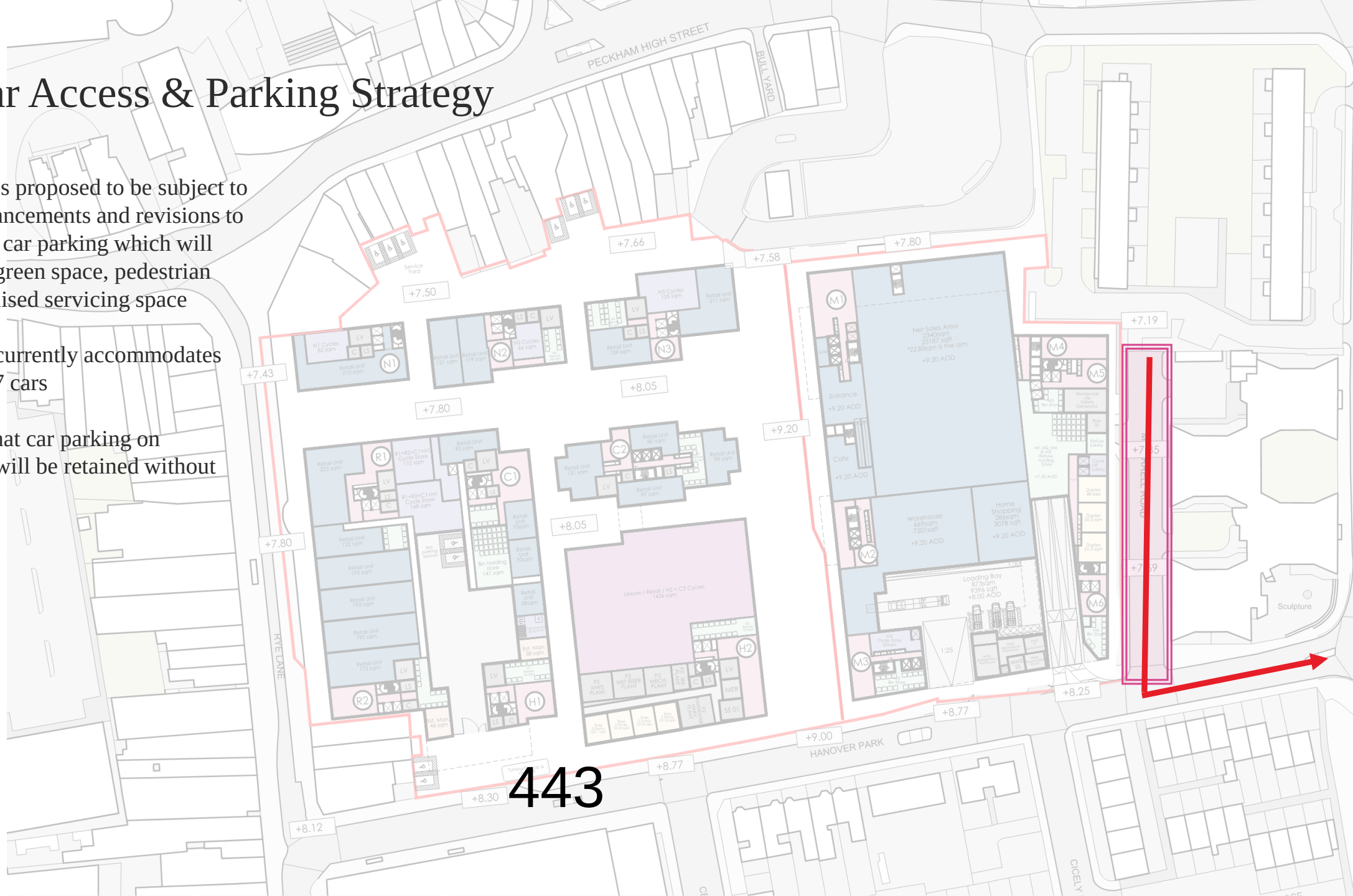
Resident & Employee Car Access & Parking Strategy

- Development proposes limited ‘blue badge only’ car parking spaces at a rate of c.0-1.5% of dwellings in the Phase 1 basement and within the Phase 2 public realm for resident and employees
- London Plan policy sets an expectation of blue badge parking for 3% of dwellings and 1 blue badge parking space for employees
- TfL now have now accepted car-free means car-free in principle on several emerging development projects with good public transport accessibility
- Aspiration is to focus on providing good quality step free access to local public transport services including bus stops and Peckham Rye Station
- Network Rail is planning to upgrade Peckham Rye Station to provide new facilities to make the station accessible to all users including people with reduced mobility



Street Car Access & Parking Strategy

- McKerrell Road is proposed to be subject to public realm enhancements and revisions to existing on-street car parking which will facilitate greater green space, pedestrian space, and formalised servicing space
- McKerrell Road currently accommodates space to park c.17 cars
- It is anticipated that car parking on McKerrell Road will be retained without reduction



ARUP

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ARUP

Appendix C Drawings

A0

Opportunity to Introduce direct connection via new steps

Proposed 3.0m wide two-way cycleway

Safe turning space for up to 10m rigid

2m clearance from building and access route past standing vehicle

Existing 1.5m wide southbound cycleway

Existing minimum available footway width 2.9m

Existing cycle parking to be relocated

Existing cycle parking to be relocated

Proposed loading pad

Existing loading pad

Existing minimum available footway width 3.1m

3m Clear pedestrian route

Revised Carriageway Alignment

Rye Lane Public Realm Enhancement Scheme (Not Shown) (Public Highway)

6m Bay

3.0m minimum vehicle loading and unloading zone

8m Bay

10m Bay

10m Bay

6m Bay

1.5m minimum safe pedestrian route for service yard workers

2m clearance from building and access route past standing vehicle

Clear pedestrian route

Dropped kerb crossing

Northbound cycles leave carriageway

Existing loading pad

Existing 1.5m wide southbound cycleway retained

Existing minimum available footway width 3.1m

Southbound cycles rejoin carriageway (as existing)

Existing minimum available footway width 3.0m

Dropped kerb crossing

Clear pedestrian route

Existing Island Crossing Removed Zebra Crossing Installed (Public Highway)

Existing Island Crossing Removed Zebra Crossing Installed (Public Highway)

Pedestrian Intervisibility Splay

Improve connectivity with adjacent estate for pedestrians, cycles and servicing vehicles (third party land, further engagement required)

Seven parking spaces require reconfiguration if accommodating refuse access

Automated bollard (Fire & LBS refuse access only)

Building line requires revision if enabling refuse collection without access via the north; turning head also required for fire access without access via the north

12mph Visibility Splay

Junction narrowed and raised table

Pedestrian Crossing and Traffic Controls Island (Similar to Existing)

Dropped kerb crossing

Layout Swept Path Analysis

Safeguarded Bus Max Option:
- 6 bus bays
- Through buses can pass stopped buses by overtaking
- Suitable for moderate bus flow
- Pedestrian crossing not on desire line
- 8.0m carriageway corridor

Bus Safeguarding (Option 1)

Safeguarded Bus Min Option:
- 4 bus bays
- Through buses cannot pass stopped buses
- Suitable for low bus flow
- Pedestrian crossing on desire line
- 6.4m carriageway corridor

Bus Safeguarding (Option 2)

Body Clearance Offset
Body Path
Wheel Path

FTA Design HG Rigid Vehicle (1338)

Overall Length	10,000m
Overall Width	2,550m
Overall Body Height	3,840m
Min Body Ground Clearance	0,240m
Track Width	2,470m
Lock to lock time	4,00s
Kerb to Kerb Turning Radius	11,000m

3.5t Panel Van

Overall Length	5,303m
Overall Width	1,388m
Overall Body Height	2,000m
Min Body Ground Clearance	0,157m
Track Width	1,388m
Lock to lock time	4,00s
Kerb to Kerb Turning Radius	6,400m

7.5t Box Van

Overall Length	8,018m
Overall Width	2,160m
Overall Body Height	3,558m
Min Body Ground Clearance	0,341m
Track Width	2,050m
Lock to lock time	4,00s
Kerb to Kerb Turning Radius	7,900m

4.6t Light Van

Overall Length	5,889m
Overall Width	2,050m
Overall Body Height	2,529m
Min Body Ground Clearance	0,183m
Track Width	1,750m
Lock to lock time	4,00s
Kerb to Kerb Turning Radius	6,600m

Box Van

Overall Length	6,300m
Overall Width	2,240m
Overall Body Height	2,567m
Min Body Ground Clearance	0,230m
Track Width	2,050m
Lock to lock time	4,00s
Kerb to Kerb Turning Radius	8,000m

Max Legal Length (UK) Articulated Vehicle (16.5m) +1.5m

Overall Length	18,000m
Overall Width	2,550m
Overall Body Height	3,381m
Min Body Ground Clearance	0,411m
Max Track Width	2,550m
Lock to lock time	6,00s
Kerb to Kerb Turning Radius	8,500m

'Stagecoach' Rigid Bus

Overall Length	12,000m
Overall Width	2,550m
Overall Body Height	3,340m
Min Body Ground Clearance	0,340m
Track Width	2,040m
Lock to lock time	4,00s
Wall to Wall Turning Radius	10,771m

LBS Refuse Vehicle

Overall Length	10,700m
Overall Width	2,500m
Overall Body Height	3,781m
Min Body Ground Clearance	0,340m
Track Width	2,500m
Lock to lock time	4,00s
Kerb to Kerb Turning Radius	9,800m

Issue	Date	By	Chkd	Appd
A	02/11/22	RM	BW/	BW/

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www.arup.com

Client: Berkeley Homes

Job Title: Aylesham Centre

Drawing Title: Swept Path Analysis

Scale at A0: 1:500

Discipline: Transport

Drawing Status: **For Information**

Job No	Drawing No	Issue
285344-00	**285344-SK-035-B**	**A**

Do not scale

SHEPPARD ROBSON

21 December 2022

Masterplan Workshop 02 - Presentation

The Aylesham Centre

Contents

01. Masterplan Updates
02. Streets & Spaces
03. Townscape & Heritage
04. Massing
05. Daylight & Sunlight
06. Housing Quality
07. Building Character

01. Masterplan Updates

Masterplan Changes | Pre-app 3 to Pre-app 4

Pre-app 3

1. Two buildings to north of the site

2. Large leisure block with podium amenity space above

Notes:

1. Concern about exposing the flank of the Clock Tower

2. Podium amenity not large enough and not receiving enough sunshine

Pre-app 4

1. Three buildings to north of the site

2. Large leisure block with podium amenity space above

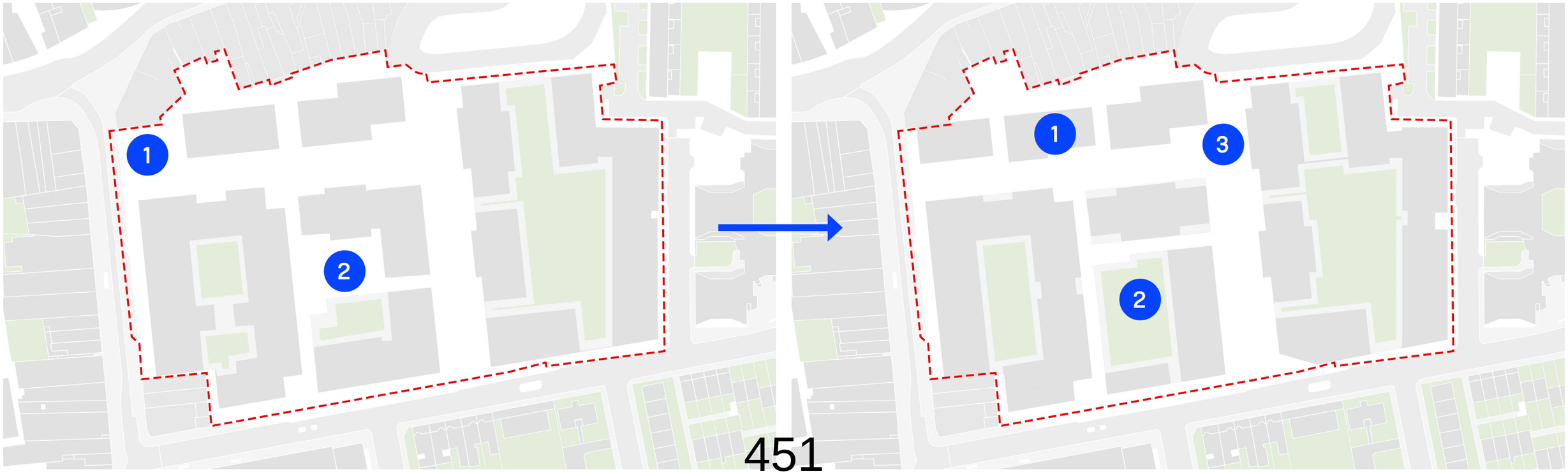
3. Linear park narrowed at top end

Reasons

1. Densify footprint to reduce building heights

2. Create a retail arcade to match character of Peckham

3. Create an enclosure to the Morrisons Square



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Masterplan Changes | Pre-app 4 to Current

Pre-app 4

1. Three buildings to north of the site

2. Large leisure block with podium amenity space above

3. Linear park narrowed at north end of the site

Notes:

1. Concern about loss of public realm

2. Concern about narrowness and length of arcade

Proposed

N2 omitted, pavilion building increased in size, square re-instated at western end of the site, but flank wall of J&H clock tower is addressed

Central courtyard re-instated

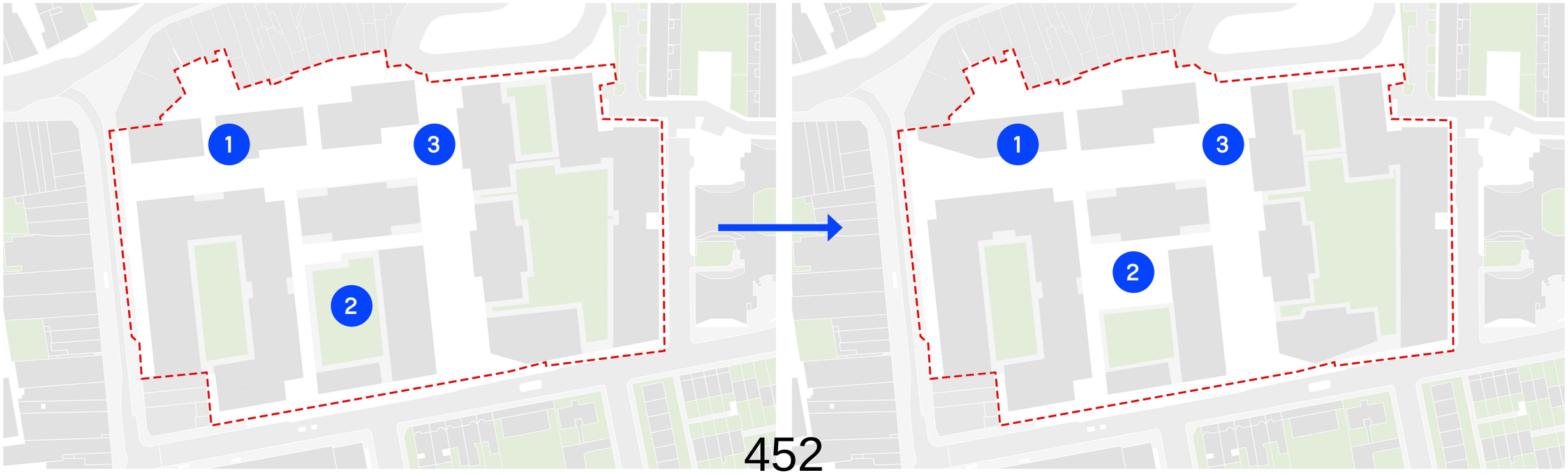
21m wide linear park maintained throughout its length

Reasons

1. Reduction in density has allowed removal of building

2. Re-instatement of larger pavilion has allowed reduction in leisure block

3. Maximises width of linear park



Landscape Character | Existing



1 Surrey Canal Walk



9 Rye Lane



5 Holy Grove Shrubbery



14 Peckham Levels/
Bussey Building



13 Cerise Road / Cicely Road



12 Peckham High Street



3 Martock Court Play
Area



11 Mckerrell Road



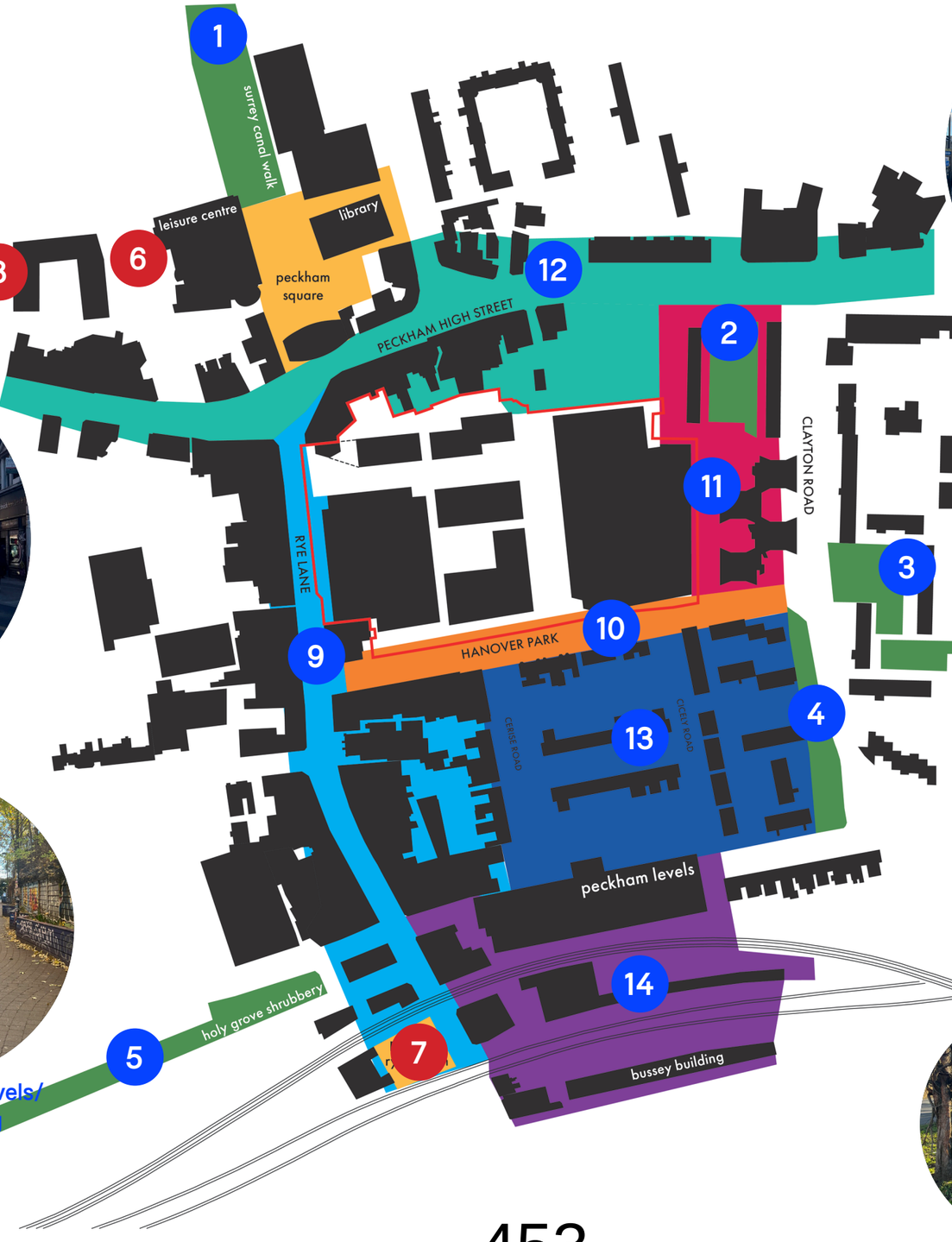
2 Purdon and Flamborough
House Courtyard



10 Hanover Park



4 Clayton Road Green Space



Landscape | Emerging: Peckham Square





6. Peckham Square

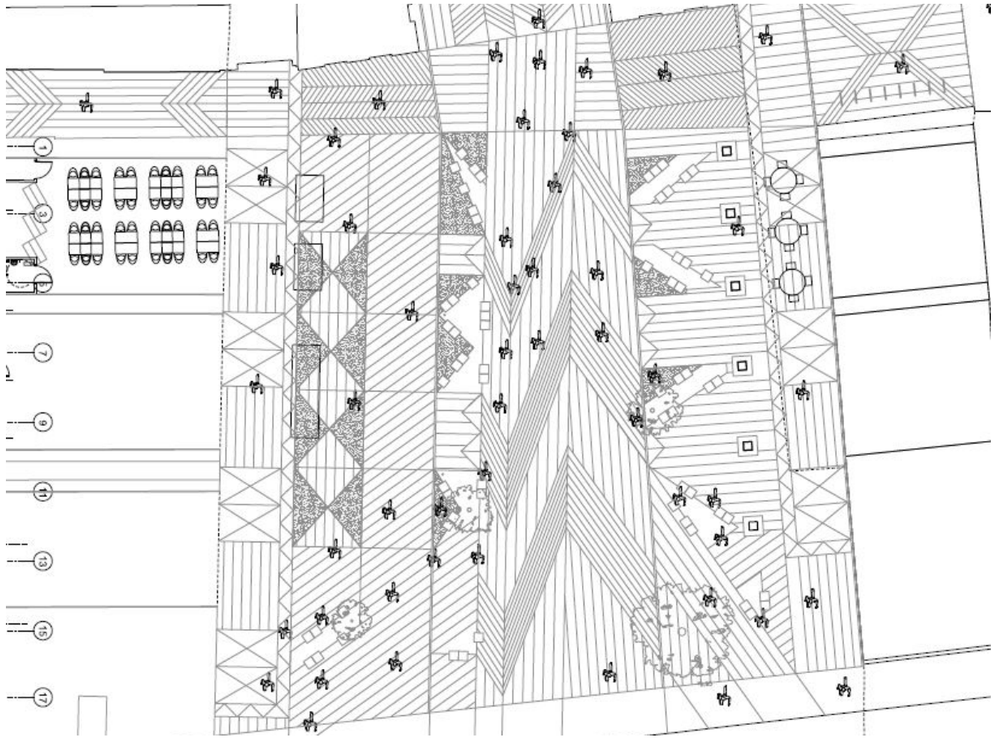
- Inspired by long-lost memory of the timber wharf and Peckham's multilingual heritage
- Removal of the Peckham arch
- Incorporates the cycle 35 highway through the square
- Dedicated space for market stalls
- Space for multi purpose use, such as performances and events
- Creates a new gateway building







Landscape | Emerging: Peckham Rye Station Square





7. Peckham Rye Station Square

- New public square in front of Peckham Rye Station
- ‘Front door’ to Peckham’s town centre
- Transforms the narrow, dimly lit passageways that lead to the station into a generous public square



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Landscape | Emerging: Flaxyard



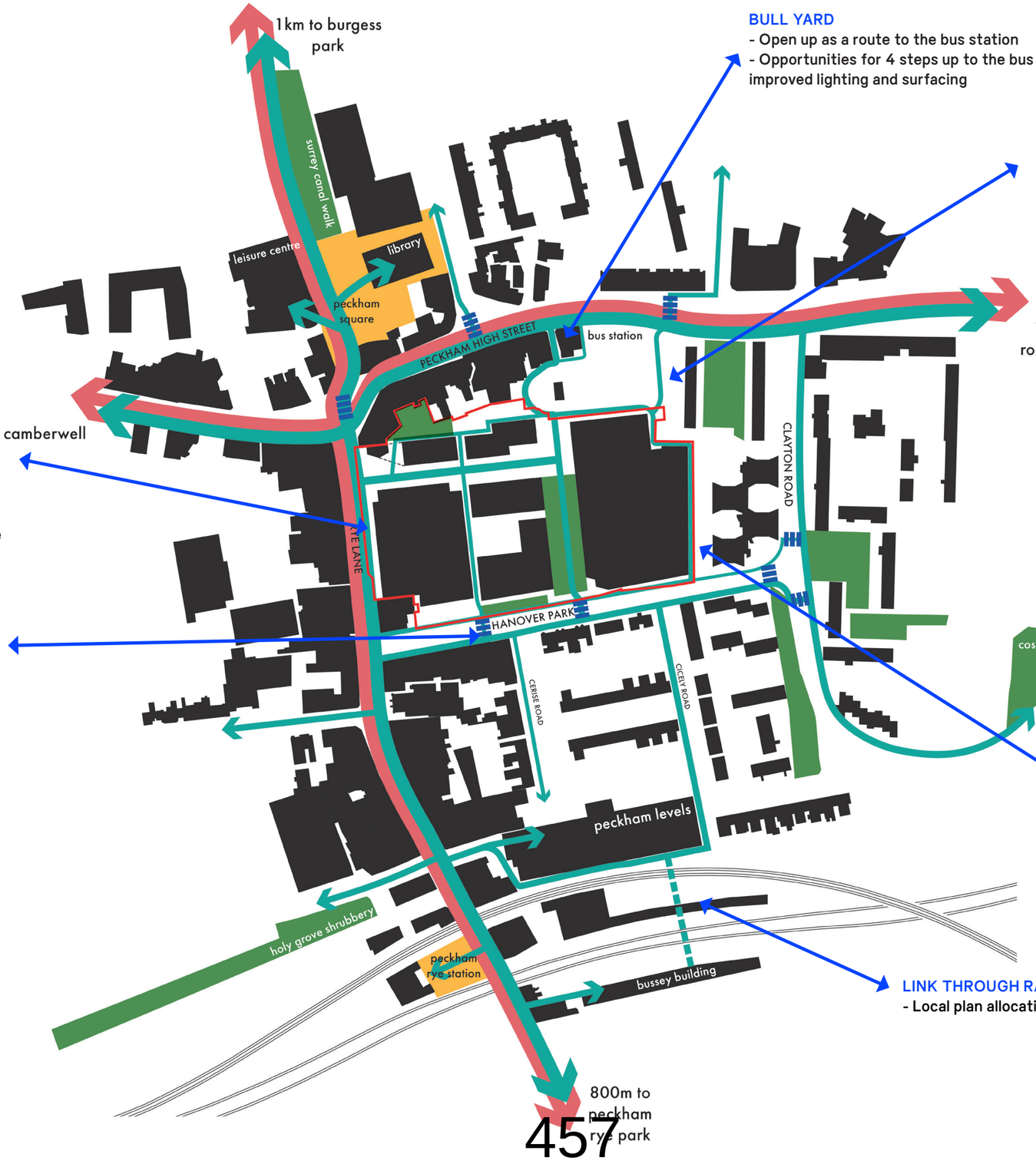




Photos taken from Levitt Bernstein Architects



Site Connections Opportunities



RYE LANE
- 3m 2 lane cycleway proposed
- Buildings set back 6m
- Opportunities for rain gardens and tree planting
- Connective piece of public realm at the junction of Rye Lane, providing an entrance and connects to the proposed square to peckham square.

HANOVER PARK CROSSINGS
- Existing crossings to be replaced with 2 zebra crossings
- Proposed avenue of new tree planting

BULL YARD
- Open up as a route to the bus station
- Opportunities for 4 steps up to the bus station, improved lighting and surfacing

BUS STATION
- Improve access and permeability east-west
- Remove existing wall
- Remove existing crossings and increase width of pedestrian route around the western edge
- Create an entrance to the linear park

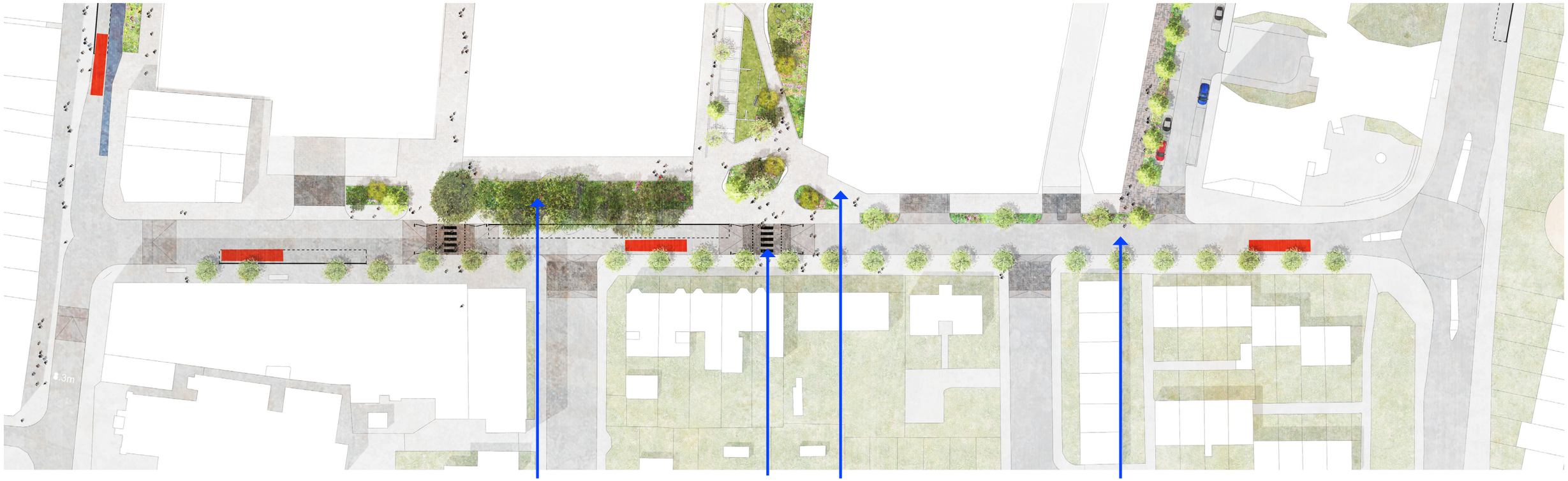
MCKERRELL ROAD FRONTAGE
- Opportunities for rain gardens and tree planting
- Pedestrian route to the bus station
- Road narrowed at the junction and raised table proposed

LINK THROUGH RAILWAY ARCHES?
- Local plan allocation: NSP76 & NSP77

KEY

- PEDESTRIAN ROUTES
- KEY CYCLE ROUTES
- GREEN SPACES
- PUBLIC SQUARES
- CROSSINGS

Hanover Park



Trees within generous block of planting

2 x proposed zebra crossings

Linear park to open out into the streetscape

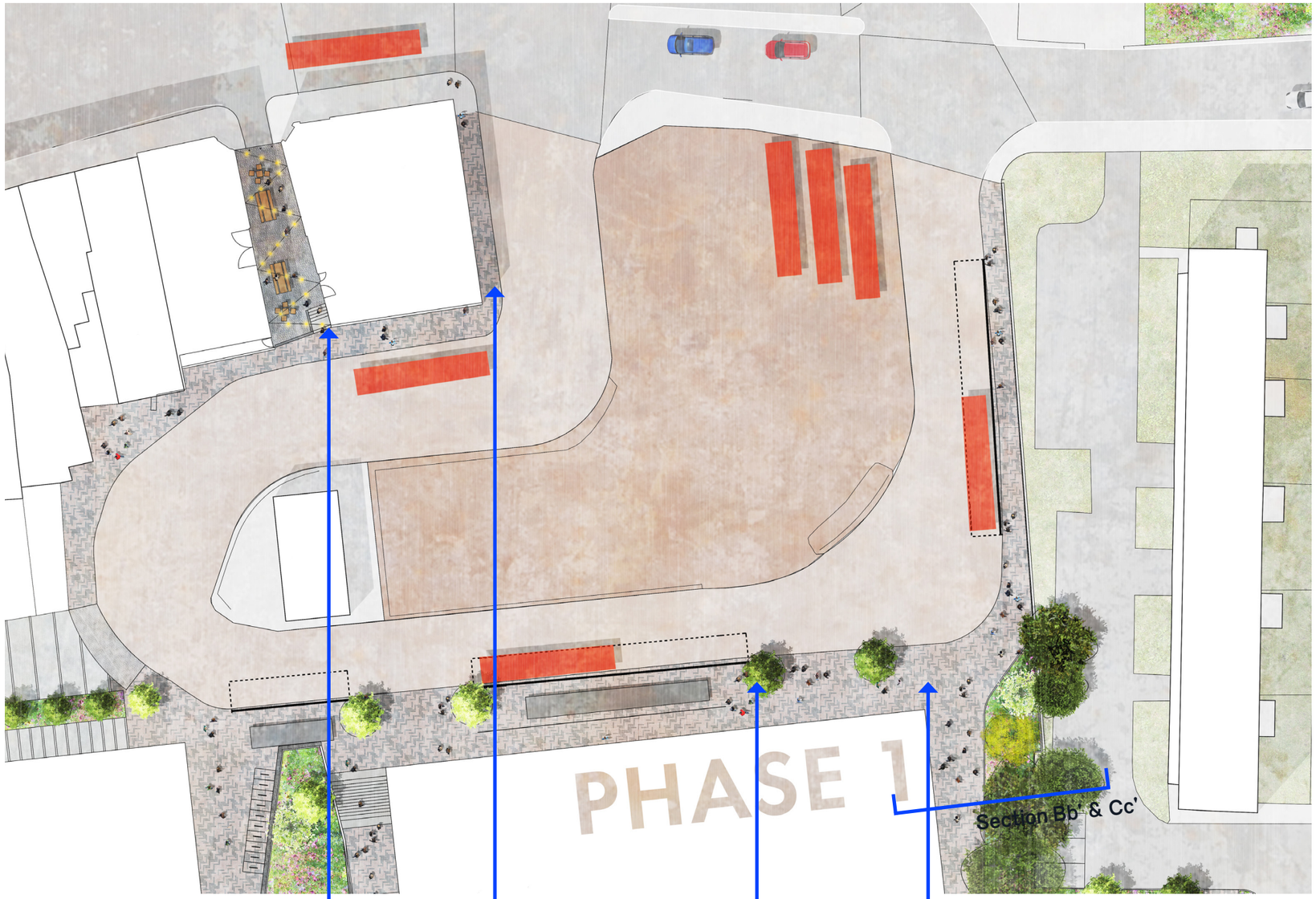
Hanover Park

Elephant Park Precedents





Bus Garage

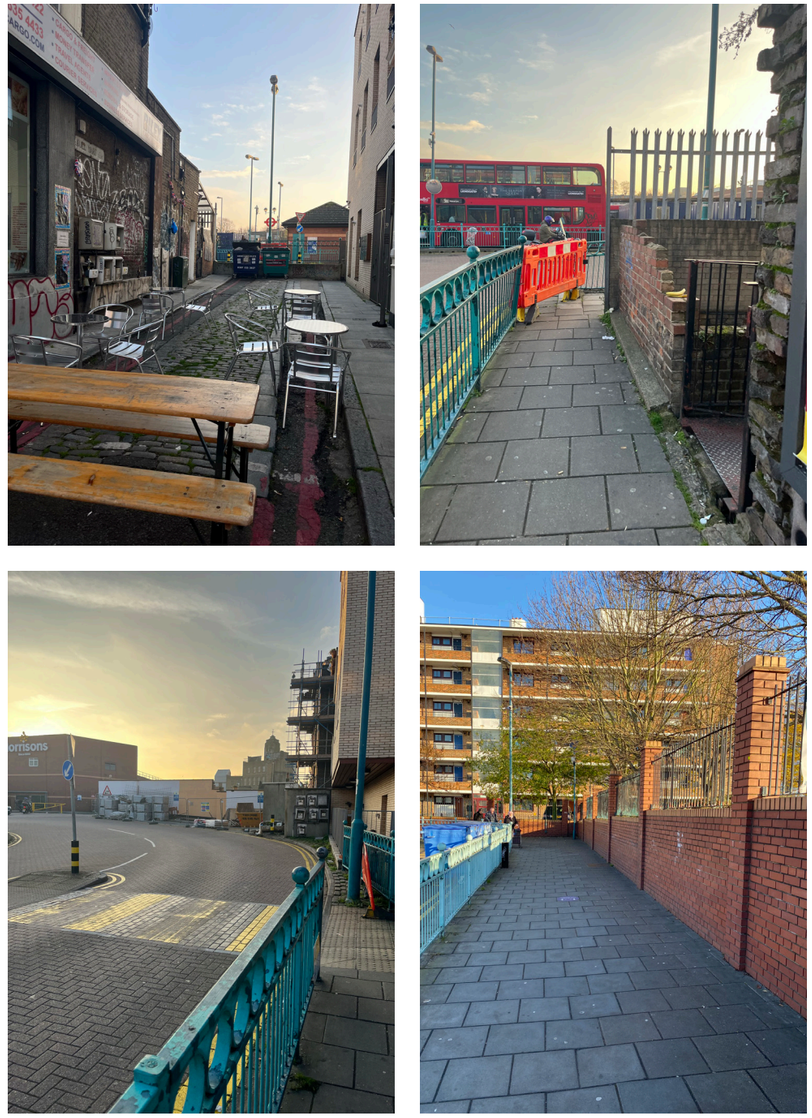


Potential stepped access from Bull Yard

Potential for existing footpath to be widened to create access around the edge without needing to cross

Proposed tree planting

Wall removed and path widened



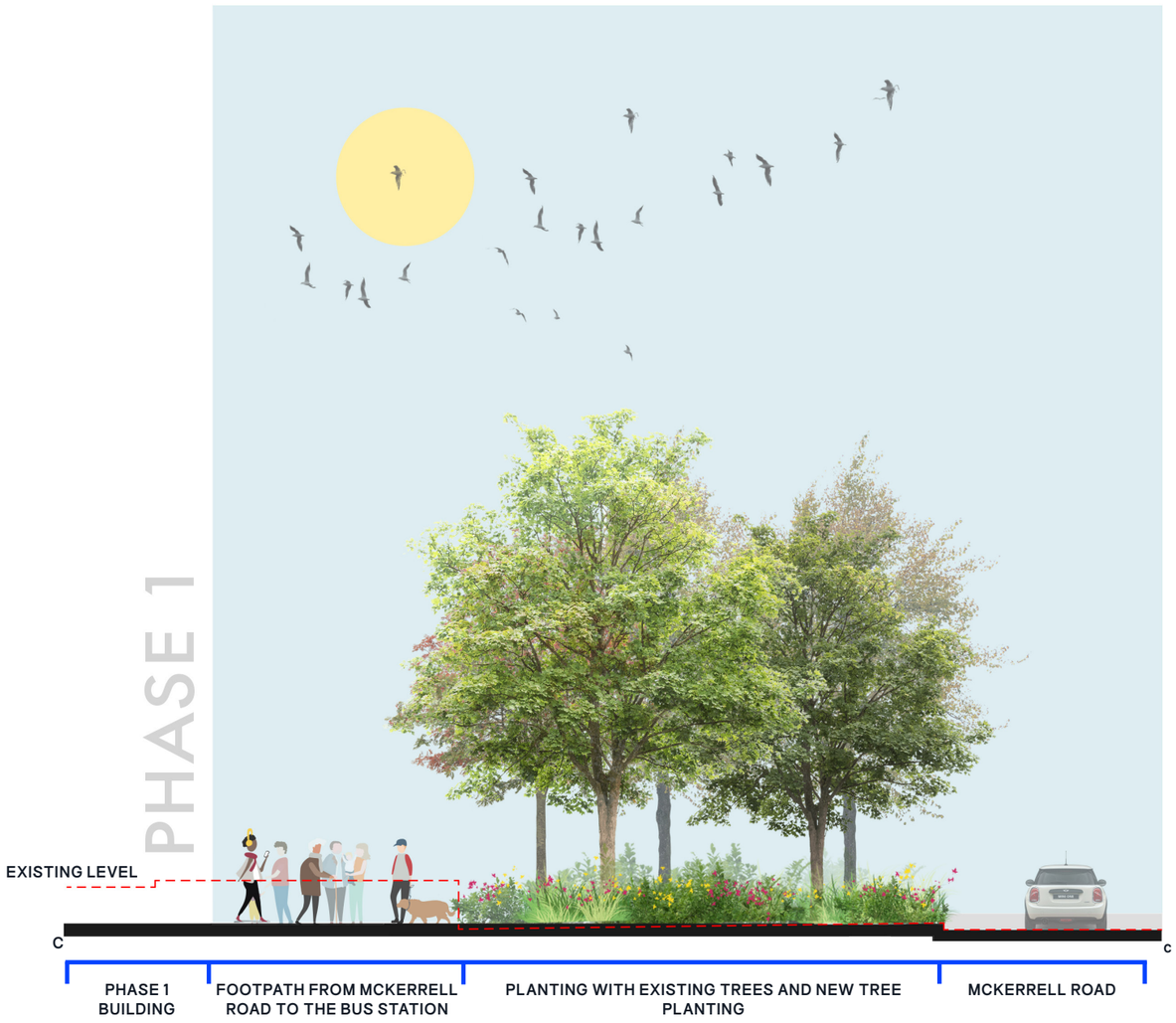
Existing Site Photographs

Bus Garage / Mckerrell Road

Existing

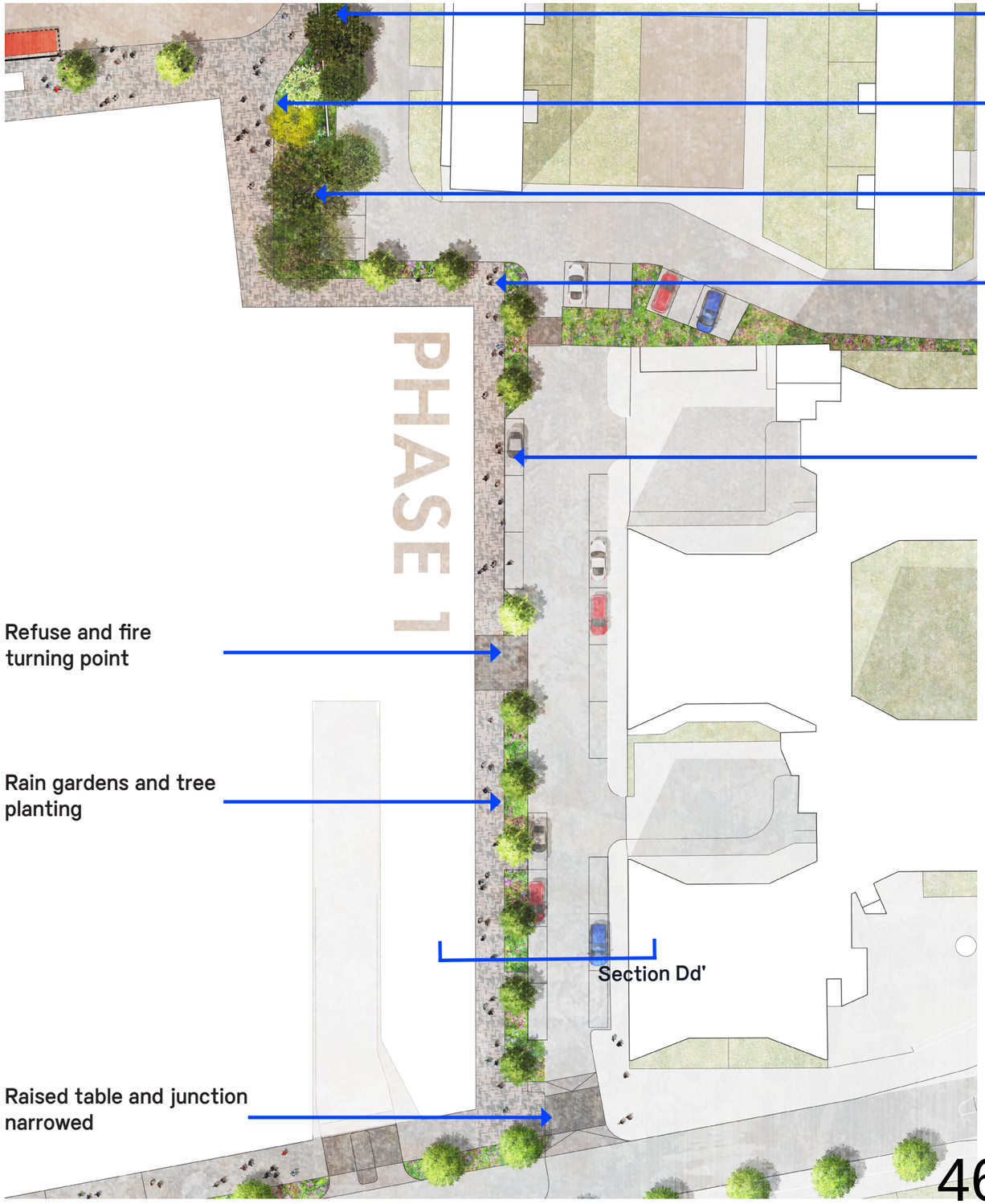


Proposed

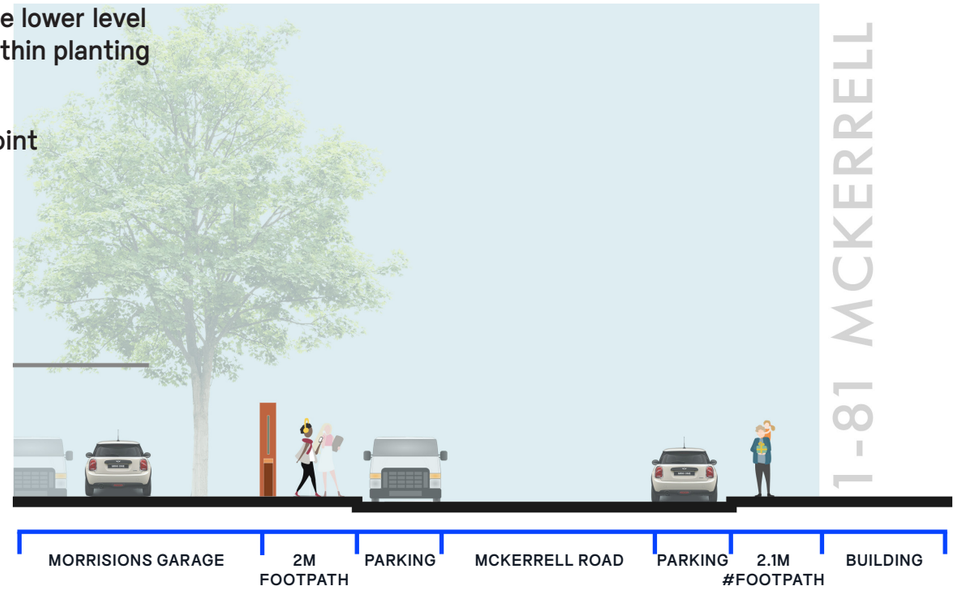


460

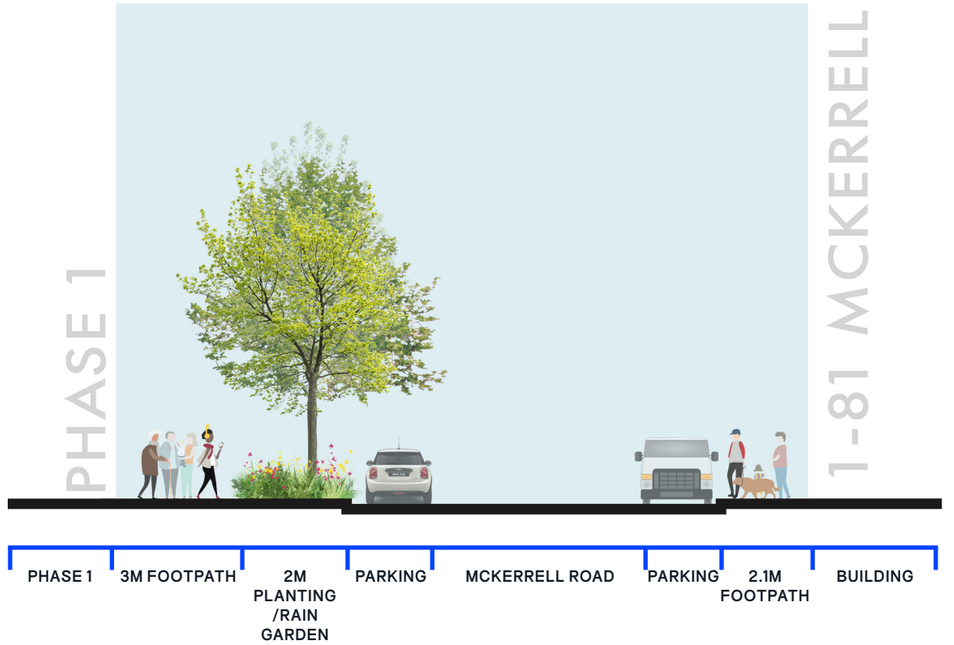
Mckerrell Road



Existing



Proposed



Rye Lane



Section Aa



Section Bb



Section Cc

Junction to stay the same as existing



North bound **lane begins - allowing cyclists to pass bus waiting at bus stop**

Cycle lane terminates at crossing

Rye Lane Square



The Yard



Flexible space for seating / spill-out uses from the buildings

Centrepiece

Allow for personalisation

Defining the edge

Servicing to take place at the eastern section of the yard space, allowing the west to be pedestrianised

464

Rear of Peckham High Street | Existing Condition

Objective:

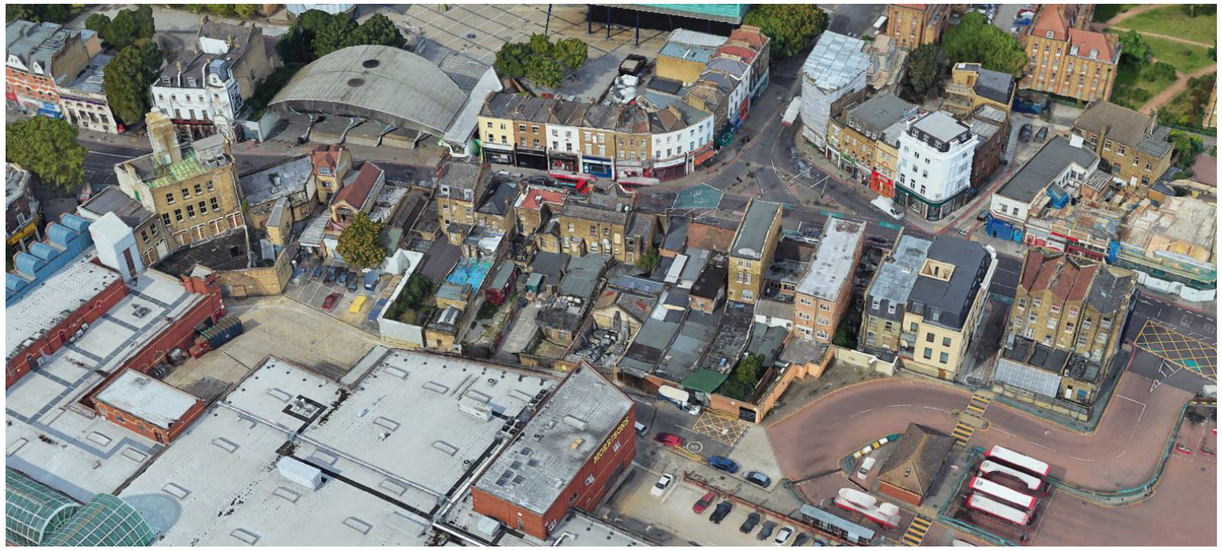
Increase permeability through new masterplan to enable access to rear of Peckham High Street

Activate the backs of the properties with new frontages, by developing vacant plots or infilling between plots with self-contained studios

Key:

- 3rd party retail
- Berkeley owned
- Vacant
- Residential

Aerial View





Ground Floor



Upper Floor

Rear of Peckham High Street | Activation with Studios

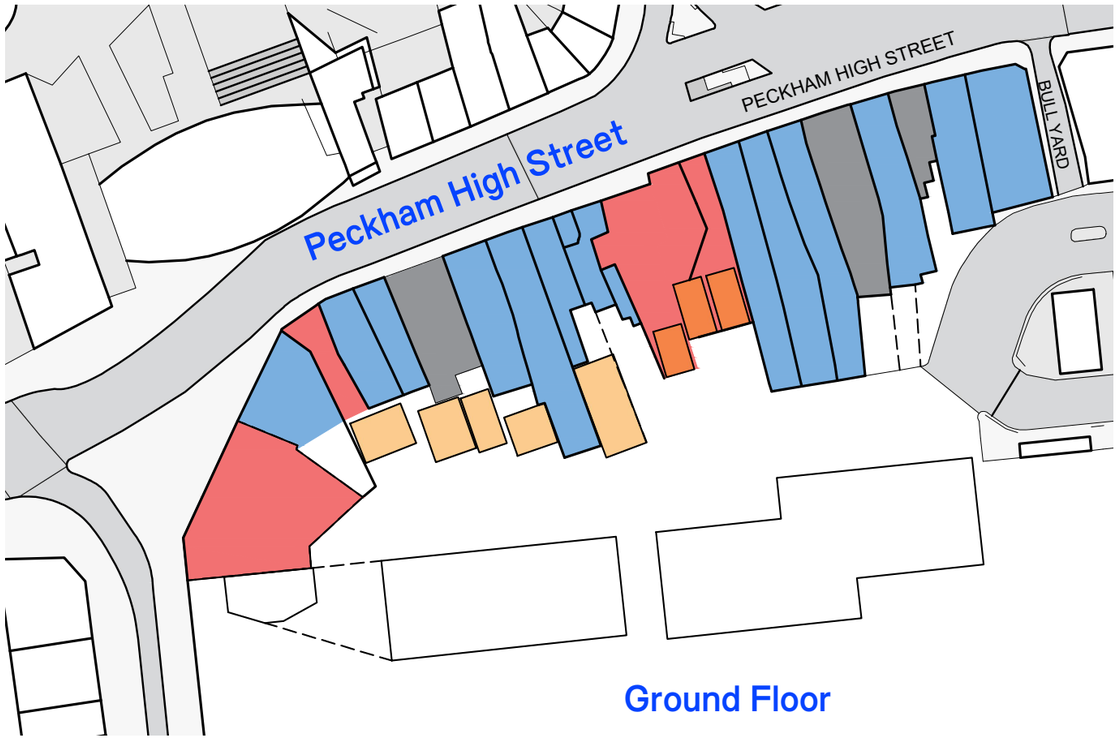
Opportunity:

Infill zones within the site boundary

Future proof the opportunity for other properties to develop underused or vacant plots that face onto the site

Key:

- 3rd party retail
- Berkeley owned
- Vacant
- Residential
- Single storey studios



Ground Floor

View from south west



Aerial view from west



Peckham High Street - Design Concept

Proposals by Feix & Merlin

Opportunity:

Large vacant plots to the rear of Peckham High Street.

Large frontage to the south overlooking the existing service road.

Proposal:

Co-working space & cafe with roof terrace above









02. Streets & Spaces

Public Realm Character



Retail Street





Central Square



Linear Park



Yard space

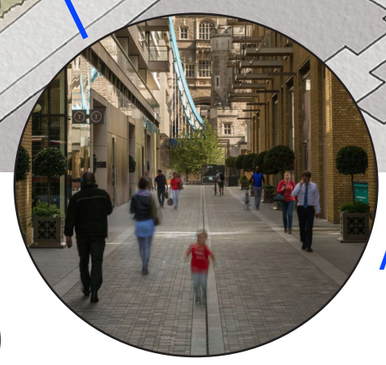








Rye Lane



Alleys

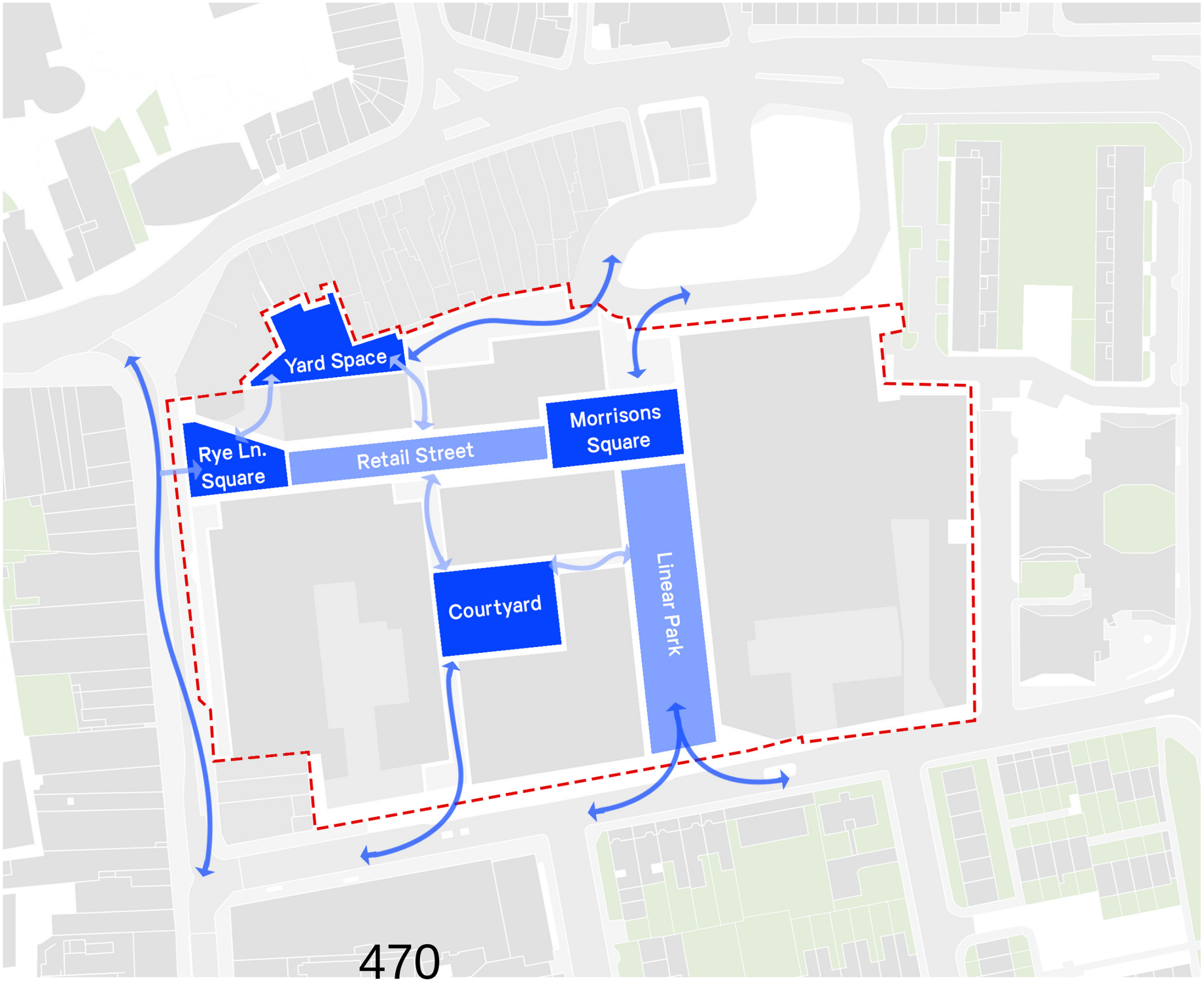


Courtyard

Streets & Spaces

With the re-introduction of the Rye Lane square and the courtyard, there are now a variety of streets and squares in the scheme.

Each street and square has been measured and the scale of the space compared to similar local examples.



Podium Gardens

Each phase of the masterplan has a sunny landscaped garden for residents to enjoy.

The podium gardens will incorporate safe children's playspace.

The pavilion building to the north-west will provide 2 terraces which can be accessed by the public all year round.



Rooftop Gardens

Each block has a rooftop garden for residents to relax and soak in the beautiful views of the city.

The rooftop gardens also provide access for the duplex units along Mckerrell Road.

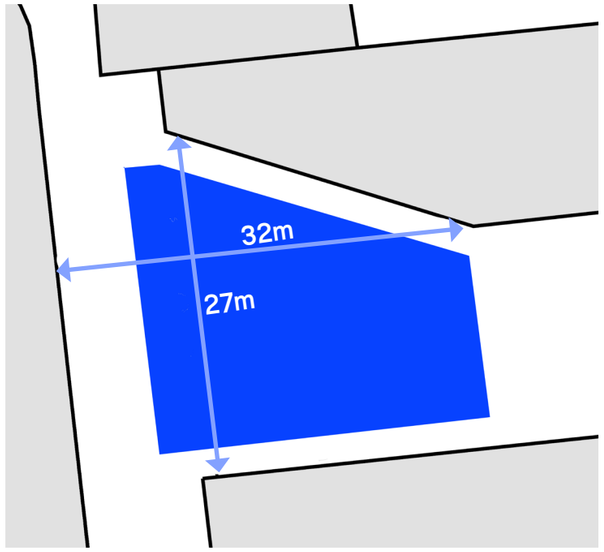


Space Comparison | Rye Lane Square

Rye Lane Square

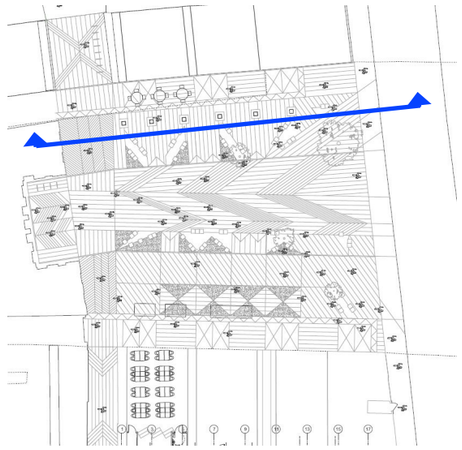


Site Plan

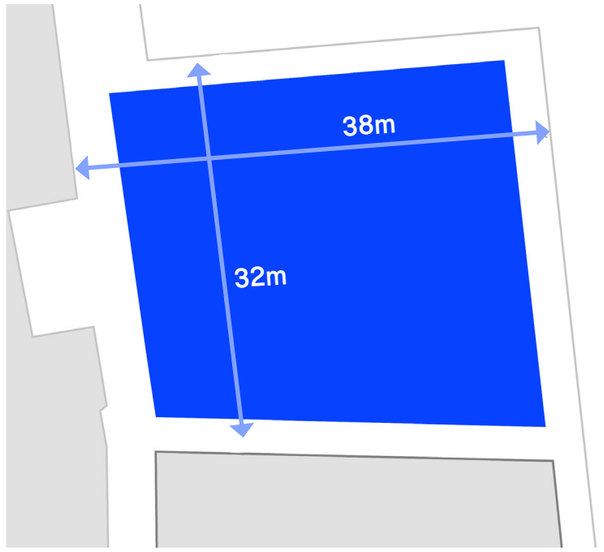


Plan

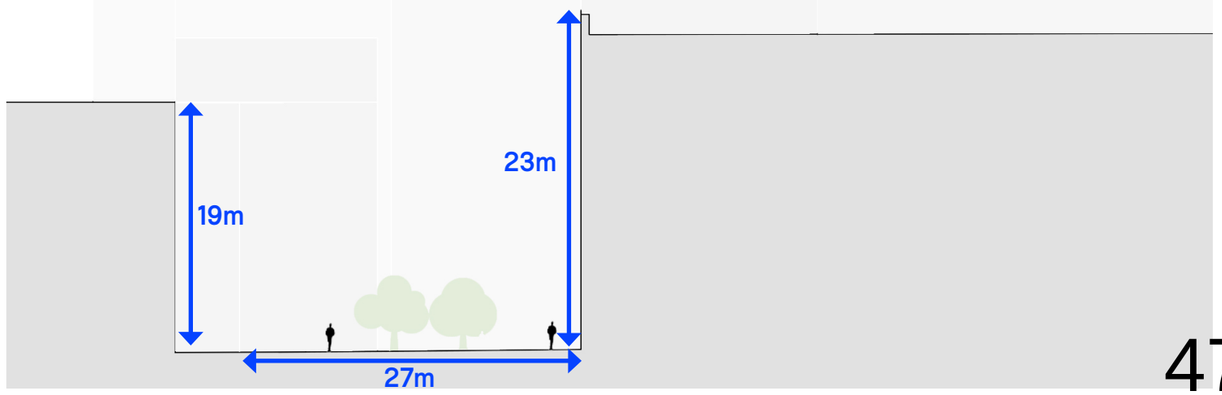
Peckham Rye Station, Peckham

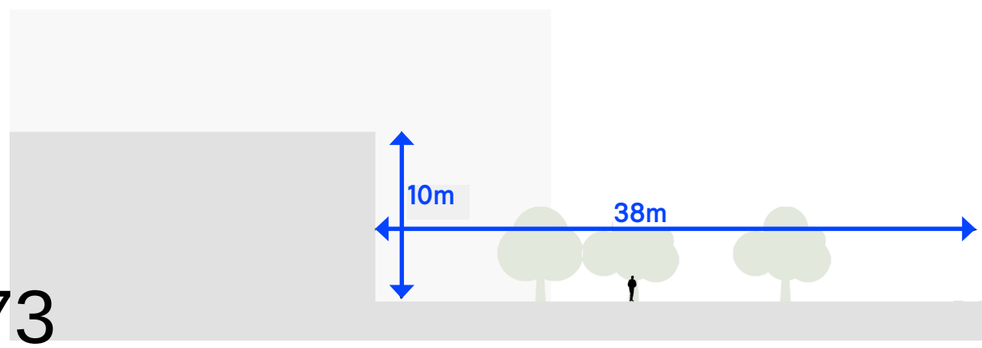


Site Plan



Plan





Peckham Rye Station

Similar size and open to Rye Lane on one side

Space addressed by a public building





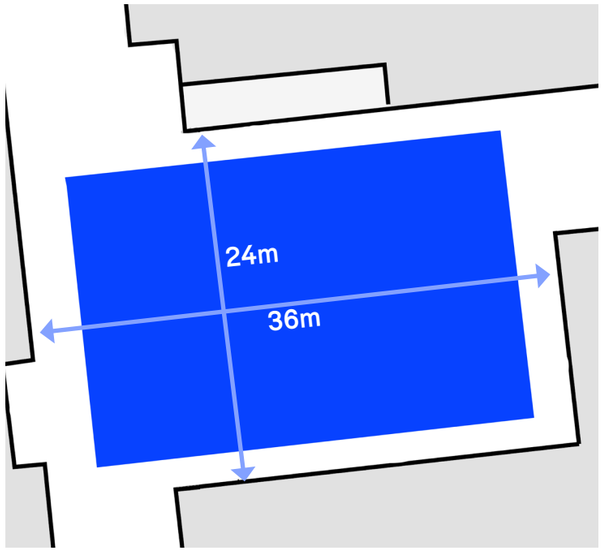


Space Comparison | The Courtyard

The Courtyard

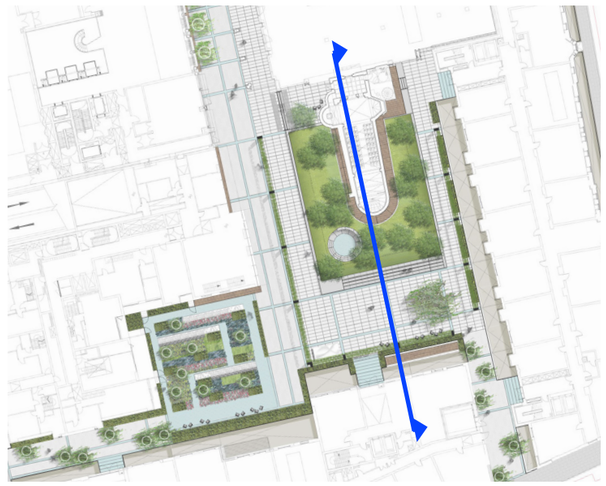


Site Plan

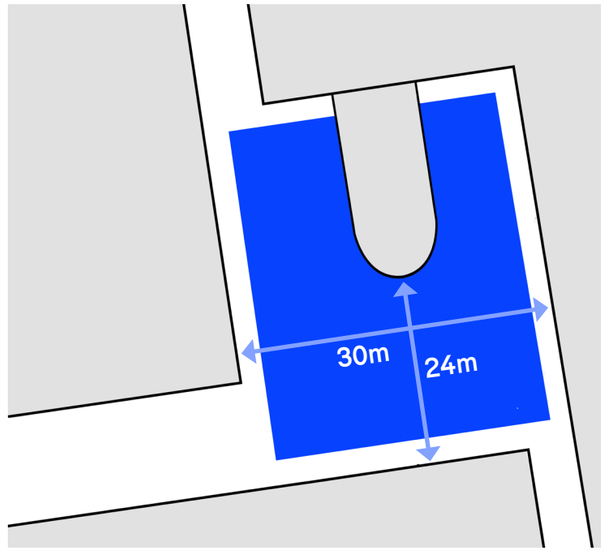


Plan

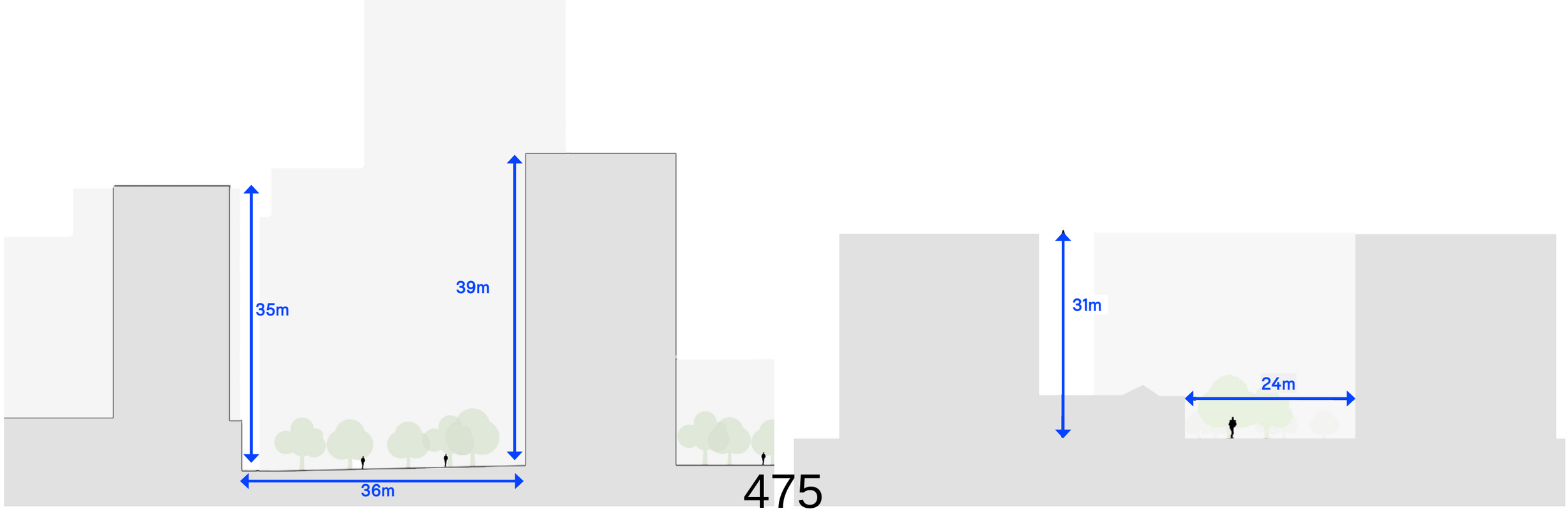
Fitzroy Place, Fitzrovia



Site Photo



Plan



475

Fitzroy Place

Courtyard with three narrow routes providing access

Oasis of calm from the busy streets around

Cube shaped proportions enable good sunshine to public realm

Overlooked by active frontages







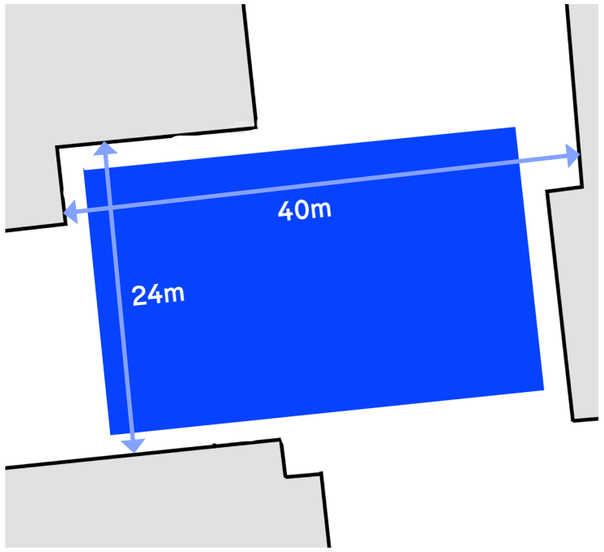
476

Space Comparison | Morrisons Square

Morrisons Square

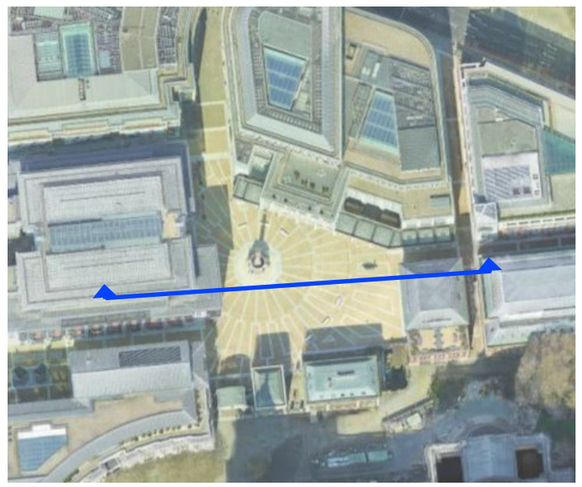


Site Plan

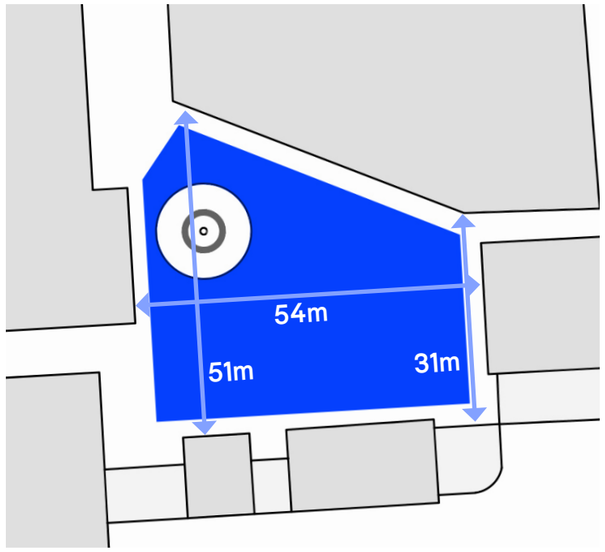


Plan

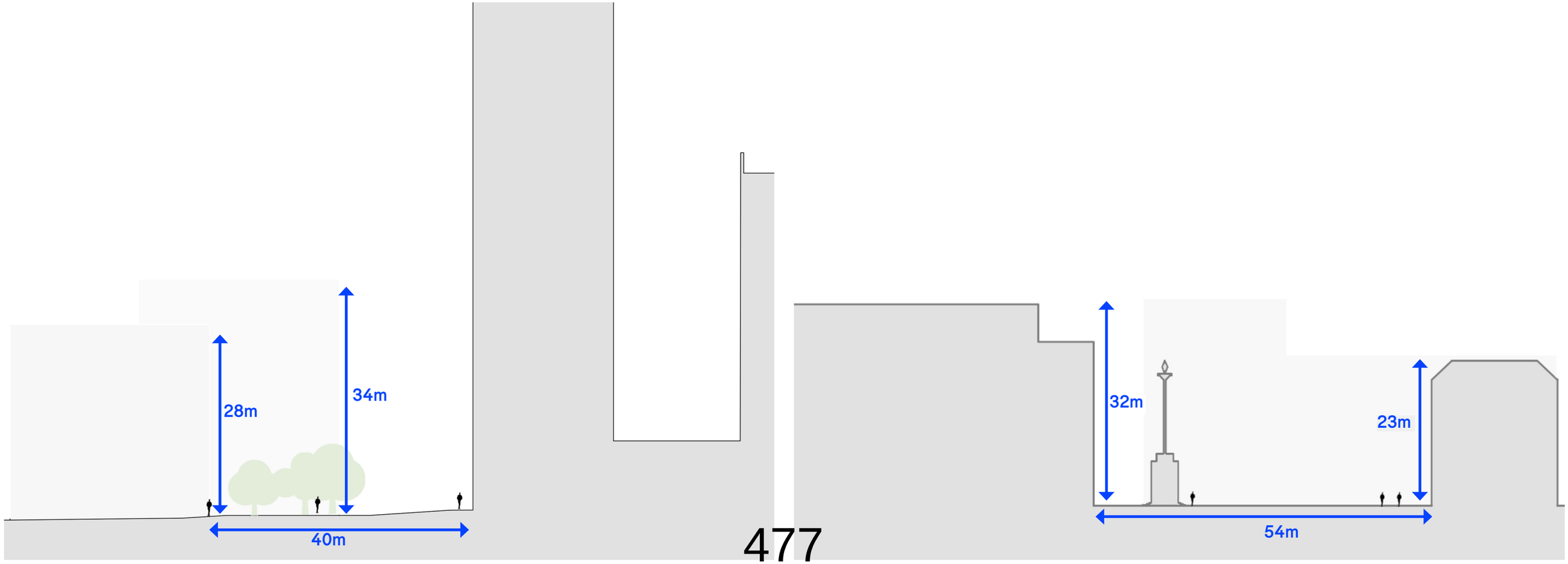
Paternoster Square, City of London



Site Photo



Plan



Paternoster Square

Public space of similar size surrounded by buildings of different scales

A colonnade runs along the perimeter of the square







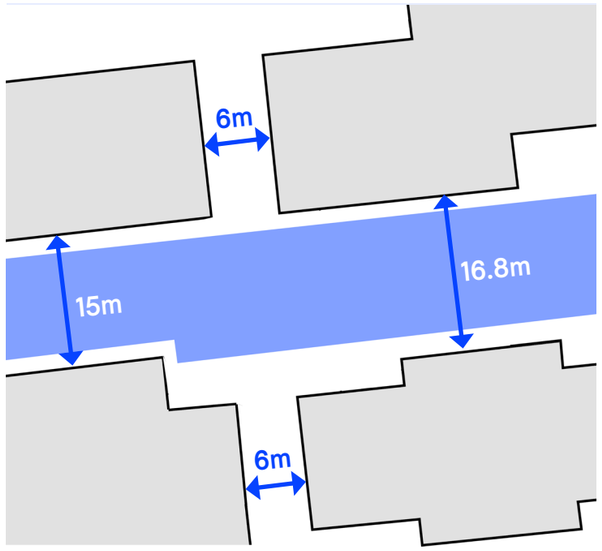


Space Comparison | Retail Street

Retail Street

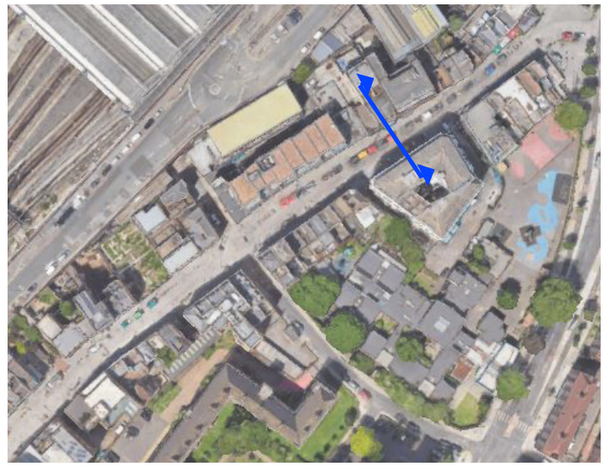


Site Plan

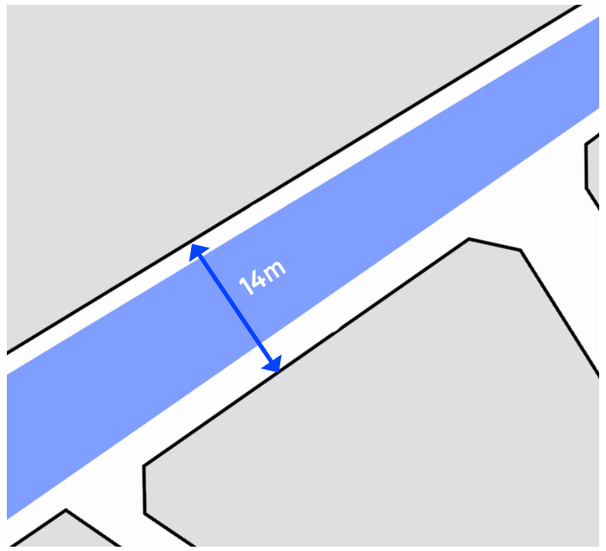


Plan

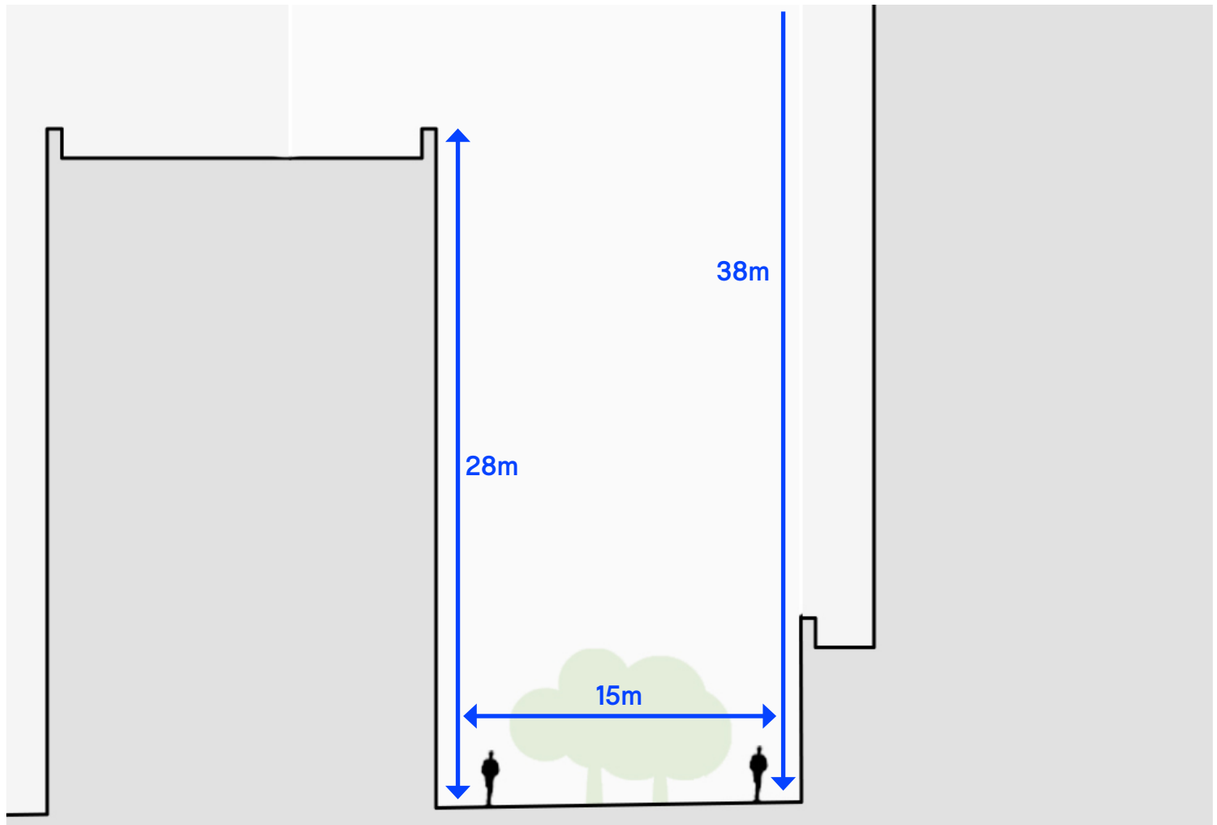
Lower Marsh, Lambeth

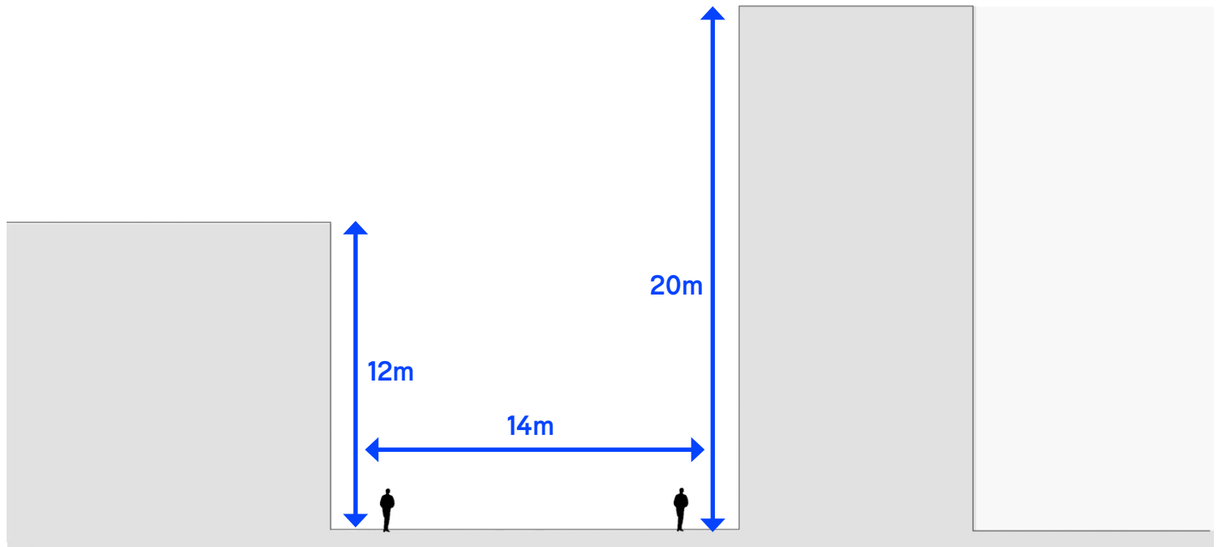


Site Plan



Plan





Lower Marsh

Pedestrianised retail street of similar width surrounded by buildings of different scales

Area for market stalls & public events







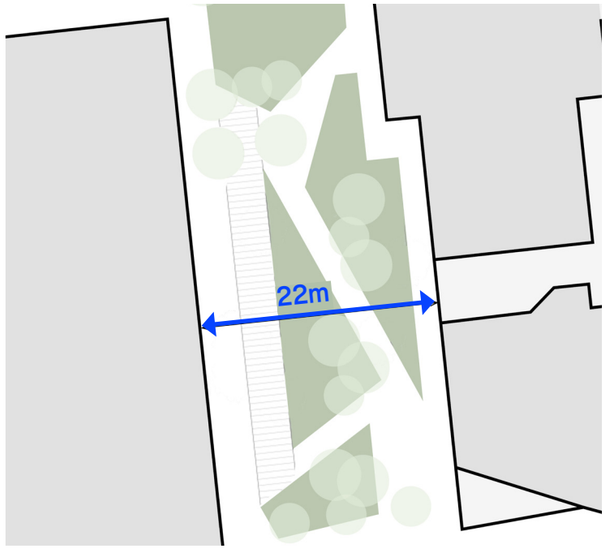


Space Comparison | Linear Park

Linear Park



Site Plan

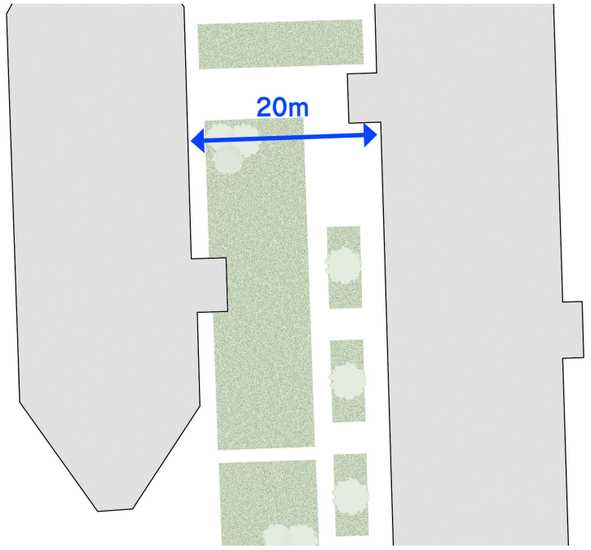


Plan

Riverlight, Battersea



Site Plan



Plan

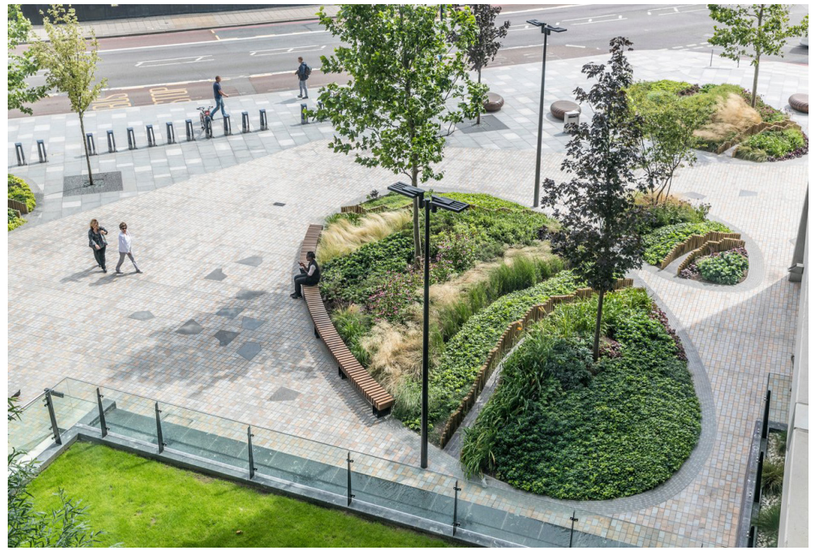
Riverlight

Public green space incorporating playspace

Similar width and length with north-south axis

Overlooked by tall buildings either side, but open at both ends







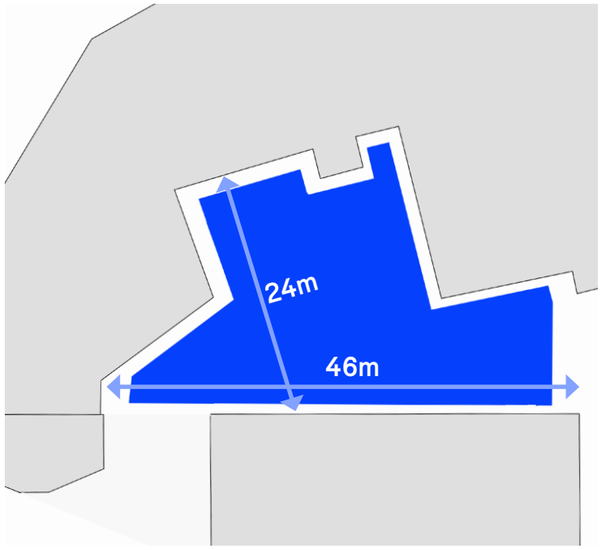


Space Comparison | The Yard

The Yard



Site Plan

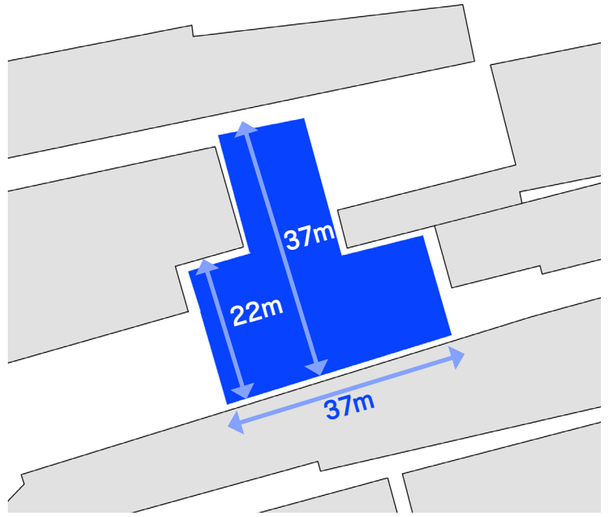


Plan

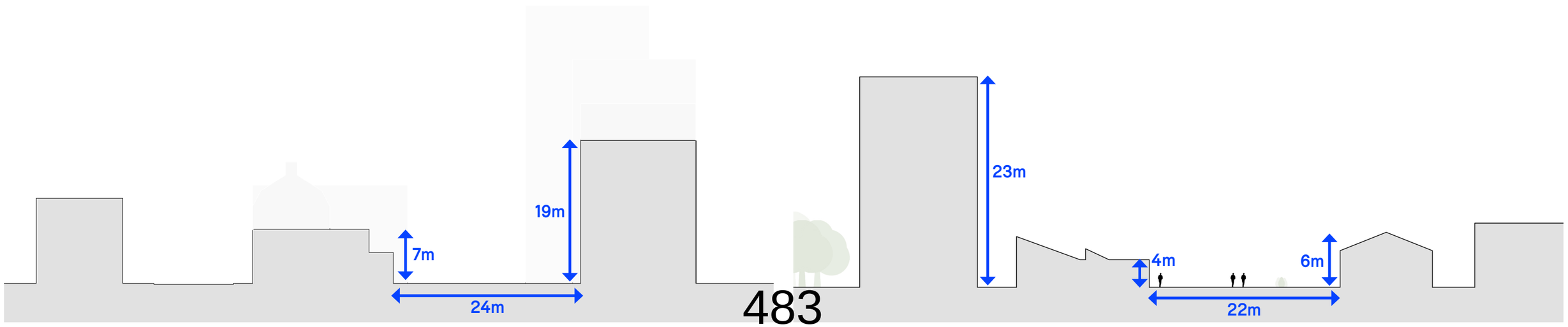
Copeland Park, Peckham



Site Plan



Plan



Copeland Park

A popular area in Peckham which makes use of the backyard space of its surrounding buildings.

Similar scale to the yard space within the masterplan.

Copeland Park neighbours the Bussey Building in the same way the yard would neighbour the Pavilion.









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03. Townscape & Heritage

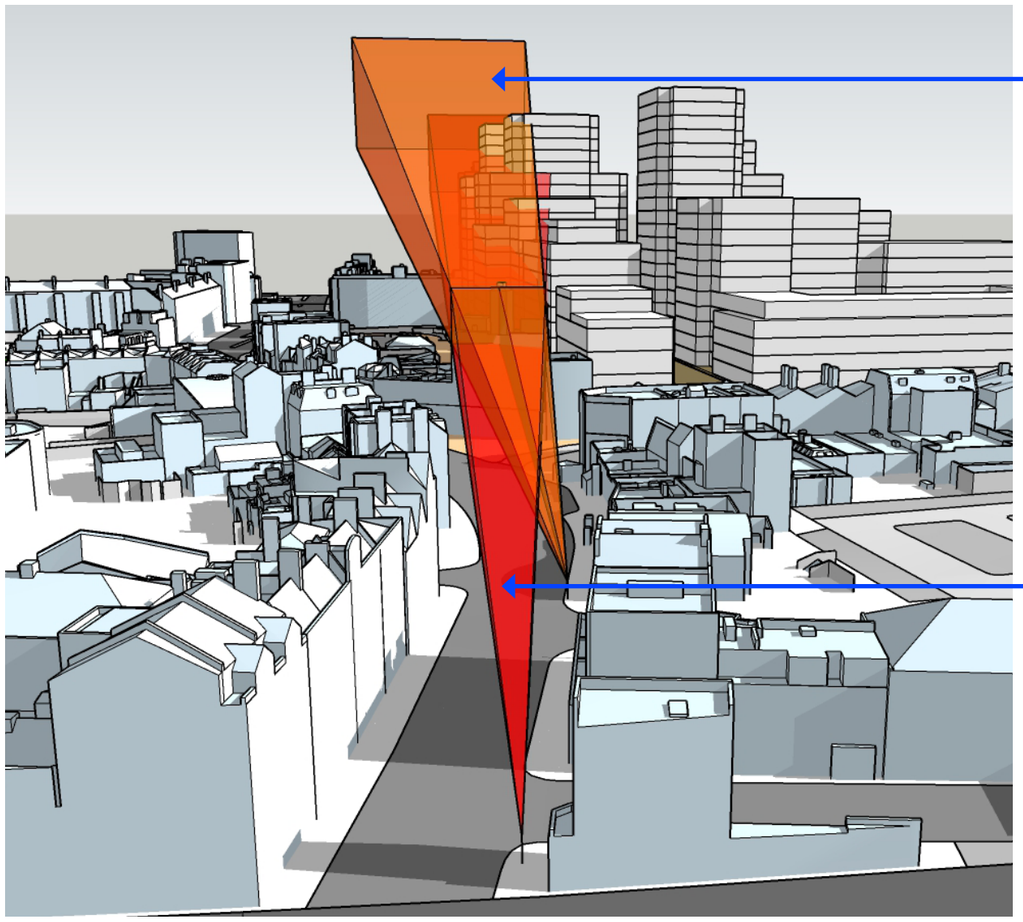
Setting of the Clock Tower

Viewing cones have been modelled from two viewpoints looking towards the clock tower and beyond, to show how the massing of the scheme affects the skyscape around the shoulder and tower of the clock tower.

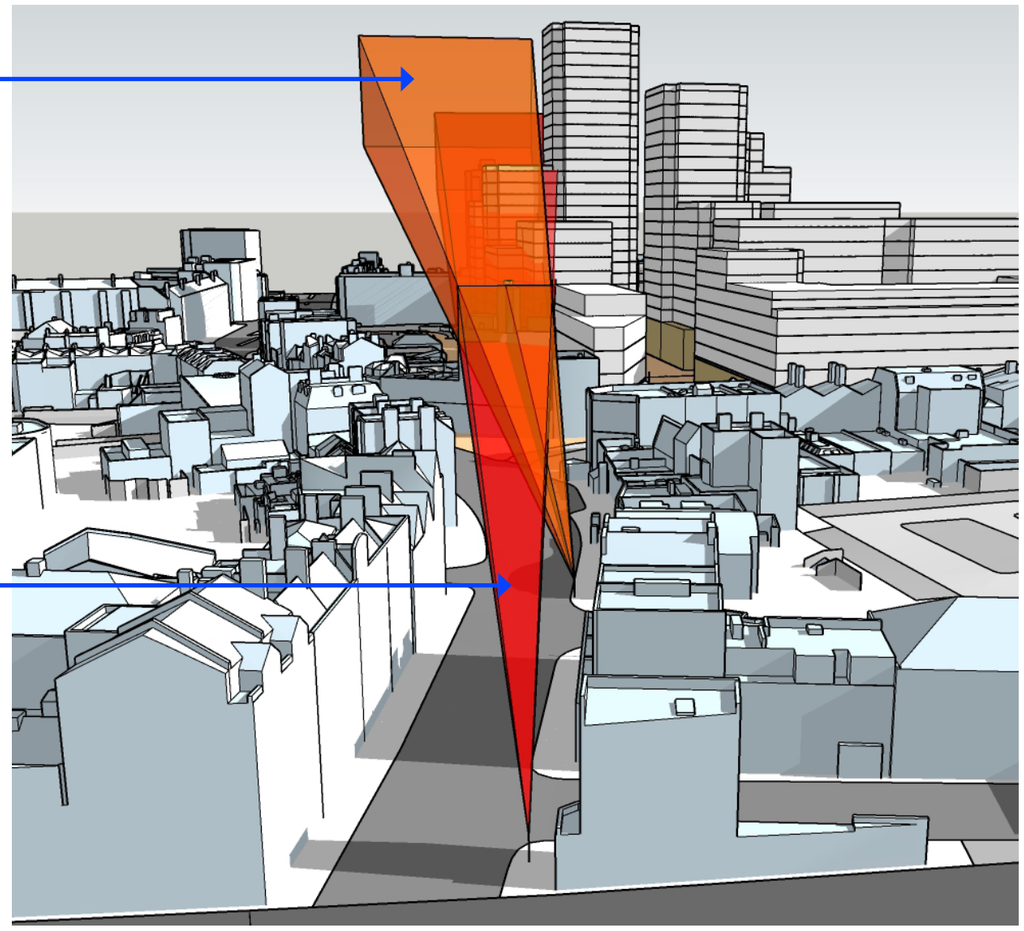
1. The pre-app 4 massing interrupts this sky space

2. The revised proposed massing has not only reduced the height of the buildings to the north of the site, but also has shifted the tall building southwards.

1 Pre-app 4 Massing

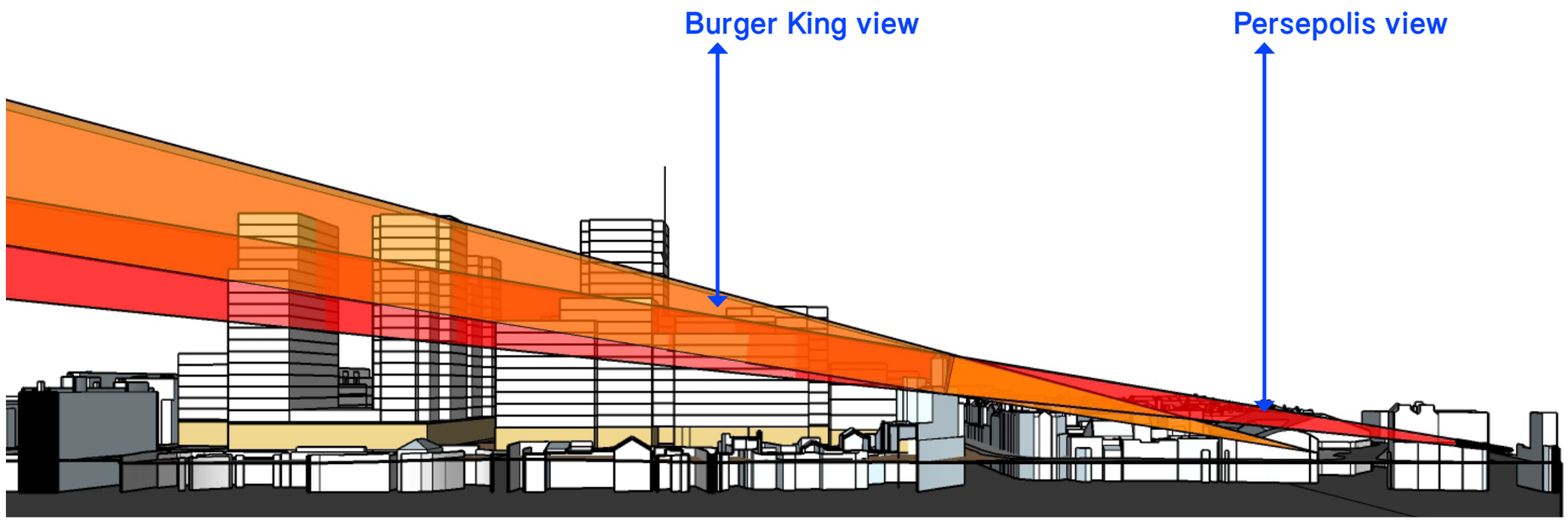


2 Proposed Massing

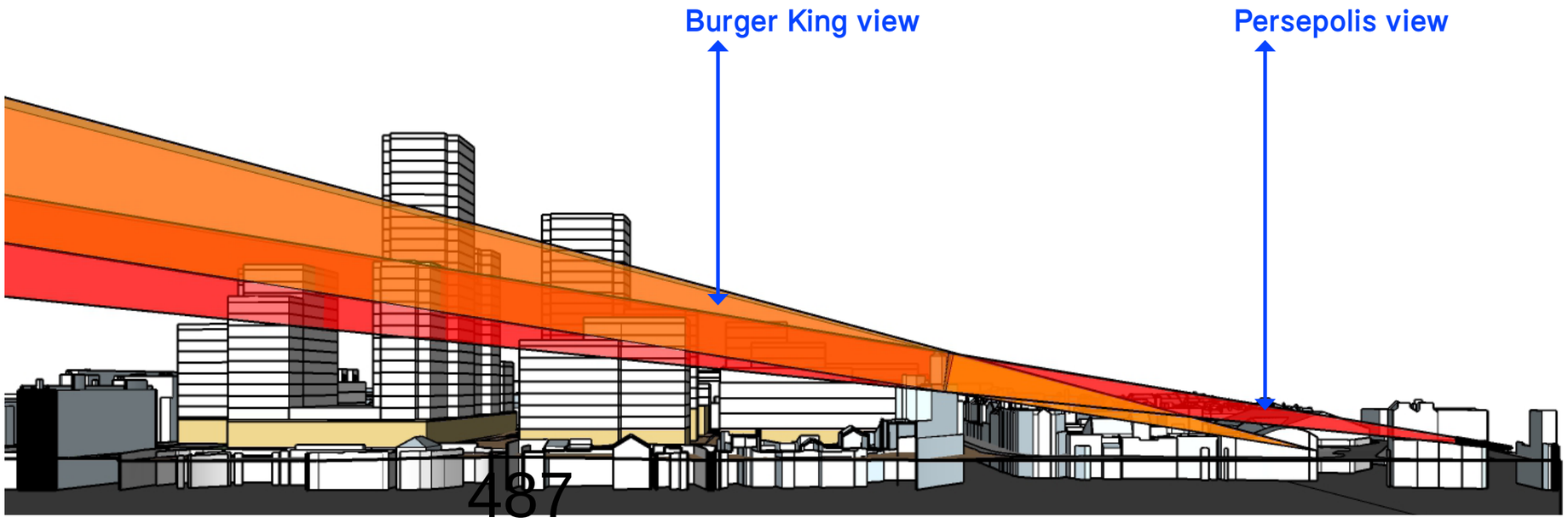


Setting of the Clock Tower

In the long section it is clear that the further away from the site you go, the more this has an impact on the heights of the buildings on the site.



Pre-app 4 Massing



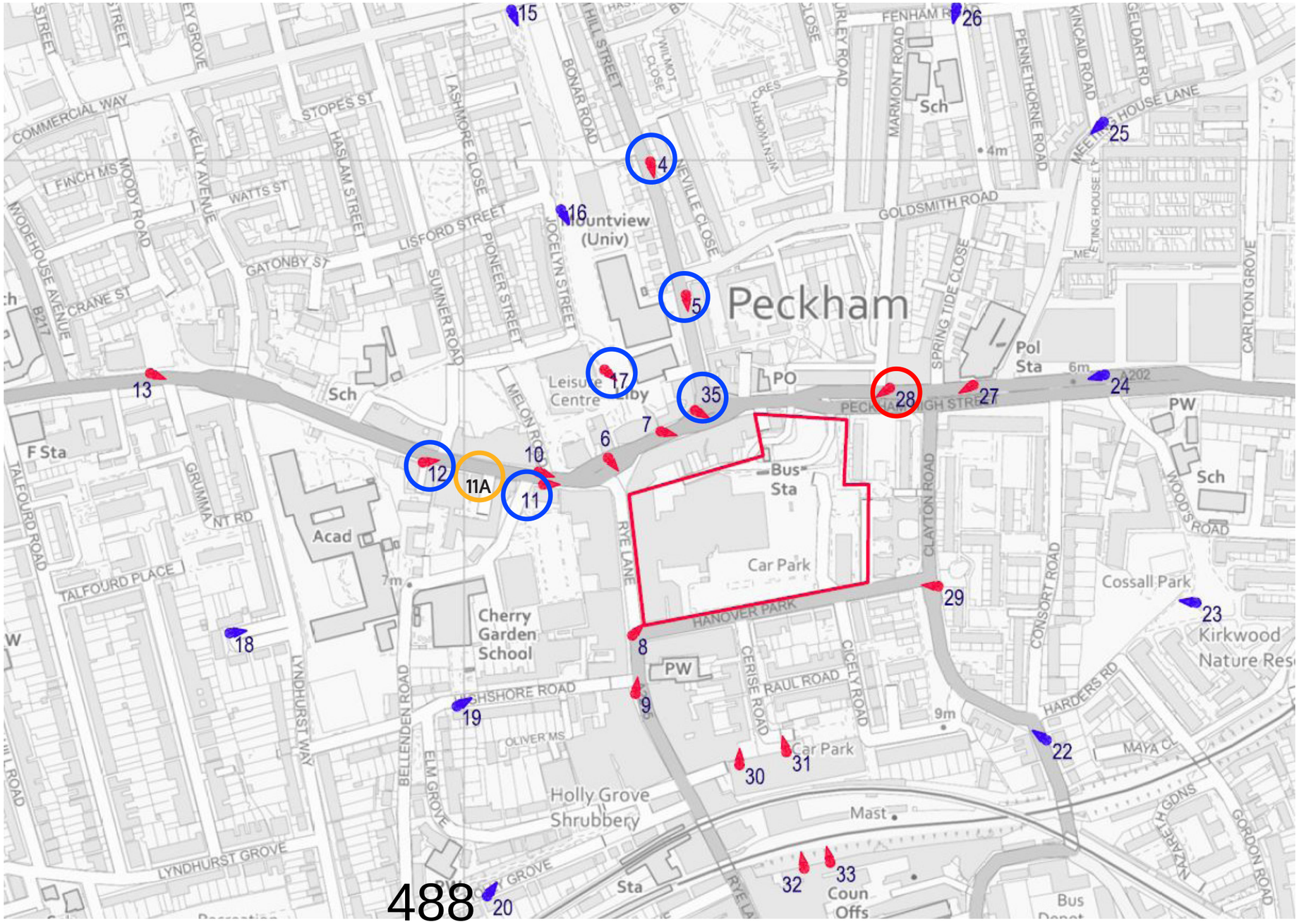
Proposed Massing

Townscape Views Map

Tested Views

The following views have been tested in VU City.

These views were discussed and selected in discussion with the Townscape Consultancy and some additional views have been added which have been taken from the list of verified views.

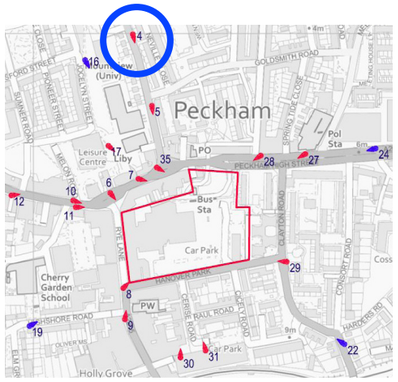


Key:

- Townscape view
- Heritage view
- Persepolis view

View 4: Peckham Hill Street



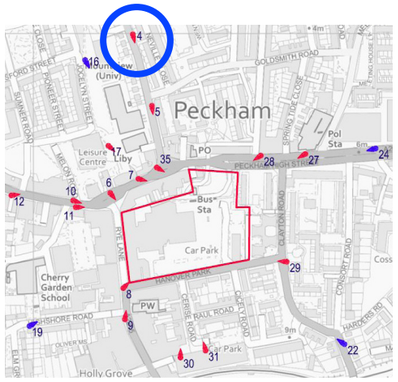


Key:

- Townscape view
- Heritage view
- Persepolis view

View 4: Peckham Hill Street | Proposed



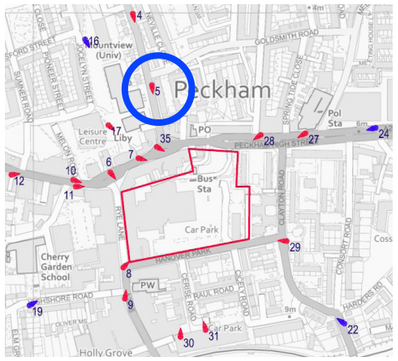


Key:

- Townscape view
- Heritage view
- Persepolis view
- Pre-app 4 outline

View 5: Peckham Hill Street



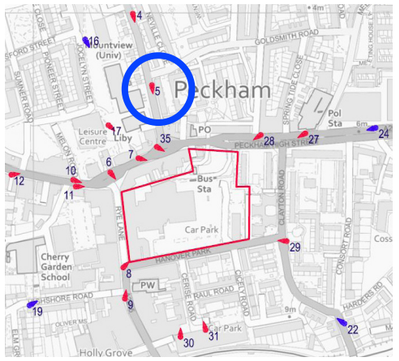


Key:

- Townscape view
- Heritage view
- Persepolis view

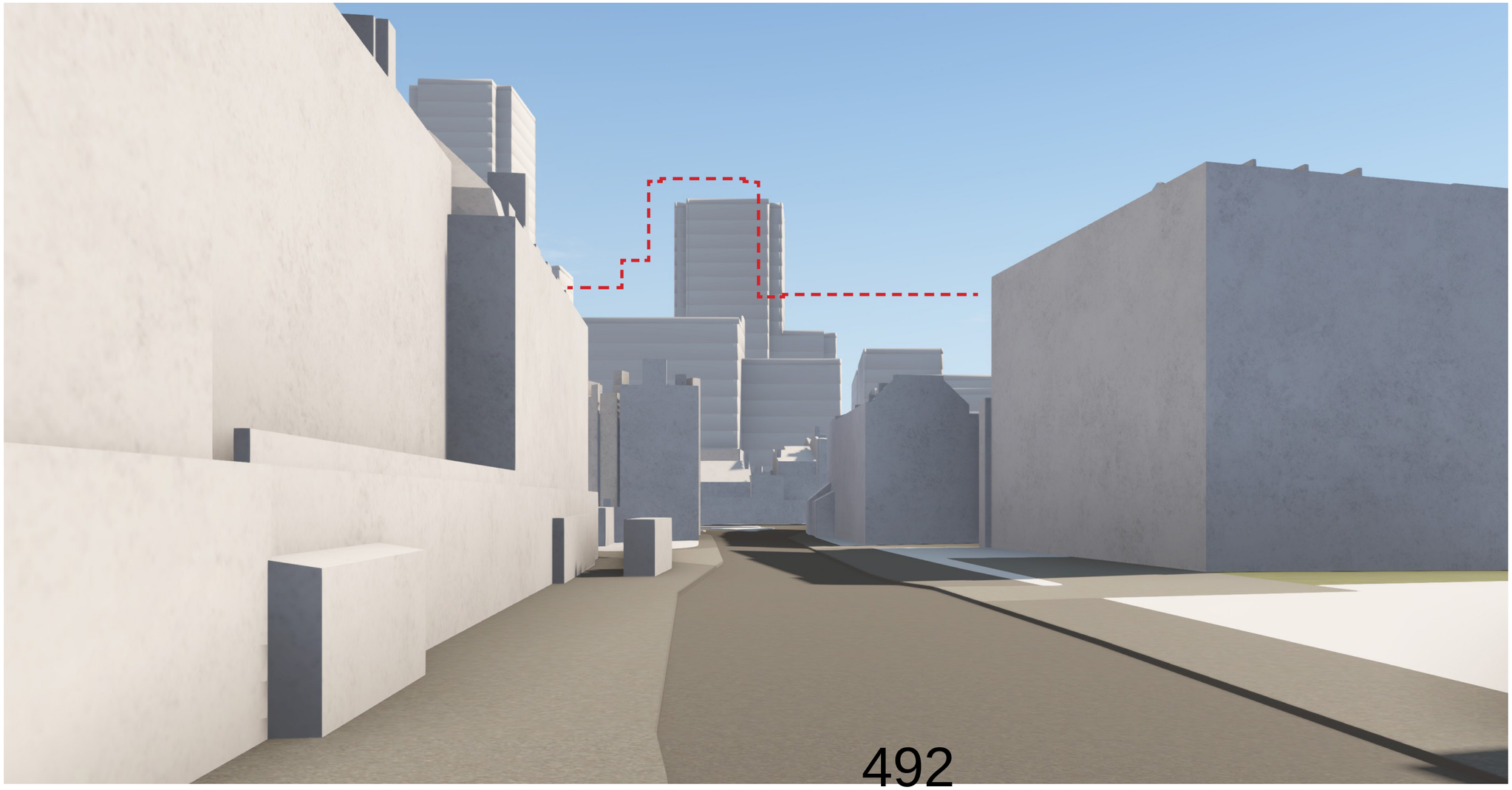
491

View 5: Peckham Hill Street | Proposed



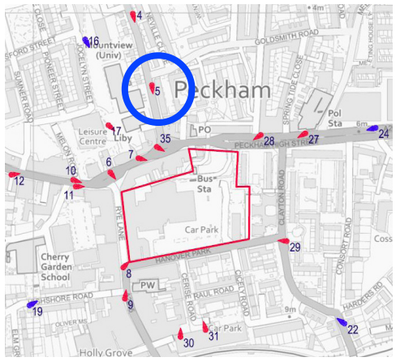
Key:

- Townscape view
- Heritage view
- Persepolis view
- Pre-app 4 outline



View 5: Peckham Hill Street | Proposed Photomontage



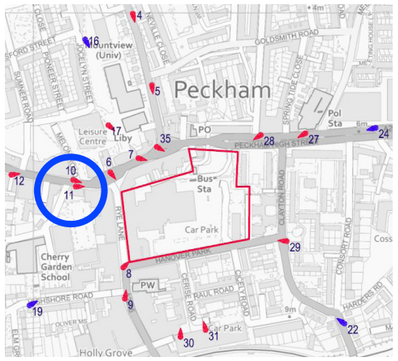


Key:

- Townscape view
- Heritage view
- Persepolis view

View 11: Peckham Road (Burger King)

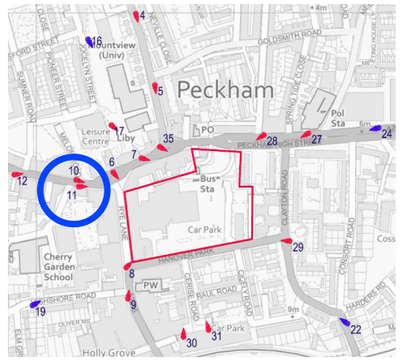


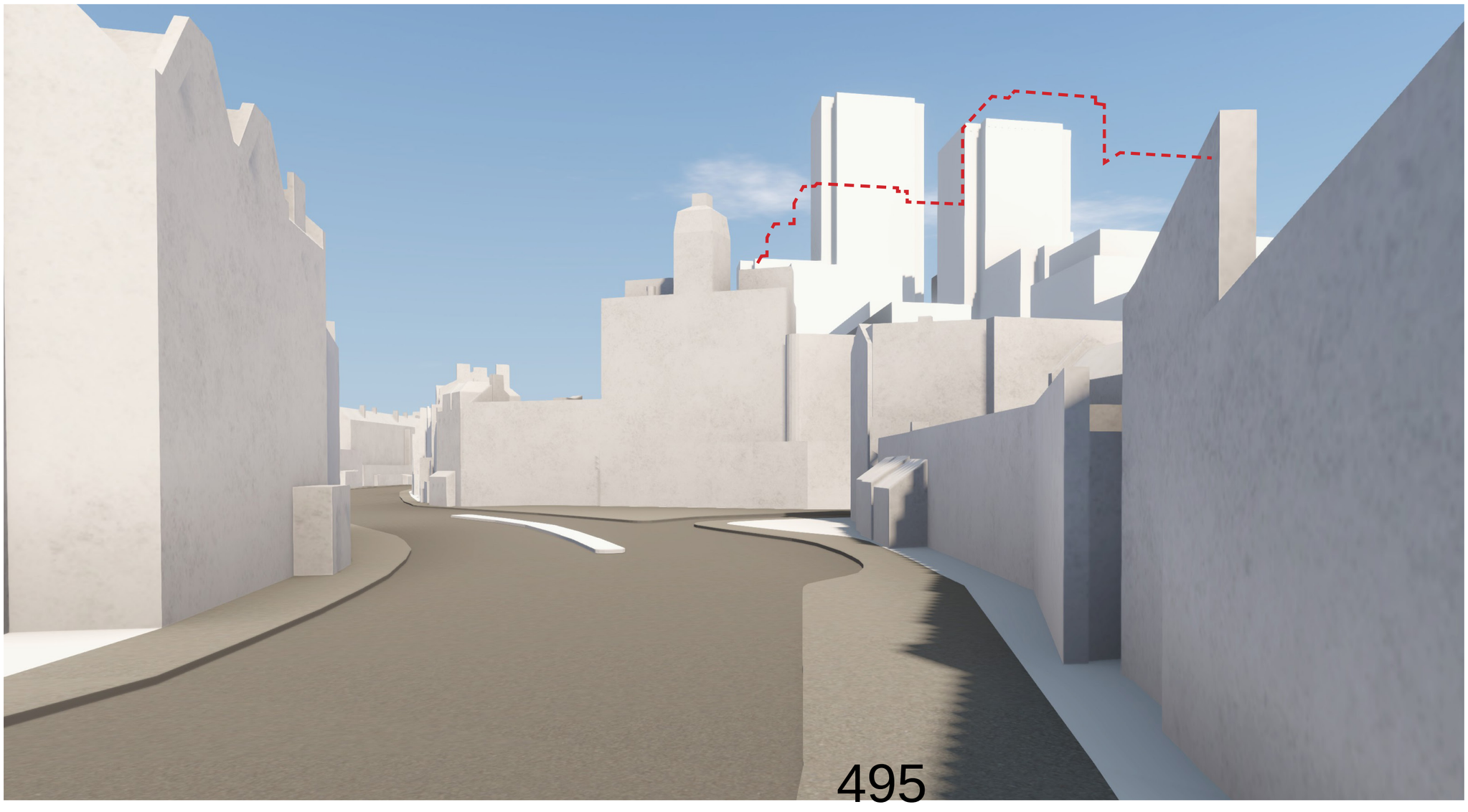


Key:

- Townscape view
- Heritage view
- Persepolis view

View 11: Peckham Road (Burger King) | Proposed



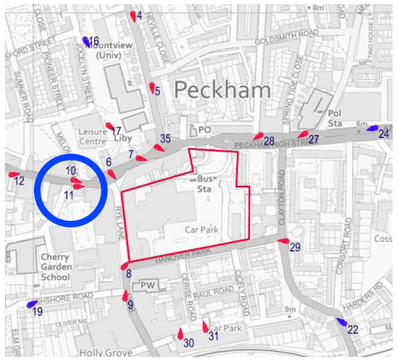


Key:

- Townscape view
- Heritage view
- Persepolis view
- Pre-app 4 outline

View 11: Peckham Road (Burger King) | Photomontage

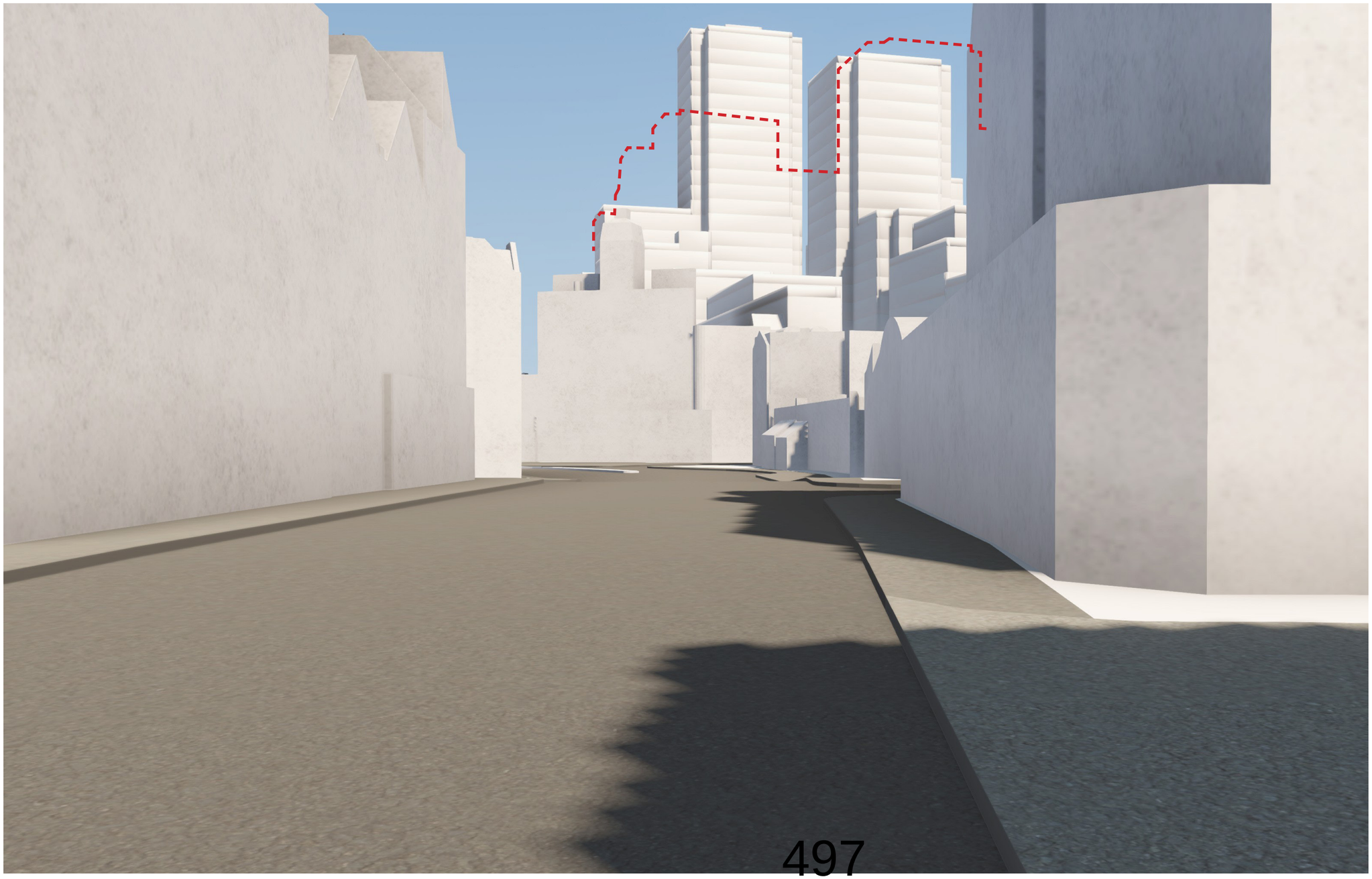


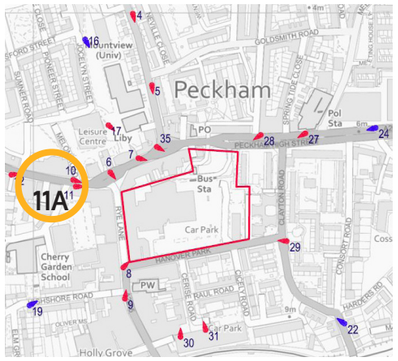


Key:

- Townscape view
- Heritage view
- Persepolis view

View 11A: Peckham Road (Persepolis) | Proposed



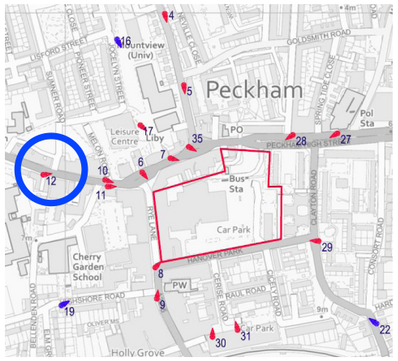


Key:

- Townscape view
- Heritage view
- Persepolis view
- Pre-app 4 outline

View 12: Peckham Road



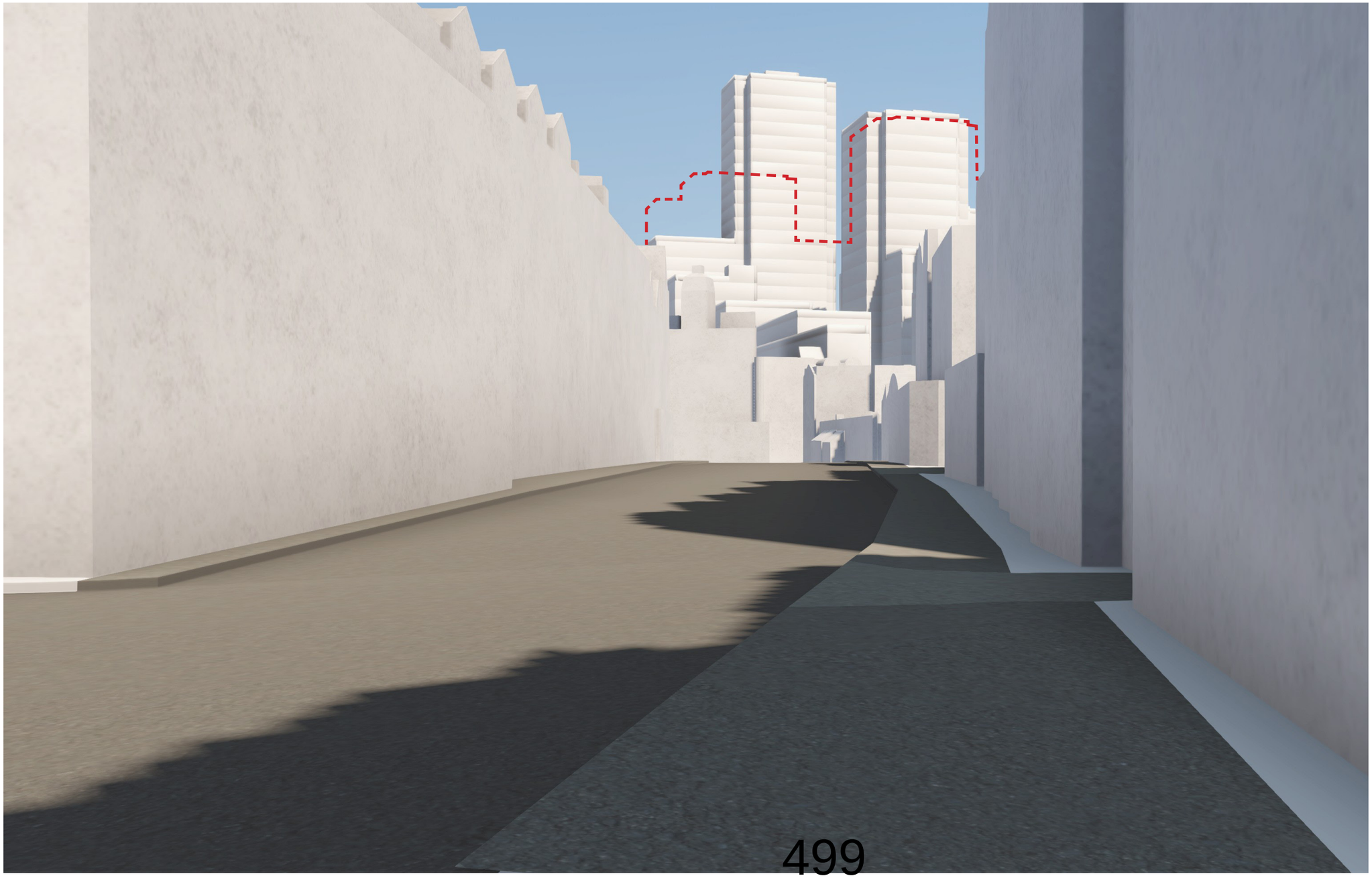


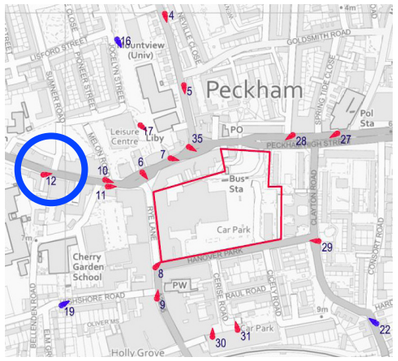
Key:

- Townscape view
- Heritage view
- Persepolis view

498

View 12: Peckham Road | Proposed



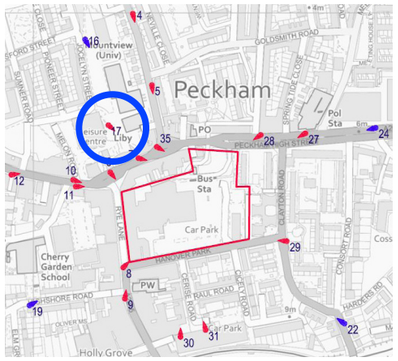


Key:

- Townscape view
- Heritage view
- Persepolis view
- Pre-app 4 outline

View 17: Library Square

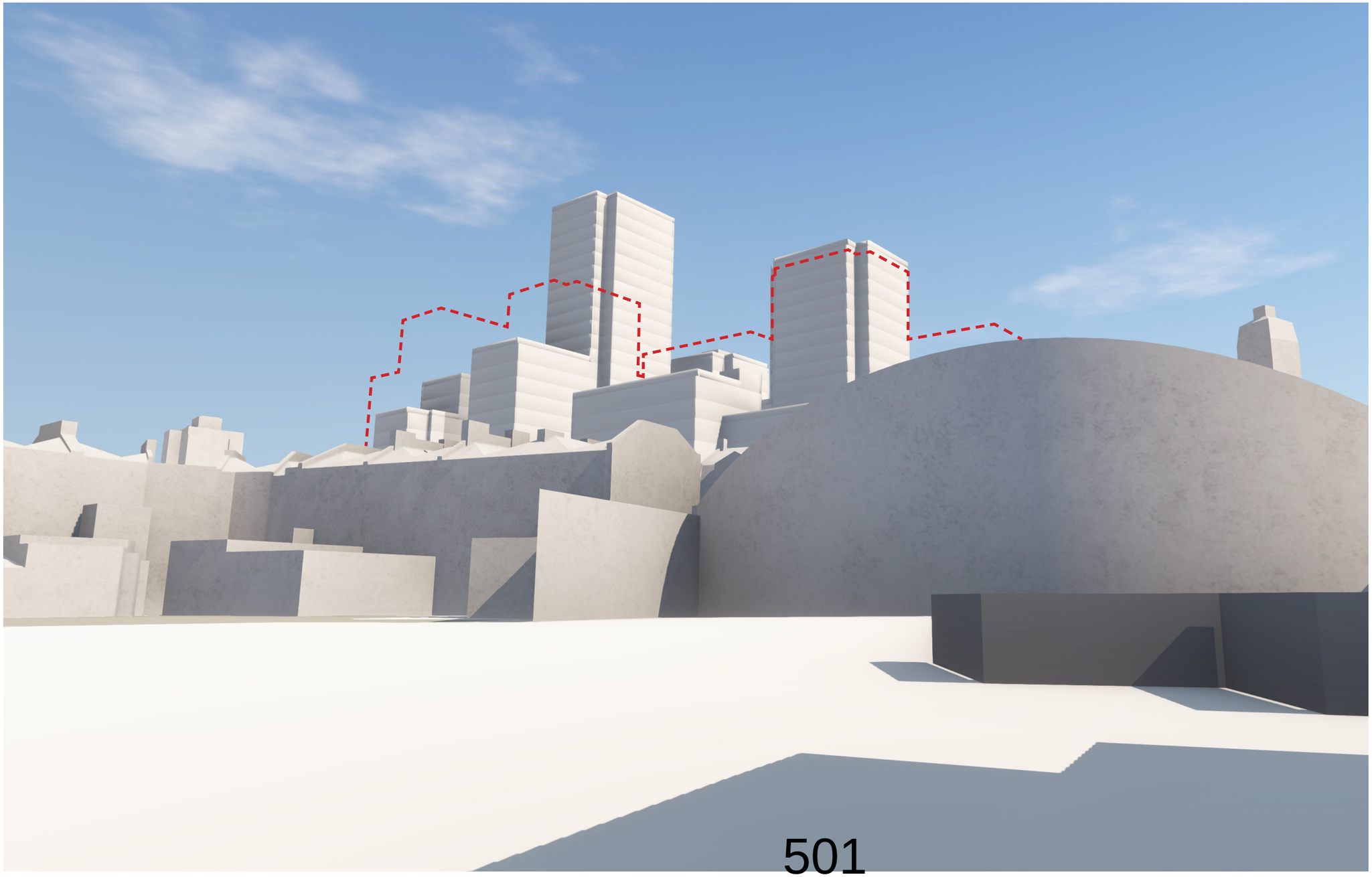


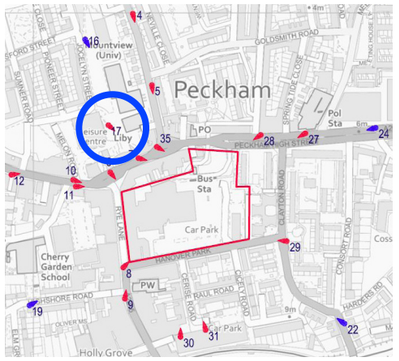


Key:

- Townscape view
- Heritage view
- Persepolis view

View 17: Library Square | Proposed





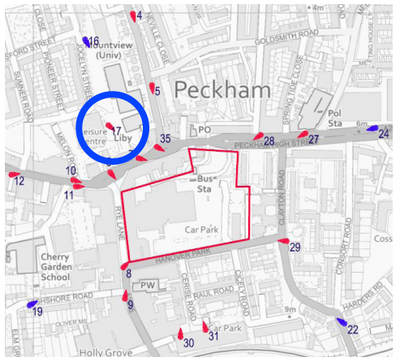
Key:

- Townscape view
- Heritage view
- Persepolis view
- Pre-app 4 outline

501

View 17: Library Square | Photomontage





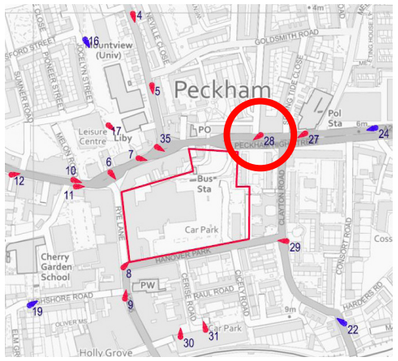
Key:

- Townscape view
- Heritage view
- Persepolis view

View 28: Marmont Road



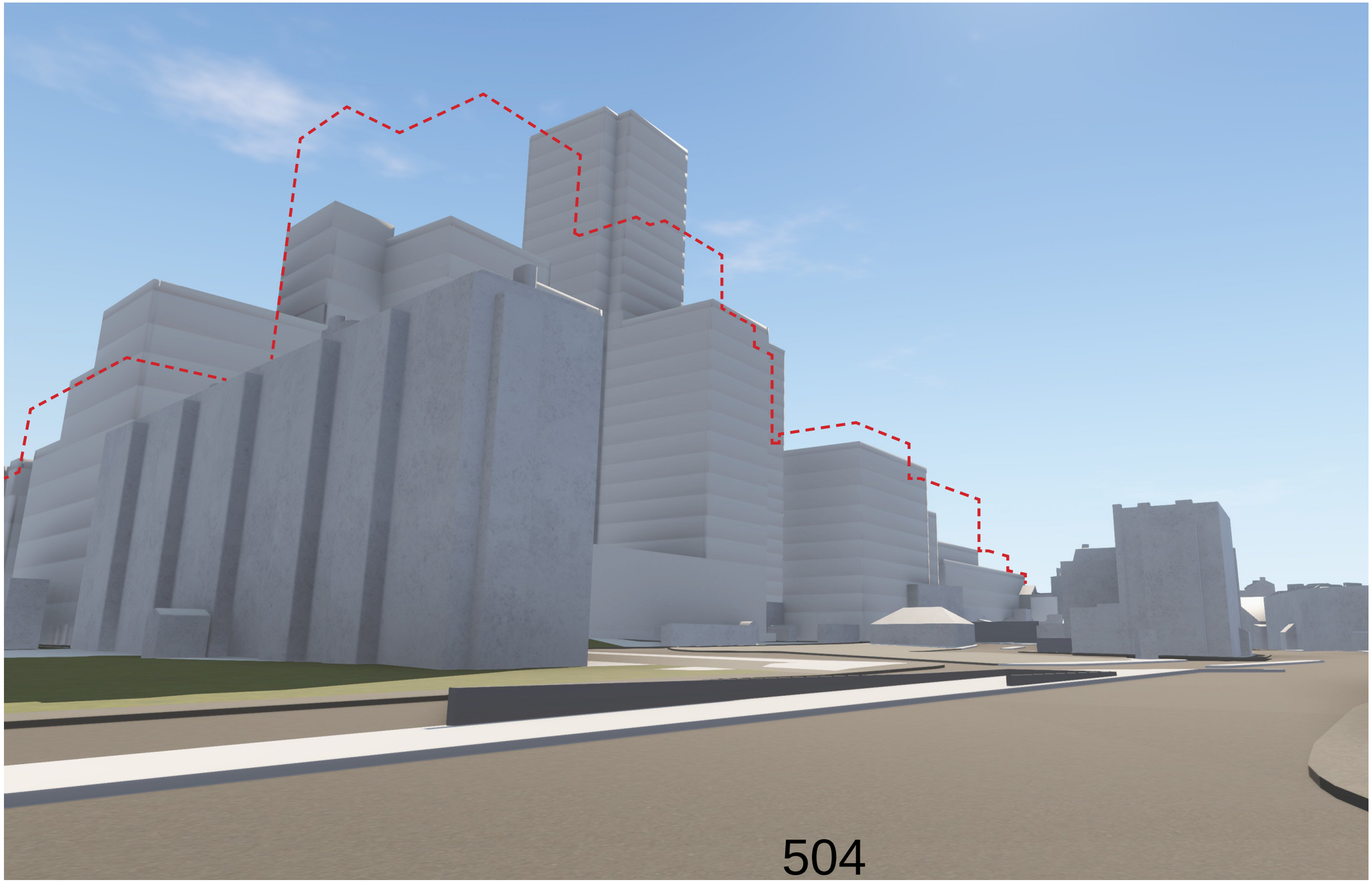
503

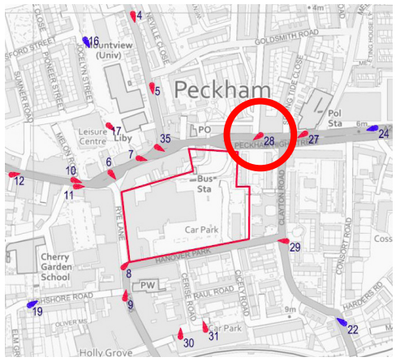


Key:

- Townscape view
- Heritage view
- Persepolis view

View 28: Marmont Road | Proposed

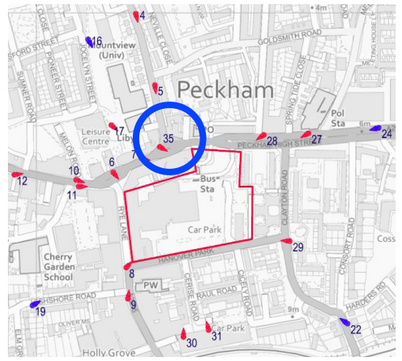




Key:

- Townscape view
- Heritage view
- Persepolis view
- Pre-app 4 outline

View 35: Peckham High Street



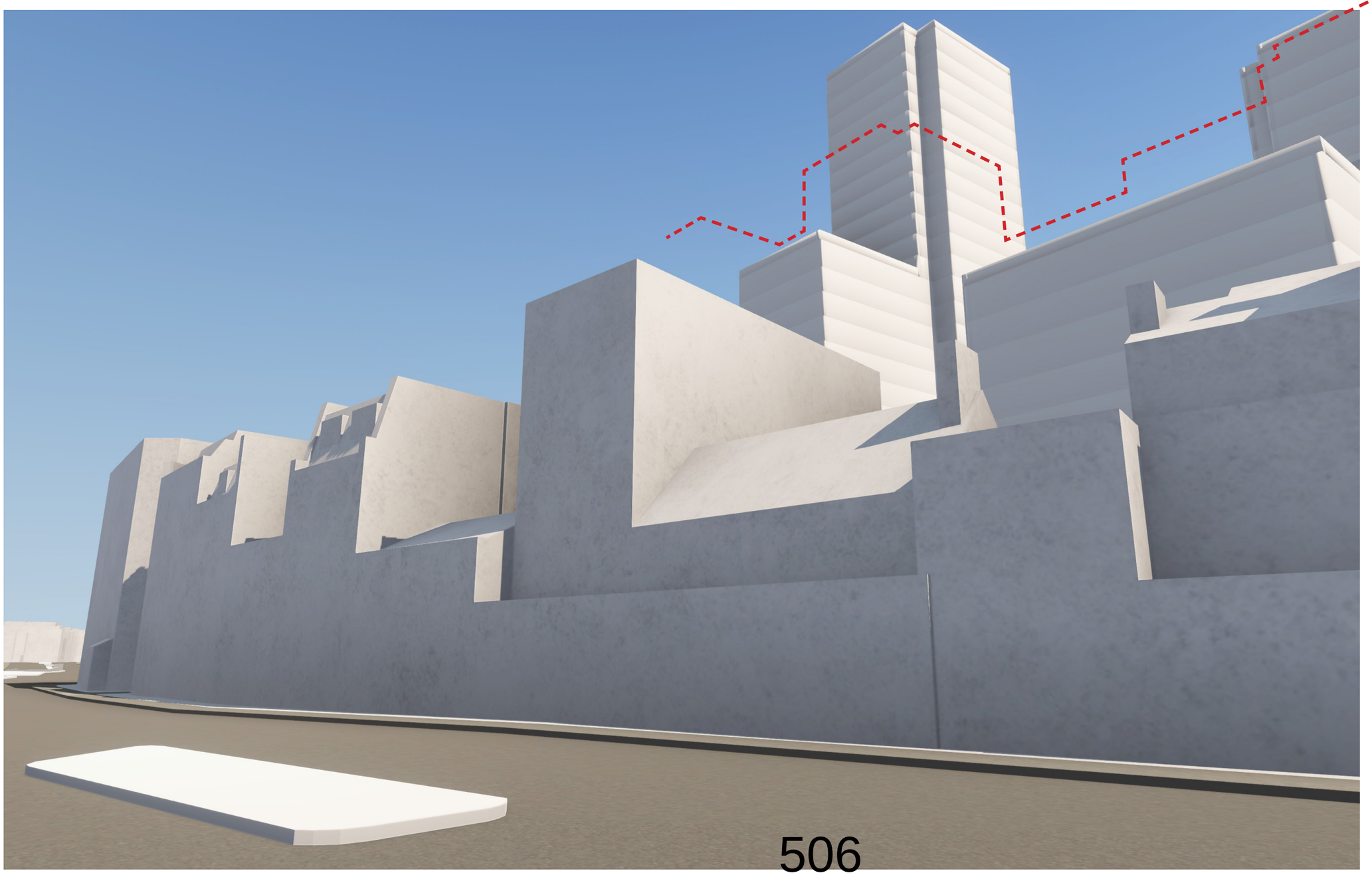
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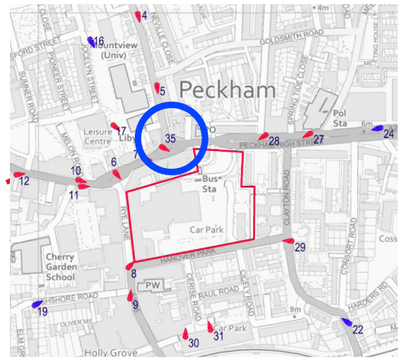
- Townscape view
- Heritage view
- Persepolis view



505

View 35: Peckham High Street | Proposed





Key:

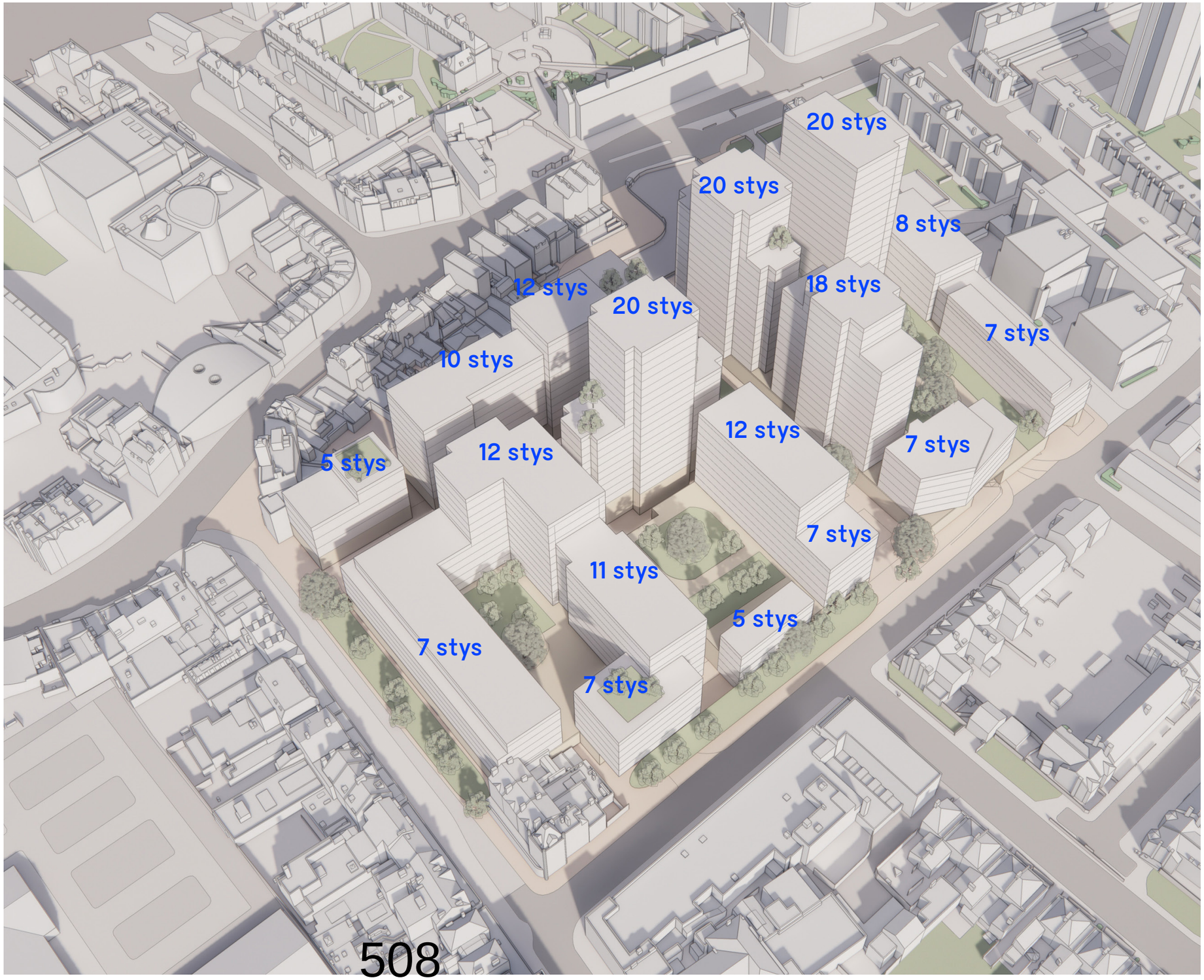
- Townscape view
- Heritage view
- Persepolis view
- Pre-app 4 outline

04. Massing

Massing | Pre-app 4 Scheme

Proposed Changes

- Reduce height and to northern and perimeter blocks
- Increase height of M1 tower
- Remove building N2

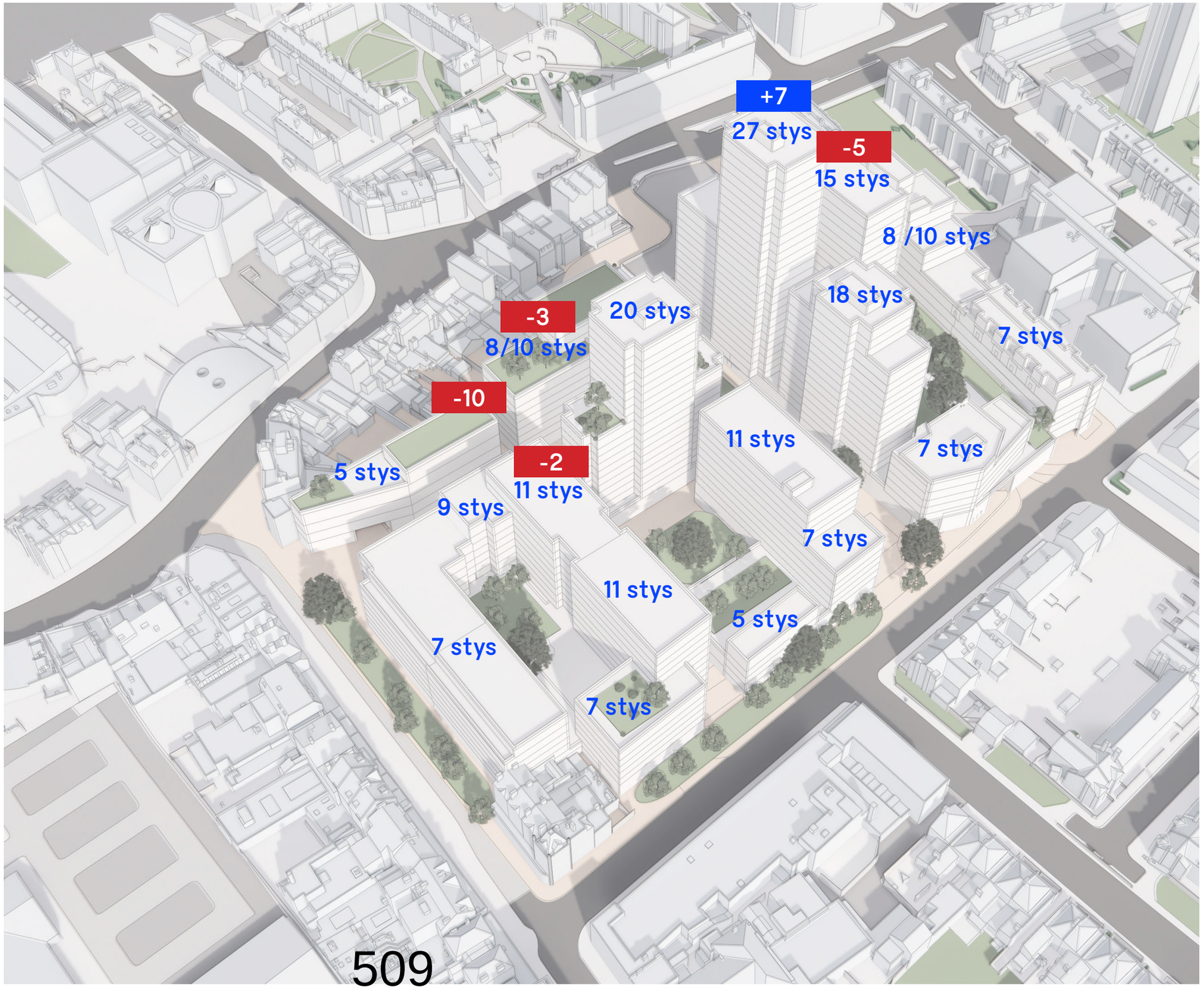




Massing | Proposed Scheme with Changes

Key Changes

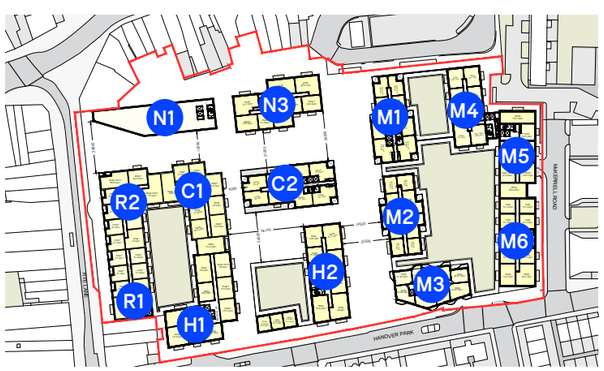
- Removal of the N2 Block to the north
- Reduce height on N3
- Redistributing height on C1 and H1
- Increase height on M1 to 27 storeys
- Reduction in height to M4
- Redistributing height on M5/ M6



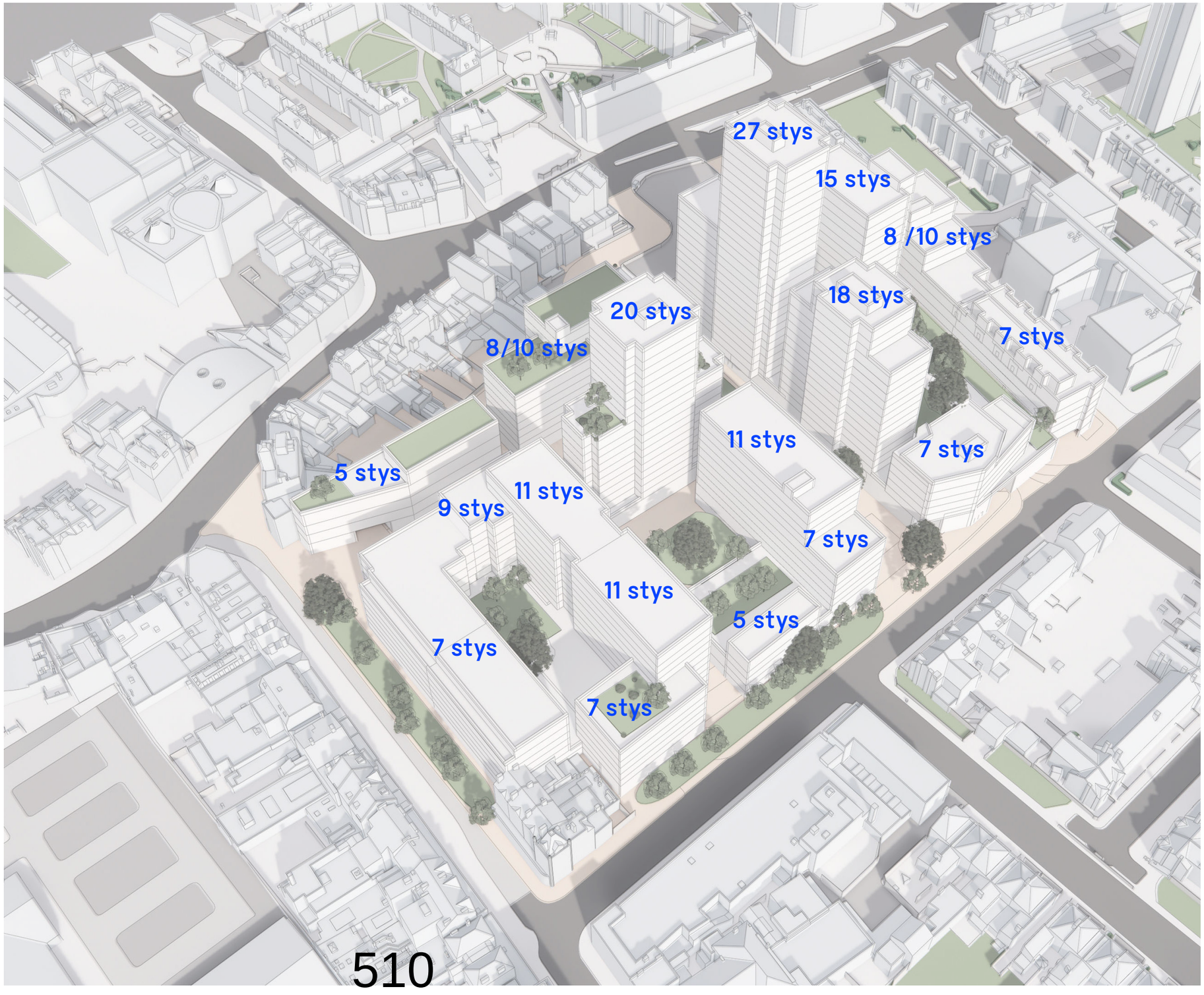
Key

xx Height reduction

xx Height Increase



Massing | Proposed Scheme





510

05. Daylight & Sunlight

Sunlight Analysis Within the Site | Pre-app 4 Scheme

It is expected that all amenity spaces and play spaces should pass the BRE sunlight threshold of 50% of the space receiving at least two hours of sunlight on the 21st March. All amenity spaces pass the BRE sunlight test.

21st March



21st June



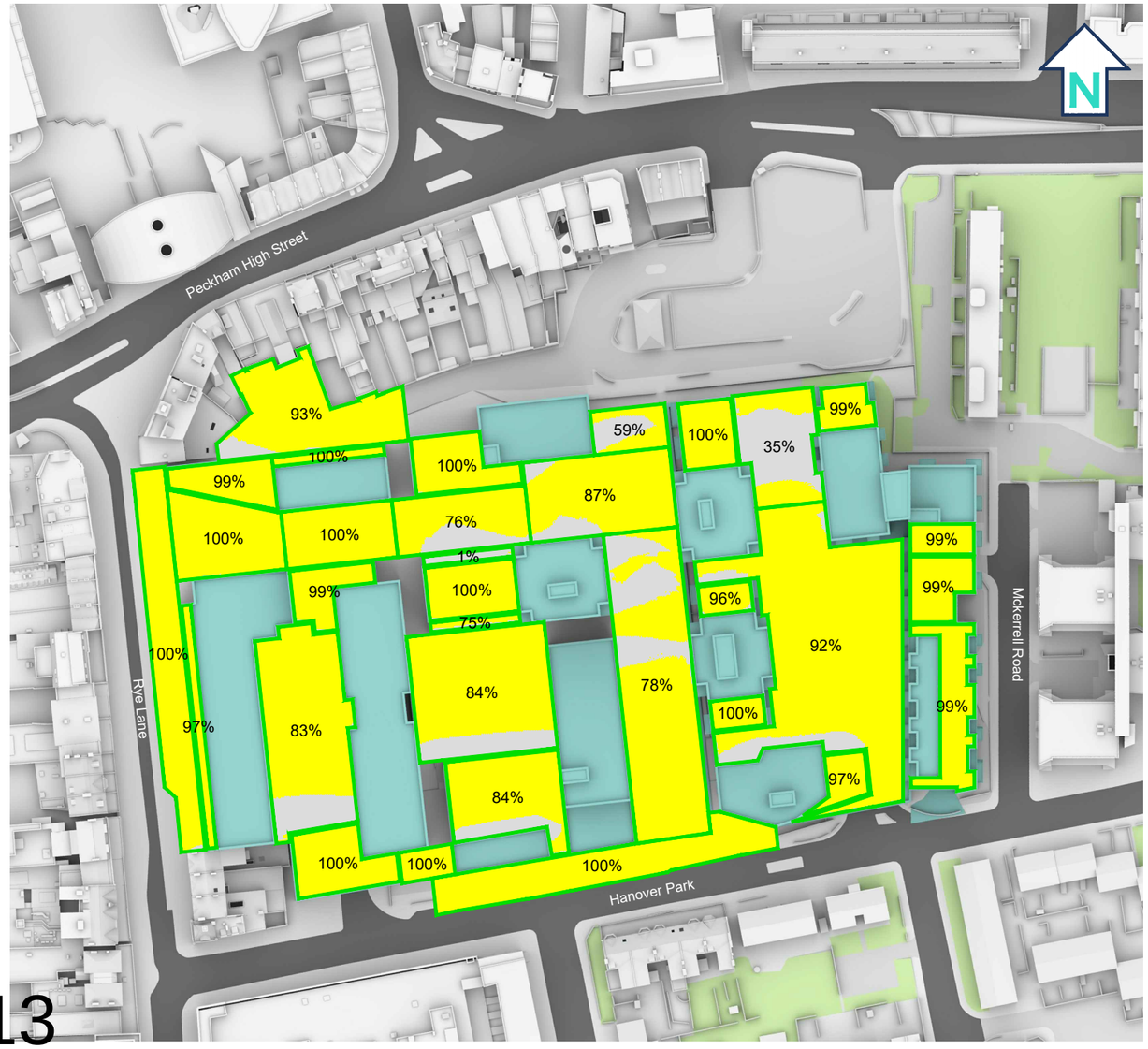
Sunlight Analysis Within the Site | Proposed Scheme

It is expected that all amenity spaces and play spaces should pass the BRE sunlight threshold of 50% of the space receiving at least two hours of sunlight on the 21st March. All amenity spaces pass the BRE sunlight test except the phase 3 podium.

21st March



21st June



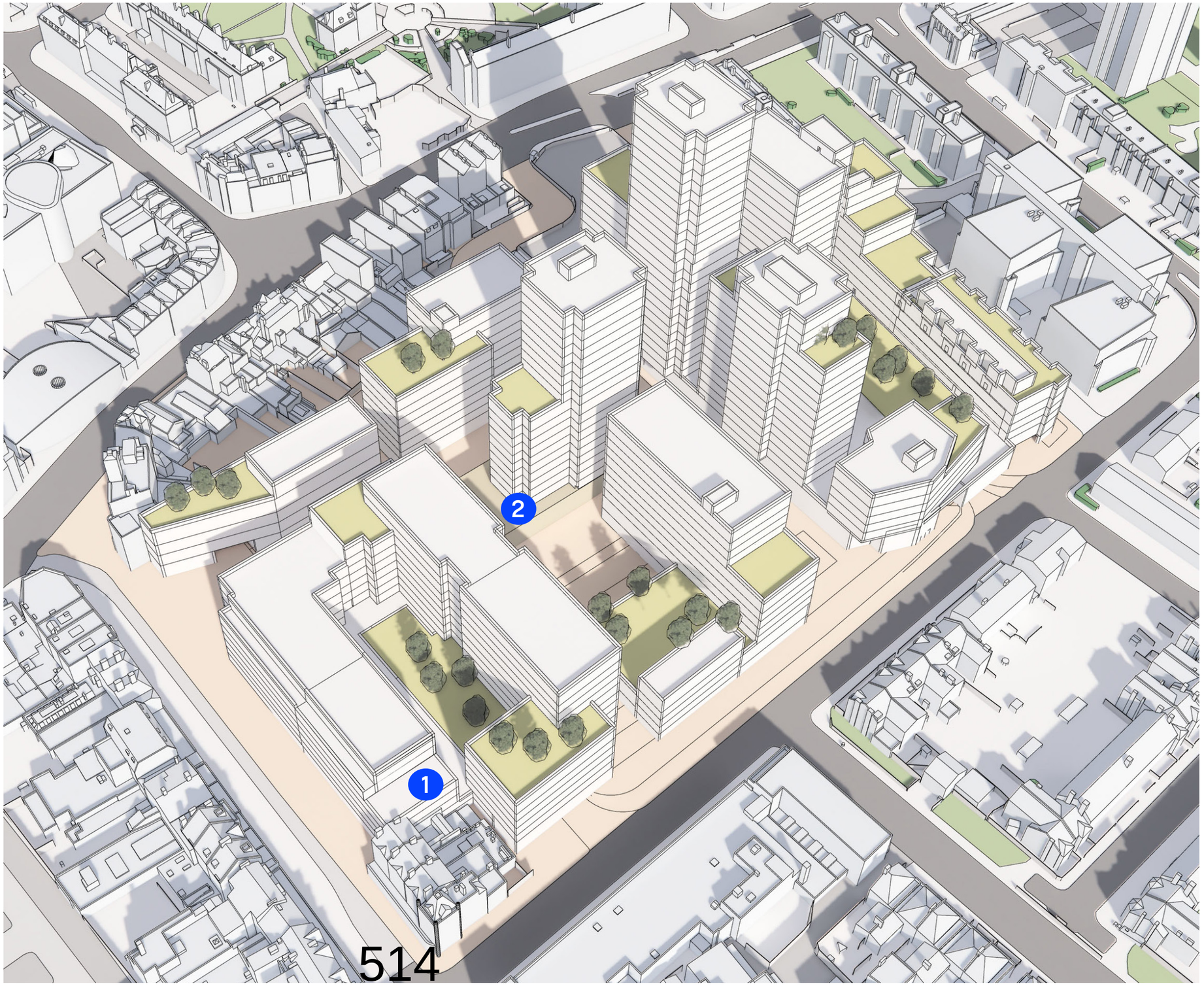
513

Alternative Massing View with Additional Cuts

1. The phase 3 podium achieves 44% in the BRE sunlight test, to a reduction in massing to the R2 block is proposed to enable more sunlight to reach the courtyard. Two storeys have been removed from the southern end of the block which will also reduce the scale of this block adjacent to the Bank building.

2. The central and eastern part retail street receives very little sunlight in the March 21st test. This is because it is overshadowed by the buildings to the south. As long as there is an east-west route through the site, it will always be overshadowed by buildings to the south.

In order to improve the sunlight to the street, a test has been carried out to see if a wider break between buildings will help. The shoulder of C2 which is 12m long has been removed down to the retail level.



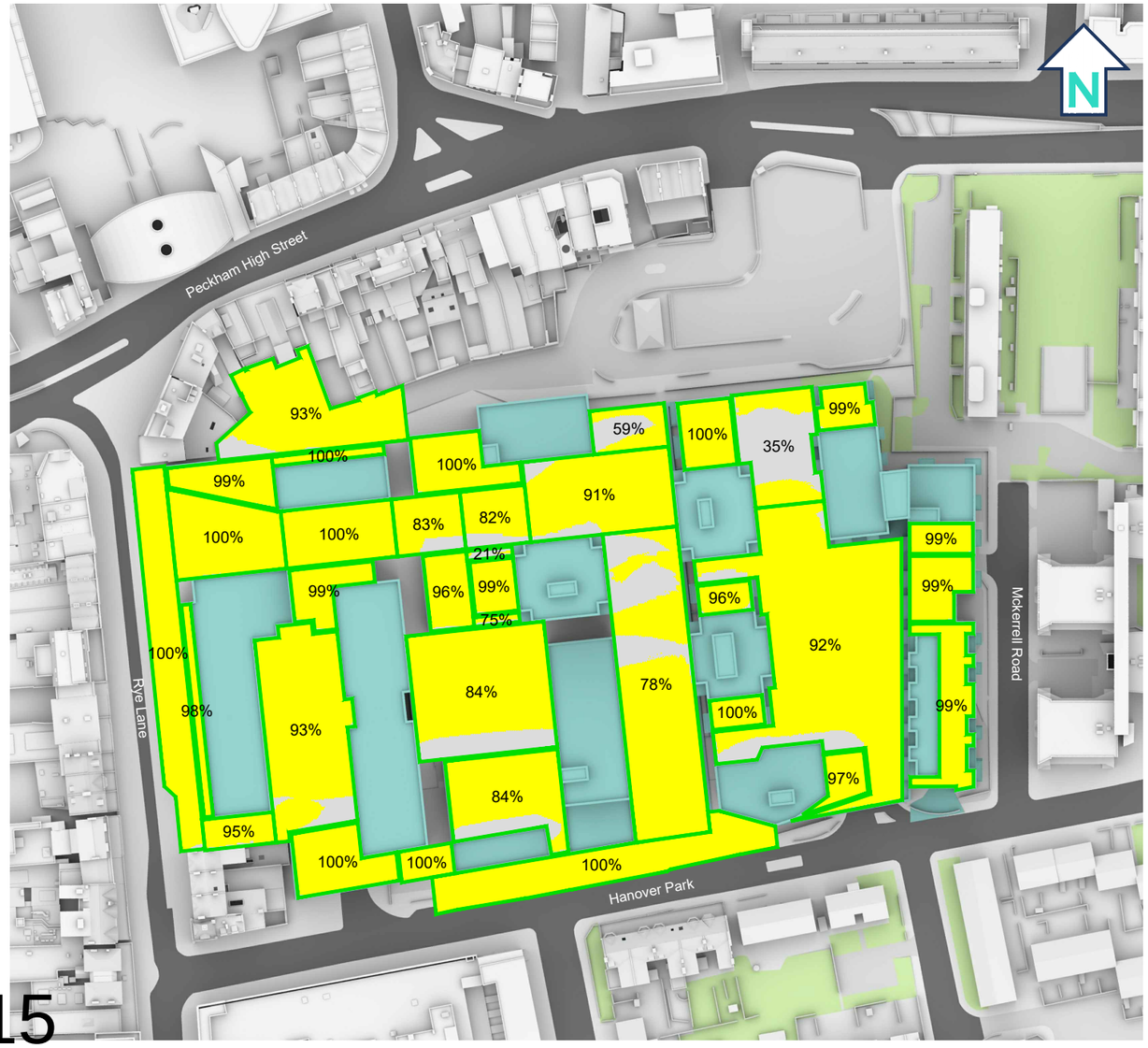
Sunlight Analysis Within the Site | Additional Cuts

It is expected that all amenity spaces and play spaces should pass the BRE sunlight threshold of 50% of the space receiving at least two hours of sunlight on the 21st March. All amenity spaces and the linear park pass the BRE sunlight test.

21st March



21st June



Daylight Impact | McKerrell Road

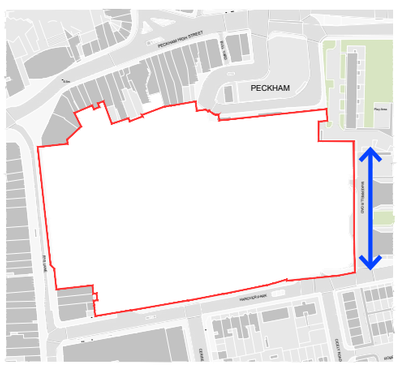
The buildings on McKerrell Road are apartment blocks that sit on their boundary edge with windows facing the site. McKerrell Road to 81 Hanover Park, is directly opposite the site. Point 2 Surveyors have recommended that the daylight loss as a result of our massing should be measured in VSC (vertical sky component) and should not fall below 15%. This figure was agreed with the Southwark.

Results:

The majority of the windows in the site facing façades retain good VSC levels. A number of windows fall below the 15% alternative target value. A number these windows are serving dual aspect rooms, therefore VSC to these rooms as a whole will be higher than the values shown. The small overhanging balconies will limit daylight to the windows underneath.







Daylight Impact | Hanover Park

The buildings on Hanover Park are apartment blocks and houses with windows facing the site. Point 2 Surveyors have recommended that the daylight loss as a result of our massing should be measured in VSC (vertical sky component) and should not fall below 18%. This figure was agreed with the Southwark.

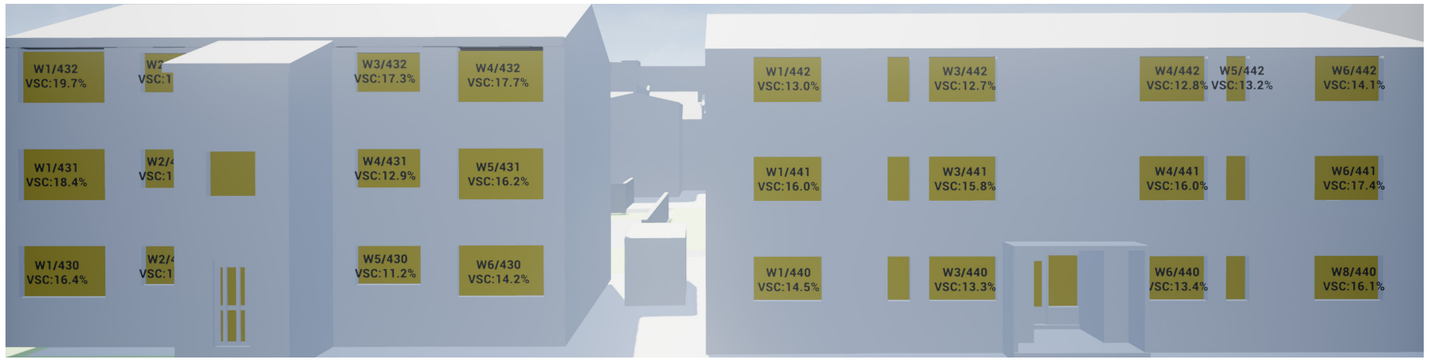


No. 44-46 | No. 40 | No. 30-36 | No. 20-28 | No. 14-16

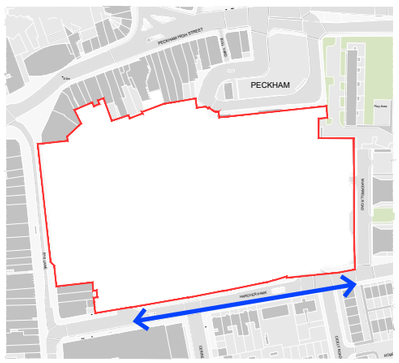
No. 44-46



No. 40



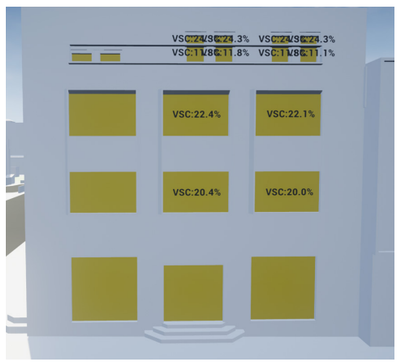
No. 30-36



No. 20-28



No. 14-16



517

06. Housing Quality

Dual Aspect Analysis | Typical Floor Plan

Dual aspect provision

Total Dual Aspect Units No. = 656

Dual aspect unit count includes:

- 488 dual aspect units
- 168 dual aspect units with 3m set-back

Total Dual Aspect Units % = 69%

Dual aspect unit % includes:

- 51% dual aspect units
- 18% dual aspect units with 3m set-back



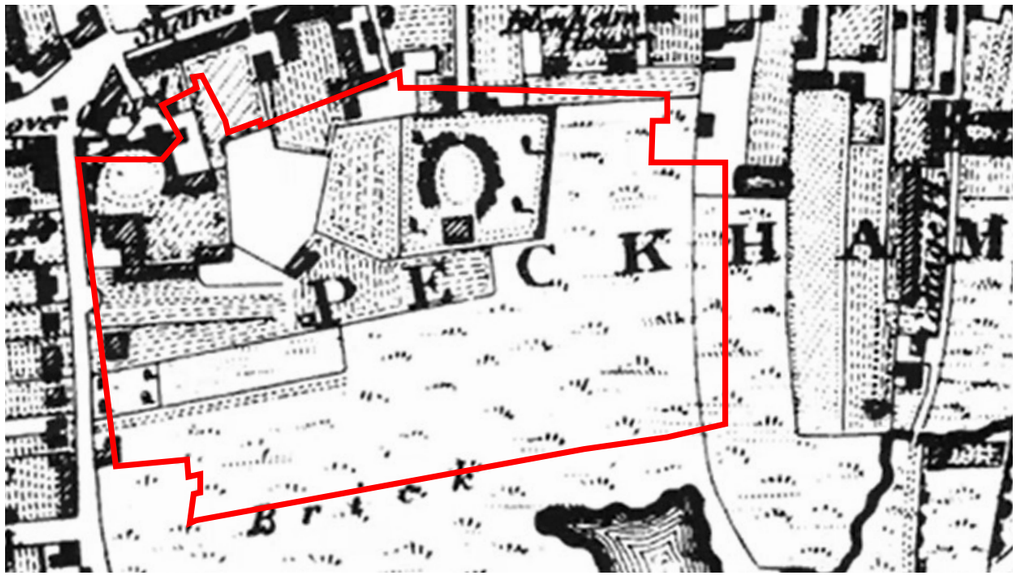
Key

- Dual Aspect
- Dual aspect with 3m set-back
- Single aspect
- Non-residential pavilion

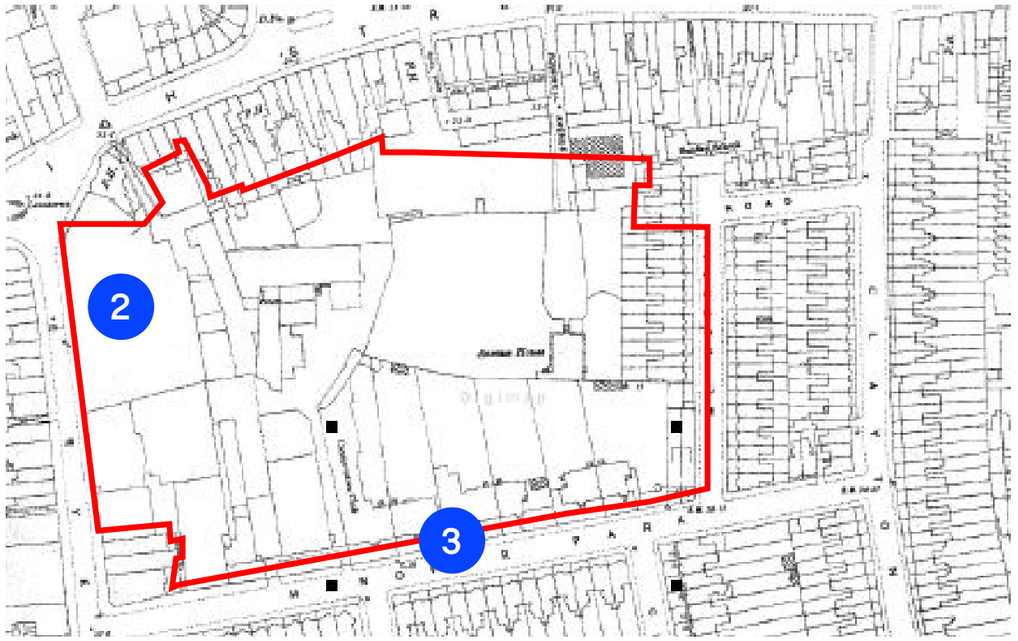
519

07. Building Character

Context Over Time

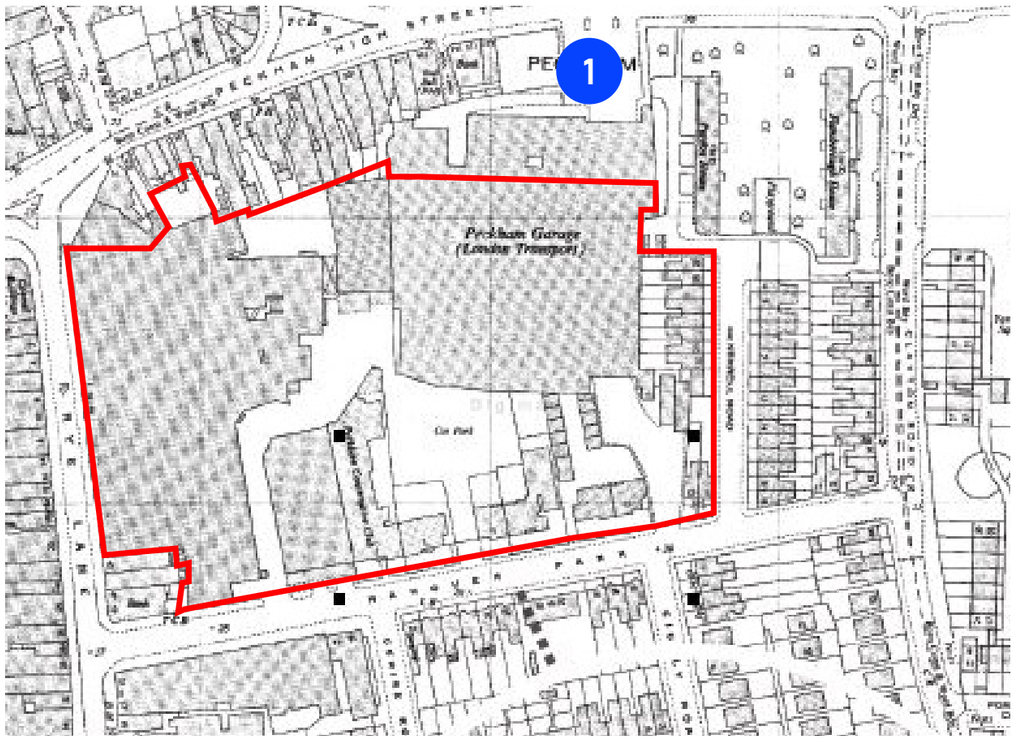


1830 - Peckham High Street and Rye Lane Established



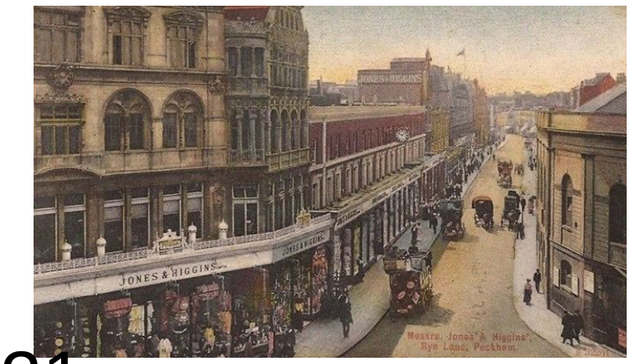
1920 - Jones and Higgins on site as well as Terraced Houses lining McKerrell Road and Hanover Park

1960 - Peckham Bus Garage on site





1. Peckham Bus Garage - 1980's



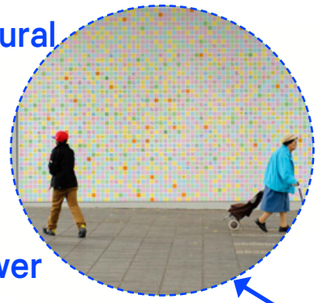
2. Jones and Higgins - 1906



3. Terraced house on Hanover Park

Peckham Character | Overview

A Peckham Peace Mural



C Former Jones & Higgins Clock Tower



D Mountview Drama School



B Peckham Library



Peckham High Street

- Continuous retail base with resi above
- Disorderly retail signage
- Mixed architectural styles
- Brick, Portland stone, painted brick
- Heights vary from 1 to 4 storeys
- Vibrant colours & graffiti

McKerrell Road

- Mixed residential street
- Predominantly 6 & 7 storeys
- Lack of containment of the street

E Peckham Levels, Frank's Cafe and Peckhamplex





Rye Lane

- Continuous retail base with resi above
- Disorderly retail signage
- Mixed architectural styles
- Heights vary from 1 to 4 storeys
- Vibrant colours & graffiti
- Predominantly brick
- Independent retail, stalls, restaurants
- Busy vehicular, pedestrian and cycle route

Hanover Street

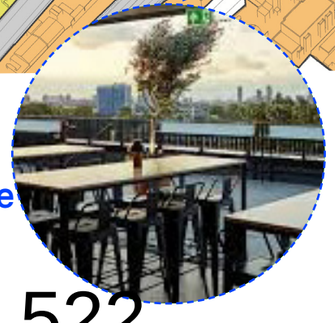
- Predominantly residential
- Heights vary - 2 to 3 storeys
- Variety of roof forms
- Predominantly red brick

Key

- Retail/Commercial
- Residential
- Community/Culture
- Yard Space



H Rye Lane Market



G Forza Wine Bar & Rooftop



F The Bussey Building & Copeland Park

Site

522

Peckham Character | Culture and Retail



The Bussey Building & Copeland Park


The Bussey Building & Copeland Park makers





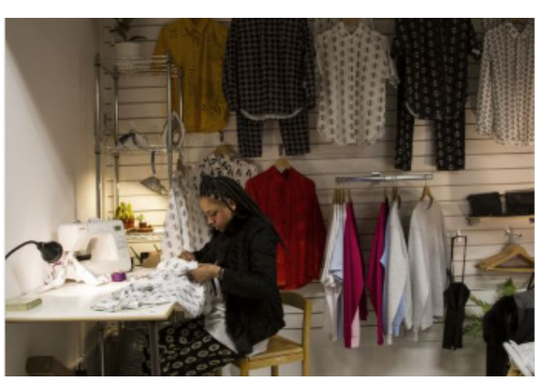
Holdrons Arcade



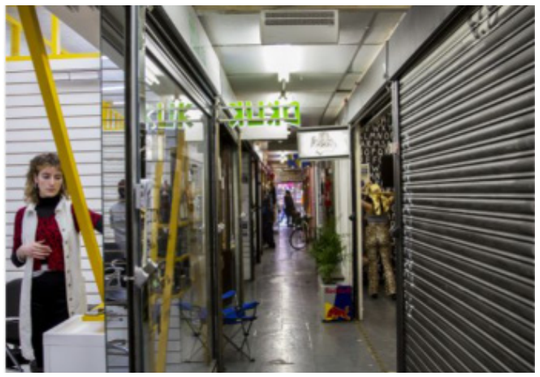

Peckham Festival 2022 artists






Holdrons Arcade traders





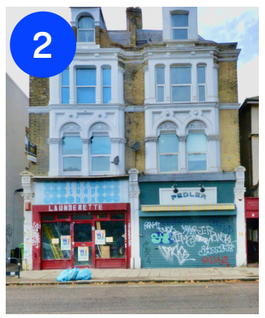
Peckham Character | Conservation Area

Key

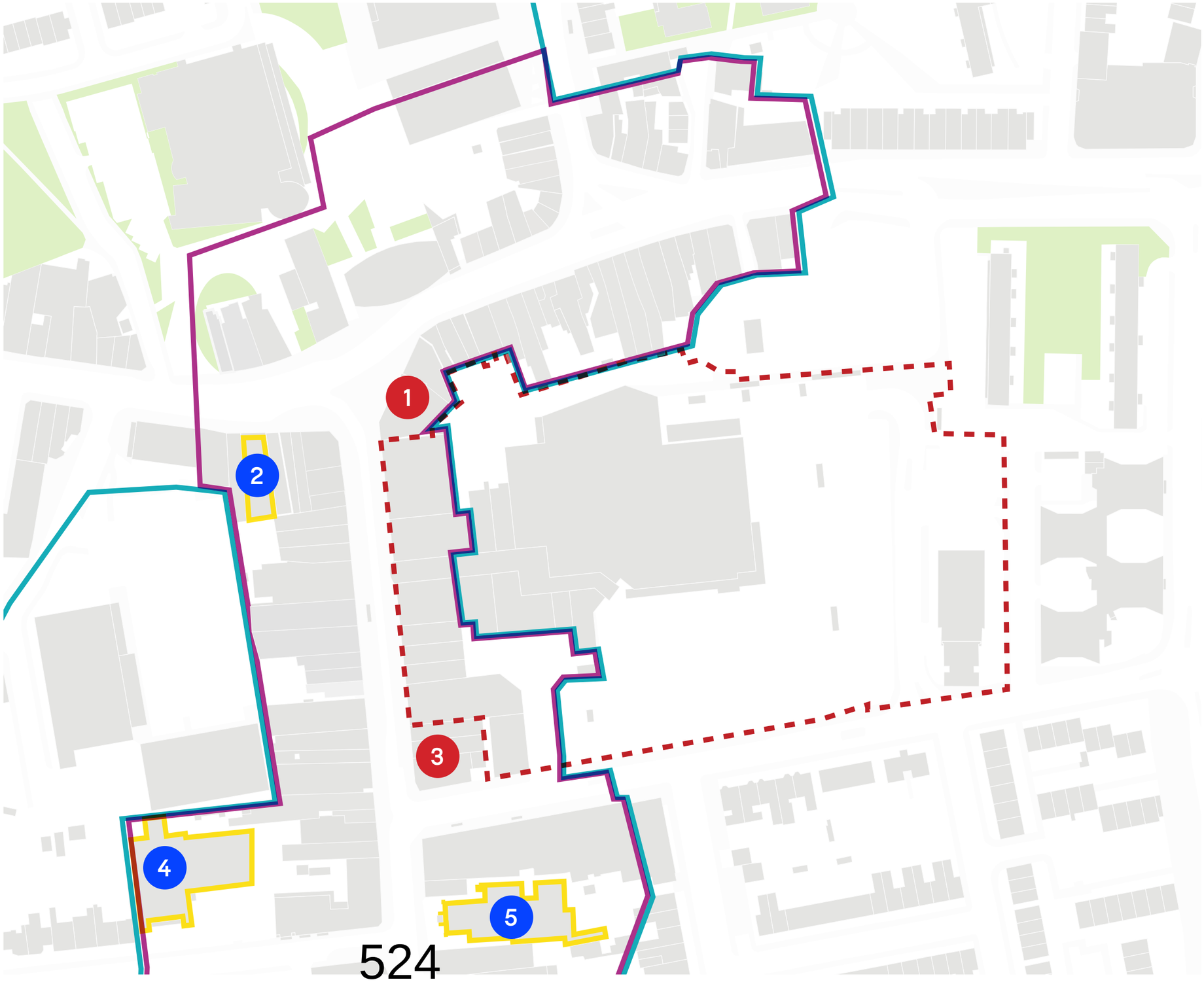
- Site
- Heritage Boundary
- Rye Lane Conservation Area Boundary
- Locally Important Buildings
- Historic England Listed Buildings (Grade II)

1. Higgins Clock Tower
2. 58 Peckham High Street
3. 47-49 Rye Lane
4. Post Office Depot
5. Rye Lane Chapel









Peckham Contemporary Architecture

Key

1. The Rye Apartments - Tikari Works
2. 95 Peckham Road - Peter Barber Architects
3. Corner House Peckham - 31/44 Architects
4. Peckham Place - Jestico + Whiles
5. Peckham Library - Will Alsop
6. Mountview - Carl Turner Architects
7. Flaxyard & Sumner House - Levitt Bernstein and East

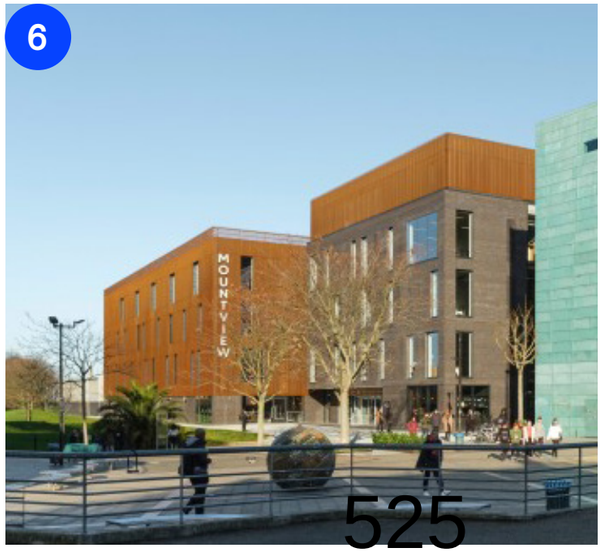














Street Elevations | Rye Lane

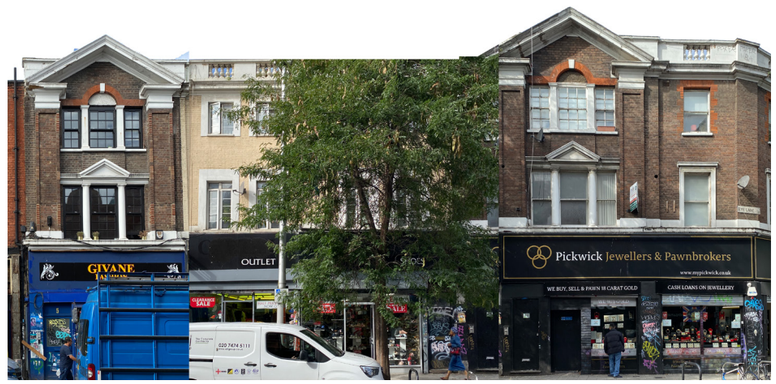
Rye Lane is a busy narrow street dominated by retail. There are a variety of architectural styles with a wide array of brick tones. To the northern section of the street, adjoining the site, is Higgins Clock Tower. To the southern section of the street, is the HSBC bank building.

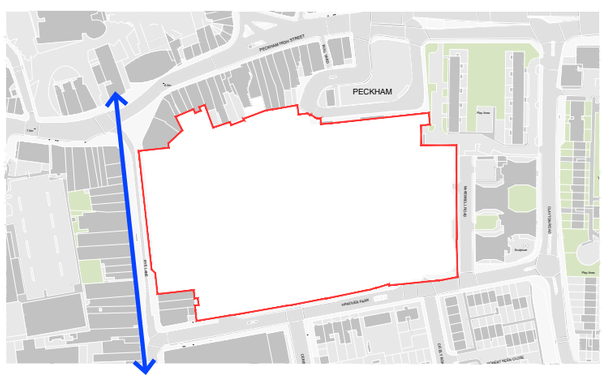












Material Palette



Street Elevations | Hanover Park

Hanover Park is a busy car and bus route, populated with residential properties in a subtle variation of red brick. To the west end of the street adjoining Rye Lane is Primark, which has predominantly blank facade with a more yellow tone of brick. Adjoining this is a white rendered commercial property. The street benefits from a number of well established trees. The surface car park on the site is accessed via Hanover Park.

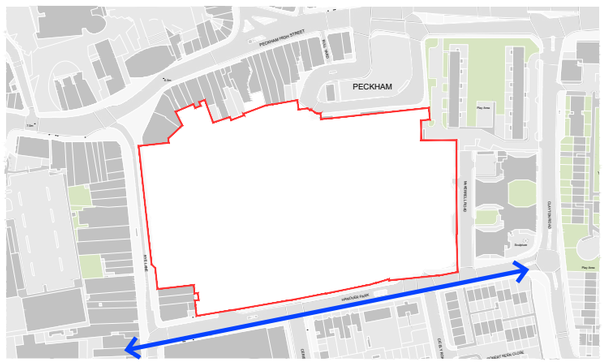












Material Palette

