**Project Name:**
82 Rye Lane & 2-10 Blenheim Grove, SE15

**Report Name:**
Feasibility Report

**Status:** 02

This document has been issued and amended as follows:

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<th>Issue</th>
<th>Description</th>
<th>Date</th>
<th>Prepared by</th>
<th>Reviewed by</th>
<th>Approved by</th>
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<td>01</td>
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<td>10 / 10 / 2014</td>
<td>SC</td>
<td>PB</td>
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1. **Introduction**

Southwark Council instructed Weston Williamson and Partners (WW+P) in October 2014 to carry out a limited feasibility study for the development of a new building at the junction of Rye Lane and Blenheim Grove in Peckham, SE15. It will replace the existing two storey structure at no.82 Rye Lane and nos 2-10 Blenheim Grove. The proposed new building considers mixed uses with potential for both commercial and community space.

It is intended this study will help to inform development of the wider strategic brief for the regeneration of the environment around Peckham Rye Station. The scope of the study is limited to considering feasible development strategies including potential for re-location of businesses that might be displaced by the proposed works to create a new station square and redevelopment of this site. Strategies will be developed further at a concept design stage with key stakeholders, consultants and other interested parties.

This study has been prepared with reference to information developed by WW+P as part of the Peckham Gateway scheme (April 2014) on behalf of Network Rail (NR). Permission to use relevant information has been agreed with NR. Discussions with planning officers, stakeholders and other specialist consultants have not formed part of this study and are to be progressed as part of the next workstage.

2. **Client Brief**

2.1 **The Brief**

This outline study considers the feasibility for a replacement building in accordance with the following brief from Southwark Council;

- Consider basic layout and massing arrangements for no. 82 Rye Lane and no's 2-10 Blenheim Grove over 4/5 stories
- Provision for commercial spaces with option for a variety of uses including retail, food and drink, B1 incubator units, office, church space, community space, creche and potential roof level outside space
- Potential for existing displaced businesses to be offered space in the new building
- Half arch pedestrian access connecting Blenheim Grove to the station to remain
- Efficient core arrangements
- Maximise retail street frontage
- Overview of specific site constraints
- Indicative strategies for servicing, ventilation, waste, cycle storage and connectivity with adjacent railway arches
3. **Existing Site**

3.1 **Existing Building**

The site is located on the south side of the southern railway viaduct adjacent to Peckham Rye Station and is in the Rye Lane Peckham Conservation Area. The existing two storey structure was constructed in the 1930’s in a vaguely art deco style with Crittal windows and is in poor state of repair. The Conservation Area Appraisal recognises the site as making a poor contribution to the character and appearance of the area.

The footprint presents a 9m frontage to Rye Lane and abuts the brick pier of the railway bridge. Its south east corner is canted on plan. The Rye Lane pedestrian footpath is narrow and congested. The south facing Ellenheim Grove elevation is 34m long and the west elevation fronts the existing half arch walkway leading under the viaduct to the station entrance. This footpath is of particularly poor quality and the building currently presents a semi-closed frontage to this significant pedestrian route.

A number of retail and commercial businesses occupy the ground floor with storage and offices within the three adjacent viaduct arches behind. Further storage and offices occupy the first floor spaces.

The site footprint (excluding arches) is 398m² and the current accommodation GIA is estimated at 735m².
4. Constraints

4.1 Outline of Constraints.

There are a number of constraints associated with the development of the site. Detailed investigation, surveys, consultation, and risk mitigation measures will be developed in the concept design stage with the client and key stakeholders including NR. These constraints include:

- Proximity of working railway with regard to health and safety, noise, vibration, construction and maintenance
- Amenity of properties to the south side of Blenheim Grove with regard to outlook, sun and daylight and Rights of Light
- Congested public realm and pavements around the site
- Limited access for servicing
- Structural condition of existing railway viaduct
- Ground condition
- Existing services

Any proposed development would need to consider a 4.5m offset from the adjacent running rail. The sketch diagrams opposite indicate development in relation to the existing viaduct situated immediately north of the site.
5. Proposed Development Strategy

5.1 Strategies

Two strategies have been investigated to meet the brief requirements;

Strategy 1- four storey single core building

Strategy 2- five storey two core building

Strategy 1 is presented in this report and recommended as one strategy for concept design development. Elevation considerations do not form part of this study. Strategy 2 has not been progressed for the following reasons;

- Provision of two vertical escape routes is inefficient use of the constrained site area (B1 Section 4 of current Building Regulations limits design of vertical escape for single stair buildings from areas in different purpose groups with a floor level more than 11m above ground level)
- A fifth storey would require further justification with regard to potential impact on adjacent properties with regard to daylight and Rights of Light

5.2 Height and Massing

Four stories is considered the optimum height for a single stair building containing different purpose groups with reference to current Building Regulation Approved documents Part B. The core is positioned at the centre of the plan maximising ground level shop frontage to Rye Lane and corner of Blenheim Grove.

Although two floors higher than the existing building, four stories is arguably conservative for this important corner location but is coherent with the varied scale of the adjacent mix of building types. At this height there is negligible impact on the setting of the grade ll station building.

Above ground floor the north elevation facing the railway is inset from the viaduct edge to cater for constraints related to safety, construction and maintenance adjacent to a working railway.

5.3 Floor Layout and Flexibility

At ground floor a servicing and private access space is located adjacent to the railway viaduct accessed from the pedestrian route at the west end. This shared space affords back of house connectivity for tenants and the possibility for shared communal accommodation.

The centrally located core ensures maximum horizontal escape travel distances are achieved for a single stair building. Each floor is flexible to contain different user groups and space sizes. WC and kitchen facilities could be communal or located within a tenants demise subject to internal floor area.

The plan and elevation massing diagrams set out the strategy. An example of the flexibility afforded in each floor is shown through indicative variation of layouts and units sizes for the ground and upper floors.

5.4 Public Realm

The Rye Lane elevation is inset from the back of pavement to increase the public footway width. This reveals the brick edge of the railway bridge buttress and opportunity for an improved interface with the new building.

Commercial frontage to Blenheim Grove is maximised, as is open frontage to the pedestrian route leading under the half arch to the station forecourt.

5.5 Fire Strategy

A single stair building affords space planning and construction cost efficiencies but also imposes detail considerations on design catering for different user groups. This includes horizontal and vertical escape strategies, smoke ventilation, compartmentation, detection and limitation of 60 people per floor. A specialist engineered fire strategy should be developed in accordance with Approved Document part B 1-5 of the current Building Regulations and British Standards B5999 and BS7974 at the concept design stage.

BS5999 section 14.4 places detailed constraints on the location of a crèche that would require positioning at ground level or as near as ground level as practical.

The use of a roof terrace (fifth floor) is unlikely to prove acceptable as this constitutes floor level use above requirements set down in the Building Regulations for this building typology.

5.6 Service and Refuse

A covered and gated zone is proposed at the rear adjacent to the railway viaduct. This will provide secure back of house space serving both the proposed building and the three viaduct arches that it is assumed will have new frontage to the proposed station square. Gated access is via the pedestrian route at the west end. The space also caters for cycle parking.

Servicing of tenanted spaces is via this rear access or directly through the main core, or ground floor front doors.

Refuse is located in a designated communal store within the local authority maximum bin drag distance of 10m to a refuse vehicle standing on Blenheim Grove. The service and refuse strategy is to be developed further with Southwark planning and highways officers at concept stage.

5.7 Ventilation and Plant

Vertical shafts are proposed to be incorporated through all floors of the building terminating at roof level. Outlets can also be located at first floor level in the space generated by the rear elevation offset from the viaduct. Subject to noise, odour and vibration plant will be located on the first floor roof or main roof.

5.8 Railway Constraints

The rear (north elevation) is offset a minimum of 4.5m from the nearest running rail. This dimension includes general considerations of clearance to rail infrastructure, such as a minimum 3m clearance to avoid being ‘on or near the rail’. The remaining 1.5m zone is allocated for scaffold and maintenance access. Any structure within 4.5m of the nearest running rail may be required to be designed for impact loads, which would have a cost implication for the structure. The position of the buildings will also be subject to detailed ground surveys and investigations. Network Rail will have to advise specifically on the scheme at each stage of the design process.

5.9 Daylight and Rights of Light

The building on the south side of Blenheim Grove contains windows at first floor and above that it is assumed are in residential use. Daylight testing (for planning) and Rights of Light assessment will be required to ascertain the potential impact of any proposed development on all floors of these properties.
Areas shown are indicative gross internal layout with larger commercial units.
Proposed Ground Floor Plan OPTION B 1:200 @ A3

Alternative layout with smaller commercial units

Key:
- Yellow: Core
- Blue: Commercial Unit
- Light Green: Option for shared WC’s

Areas shown are indicative gross internal.
**KEY:**

- Core
- Commercial Unit

Areas shown are indicative gross internal areas.

**Proposed First Floor Plan - 1:200 @ A3**

- Commercial Unit: 88m²
- Commercial Unit: 93m² (upper floor of 2 storey unit - core within tenant demise)
- Commercial Unit: 26m² (upper floor of 2 storey unit - core within tenant demise)

Running rail:
- Min. 3m zone from running rail

Scaffold zone over Ground Floor:
- 6m clear for scaffold

Scaffold zone over Ground Floor:
### Upper Floor Plan Variations

- **First, second or third floor - larger units**
  - Commercial: 88m²
  - Commercial: 119m²
  - Commercial: 62m²

- **First, second or third floor - smaller units**
  - Commercial: 18m²
  - Commercial: 18m²
  - Commercial: 17m²
  - Commercial: 8m²

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### 6. Indicative Accommodation Schedule

<table>
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<th>Area</th>
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<tr>
<td>Affected Business Totals</td>
<td>2633</td>
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<tr>
<td>Block 1 (2 storeys)</td>
<td>654</td>
</tr>
<tr>
<td>Block 2 (2 storeys)</td>
<td>930</td>
</tr>
<tr>
<td>Block 3 (2 storeys)</td>
<td>794</td>
</tr>
<tr>
<td>Railway Archs (3 no. single storey)</td>
<td>255</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>2633</td>
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<tr>
<td>Proposed - Option 1 Single Core (4 Storey)</td>
<td>m²</td>
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<tr>
<td>Ground Floor</td>
<td>318</td>
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<tr>
<td>First Floor</td>
<td>273</td>
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<td>Second Floor</td>
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<td>Third Floor</td>
<td>273</td>
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<tr>
<td>Railway Archs</td>
<td>239</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>1376</td>
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**Areas are indicative Gross External Area (GEA).**

**GEA**

- **Affected Business Totals**: 2633 m²
- **Proposed - Option 1 Single Core (4 Storey)** m²
- **Ground Floor**: 318
- **First Floor**: 273
- **Second Floor**: 273
- **Third Floor**: 273
- **Railway Archs**: 239
- **TOTAL**: 1376