

Aylesham Centre
Environmental Statement
Replacement Non-Technical Summary

INTRODUCTION

Berkeley Homes (Capital) Plc (referred to as the 'Applicant') are seeking full (detailed) planning permission for the redevelopment of a 2.7 hectare site in the London Borough of Southwark (referred to as 'the site'). The site is located at the Aylesham Centre, Hanover Park, London SE15 5EW, within Peckham Town Centre. The site boundary is as defined by the site location plan shown on **Page 3**, with the site location also shown within a wider context.

The planning application is for the demolition of existing buildings and phased redevelopment to provide a replacement supermarket and associated service yard and car parking; flexible retail, leisure (including drinking establishment), and commercial accommodation; housing; landscaping and associated works (referred to as the 'Proposed Development'). The Proposed Development is further described and illustrated on **Pages 6 to 8**.

An Environmental Impact Assessment (also referred to as an EIA) has been carried out to identify the significant environmental effects that are likely to occur during the demolition and construction works and once the Proposed Development is completed and in use. This document is a Non-Technical Summary of the findings of the EIA which are reported on in the Environmental Statement. This Non-Technical Summary has been prepared to explain the Proposed Development, its potential environmental effects and the measures proposed to protect the environment.

The Applicant submitted a planning application for the site which was accompanied by an Environmental Statement in July 2024. Following the submission of this planning application a number of design changes (referred to as the 'Proposed Amendments') have been made, including a reduction in unit numbers, changes to the unit and tenure mix, internal layout changes to a number of buildings, changes to balconies and windows, and marginal massing changes (such as setbacks). The Proposed Amendments have been addressed in an Environmental Statement Addendum. The Environmental Statement submitted alongside the July 2024 planning application and the Environmental Statement Addendum together form the 'Environmental Impact Assessment' in support of the re-development of the site.

This Non-Technical Summary presents the Proposed Development as revised by the Proposed Amendments, as well as the mitigation and likely effects presented within the July 2024 Environmental Statement and the Environmental Statement Addendum.

Purpose of the Environmental Impact Assessment and Non-Technical Summary

Environmental Impact Assessment is a process that allows the significant beneficial and adverse (positive and negative) effects of certain projects on the environment to be identified and reported upon. This is required by law and helps the local authority (in this case, the London Borough of Southwark (LBS)) to understand the significant environmental effects of a new development when they make their decision on whether to grant planning permission. Measures to protect the environment, otherwise known as 'mitigation measures', are also identified as part of the Environmental Impact Assessment process.

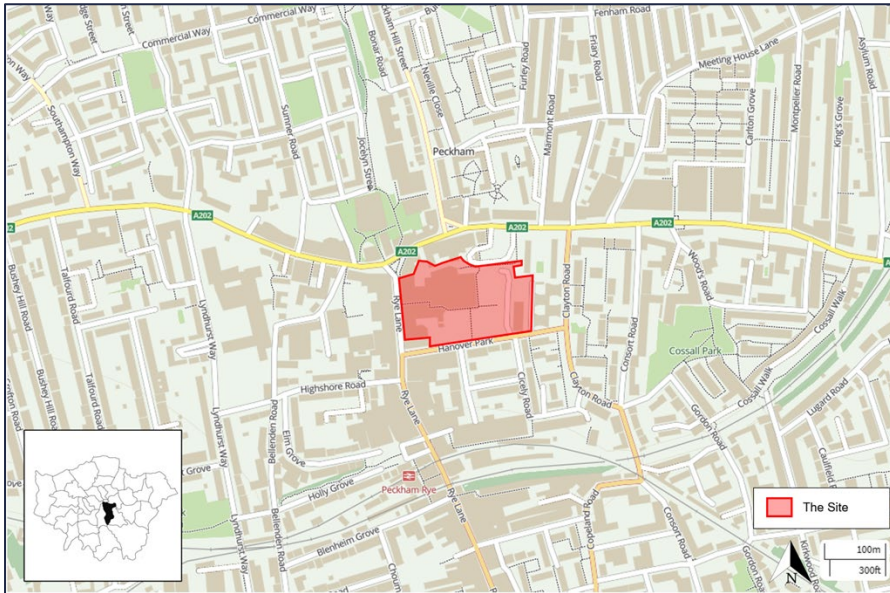
Trium Environmental Consulting LLP, with the input of technical specialists in their relevant environmental fields, has undertaken the Environmental Impact Assessment for the Proposed Development, and has prepared the Environmental Statement and this Non-Technical Summary document.

The Environmental Statement is made up of a number of technical documents and so the purpose of this Non-Technical Summary is to provide an overview of the Environmental Statement in non-technical language.

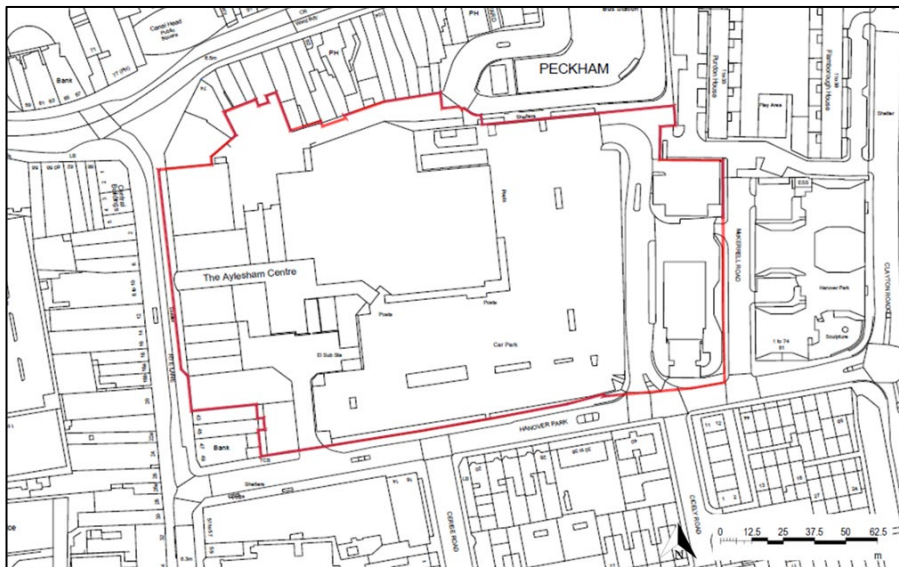
The Environmental Impact Assessment supports a planning application that has been submitted for the Proposed Development. The Environmental Statement, Environmental Statement Addendum and this Non-Technical Summary document is available for viewing on the [London Borough of Southwark Planning Portal](#). Comments on the planning application can be provided online via the [London Borough of Southwark Planning Portal](#) via post to the case officer at: London Borough of Southwark, Southwark Council, 160 Tooley Street, London, SE1 2QH.

Electronic Copies of this Non-Technical Summary, the Environmental Statement and Environmental Statement Addendum are available free of charge and can be provided via a downloadable file provided by email. Printed copies of the Environmental Statement and NTS would incur a printing and postage charge. For further details, please contact hello@triumenv.co.uk with reference in the email header of "Environmental Statement Request – Aylesham Centre" or Tel: +44 (0) 203 887 7118.

The below figure shows the location of the site in the context of the surrounding area.



The Site Location Plan (below) illustrates the area in which planning permission for the Proposed Development is sought by the Applicant.



¹ London Borough of Southwark (2022) Southwark Local Plan. Available at the following link: <https://www.southwark.gov.uk/planning-and-building-control/planning-policy-and-guidance/development-plan/new-southwark-plan>

Site Description

The site is bordered by:

- Peckham Bus Station and several retail / residential units facing Peckham High Street to the north;
- Rye Lane, beyond which lies retail / residential units and Lidl Supermarket and associated carpark to the west;
- Hanover Park, beyond which lies low-rise residential and commercial units, as well as Rye Lane Baptist Church, to the south; and
- Mckerrell Road, beyond which lies multiple 6-storey residential blocks and then Clayton Road, to the east.

The site currently accommodates the Aylesham Centre alongside an associated surface car park, service yard and petrol filling station. The Aylesham Centre comprises retail units, including a Morrison supermarket. There is an existing basement which is located in the western areas of the site, underneath the Morrison supermarket and retail units along Rye Lane.

The car park on the site provides 353 spaces and is accessed via Hanover Park, with pedestrian access predominantly through the shopping centre entrance on Rye Lane, or via Hanover Park and Peckham Bus Station. Existing servicing to the shopping centre is from the road located to the north of the site, accessed from the bus station, or via a servicing yard directly off Hanover Park, to the south of the site. The site forms part of a Site Allocation (NSP74: Aylesham Centre and Peckham Bus Station); allocated within the Southwark Plan¹ for the provision of a residential-led mixed use development. The Southwark Plan sets out the requirement for the provision of at least 850 new homes, including a mix of private and affordable tenures, and re-provision of at least the existing amount of commercial floorspace currently on the site and of the supermarket use. The site is also located within the Peckham Area Vision, which provides a strategic vision for the future of Peckham, and within Peckham Major Town Centre, as designated in Policy P35 Town and Local Centres of the Southwark Plan.

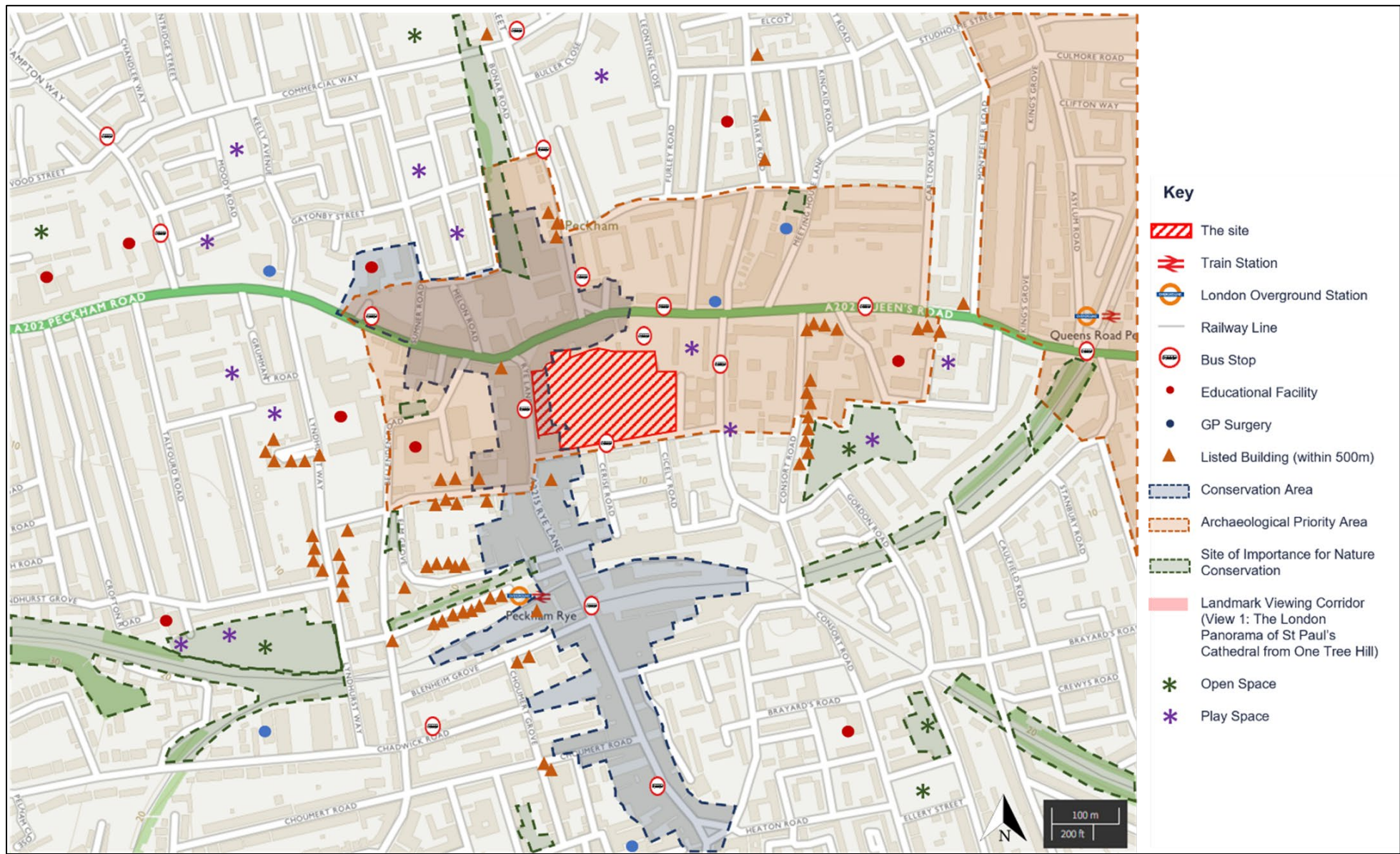
To read more detail about the site, the legislative requirements for an Environmental Impact Assessment and relevant guidance and planning policy, see **ES Volume 1, Chapter 1: Introduction**, **ES Volume 1, Chapter 2: EIA Methodology** and the [Town and Country Planning \(Environmental Impact Assessment\) Regulations](#).

Aerial View of Current Site Condition



Environmental and Local Context

The environmental context of the site and surrounding area is presented below.



To read more detail about the environmental context of the site, see *ES Volume 1, Chapter 3: Alternatives and Design Evolution*

PROPOSED DEVELOPMENT

The Proposed Development seeks to deliver a phased redevelopment to provide a replacement supermarket and associated service yard and car parking; flexible retail, leisure (including drinking establishment), and commercial accommodation; housing; landscaping; and associated works.

The buildings within the Proposed Development will range between 4 and 20 storeys in height with the tallest element (Block M) reaching a maximum height of 78.41m Above Ordnance Datum (AOD²).

The construction of the Proposed Development will be divided across two main phases as follows:

- Phase 1: Buildings L, M, N, P and Q, and the proposed supermarket which covers the eastern portion of the site, along Mckerrell Road to the east, Hanover Park to the south and the Peckham Bus Station to the north. The proposed supermarket is provided within a podium below Buildings L, M, N, P and Q. A single storey basement is provided under the podium.
- Phase 2: Buildings A, B, C, D, E, F, G, H, J1, J2 and K, along Rye Lane to the west, Hanover Park to the south and several retail and residential units along Peckham High Street to the north.

The Proposed Development will provide a total of 106,060.7m² gross internal floorspace (GIA) distributed as follows:

- Residential (Housing) – 88,810m²;
- Supermarket – 10,712m² (including associated service yard and car park);
- Flexible Retail, Leisure and Commercial (excluding Supermarket) – 3,812.7m²; and
- Workspace – 2,725.3m².

The Proposed Development will provide 10,240m² of publicly accessible open space / public realm across the site, 2,417m² of children's playspace and 3,995m² of communal private amenity space (in addition to private balconies and terraces).

The Proposed Development will provide 867 residential dwellings (2,821 habitable rooms), of which 12% homes, calculated by habitable rooms, will be affordable housing.

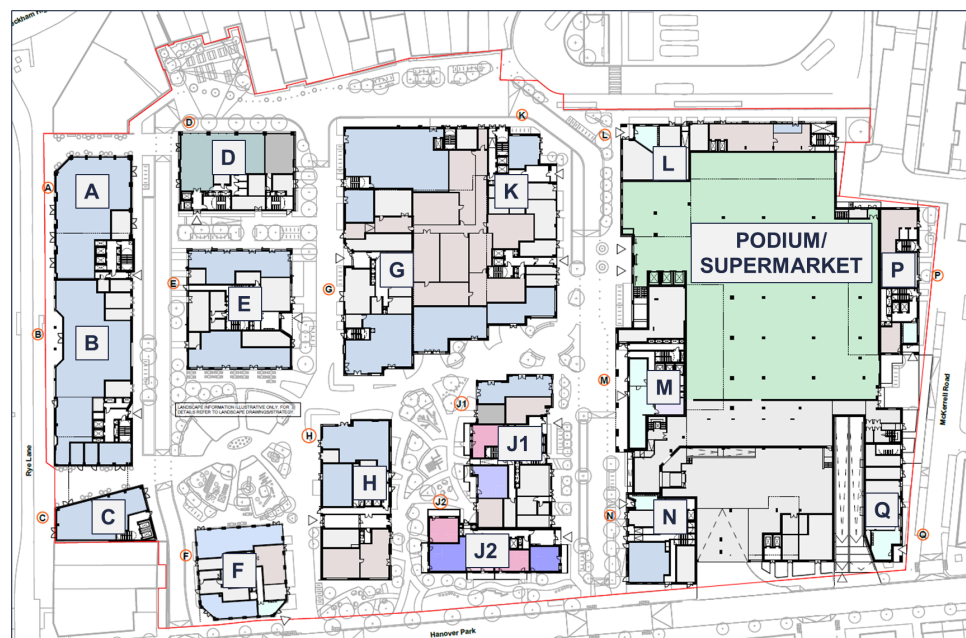
² The term 'Ordnance Datum' refers to the height of mean sea-level, taken from a reference point at Newlyn in Cornwall.

Layout

The Proposed Development is organised across 16 buildings interspersed with public spaces and thoroughfares, along with a replacement supermarket and an associated service yard and car parking. There are a number of pedestrian routes throughout the site which will be complemented by the landscaping strategies and will provide the residents with direct or leisurely routes to each building.

The ground floor layout of the Proposed Development is presented below.

Ground Floor Layout



Appearance

Each building has a distinctive colour. This aids way finding and allows buildings to respond directly to their context. Tones from the surroundings inform the site wide colour palette to create a cohesive collection of buildings. The lower levels of buildings are bright and characterful to enliven the public realm. Façades fade as they rise to reduce their impact on the skyline. Horizontal banding and contextual colours are incorporated into the façades. The majority of buildings respond to

their direct context with natural tones. Bold colours are used highlight key entrances. This seeks to reflect Peckham's eclectic character and existing buildings.



Public Realm and Landscaping

The public realm and landscape strategy for the Proposed Development will comprise a series of spaces offering a variety of experiences including, areas of public open space, communal and private amenity space, and play space across the site. An area equalling 10,240m² of new publicly accessible space is proposed at ground floor level.

The landscape is divided into four distinct character areas, as discussed below:

- **Garden Walk:** Garden Walk forms a key link between Rye Lane and the proposed supermarket. It is arranged as a series of linked spaces (namely Botanical Way, Aylesham Gardens, Discovery Garden, Floral Walk and Petal Plaza) which gently lead people through the Proposed Development. The landscape includes an open lawn area, spill out space to food and beverage retail units, play area, and water jet play feature. The space has been

designed for flexibility in mind in order to host a number of events throughout the year.

- **Peckham Yards:** a social space for residents and members of the community, located in the northwest corner of the site providing spill out space from the adjacent commercial units. Its built-in flexibility will cater for a variety of events making it very much part of the urban character of Peckham. Peter Collinson Passage is a gateway from Rye Lane and Peckham High Street into Peckham Yards and is designed with lighting and planting in pots to aid wayfinding. The Urban Orchard acts as a unique urban experience where visitors can sit under flowering fruit trees, socialise, and be surrounded by local art.
- **Green links:** which involves the provision of connector routes within the site and offering seating along pedestrian routes, incidental play, street tree planting, integration of rain garden planting and cycle parking opportunities.
- **Roof Landscapes Communal & Biodiverse:** The Residential Communal Landscapes are comprised of the Level 01 and 02 Podium Gardens, as well as a number of Roof Garden Terraces at higher levels. The Podium Gardens provide play space as well as amenity space for residents. These spaces provide a safe, welcoming, green space for residents to gather, socialise, and relax with space for activity balanced with more passive spaces to relax. Defensible planting is provided to private amenity spaces for residential units facing each space.

Access

Pedestrian and cycle access will be accommodated across the site; segregated routes for pedestrians / cyclists are provided on the general vehicle access routes with a shared north-south route that facilitates limited vehicles will be provided.

The basement vehicle parking will be accessible via a ramp along Hanover Park.

Take-away food, and food deliveries, will be direct to each residential core. There is no on street parking within the scheme, except for blue badge parking, as set out below. However, there are adequate loading bays and parking areas to allow delivery drivers to stop adjacent to lobbies on the street. All residential buildings have access to a dedicated secure refuse storage facility located within their respective buildings.

Refuse from the flexible retail, leisure and commercial outlets is also consolidated across the ground floor to facilitate easy waste disposal and maintenance of the public realm.

Landscape Masterplan (Ground Floor)



1. Aylesham Gardens; 2. The Green Link; 3. Floral Walk; 4. Peckham Yards; 5. Discovery Garden; 6. Supermarket Entrance; 7. Indicative bus station improvements; 8. Retaining existing trees; 9. Hanover Park; 10. Connection to Rye Lane; 11. Mckerrell Road

Vehicle and Cycle Parking

The Proposed Development includes 11 Blue Badge bays for residents and employees of the town centre (non-supermarket) uses (five within the basement car park and six on street). There are ongoing discussions with the London Borough of Southwark; however, the intent is for one or more of the on street blue badge spaces to be used to accommodate a car club to provide vehicle access to blue badge holders without the need to own a car.

The supermarket will provide 140 car parking spaces (a reduction of 213 when compared to existing) for customers of the proposed supermarket and comprise

the following: 124 standard spaces; eight Blue Badge (6%); eight Parent/Child; and 20% will be equipped with electric vehicle chargers.

A total of 1,871 cycle parking spaces are proposed throughout the site. This is made up of short and long stay cycle parking between the residential; supermarket; flexible retail, leisure and commercial; and workspace uses.

DEMOLITION AND CONSTRUCTION

The description of works will comprise the following phases:

- Site possession, clearance and welfare establishment;
- Demolition and remediation;
- Construction of substructure (below ground works);
- Construction of superstructure (above ground works);
- Construction of façade;
- Internal Fit-out; and
- Landscaping.

Typical construction plant and equipment expected to be used includes concrete crusher, excavator, tower / mobile cranes, breaker, drills / cutters, compactors / rollers, piling rigs, concrete pump, small tools, welding plant, generators, scaffolding, asphalt plant, and forklift trucks.

Construction activities will be carried out Monday to Friday 08:00-18:00 and 09:00-14:00 on Saturdays. Construction work will not take place on Sundays, Bank or Public Holidays, unless otherwise agreed with the London Borough of Southwark.

Construction of the Proposed Development is anticipated to be undertaken over an estimated 9-year period, with construction commencing Quarter (Q) 1 2026 and the completion of the Proposed Development expected by the end of Q4 2034, as shown on **Page 9**.

It should be noted that the occupation of the buildings within both Phase 1 and Phase 2 will likely be phased, therefore the earliest occupation of the Proposed Development is 2029 (Building N).

Phase 1 will comprise the demolition of the petrol station and associated areas, as well as the eastern side of the current supermarket car park. The current

Prior to the start of works on-site, a Demolition and Construction Environmental Management Plan will be prepared and agreed with the London Borough of Southwark. The Demolition and Construction Environmental Management Plan will explain how the works and the site will be managed including environmental management and precautions and measures to be implemented to minimise the exposure of workers, surrounding residents/ commercial users and the general public to potentially adverse effects of construction activity.

It is anticipated that the frequency of vehicle deliveries will peak at around 43 vehicles per day (86 two-way vehicle movements per day) during peak period of

All vehicular traffic associated with the construction of the Proposed Development will access the site via Hanover Park. The route follows the Transport for London Road Network, until the final approach to the site where local roads will be utilised for access.

Throughout the construction phase, community liaison and complaints procedures will be followed.

To read more about the demolition and construction works and the Proposed Development, see **ES Volume 1, Chapter 4: The Proposed Development**, **ES Volume 1, Chapter 5: Demolition and Construction** and the **Environmental Statement Addendum**.

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ALTERNATIVES & DESIGN EVOLUTION

The extent to which consideration has been given to alternative sites, the option of not developing the site, and the design evolution process that has taken place is reported in the Environmental Statement. The design of the Proposed Development has been influenced by various environmental studies and discussions/feedback received from various stakeholders. Both the Environmental Statement and the Design and Access Statement submitted with the planning application explain this process in more detail, with a summary below.

Do Nothing / No Development Alternative

The Do-Nothing/No Development Alternative refers to the option of leaving the site as existing, with the existing buildings and uses remaining in their current state. The Do-Nothing alternative would not be desirable as the current uses on-site do not align with the LBS's aspiration for the site to deliver high quality housing. The Proposed Development for the site represents an opportunity for redevelopment to provide new homes, employment generating space, as well as significant enhancements to the public realm. The site also forms part of the allocated development opportunity sites in the Southwark Local Plan and is therefore recognised as an important location for regeneration. Under a Do-Nothing scenario the benefits associated with the Proposed Development would not be realised and therefore the Do-Nothing Alternative has not been considered further.

Alternative Sites

No alternative sites or locations have been considered for the Proposed Development. The Applicant owns the site which is allocated in the Southwark Local Plan for redevelopment. The site is deemed a suitable location for the redevelopment of a residential-led, mixed use scheme. The site is therefore considered to be suitable for the Proposed Development; consideration of alternative sites has not been considered further.

Alternative Designs and Design Evolution

Initial design considerations, design brief and the framework principles have guided the evolution of the Proposed Development. No entirely alternative designs have been developed which differ from the starting framework principles, however the design of the Proposed Development has emerged and evolved in response

to feedback from the pre-application consultation process (both in terms of the public consultation process and the pre-application discussions) as well as design development, and input in relation to the technical and environmental design aspects of the scheme.

Important Design Considerations

Following analysis of the site and the surrounding context, initial design options were explored. Key constraining factors considered during the design evolution of the scheme included:

- Location of the site within Rye Lane Conservation Area;
- Proximity of the site to historic buildings such as the Jones & Higgins Clock Tower;
- Existing trees on site which are subject to Tree Preservation Orders (TPOs) and the opportunity to increase the provision of green space;
- Limited permeability through the existing site;
- Location of the site within Southwark's Viewing Corridor;
- Proximity to Hanover Park, Rye Lane and Peckham Bus Station, and the associated noise and air pollution from existing road traffic; and
- Existing supermarket on site to be retained and remain operational during construction of the Proposed Development.

Consultation

The design of the Proposed Development has also evolved in response to consultation with Southwark, local stakeholder groups and other statutory consultees and the community via public consultation. Of note, key themes identified during consultation that have been incorporated into the design include:

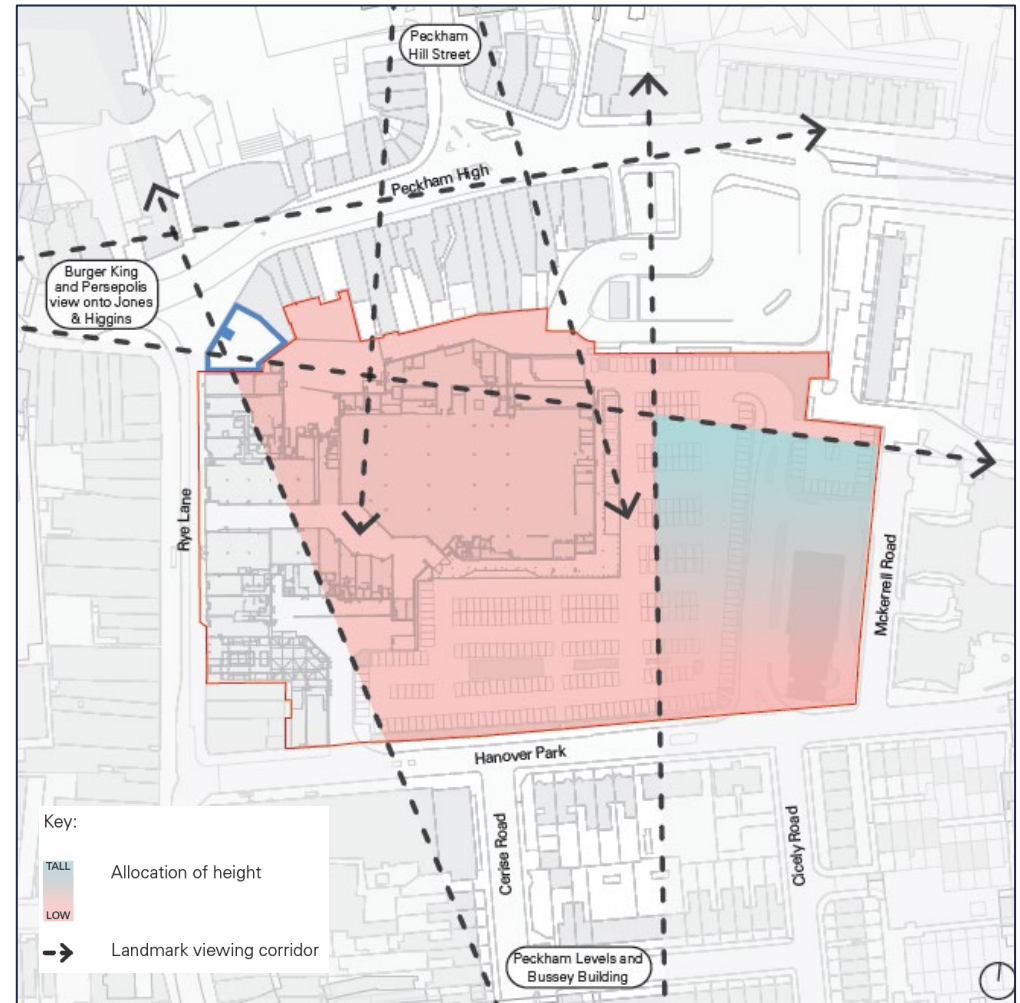
- Continuous operation of supermarket on site to minimise impact on retail provision;
- Provision of affordable housing;
- Design of the individual buildings of the Proposed Development to be distinct from each other, and respond to local character; and
- Improvement to cycle and pedestrian access in and around the site, increasing safety and accessibility.

Proposed Development Design Evolution

The Proposed Development has evolved in response to the key environmental issues and pre-application consultation as set out above. The key changes included:

- Reduction in height, scale and massing;
- Reduction from 1,050 residential dwellings to 867;
- Location of taller buildings to the east of the site to minimise impact on key sensitive views including views from Peckham Hill Street, Peckham Levels and the Jones & Higgins Clock Tower (shown opposite);
- Introduction of breaks between Rye Lane buildings (Buildings A, B and C) to establish pedestrian connections to Hanover Park;
- Locations and heights of perimeter buildings on Mckerrell Road adjusted to reduce daylight and sunlight impact on existing residential blocks to the east of the site;
- Setbacks introduced and articulation of Rye Lane buildings (Buildings A, B and C) to respond to adjacent heritage assets and minimise impact on Rye Lane Peckham Conservation Area;
- Flexible commercial, retail and leisure uses located in proximity of existing retail provision on Rye Lane to create a retail loop;
- Building M shifted to the south to improve views of the Jones & Higgins Clock Tower when viewed from Peckham High Street; and
- Introduction of evergreen tree planting in the public realm to reduce wind speeds, in response to initial wind microclimate testing.

Key Views



To read more about the design evolution of **Proposed Development**, see **ES Volume 1, Chapter 3: Alternatives and Design Evolution** and the **Environmental Statement Addendum**.

ASSESSMENT METHODOLOGY

Scoping

One of the first stages of the Environmental Impact Assessment process is referred to as ‘Scoping’. Scoping identifies the environmental topic areas which have the potential at that stage to result in significant effects, and therefore should be investigated further as part of the next stage of the Environmental Impact Assessment process.

As part of the ‘Scoping’ process, Trium Environmental Consulting LLP prepared and issued a ‘Scoping Report’ to the LBS which set out the nature and purpose of the Proposed Development, and the potential environmental issues and effects to be considered together with the proposed approach to the Environmental Impact Assessment. This was issued to the LBS on the 11th January 2024.

The Scoping process identified that the following technical topics had the potential for significant effects and should be ‘scoped in’ (i.e. included) to the Environment Impact Assessment: Socio-Economics; Traffic and Transport; Air Quality; Noise and Vibration; Daylight, Sunlight and Overshadowing; Wind Microclimate; Archaeology; Ground Conditions and Land Contamination; Climate Change; and Built Heritage, Townscape and Visual.

All other environmental topics did not need to be assessed within the Environmental Impact Assessment as there were either no likelihood for significant effects; or, where there was, suitable mitigation and control measures could be committed to at the Scoping stage and incorporated into the design of the Proposed Development (as relevant) to ensure there would be no likely significant effects. Standalone planning deliverables have instead been produced for these topic areas.

The London Borough of Southwark issued their opinion (also known as a ‘Scoping Opinion’) on the 27th March 2024. The Scoping Opinion confirmed agreement of the topics to be ‘scoped in’ to the Environmental Statement. The Environmental Statement has been prepared with due regard and accordance with the agreed scope.

To read more detail about the assessment methodology, see *ES Volume 1, Chapter 2: EIA Methodology*

Impact Assessment Methodology

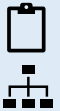
The Environmental Impact Assessment process is undertaken in a number of stages, with each technical topic assessment following the same process, as shown in the image below. Potential environmental effects have been predicted using desk studies, surveys, computer modelling and professional judgement, as set out within the assessment methodology section of each technical assessment within Volume 1 (the main report) and ES Volume 2 (the ‘Built Heritage, Townscape and Visual Assessment’) of the Environmental Statement.



ENVIRONMENTAL IMPACT ASSESSMENT – DEMOLITION AND CONSTRUCTION EFFECTS & MITIGATION

The EIA process has assessed the *potential (or likelihood)* for significant environmental effects, and where relevant and possible, has committed to mitigation to reduce or eliminate adverse (i.e., negative) effects. Potential effects (before mitigation) have been identified in the tables below as either ‘significant’ or ‘not significant’. The two tables below set out a summary of the key mitigation measures that will be put in place to avoid, prevent and reduce the potential significant effects that could arise during the demolition and construction of the Proposed Development and once it is complete and in use (i.e., mitigation measures). The tables present mitigation measures that can be secured via planning conditions or obligations. Measures that are embedded into the Proposed Development’s design are largely not included in the below tables, as these will be secured via the granting of the planning application.

Demolition and Construction

Technical Topic	Potential Effect and Effect Significance Before Mitigation	Mitigation To Reduce the likelihood of Significant Effects
Socio-Economics	Disruption to existing employment on site (<i>Significant effects are not likely</i>)	 Implementation of Business Relocation Strategy. This sets out the detail of the existing businesses and the process the Applicant will undertake to support tenants to secure new employment space, either in the Proposed Development or in other suitable premises
Traffic and Movement	Road Vehicle Drive and Passenger Delay (<i>Significant effects are not likely</i>)	 A detailed Construction Logistics Plan and Demolition and Construction Environmental Management Plan will be secured by planning condition and will minimise adverse impacts resulting from the demolition and construction phases of the Proposed Development.
	Non-Motorised User Delay (<i>Significant effects on-site are likely</i>)	
	Severance of Communities (<i>Significant effects on-site are likely</i>)	
	Non-Motorised User Amenity, Fear and Intimidation (<i>Significant effects are not likely</i>)	
	Road User and Pedestrian Safety (<i>Significant effects are not likely</i>)	
Air Quality	Dust will be generated during demolition and construction works as a result of works on site and from road traffic (<i>Significant effects are not likely</i>)	 Measures to reduce dust production during demolition and construction include developing a Dust Management Plan, e.g., dust screens to reduce the amount dust produced from demolition and construction activities from leaving the site, using dust and air quality pollutant monitors and planning the site layout so that dust producing activities are located as far away from receptors as possible.
Noise and Vibration	Noise will be generated during demolition and construction works that will affect existing surrounding properties. (<i>Some significant effects are likely</i>)	 Measures to reduce noise and vibration during construction will include screening, ensuring that loud operations are not clustered together, use of demolition and construction plant that is compliant with published sound and vibration levels and adherence to agreed working hours.

Technical Topic	Potential Effect and Effect Significance Before Mitigation	Mitigation To Reduce the likelihood of Significant Effects
	Vibration will be produced during the demolition and construction works. <i>(Significant effects are not likely)</i>	Measures associated with 'Best Practicable Means' will be stated within and implemented via a Demolition and Construction Environmental Management Plan.
	Noise will be generated by construction traffic on surrounding local roads. <i>(Significant effects are not likely)</i>	 Best Practice Measures will be introduced where possible, such as the scheduling of delivery times – see the Noise & Vibration ES Chapter for a list of minimum measures to be introduced.
Wind Microclimate	Temporary windy conditions within the site and surrounding area during the operation of Phase 1 and construction of Phase 2 of the Proposed Development <i>(Some Significant effects are likely)</i>	 Proposed landscaping scheme. Provision of temporary 2m side screen at probe location P91 (at podium level adjacent to Building M) during Phase 2 construction. Provision of 1.8m side screens at probe location P147 (Building L).
Archaeology	Archaeological assets will be impacted during demolition and construction works. <i>(Significant effects on later-medieval pits and ditches are likely)</i>	 A programme of archaeological works will be implemented ahead of the construction of the Proposed Development to excavate and record any remains prior to any impact
Ground Conditions	Potential contamination from construction and demolition activities; Remobilisation and creation of contaminant pathways to controlled waters; Potential for Demolition and Construction Workers to be Exposed to Ground Gas and unexploded ordnance <i>(Significant effects are not likely)</i>	 Comprehensive site investigations will be undertaken on site and recommendations will be provided based on the analysis of results. This will be secured by a suitably worded planning condition attached to any planning consent and will assist in deriving the final risk assessment for the site which will identify if there any specific remediation or mitigation measures required to be implemented. Ground Gas monitoring included within the intrusive investigations. Unexploded Ordnance Risk Management Plan will be undertaken.
Climate Change	Greenhouse gas emissions will be produced during the demolition and construction works. <i>(Significant effects are not likely)</i>	Measures to reduce emissions during the demolition and construction works will include:  Consideration to use of construction materials with low embedded carbon.  The Applicant will develop a Demolition and Construction Environmental Management Plan which will detail control measures and activities, including matters regarding waste management, as well as energy and power usage. A Construction Logistics Plan will also be prepared.
Built Heritage, Townscape and Visual	Change to townscape elements, view pathways and heritage assets <i>(Some significant effects are likely)</i>	 Relevant mitigation measures and industry best practices such as hoarding would be agreed as part of the Demolition and Construction Environmental Management Plan. Other measures like using appropriate low intensity site lighting will also be used to restrict adverse effects during the demolition and construction works on the receptors.

To read more detail about the mitigation proposed, see **ES Volume 1, Chapter 17: Environmental Management, Mitigation and Monitoring Schedule**

ENVIRONMENTAL IMPACT ASSESSMENT – OPERATIONAL EFFECTS & MITIGATION

Complete and Operational

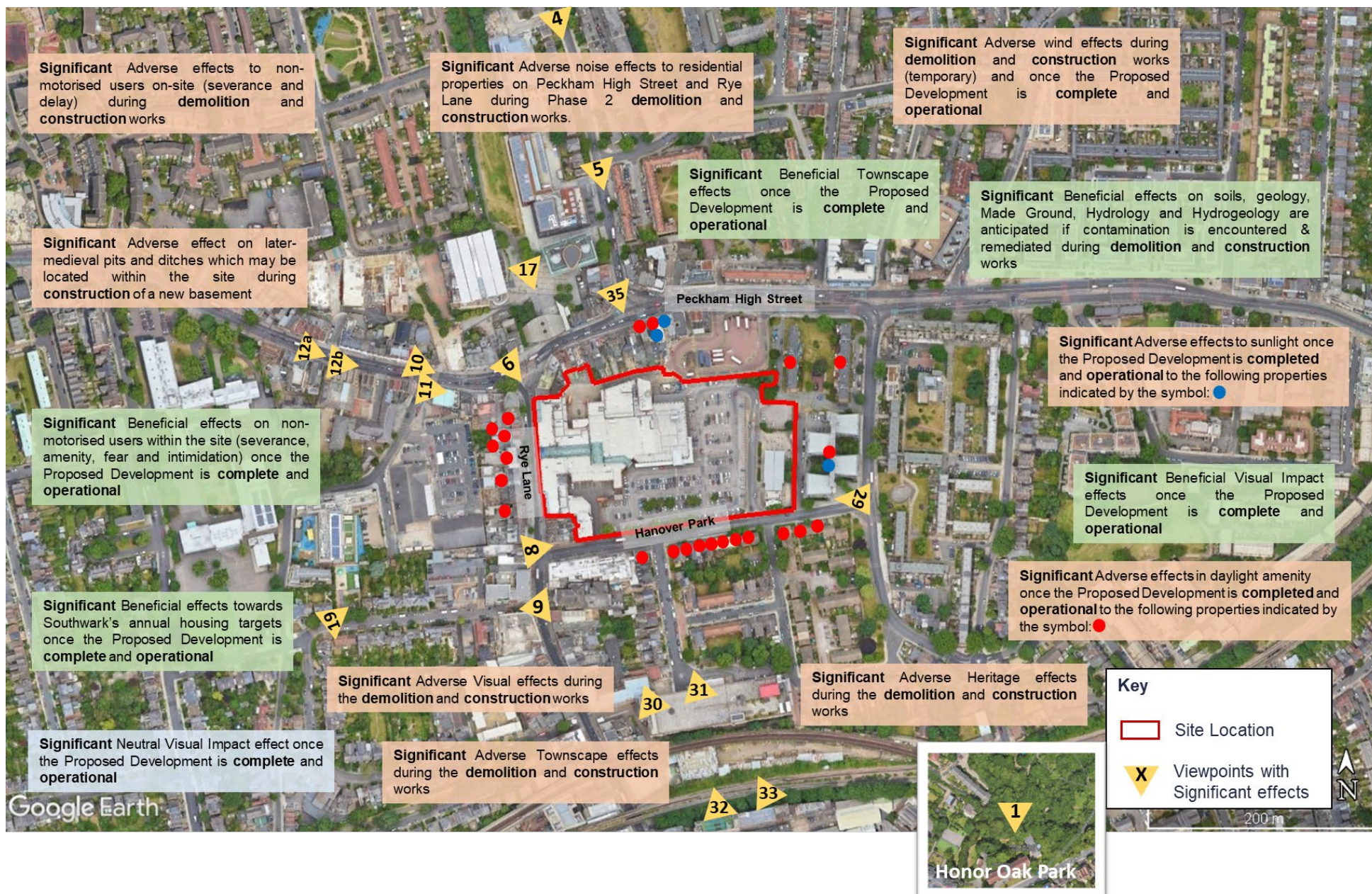
Technical Topic	Potential Effect	Mitigation
Air Quality	Road traffic and Emergency Diesel Generator emissions generated once the Proposed Development is completed and operational (Significant effects are not likely)	 No mitigation measures proposed beyond best practice design measures.
Socio-Economics	Demand place on GPs as a result of the new residents of the Proposed Development (Significant effects are not likely)	 Primary healthcare provided by the NHS is funded by tax revenue as allocated to Primary Care Networks through Integrated Care Boards (ICB). ICB block funding for revenue spending is updated annually and services can therefore adjust to changes in population relatively quickly. If sufficient evidence is provided that justifies mitigation in line with Southwark priorities, and in accordance with Regulation 122 of the Community Infrastructure Levy Regulations (2010) (As amended), Section 106 or Community Infrastructure Levy spending could be directed towards health and education infrastructure.
Noise and Vibration	Noise and vibration generation by building services plant (Significant effects are not likely)	  Building services plant will be designed to meet recommended noise limits. As is standard at the planning stage, precise details of proposed building services plant associated with the Proposed Development are not yet known. Building services plant equipment will therefore be selected, located and attenuated such that the plant noise emission criteria agreed with Southwark are satisfied. Such criteria will be agreed through appropriately worded planning conditions.
	Noise generation from Retail, Leisure and Commercial uses (including drinking establishment premises) once the Proposed Development is complete and operational (Significant effects are not likely)	 Detailed analysis would be required should any entertainment or leisure venues be proposed, subject to the specific wording of any future planning conditions or licensing agreements.
Daylight, Sunlight & Overshadowing	Reductions in daylight and sunlight amenity to nearby residents and public amenity (Some Significant effects are likely)	 No additional mitigation is proposed, as relevant mitigation is embedded in the design. The daylight/sunlight consultants have worked closely with the architects during the design evolution to produce a scheme that minimises adverse daylight, sunlight and overshadowing effects to neighbouring buildings and surrounding amenity spaces
Wind Microclimate	Windy conditions within the site and surrounding area once the Proposed Development is completed and operational (Some Significant effects are likely)	 Proposed landscaping scheme. Wind mitigation measures as set out in testing such as balustrades on various on-site locations such as balconies and terraces.

Technical Topic	Potential Effect	Mitigation
Climate Change	Greenhouse gas emissions will be produced once the Proposed Development is completed and occupied. <i>(Significant effects are not likely)</i>	Measures to reduce its operational emissions comprise:  A Travel Plan will be developed that will set out measures to encourage the use of sustainable methods of transport.  To comply with Policy SI 2 of the London Plan and Policy P70 of the LBS' Local Plan, carbon offset payments will be provided to offset residual regulated CO2 emissions to zero percent of Part L of the Building Regulations.
Built Heritage, Townscape and Visual	The Proposed Development, once completed, will benefit the surrounding townscape of central Peckham (around Rye Lane and Peckham High Street), the historical residential Peckham, central Peckham housing (located to the east and north of the site) and the terraced streets located north of Queen's Road. <i>(Some significant effects are likely)</i>	 No mitigation measures proposed – this consequence of new buildings coming up within an urban environment is inevitable that a development of a significant scale within a sensitive, multi-layered historic urban context such as Peckham Town Centre will result in impacts. Some of those impacts are desirable. Delivered successfully, this development will contribute significantly to the character and life of the local area, both in its immediate vicinity and in wider panoramas and skyline views. Some impacts, however, represent a loss; in this case, the 'not significant' impacts to the setting of designated and non-designated heritage assets.
	The Proposed Development will have beneficial, neutral and adverse impacts on surrounding views once developed. All significant effects, except one, are beneficial and neutral in nature. <i>(Some significant effects are likely)</i>	
	The Proposed Development will have beneficial, neutral and adverse impacts on some of the surrounding heritage assets while many of the heritage assets will not be impacted by the Proposed Development. <i>(Some significant effects are likely)</i>	

To read more detail about the mitigation proposed, see **ES Volume 1, Chapter 17: Environmental Management, Mitigation and Monitoring Schedule** and the **Environmental Statement Addendum**

LIKELY SIGNIFICANT EFFECTS

Following the implementation of the committed mitigation measures set out on **Pages 13 to 16**, the assessments (as relevant) were updated, and the resultant effects identified. The figure below illustrates the conclusions of the Environmental Impact Assessment, presenting the key effects identified through the EIA process and confirming the likely significant effects of the Proposed Development on the environment. Further discussion on the likely significant effects identified is presented on **Pages 18 to 19**.



LIKELY SIGNIFICANT EFFECTS

Demolition and Construction Effects

Traffic and Transport

The demolition and construction of the Proposed Development will result in the temporary closure of pedestrian through routes on the existing site to facilitate the construction of the Proposed Development, therefore resulting in a temporary Significant Adverse effect on non-motorised users (e.g. pedestrians and cyclists) within the site in relation to severance and delay.

Noise and Vibration

During the demolition and construction works of Phase 2 of the Proposed Development, temporary Significant Adverse effects have been identified with regards to construction noise on residential properties along Peckham High Street and Rye Lane. It should be noted that the assessment has considered a worst-case scenario of the demolition and construction activities which are likely to take place over the course of a working day, with multiple noise sources operating simultaneously.

Archaeology

The Proposed Development is anticipated to result in a Significant Adverse effect on later-medieval pits and ditches which may be located within the site due to the provision of a new basement within the eastern extent of the site.

Ground Conditions and Land Contamination

Demolition and construction works, for example site levelling and piling, will disturb the ground at the site, which has the potential to remobilise existing contamination within the soils and hydrogeology, and through drainage routes and services. There is a risk that leaching of contaminants and / or infiltration of rainwater could remobilise any contamination within the topsoil and result in contamination of the underlying Made Ground.

If contamination is found on site following the site investigation, remediation measures will be put in place with the intention to achieve environmental betterment.

Significant Beneficial effects on soils, geology, made ground, hydrology and hydrogeology are anticipated if contamination is encountered and remediated.

Wind Microclimate

During the construction of Phase 2, there are some areas of temporary adverse wind comfort conditions (i.e. Significant Adverse effects) at one off-site and several on-site locations within Phase 1. Further testing of identified mitigation measures will be undertaken prior to occupation to ensure that all areas of the Proposed Development will be safer and fit for the intended usage.

Built Heritage

The demolition and construction of the Proposed Development will result in some temporary Significant Adverse heritage effects as a result of visible construction infrastructure such as tower cranes. Seeing such construction plant is not considered incongruous within an area undergoing significant change in accordance with the Local Plan.

Townscape

The demolition and construction of the Proposed Development will result in some temporary Significant Adverse townscape effects as a result of visible construction infrastructure such as tower cranes. Seeing such construction plant is not considered incongruous within an area undergoing significant change in accordance with the Local Plan.

Visual Impact

The demolition and construction of the Proposed Development will result in some temporary Significant Adverse visual impact effects as a result of visible construction infrastructure such as tower cranes. Seeing such construction plant is not considered incongruous within an area undergoing significant change in accordance with the Local Plan. Residents (visual receptors) of the Proposed Development will experience Significant Adverse visual demolition and construction effects for up to 5 years while they are in residence, as Phase 2 is built.

Completed Development Effects

Socio-Economics

The Proposed Development will include the provision of 867 new homes, which is equivalent to 36.8% of Southwark annual housing targets, and 3.7% of its total target over the plan period. This will result in a Significant Beneficial effect at the local and borough level.

Traffic and Transport

The Proposed Development will include enhancements to existing through routes located on site, creating routes which are traffic free, on both the north-south and east-west axes. The Proposed Development will also significantly reduce vehicle movement within the site generally from a 'car park' level of activity to a 'servicing only' level of activity. This will result in Significant Beneficial effects on non-motorised users within the site, in relation to severance, amenity, fear and intimidation.

Daylight and Sunlight

The Proposed Development will result in the reduction in daylight amenity to the following properties, resulting in Significant Adverse effects once completed:

- Purdon House, Goldsmith Road;
- Flamborough House, Clayton Road;
- 14 – 16, 20, 22, 24, 26, 28, 30 – 36, 40, 44, 46 Hanover Park;
- 11 -12 Robert Keen Close;
- 2, 4, 6, 8 – 10, 12 – 12A, 43 Rye Lane;
- 108 and 112 Peckham High Street;
- 81 Hanover Park; and
- 5 Central Buildings.

Furthermore, the Proposed Development will result in the reduction in sunlight to the following properties, resulting in a Significant Adverse effect: 81 Hanover Park; 112 Peckham High Street; and 114 Peckham High Street.

The Proposed Development has been designed with careful consideration of neighbouring daylight and sunlight amenity to existing residential receptors. The

existing low-level and under-developed site condition means that larger proportional changes in amenity are inevitable if the site is meaningfully redeveloped. Where neighbouring windows currently overlook a low-level and partially clear site, they will enjoy high levels of daylight and sunlight which are not necessarily characteristic of an urban setting. Therefore, an appropriate way to assess the potential effects of redevelopment is to consider retained daylight levels as opposed to the significance of change. A retained daylight value of 15% Vertical Sky Component (VSC) has been agreed with LBS officers during pre-application discussions as an appropriate retained value to inform scheme design. Accordingly, the vast majority of neighbouring windows assessed, 710 out of 899 total windows assessed retain at least 15% VSC (79%). On this basis, whilst noticeable effects occur, these are generally considered to be acceptable.

Where windows fall below this level, they are generally either obstructed by existing balconies/overhangs which exacerbate reductions caused by new massing opposite or are located close to the boundary, directly overlooking the site and therefore solely reliant on light received over the site. Therefore, in some cases lower retained VSC levels were somewhat unavoidable to balance effect on daylight and sunlight amenity and other planning considerations.

Wind Microclimate

Based on the current tested configurations and mitigation measures included, there remain some areas of adverse wind comfort conditions at some on-site locations. However, with the implementation of the identified mitigation measures within the design, it is concluded that the locations with unsuitable conditions will be safe for the intended uses. As such, additional on-site mitigation measures have been coordinated with the design team to provide suitable design in locations where wind conditions remain unsuitable for their intended use. Further testing of the identified mitigation measures will be undertaken prior to occupation to ensure that all areas of the Proposed Development will be safe and fit for the intended usage.

Townscape

The Proposed Development would result in a Significant Beneficial effect on Townscape Character Area A: Central Peckham, Retail, Civic and Leisure. The Proposed Development would integrate a new community, including a group of buildings and associated landscape spaces, into the existing fabric of Peckham.

Visual Impact

In terms of the visual impact assessment, a number of significant effects have been identified including nine Significant Beneficial effects (*View 4 - Peckham Hill Street; View 5 - Peckham Hill Street opposite Mountview Academy; View 6 - Peckham High Street, opposite Rye Lane junction; View 8 - Junction of Hanover Park; View 10 - Peckham Road (north side of road); View 11 - Peckham Road (south side of road, west of view 10); View 17- Peckham Square; View 29 - Clayton Road, looking along Hanover Park; View 35 - Peckham High Street, outside M. Manze*), seven Significant Neutral effects (*View 9 - Junction of Hanover Park; View 12b - Peckham Road (south side of road, west of view 12a); View 19 - Highshore Road; View 30 - Peckham Levels - viewing platform; View 31 - Peckham Levels- centre; View 32 - Bussey Building – west; View 33 - Bussey Building - east*) and one Significant Adverse effect (*View 12a - Peckham Road (south side of road, west of view 11)*).

The Proposed Development is of high-quality architecture and would become a positive and distinctive addition to the skyline and aligning with the surrounding townscape character areas resulting in a number of Significant Beneficial and Neutral effects. The adverse effect is as a result of the Proposed Development being located within the backdrop of the locally listed former Jones & Higgins Clock Tower.

To read more detail about likely significant effects, see **ES Volume 1, Chapter 16: Likely Significant Effects** and the **Environmental Statement Addendum**

CUMULATIVE EFFECTS ASSESSMENT

Development projects of a certain scale within the surrounding area that are not yet built (e.g., are consented or being considered for approval by the local authority) have been considered to understand the potential impact of the Proposed Development in combination with these schemes ('cumulative schemes').

A total of 24 schemes were identified through desk-study and were agreed via the EIA Scoping process to be assessed within the Environmental Impact Assessment with the London Borough of Southwark. An additional 4 schemes were considered as part of the Environmental Statement Addendum. These schemes are shown on **Page 22**.

The Environmental Impact Assessment process has considered and assessed likely significant cumulative effects additional to the main assessment of the Proposed Development as summarised in the *Likely Significant Effects* section of this Non-

Technical Summary. No additional likely significant effects as a result of the demolition and construction cumulative effects assessments have been identified.

Additional likely significant effects as a result of the completed developments cumulative effects assessments were identified for socio-economics. These are:

- **Construction Employment** – a Significant Beneficial effect has been identified, as the Proposed Development and cumulative schemes could generate between 8,655 – 8,825 Full Time Equivalent (FTE) jobs. This effect is greater than that concluded for the Proposed Development in isolation;
- **Housing Delivery** – a Significant Beneficial effect at the borough level has been identified, as the Proposed Development and cumulative schemes are expected to bring forward approximately 25,000 homes, contributing significantly towards Southwark's ten-year housing target, as defined within the London Plan; and
- **Additional Spending** – a Significant Beneficial effect has been identified, as the Proposed Development and cumulative schemes will generate approximately £380 million per year in household spending, and the additional employees will generate up to approximately £26 million per year in additional spending.

EFFECT INTERACTIONS

Effect interactions occur due to the interaction between multiple effects arising due to the Proposed Development on an individual receptor, for example effects in relation to noise and dust on a property. Effect interactions can occur during the demolition and construction phase and once the Proposed Development is complete and operational. Interactions can be significant or not significant, as well as beneficial, adverse or neutral (i.e., neither positive nor negative), dependent upon the contributing effects.

Demolition and Construction

It is acknowledged that there is the potential for a temporary significant adverse effect interaction to occur for the following receptors:

- A Significant Adverse temporary effect interaction to non-motorised users on-site due to combined traffic and transport (severance and delay) effects;

- A Significant Adverse temporary effect interaction to residential properties on Peckham High Street due to combined noise and vibration effects during Phase 2 of the demolition and construction works;
- A Significant Adverse effect interaction to 112 and 114 Peckham High Street due to noise and vibration during Phase 2 of the demolition and construction works combined with combined daylight and sunlight effects;
- A Significant Adverse temporary effect interaction to residential properties above commercial units along Rye Lane due to combined noise and vibration effects; and
- A Significant Adverse temporary effect interaction to 43 Rye Lane due to combined noise and daylight effects.

The impact of the construction works will be managed as far as reasonably possible through measures detailed within the Construction Environmental Management Plan and other site-specific management plans.

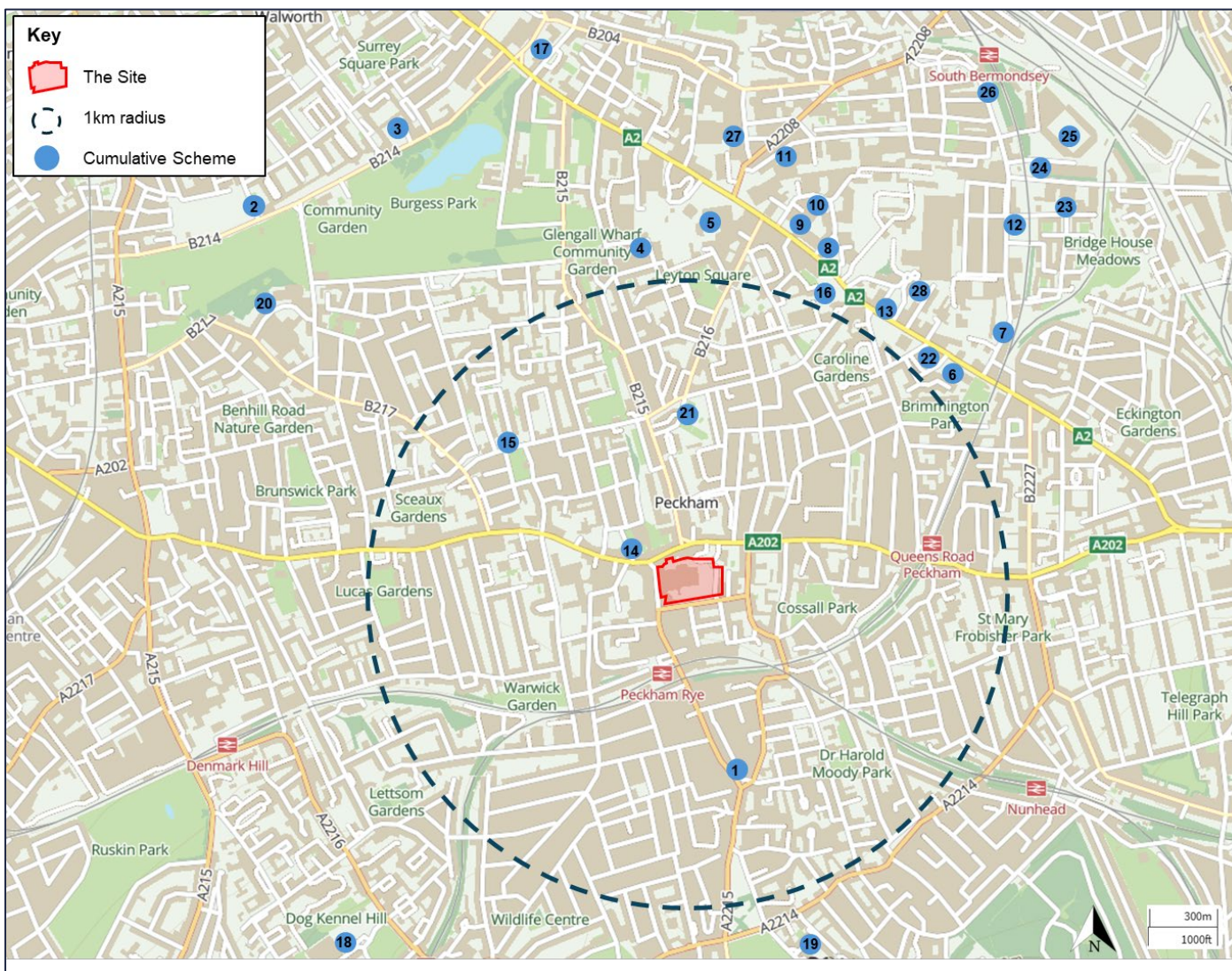
Completed Development

Once the Proposed Development is completed and operational, there is the potential for permanent effect interaction to occur on the following receptors:

- A Significant Beneficial effect interaction to non-motorised users on-site due to combined traffic and transport (severance, delay, amenity, fear and intimidation) effects;
- A Significant Adverse effect interaction to 81 Hanover Park due to combined daylight and sunlight effects;
- A Significant Adverse effect interaction to 112 Peckham High Street due to combined daylight and sunlight effects; and
- A Significant Adverse effect interaction to 114 Peckham High Street due to combined daylight and sunlight effects.

*To read more detail about effect interactions, see **ES Volume 1, Chapter 15: Effect Interactions***

Cumulative Schemes Map



Cumulative Schemes

Schemes that are Approved and which form part of the Cumulative Assessment

1. 213 Rye Lane London (within evolved baseline)
2. Aylesbury Estate Phase 1
3. Aylesbury Estate Site Phase 2B
4. Malt Street Regeneration Site Land
5. Land At Cantium Retail Park
6. 840 Old Kent Road
7. Land At 313-349 Ilderton Road
8. Land Bounded By Ruby Street Murdock Street And 685-695 Old Kent Road
9. 651-657 Old Kent Road
10. Ruby Triangle Site Land
11. 6-12 Verney Road
12. 227-255 Ilderton Road
13. 747-759 & 765-775 Old Kent Road & Land At Devonshire Grove
14. Open Land Rear Of 1-51 Peckham High Street
15. Vacant Site Opposite Central Venture Park Commercial Way
16. Ledbury Estate Commercial Way
17. Southernwood Retail Park 2 Humphrey Street
18. Dulwich Hamlet Football Ground
19. 40-46 Solomons Passage
20. 25-33 Parkhouse Street
21. Bells Gardens Community Centre
23. Ilderton Wharf 1-7 Rollins Street
25. Surrey Canal Triangle
26. 79-161 Ilderton Road

Submitted and Pending Determination

22. 812 Old Kent Road
24. Land A at Surrey Canal Road, Stockholm Road, Bolina Road And, Rollins Street
27. 310-330 St James's Road
28. Daisy Business Park, 19-35 Sylvan Grove

CONCLUSIONS

The Proposed Development would result in the delivery of 867 homes, a replacement supermarket with associated service yard and car parking, flexible retail and leisure including drinking establishments, commercial floorspace, landscaping and other associated works.

The Environmental Impact Assessment has established that the Proposed Development would result in the following likely significant effects:

- **During demolition and construction:**

- **Temporary Significant Adverse** effect on non-motorised users with respect to severance;
- **Temporary Significant Adverse** effect on non-motorised users with respect to non-motorised user delay;
- **Temporary Significant Adverse** noise effects on residential properties along Peckham High Street and Rye Lane during the Phase 2 demolition and construction works;
- **Temporary Significant Adverse** wind effects;
- **Temporary Significant Adverse** built heritage, townscape and visual effects as a result of visible construction works;
- **Significant Adverse** effect on later-medieval pits and ditches as result of the basement works;
- **Significant Beneficial** effect on soils, geology, Made Ground, Hydrology and Hydrogeology if contamination is encountered and remediated on site.

- **Once completed and operational:**

- **Significant Adverse** effects to residential properties (along Goldsmith Road, Clayton Road, Hanover Park, Robert Keen Close, Rye Lane and Peckham High Street) as a result of a reduction in daylight;
- **Significant Adverse** effects to residential properties (along Hanover Park and Peckham High Street) as a result of a reduction in sunlight;
- **Significant Adverse** wind effects;
- **Significant Adverse** visual effect to one view;
- **Significant Neutral** visual effects to seven views;
- **Significant Beneficial** visual effects to nine views;

- **Significant Beneficial** effect to local townscape character area;
- **Significant Beneficial** effect on housing need within Southwark;
- **Significant Beneficial** effect on non-motorised users with respect to severance; and
- **Significant Beneficial** effect on non-motorised users with respect to amenity, fear and intimidation.



