

Gateway to Peckham

Briefing

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Appendices

Scope of Services

GC Works

Tender Return Label

1. Introduction

This invitation to tender is being sent to nine firms of architects who have the experience to lead a multi-disciplinary team and have worked with projects of this type, scale and complexity.

It is essential that the tender submission includes a detailed breakdown of the proposed consultant team to be engaged in the delivery of the planning consent.

The purpose of this document is to assist interested firms in submitting tenders/fee proposals for this piece of work. The document will give some brief background to the project, outline the Councils objectives and also explain the tender process. The selection criteria are also outlined below.

Southwark Council is inviting tender submissions from a range of suitably qualified and experienced architect-led design teams who wish to be considered for the appointment of lead consultant in relation to the design & planning application for the Peckham Gateway Project.

The project will involve the continuation of the coDesign process already undertaken by the Council.

2. Vision Statement

The project is being delivered to unlock the potential of the station, associated railway arches and the immediate surroundings. The aim as highlighted in the Peckham and Nunhead Area Action Plan (PNAAP) is to create a public station square; resulting in a positive focal point for the area whilst unveiling the high quality heritage asset of the grade II listed station.

Project objectives

- To substantially improve the setting of the station, and with it the experience and safety of the travelling public, through the removal of the existing station forecourt buildings and the creation of a new Station Square;
- To improve the strength and diversity of local business and retail through the refurbishment of the railway arches
- To improve the quality and offer in Peckham Rye through the development of a new or refurbished building on Blenheim Grove

3. Client/ Partner Organisations

The project client is Southwark Council and is being undertaken in partnership with the Greater London Authority and Network Rail.

This partnership project is part funded by a grant from the Greater London Authority. The Council and Network Rail will also be investing considerable funding to secure the necessary Compulsory Purchase Orders (CPO's), to reconfigure the retail offer, to build the new square and to create a fully accessible station.

It will also be necessary for the appointed team to liaise with the adjacent developers of the Iceland site.

4. Project components

The site

The original project sought to master plan to the entire station area including the rear arches in Dovedale Court.

In order to deliver the overall project the site has now been broken down into four discreet elements each being delivered by different partners. The plan and text below describes the different parts.



Area 1 – Arcade, 82 Rye Lane & 2-10 Blenheim Grove (Hatched Blue)

This is the Area to be delivered by Southwark Council and is the subject of this tender. It includes the Arcade, Railway Arches, 2-10 Blenheim Grove & 82 Rye Lane. This has also been the area of focus of the coDesign process.

Area 2 – Iceland Site, 74 Rye Lane, 24 Station Way, 4 Holly Grove (Edged Green / Hatched Brown)

This is intended to be delivered by the current leaseholder and Network Rail (subject to negotiation). This may form part of the scheme if negotiations between the parties are not concluded.

Area 3 & 4 – Station Building, Dovedale Court and other Arches Edged Blue

Improvements to Dovedale Court and the station building, including access for all improvements and general improvements will be delivered by Network Rail.

This project is made up of three interrelated elements, a new station square, refurbished railway arches and a new or refurbished building on Blenheim Grove.

The following considerations have been drawn from the work to date undertaken in partnership with Network Rail and the GLA and from the outcomes of the Co-Design process.

The Station Square

The square should reveal and celebrate the façade of the listed station building.

The new space should be easy to maintain, to dispose of rubbish and to keep clean

Connectivity to the wider street network should be improved and allow for easy movement to and from the station. This includes the route directly to Rye Lane but attention should also be given to enhancing the route to Blenheim Grove and Holly Grove.

The new public space must be a flexible space able to accommodate different uses. The space should respond to the diversity of the area. As well as space for people passing through there should be space to meet people, to sit and to linger as well as to hold events.

Consideration should be given to use of the space at different times of the day and night

The needs of cyclists should be accommodated.

Planting and green elements should be included in the new square and consideration given to linkage to nearby green spaces

There should be appropriate lighting for visibility and way finding at different times of the day and night and to illuminate different uses.

Way finding to and from the station to other parts of the town centre, including the various markets, should be considered in the design of the square

The design should be flexible enough to allow for pop-up uses.

The design should meet the highest standards of accessibility and inclusion for all people regardless of disability, age or gender. An inclusive environment is an environment that:

- Can be easily used by as many people as possible without undue effort, special treatment or separation.
- Offers people the freedom to choose how they access and use it, and allow them to participate equally in all activities.
- Embraces diversity and difference.
- Is safe.
- Is legible and predictable.
- Is of high quality.

This approach should embrace the needs of disabled people as well as everyone else. Access is not just about the physical access, but also about how people feel about using the space.

Refurbishment of arches

The arches on either side of the square should provide units that open out onto the square and activate the edge.

They should be able to accommodate a range of potential uses, predominantly retail.

There is an ambition to relocate existing businesses if possible within the new arches.

A development capacity study by Weston Williamson (see paragraph 7) provides information on capacity and access for the southern arches.

2- 4 Blenheim Grove.

The building should be designed to maximize the opportunity for relocation of existing businesses.

The building is in a landmark position fronting onto Rye Lane and Blenheim Grove and marking the location of the station and station square, it should be sensitive to the existing buildings and heritage of the area.

The building is located next to a live railway the design needs to ensure that safety and amenity are maximised.

A development capacity study by Weston Williamson (see paragraph 7) provides information on capacity and access.

This tender is predominately concerned with the hatched blue area. There may be some further design work to the public realm outside the blue area required which will be agreed as required.

The appointed architects will be required to present a range of options that respond to the developed design brief.

5. Context

Town centre context

As one of Southwark's major town centres, Peckham provides a key role in supporting its local community with a range of shopping, leisure, culture and entertainment options. Peckham town centre has the most shopping floor space of all town centres in Southwark (around 75,000sqm). Peckham town centre is formed around Rye Lane, long, narrow high streets whose busy shop fronts create a vibrant atmosphere but also contribute to pedestrian congestion along its length. The town centre has smaller shops along Rye Lane as well as the Aylesham shopping centre and is a strong destination for food shopping, offering a wide variety of specialist and ethnic food. There are many small businesses in and around the town centre including a large and growing number of creative industries.

Peckham Rye Station is located at the heart of the retail centre. Opened in 1865, the Grade II listed building is an impressive station and is one of only four suburban stations on the London, Brighton and South Coast Railway in London which survive in the house style of the 1860s. The station has been

substantially amended from the original design as the large forecourt fronting Rye Lane was transformed into an arcade in the 1930s.

The station is one of the main arrival points into Peckham and is key to supporting a vibrant local economy. It is a recognised strategic interchange, in 2010 over 2.6 million people passed through the station. Despite the grandeur of the building the station environs suffer from significant existing problems including; low quality public spaces, poor visibility of the station from Rye Lane, no physical focus for the area and a perception of crime in the area.

Planning policy context

The Peckham and Nunhead Area Action Plan (PNAAP) was formally adopted in November 2014 and is pivotal in developing and implementing the Council's long term vision for Peckham town centre over the next 15 years.

The PNAAP sets out policies specific to Peckham and Nunhead, with much of the focus on Peckham town centre, as area has the greatest potential for change. Maintaining and strengthening Peckham's role as a major town centre in Southwark is central to the vision of the PNAAP and Southwark's Core Strategy. The site forms part of the PNAAP 6 Proposal site which sets out the site specific guidance.

The site is in the Rye Lane Peckham Conservation Area and adjacent to the Holly Grove Conservation area.

6. Neighbouring and related projects

Station building

Designs to improve the accessibility of the station platforms are currently being finalised. These are to be delivered by Southern Railways / Network Rail. As a direct consequence the sub station capacity will need to be increased. Liaison with Southern Railways, Network Rail and the appointed team will be required early on to agree a suitable relocation site for the sub station. Improvements to the station fabric itself is also planned but in the early stages.

Iceland Site

Area 2 – edged green on the plan is to be redeveloped by the current leaseholder subject to negotiation with Network Rail. The site has therefore been largely omitted from the scheme. The area under the arches which are currently occupied is included within the scheme assuming a surrender of these to the Council. Should negotiations not proceed the entire area will be included in the compulsory purchase order.

Townscape Heritage Initiative

The five year Peckham Townscape Heritage Initiative (THI) scheme will see 44 of the most important historic buildings on Peckham High Street and Rye Lane shortlisted for a grant to repair damaged facades, reinstate lost historic features and install high quality traditional windows and shop fronts.

Owners will also be encouraged to bring vacant floor space in the upper floors back into use to support the local economy and provide much needed housing.

The grant will also enable the council and its partners in the community to put in place a programme of complementary initiatives centred on the better knowledge and enjoyment of this important historic town centre.

coDesign at Peckham Square

The Council have commissioned Carl Turner Architects to undertake a coDesign process to redevelop 91-93 Peckham High Street and improve Peckham Square. This project has been informed by the Peckham Rye station coDesign process and will likely generate further information which will in turn be of use at Peckham Rye Station.

7. Previous Work

Landolt Brown

In 2012, Southwark Council with support from Network Rail undertook a feasibility / concept design study that was used to create a business appraisal to support the delivery of the project.

Weston Williamson scheme

In 2013, Weston Williamson architects were appointed to progress the scheme based on this feasibility / concept design study in order to be able to submit of a planning application. In parallel with the design development, AOC were tasked part of the architect's team to focus on community engagement. As part of the architects' work, two stages of community consultation were undertaken to inform the preparation of proposals, in November 2013 and January 2014. The reports summarising the events prepared by AOC, formed essential background of the reaction of the community to the original proposals and the subsequent agreement to modify the approach of the scheme.

In response to concerns raised from December consultation wider outreach work was undertaken including attending Peckham and Nunhead Youth Community Council, leaflet drops, individual business visits, church meetings and Peckham Town Team meeting. The two consultation exercises proved useful in gathering feedback and they also raised questions from the community about the principle, scope and content of emerging plans, revealing a perception that the previous plans did not reflect the aspirations of the local community.

Network Rail and Weston Williamson also held pre-application meetings with the LBS development control department and presented the scheme to the Southwark Design Review Panel.

Feedback from which included:

- Concerns over heights on Holly Grove and relationship to adjacent villa and conservation area.
- Housing mix
- A request for a review of asymmetry/symmetry of massing across the site and relationship with 4 Holly Grove

Details of the previous project can be found at <http://peckhamryestation.com/>

The above work undertaken will be available to the consultant but represents a direction that the council no longer wishes to proceed with and a large part of the area is outside the area now being considered.

Instead of what in effect was a master plan for the whole area resulting in the displacement of up to 60 local businesses, the approach now being adopted is one of evolving a design with local stakeholders.

The Council is now seeking to continue the coDesign process building on the significant work already undertaken.

CoDesign

A combination of the planners feedback and the opposition from local people, led Southwark Council and Network Rail to seek an extension to their current timescales from the GLA. The aspiration was that with a revised timescale and refreshed approach, the partners can ensure that plans could be developed with local people helping to shape the redevelopment.

The result was the competitive tendering of a brief to consultants to undertake further consultation. The co Design process was subsequently initiated in order to successfully engage local people, and to facilitate greater local influence on the project brief and design. The coDesign process also was a platform to more thoroughly communicate the opportunities and challenges of delivering the project

Southwark Council commissioned Ash Sakula architects to undertake the first stage of a Co-design process examining new visions for the area around Peckham Rye Station. The creative team of Ash Sakula in partnership with the people of Peckham held discussions, exhibitions workshops and editorials as part of the co-design project. They engaged writers, urbanists, horticulturalists, artists, filmmakers, poets, activists and visionaries in the process. Peckham coDesign has generated energy, excitement and community spirit.

The coDesign team has published an Atlas of Aspirations this is culmination of several months of public engagement. It is an interactive document and best viewed online at www.peckhamcodesign.org/atlas/. This will form a key document in the brief clarification process.

This is the first co-design project to be undertaken by the Council. As a result of the process a strong group of local co-designers has developed. The appointed team will need to, as part of their tender, demonstrate how they will engage successfully with the co-designers, continue the process of coDesign and work further to engage with the wider public, building on the work already undertaken.

The client team will host a meeting with the coDesign group prior to submission for a general discussion of the work to date.

Weston Williamson capacity work

The Council commissioned Weston Williamson to undertake a capacity study for the buildings at 2-10 Blenheim Grove and 82 Rye Lane. This work was used to inform the council's possession strategy and possible phasing (see paragraph 9). This work gave an indication of the massing that could be achieved for a four storey building.

8. Consultation Process

The project requires the appointed team to continue the coDesign process building on the significant work already undertaken and maintain communication and conversation with the various community stakeholders as the project develops.

Contacts for the various external stakeholder groups and coDesigners will be facilitated by the Council.

9. Possession strategy

The council will be negotiating with current occupiers and leaseholders pursuant to a Compulsory Purchase Order. The development is intended to be phased to allow some of the current occupiers the opportunity to be re-located during the development. The negotiation with occupiers, tenants and leaseholders has been running concurrently with the co-design process. The council's strategy is to negotiate with leaseholders to find alternative premises either within the scheme if possible or elsewhere, to minimise the impact on the occupier, and overall cost to the council of the CPO and ensure the robustness of the CPO against any objection or challenge.

The appointed team lead will meet with LBS Surveyor for full update during the brief clarification stage and will continue to liaise with the Council's in house surveyors and consultant team throughout the project.

10. Project requirements

A brief overview of the project is below with a fuller description in the scope of services attached.

The appointed team will develop the brief, designs and submit a planning application (RIBA stages 1-3) for Area 1 adhering to coDesign principles a brief overview is set out below.

Stage 1 - Development of the Design Brief

The appointed team will be required to develop the design brief with the key stakeholders in the project demonstrating how the work done to date in the coDesign process has been considered and holding brief building sessions with the stakeholder groups from the council, GLA, and Network Rail and coDesigners. The brief will then be reviewed and finalised and published.

RIBA Stage 2 – Concept Design

The appointed team will develop concept designs holding design sessions with the stakeholder groups. A strategy must be proposed as part of the tender for wider public engagement with the concept design as part of this stage. Formal pre-application meetings / process with Southwark as planning authority, viability / feasibility reviews are also to be conducted by the appointed consultants at this stage.

RIBA Stage 3 - Submission of Full Planning Application

The appointed team will develop the final designs holding design sessions with the stakeholder groups. At this stage a strategy is required as part of the tender for wider public engagement with the final design prior to submission. A final viability / feasibility review is to be conducted by the appointed consultants. With formal reports submitted to the Council to conclude this stage and the contract.

The project will be subject to a formal, high-level design review to be held at City Hall. Successful progress through this review is a GLA requirement before delivery funding is released.

The consultant will be appointed under GC/Works 5 (as amended by Southwark); a copy of the amended version is as attached to this brief.

Design Team Skills Required

The design team should include; Architects, landscape architects, conservation expertise, community engagement expertise, transport / circulation studies (pedestrian and vehicular), cost consultants and

engineering services, as appropriate and required. The team can either be “in-house” or drawn from external sources.

The proposed team is to include a consultant with extensive experience of construction in close proximity to a live railway, working with Network Rail and an understanding their requirements.

Southwark Council reserves the right to accept the lead consultant but to require one or more substitutions within the sub-consultant team.

11. Client liaison

The appointed team will establish a programme which will be linked to key milestones in the grant agreement with the GLA.

Progress meetings between the successful team and the working group will be held monthly to review progress. The working group brings partners together including Network Rail, Southwark Council and Southern Railway.

The Project will be steered by a Project Board, consisting of Southwark Council's Director of Regeneration, Network Rail's Director of Planning and Property, Mayor's Regeneration Fund programme manager and supported by other Southwark Council officers.

Day to day liaison will be undertaken with the project manager (Tim Surry)

12. Overall project programme

Stage 1- Feb - March 15

Stage 2 – March - April 15

Stage 3 – April – June 15

It is envisaged that a planning application will be ready for submission by June 2015.

13. Submission requirements

Please structure your submission in accordance with the numbered sections set out below to simplify evaluation. Sections one to four of your submission should be combined into a single PDF document (with A4 sized pages) of no more than 5Mb and submitted electronically & one hard copy.

Section 1 - Cost

- Detailed fixed fee proposal broken down by stage including number hours budgeted broken down by seniority including travel and all other reasonable disbursements.
- A schedule of consultants, services & surveys required to successfully deliver the project together with cost proposals for consultants forming part of the team surveys will be tendered as required.
- A schedule of daily / hourly rates for works falling outside of the scope of the project for the main team members.

Section 2 - Expertise (up to two sides of A4)

Include the names of all consultants and practices making up the design team

- CVs of team leaders and the consultants who will be working on the projects. We will wish to meet the individuals who will be working on the project should you be called for interview
- Outline of team ethos
- Short CVs of other consultant firms

Section 3 - Experience and technical capability (up to six sides of A4 including images)

A summary of three relevant projects, including a least two carried out by the lead consultant that demonstrates the character, design ethos and expertise of the design team.

For each project, please identify in no more than 300 words:

- Aspects of the design or design approach that are relevant, or showcase equivalent opportunities and challenges to this project.
- Client name, email address and contact number for references.
- Project budget
- Date of project completion, or date design work completed if projects not yet built

Section 4 - Professional and technical capability (up to four sides of A4)

Illustrate the design process or approach for one of the case study projects included above, explaining how the methodology, techniques or approach relate to this project. This will be your opportunity to demonstrate an understanding of brief. Show early and later stages of the process, including, for example, steps that were abandoned, and illustrate your team's thinking and design methodology. A short text of no more than 500 words can be included if required to communicate your approach and its relevance. This part of the submission is intended to be predominantly a graphic response.

Submissions should be no more than 20 sides in total (A4). One hard copy must be submitted, in a sealed envelope which shall not bear any name or mark by which the bidder could be identified. The attached tender address label must also be used.

14. Selection criteria

A panel of officers from Southwark Council, Greater London Authority and Network Rail, and coDesign group will assess the submissions and compile a shortlist using the following criteria, with the two highest scoring bidders invited to present their tenders to the panel:

Past experience of similar projects	7.5%
Competency and expertise of the team	10%
Design quality of recent projects	15%
Proposed work stages and responsibilities	7.5%
Design approach	15%
Communication and collaboration	15%
Cost - value for money of fee proposal	30%

15. Timetable for appointment

Event to meet the co Designers / Client Team:

7pm 9th December 2014 at Bussey Building, 133 Rye Lane, Peckham SE15 4ST.

The closing date for submissions is 4pm 23rd December 2014. Your submission may not be considered if it is received after the deadline.

Presentations to be held: W/C 12/01/2015

Appointment of Consultant/s: W/C 02/02/2015

16. Contact

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