Chapter 3: Alternatives and Design Evolution

INTRODUCTION

3.1 This ES chapter summarises the main design alternatives considered by the Applicant and details the environmental considerations (including opportunities and constraints) that have influenced the design of the Proposed Development. Following this, a narrative is provided on the evolution of the design, focusing on key design modifications that were made during the design process. Environmental considerations which have influenced the design evolution process are discussed where relevant.

SITE AND SURROUNDING CONTEXT

Site and Surroundings Description

3.2 The site is located within Peckham Town Centre and currently comprises of the Aylesham Centre (made up of 19 individual non-residential units), which is connected to Morrisons supermarket, as well as a petrol station, car park and associated servicing areas. There is an existing basement which is located in the western area of the site, underneath the Morrisons supermarket and retail units along Rye Lane. There is approximately 10,183m^2 of non-residential/town centre uses on the site. The site is bordered by:

- Peckham Bus Station, 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 buildings and Clayton Road, to the east.

3.3 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 either 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.

3.4 The area surrounding the site predominantly comprises of low to medium rise commercial and residential dwellings. There is a single 20-storey residential building to the west of the site, located off Clayton Road.

Local Environmental Context

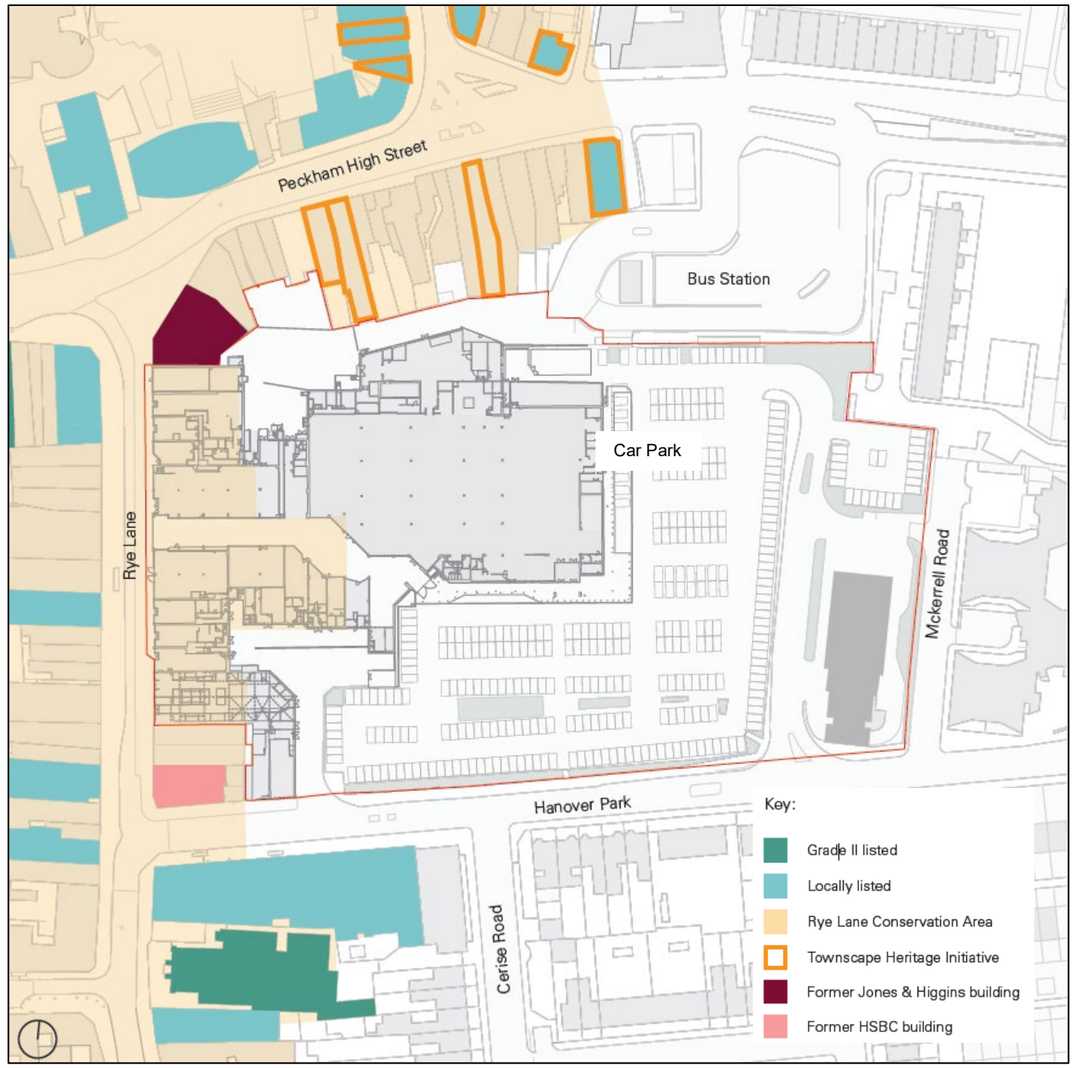
Built Heritage, Townscape and Visual

3.5 The western part of the site along Rye Lane fall within the Rye Lane Peckham Conservation Area (which is adjoining to the Holly Grove Conservation Area to the west and the Peckham Hill Conservation Area to the north). Some historic buildings which are a part of the Peckham Townscape Heritage Initiative Area[1] are located to the north and west of the site on Peckham High Street and Rye Lane, respectively.

3.6 There are no designated heritage assets within the site boundary, however, the former Jones and Higgins building and 47-49 Rye Lane (former HSBC building), shown in Figure 3.1, are identified as important undesignated heritage asset. The site falls within the LBS's viewing corridor View 1 which is the protected viewpoint from One Tree Hill towards St Paul's Cathedral. The area surrounding the site, except the retail centre along Rye Lane is predominantly residential with a mixture of historic terraced development, post-war estates and housing built in recent decades.

3.7 There are 69 listed buildings within 500m of the site with the closest being the Grade II Baptist Chapel, located approximately 100m to the south of the site on Rye Lane and Grade II 58 Peckham High Street to the west of the site.

Figure 3.1 Built Heritage and Townscape Context



Traffic and Transport

3.8 The Site's Public Transport Access Level (PTAL) varies from 6a to 6b (where 6b is the highest), indicating high levels of accessibility to public transport. The Peckham Bus Station, located to the north of the site and the Aylesham Bus Station on Hanover Park, located to the south of the site serve several bus routes. The nearest

[1] *The Peckham Townscape Heritage Initiative is a project funded by the Heritage Lottery Fund and Southwark Council which aims to contribute to the improvement of Peckham's town centre. Funding is available for the repair, re-use and restoration of forty of the historic buildings within the Rye Lane Peckham Conservation Area.*

train station, located approximately 300m to the south-west of the site is the Peckham Rye Railway Station which operates the London Overground services as well as National Rail services.

3.9 Several cycle stands are conveniently located including the Sheffield Cycle Stand on-site and three stands along Rye Lane to the west of the site. Cycle Superhighway 5 (CS5) is located along the Peckham High Street to the north of the site whereas the Local Cycle Network 22 is located along Highshore Road and Bellenden Road to the west of the site. The main vehicular access to the site is from Hanover Park (to the south of the site) with servicing access to the north of the site, accessed from the bus station.

Air Quality

3.10 The site is located within the Southwark Air Quality Management Area (AQMA). This AQMA covers the entirety of LBS for the exceedance of the annual mean for Nitrogen Dioxide (NO_2) and the 24-hour mean objective for Particulate Matter (PM_{10}). The site is located within one of the Greater London Authority's Air Quality Focus Areas (Area 155 Peckham Town Centre)[3], which are locations which not only exceed the EU annual mean limit value for NO_2 but are also locations with high human exposure.

Noise and Vibration

3.11 The predominant existing noise sources around the site arise as a result of road traffic from the Peckham High Street and the bus station to the north, Rye Lane to the west and Clayton Road to the east as well as the railway to the south.

Archaeology

3.12 The site is located within the Tier 2 Peckham Village Archaeological Priority Area (APA4). The area has been designated as a Tier 2 (of 4) APA because it is an area with evidence for historic settlement, a burial ground of 19th century or earlier origin and conservation areas with archaeological evidence (Rye Lane Peckham, Peckham Hill Street). There are no scheduled monuments and other designated (protected) heritage assets within 250m of the site.

Socio-Economics

3.13 The site is located within the Peckham Town Centre and the Peckham and Nunhead Primary Planning Area (PPA). There are 13 primary schools within the PPA, the closest being St James the Great Romain Catholic Primary School located 250m north-west of the site. There are 20 secondary schools within the LBS. The closest secondary school to the site is the Harris Academy Peckham secondary school, located approximately 240m to the west of the site.

3.14 There are six GP surgeries within approximately 1km of the site, the closest of which is the Acorn and Gaumont House Surgery on Peckham High Street, approximately 100m from the site. The closest open spaces / play areas are Cossall Park, located approximately 150m to the east of the site.

Ground Conditions and Land Contamination

3.15 Historical and current potentially contaminative land uses on-site comprise a historical garage, historical and current electricity substation, existing buildings on-site and an associated car park and petrol/car wash. The site is underlain by the superficial deposits of the Interglacial Lacustrine Deposits comprising of clay and silt. The entire site is further underlain by the bedrock geology of the Lambeth Group comprising of clay, silt and sand. The site is not in a groundwater Source Protection Zone (SPZ).

Ecology and Biodiversity

3.16 The site is not within a 'sensitive area' (as defined in Part 1 of the EIA Regulations) and does not fall within the boundaries of any statutory or non-statutory sites, including Special Areas of Conservation (SAC), Special Protection Areas (SPA), Ramsar sites, Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) and Local Nature Reserves (LNR).

3.17 The nearest designated site is Nunhead Cemetery LNR which is approximately 1.5km south-east of the site. However, there are several non-statutory designated sites within 1km of the Proposed Development, the closest of which is the Surrey Canal Walk Site of Importance for Nature Conservation (SINCs) which is located approximately 125m to the north of the site. The built structures and trees present on-site have negligible potential to support roosting bats however, the scattered trees across the site have some potential to support nesting birds.

Water Resources and Flood Risk

3.18 The site is located within Flood Zone 1 which means there is a very low probability of flooding from rivers and the sea. Although the majority of the site has a very low risk of flooding from surface water as per the Environmental Agency (EA) flood mapping, isolated areas within the south-western extent of the site are at a high risk of flooding.

3.19 The site is also located in a Critical Drainage Area[2], although the Southwark Strategic Flood Risk Assessment (SFRA) identifies that the Thames Tidal Defence system provides the borough with a significant standard of protection from combined fluvial and tidal flooding, up to the 1 in 1000-year event. The site is also within an area classified as medium-low groundwater vulnerability.

Future Context of the Site and Surrounding Area

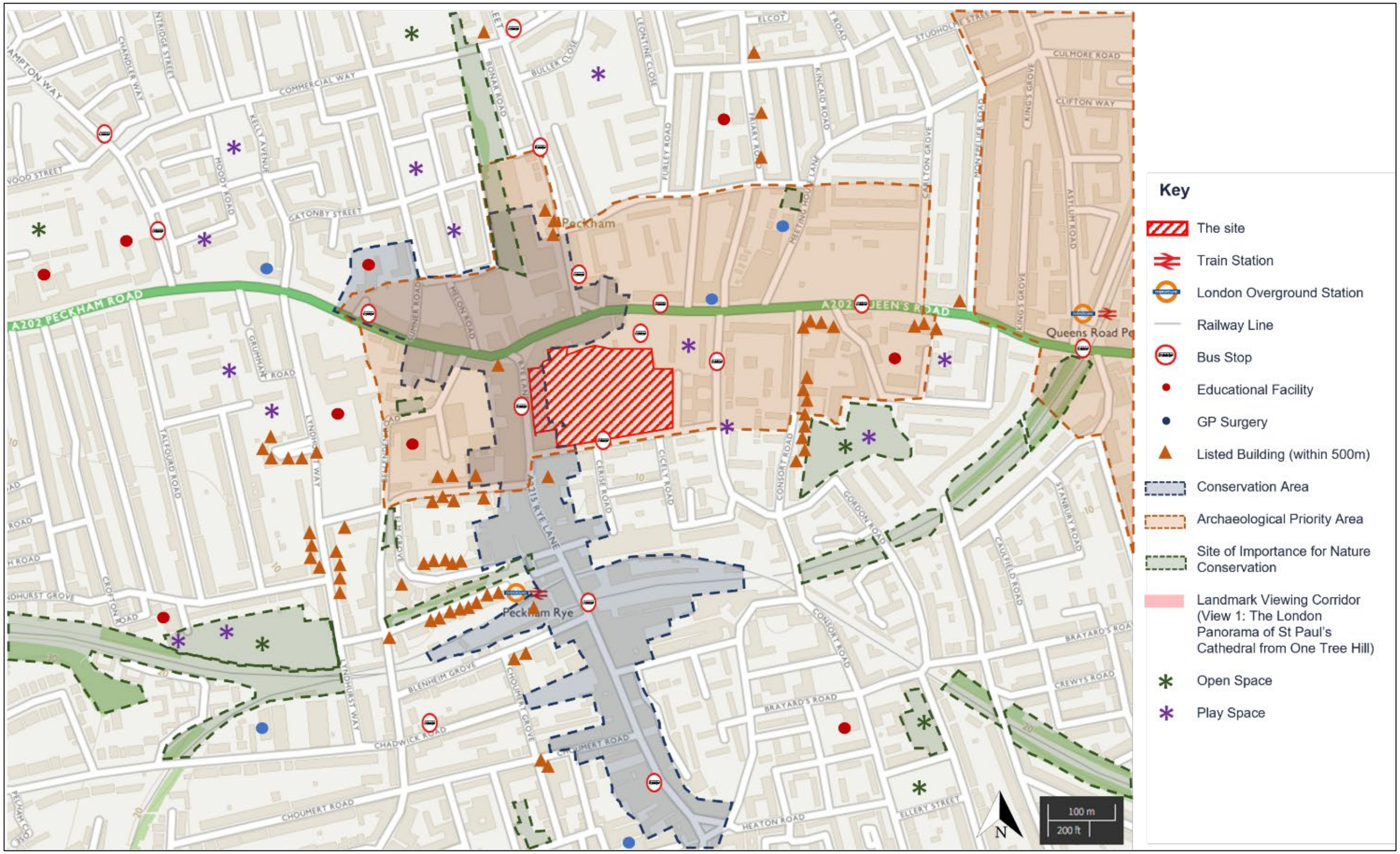
3.20 Southwark Local Plan (2019-2036)[3] allocates the site for redevelopment (NSP74: Aylesham Centre and Peckham Bus Station) comprising at least 850 new homes, including a mix of private and affordable tenures, and reprovision of at least the existing amount commercial floorspace currently on the site and of the supermarket use. The site also falls within Peckham Area Vison, as defined in the Southwark Local Plan (Policy AV.14).

3.21 The site allocation supports the comprehensive redevelopment of the site for mid and high-rise development, as such, the Proposed Development is in line with the objectives set out in the GLA's and the LBS's strategic plans.

[2] *The Southwark Strategic Flood Risk Assessment defines a Critical Drainage Area as "a discrete geographic area where multiple and interlinked sources of flood risk (surface water, groundwater, sewer, main river and/or tidal) cause flooding during severe weather, affecting people, property or local infrastructure".*

[3] *London Borough of Southwark (2022) The Southwark Plan 2019-2036 (Adopted 2022). Available at: Southwark Plan 2022 - Southwark Council*

Figure 3.2 Environmental Context Map



ALTERNATIVES ANALYSIS

3.22 The following sections review the alternatives to the Proposed Development that have been considered by the Applicant (as relevant), including:

- Do-Nothing / No Development Alternative;
- Alternative Sites; and
- Alternative Designs and Design Evolution.

Do-Nothing / No Development Alternative

3.23 The Do-Nothing / No Development Alternative refers to the option of leaving the site in its current state, i.e. a vacant, cleared site.

3.24 The Do-Nothing Alternative (in which no development is undertaken) would not be desirable as the current uses on-site do not align with the LBS' 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 LBS Local Plan and is therefore recognised as an important location for regeneration.

3.25 Regeneration of this nature will facilitate housing provision, new employment opportunities and other direct and indirect socio-economic benefits (employment opportunities, increased worker expenditure etc. (refer to **ES Volume 1, Chapter 6: Socio-Economics** for further details), as well as providing environmental improvements to pedestrian connectivity through the provision of new pedestrian and cycle access to the site and the provision high-quality provision of additional public realm. 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

3.26 No alternative sites or locations have been considered for the Proposed Development. The Applicant owns the site which is allocated in the LBS 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 alternatives sites has not been considered further.

Alternative Designs

3.27 No reasonable or largely different alternative schemes or designs (as a whole for the site) were identified by the Applicant and the Applicant's design team which would warrant a comparison of environmental effects.

3.28 The *Design Evolution* section of this ES chapter sets out the key design considerations, the design brief, and the framework principles which have guided the evolution of the Proposed Development. The design has evolved as a result of these starting principles. No wholescale alternative designs have been developed which differ from these starting 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 with the LBS as well as design development, and input in relation to the technical and environmental design aspects of the scheme.

3.29 Where design options have been influenced by environmental considerations and assessment work, this has been discussed within the *Design Evolution* section of this chapter as relevant.

PROJECT VISION AND DESIGN BRIEF

3.30 A previous landowner (Tiger Developments) consulted the public and other stakeholders on plans to redevelop the site over the course of 2016 and 2021, but a planning application was not submitted. The Applicant acquired the site in December 2021.

3.31 The Applicant has been in discussions with the LBS since December 2021, with engagement with the local community commencing in January 2022. The design of the Proposed Development has evolved with consideration of the project brief, which sets out the vision and aspirations for the site, and comprises the following:

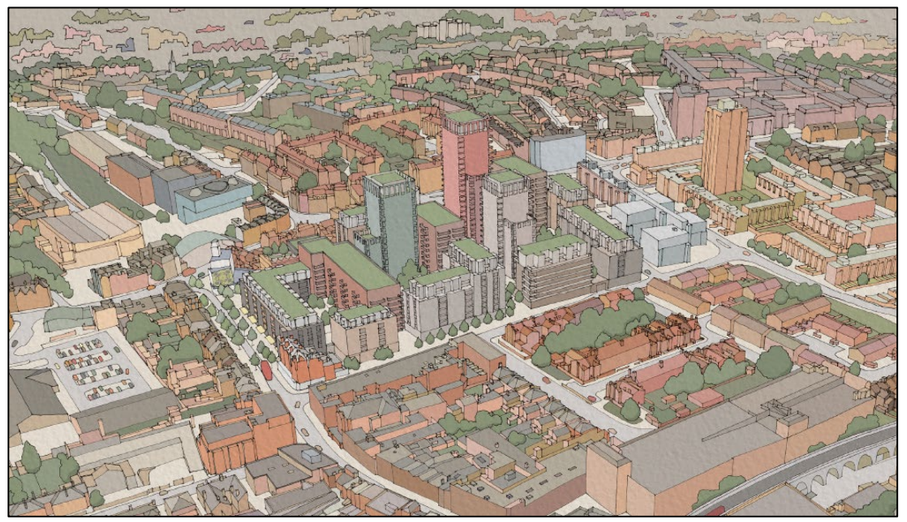
- Part of Peckham, welcoming and integrating the local context into the scheme;
- Connect to Peckham, responsive to the surrounding conditions of the site;
- Provide high quality homes for everyone;
- Enhance and extend the existing town centre, weaving public realm into the site;
- Create an opportunity for all, including businesses, residents and community. Creating spaces for local needs and aspirations; and
- Create a resilient and sustainable Peckham for the long term.

3.32 In order to achieve this aim and vision, an initial scheme, shown in Figure 3.3, was proposed by the Applicant, which included the provision of up to 1,050 homes, a replacement supermarket, retail and leisure floorspace across buildings up to 27 storeys in height. This iteration of the scheme was presented during public consultation in November and December of 2022 and has helped to form the key principles and considerations for the site.

3.33 Following feedback received through stakeholder engagement, the aforementioned design was not progressed any further. As part of the pre-application process, the Applicant agreed a new design brief with LBS Officers in May 2023 which, when read alongside the site allocation, has formed the basis of the Proposed Development.

3.34 In May 2023 a new design team was subsequently appointed by the Applicant to progress a scheme for the site in light of the new design brief. The Proposed Development has been developed and evolved in line with the design considerations and principles, as well as environmental considerations, as outlined in the following sections.

Figure 3.3 Initial Scheme



Design Considerations

3.35 The design of the Proposed Development has evolved in response to the site and surrounding environmental context. The key considerations during the design evolution of the scheme are presented below, and Figure 3.4 and Figure 3.5, and include:

- Location of the site within Rye Lane Peckham Conservation Area;
- Proximity of the site to historic buildings such as the Jones and 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 LBS 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.

Design Principles

3.36 The design of the Proposed Development has been driven by the following design principles:

- **A Connected Neighbourhood:** connecting different parts of Peckham across the site is as important as links into and through the site. The creation of spaces accessible by people of all ages and background is a vital component;
- **Distinctly Peckham:** integrate existing townscape and build on existing nature and character of streets and spaces in Peckham; and
- **Stitching into the Context:** Peckham has a rich history as a town centre, with Rye Lane a popular and important shopping destination serving a large, local community. In addition to the provision of a multitude of spaces suitable for different types of businesses, a new retail loop which links into the existing retail offer along Peckham High Street and Rye Lane, places the new neighbourhood in the context of the site's history and almost constant change.

Figure 3.4 Site Opportunities

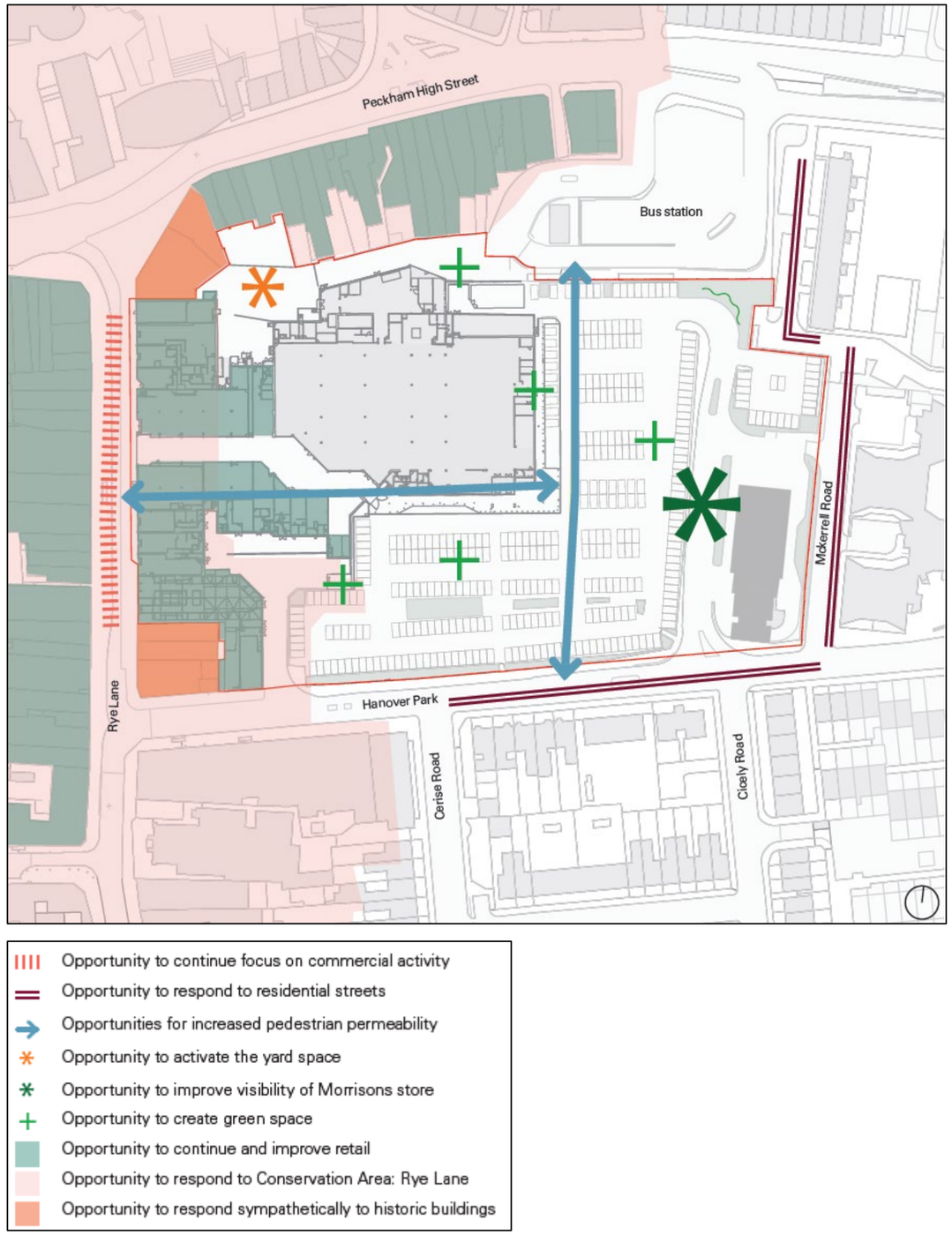
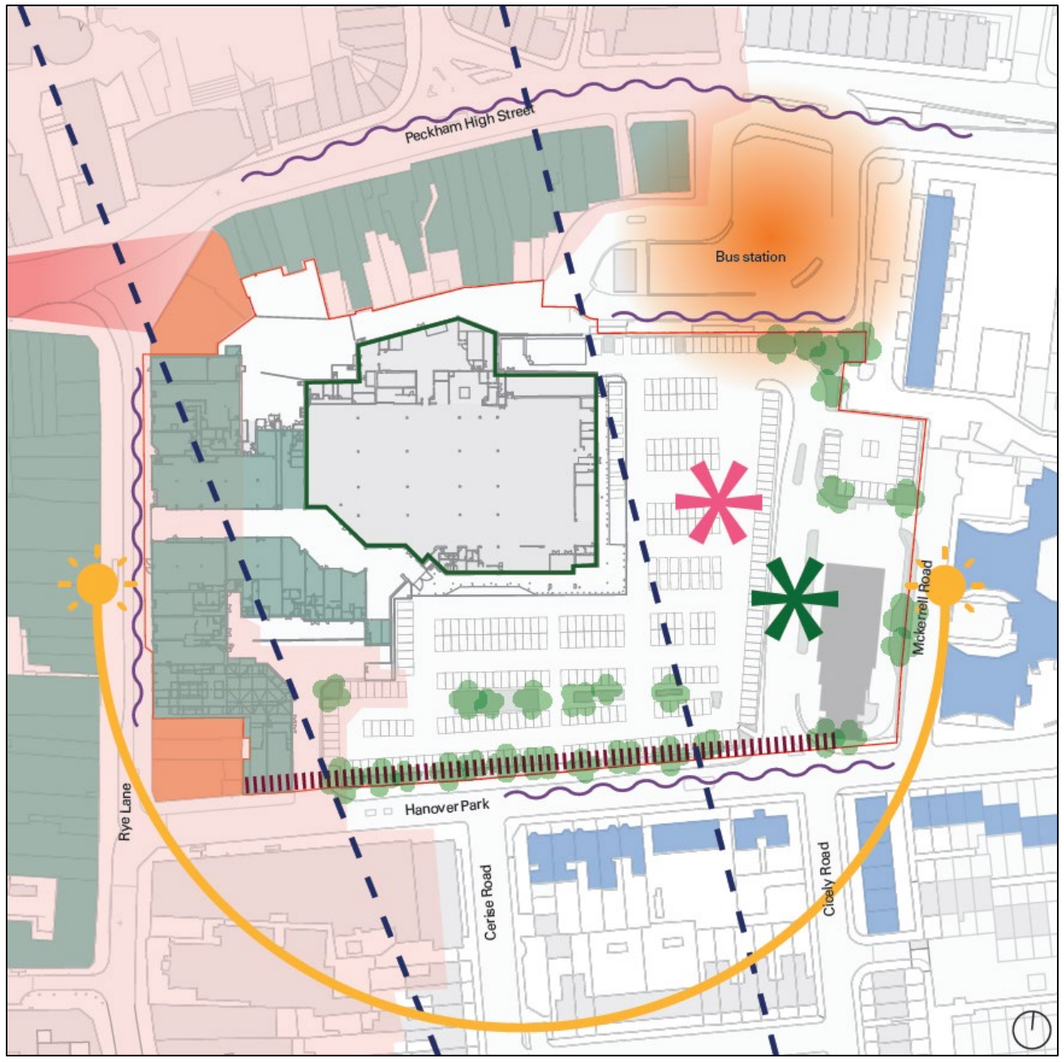


Figure 3.5 Site Constraints



CONSULTATION

Statutory Stakeholder Consultation

3.37 The Proposed Development has been subject to extensive statutory consultation in order to evolve and refine the emerging design. Formal discussions commenced in December 2021 and have been ongoing throughout the re-application period. Throughout the design process, regular meetings have been held with planning officers to review the emerging designs and provide feedback. The following meetings have been part of this process:

- LBS Pre-Application Meetings – December 2021, January 2022, March 2022, April 2022, September 2022, November 2022, December 2022, January 2023, 29th September 2023, 3rd October 2023, 1st November 2023, 29th November 2023, 31st January 2024, 28th February 2024, 1st May 2024, 8th May 2024 and 15th May 2024;
  - Key Themes: massing, townscape, built heritage, views, landscape and public realm;
- Greater London Authority Meetings – April 2022, October 2022, 16th November 2023 and 18th February 2024;
  - Key Themes: residential quality, landscaping, public realm, inclusive access and heritage;
- Metropolitan Police – 17th January 2024;
  - Key Themes: Secured by Design;
- Design Review Panel – 12th March 2024;
  - Key Themes: height, massing and arrangement;
- Historic England – 19th March 2024;
  - Key Themes: key viewpoints and historic context within the site;
- Transport for London (TfL) – March 2022, January 2023, 21st March 2024 and 4th May 2024;
  - Key Themes: urban design, public transport, delivery and servicing, car parking and cycling.

Public Consultation

3.38 The Proposed Development has been subject to an extensive stakeholder and community engagement process from January 2022 to mid 2024. Listed below are the main public consultation initiatives and activities put in place throughout the consultation phase:

- Website – a dedicated consultation website, providing further information on the proposals and hosting a series of blogs and feedback surveys;
- Newsletters – printed newsletters sent to addresses within the local area;
- Adverts – adverts placed in local media outlets, including Southwark News and Peckham Peculiar, sharing information on the proposals and inviting consultees to the consultation website and events;
- Public Exhibitions – held at the Aylesham Centre or in prominent locations near the site. Residents and stakeholders were able to pose questions directly to members of the project team and leave feedback on the detailed proposals;
- Online Webinars – online sessions to accommodate those who are unable to attend in-person sessions;
- Community Champions Panel – four workshops were held, allowing the Applicant and project team the opportunity to engage the local community in the design process through creative workshops to influence the design team in their work;
- Pop-Up Sessions – held in and around the Aylesham Centre, informing those who live, shop in or visit the area near the site;
- Walk and Talk Sessions – walking tour sessions with local residents, to allow the design team to talk through the constraints and opportunities of the site;
- Community Information Sessions – allowed consultees to hear from the LBS and the project team about key factors that have informed the design; and

- Aylesham Centre Consultation Hub – offered biweekly opportunities on Tuesday afternoons and Friday mornings for consultees to meet with and discuss the proposals for the site with members of the project team.

Summary of Design Evolution from Consultation

3.39 Key themes identified from public and statutory consultation that have been incorporated into the design of the Proposed Development include those presented below:

- Reduction in maximum building heights from 27 storeys to 20 storeys;
- Reduction in the total number of the residential dwellings proposed, from 1,050 to 877 dwellings;
- 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.

DESIGN EVOLUTION

3.40 The following sub-sections of this chapter describe the design evolution processes undertaken by the Applicant's design team and is structured around the key design constraints and opportunities and the consultation activities that have led to the final design of the Proposed Development.

3.41 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 with the LBS, TfL and the GLA as well as design development, and input in relation to the technical design aspects of the scheme.

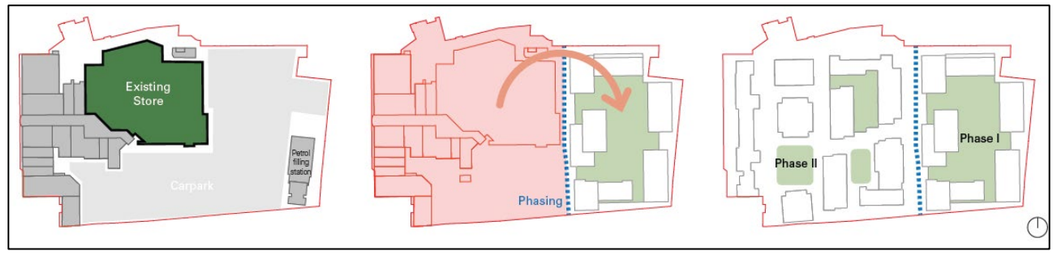
3.42 In response to the meetings held with the LBS and early testing technical input, a number of changes were made in relation to the following aspects of the Proposed Development:

- Site Layout;
- Massing;
- Appearance; and
- Landscaping.

Site Layout

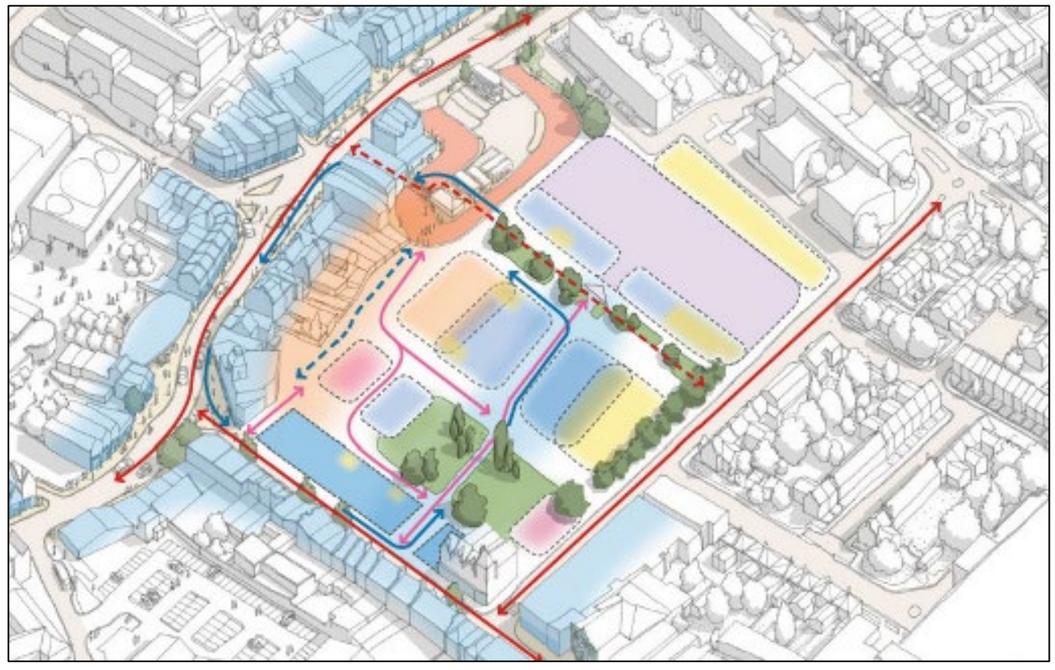
3.43 The layout of the Proposed Development has been influenced by the location of the existing supermarket on-site, to ensure the continuous trading during the construction of the Proposed Development. The existing supermarket is located in the western part of the site, as shown in Figure 3.6. Therefore, to allow the replacement supermarket to be constructed, complete and operational prior to the closure of the existing supermarket, the replacement supermarket is proposed to be located to the east of the site.

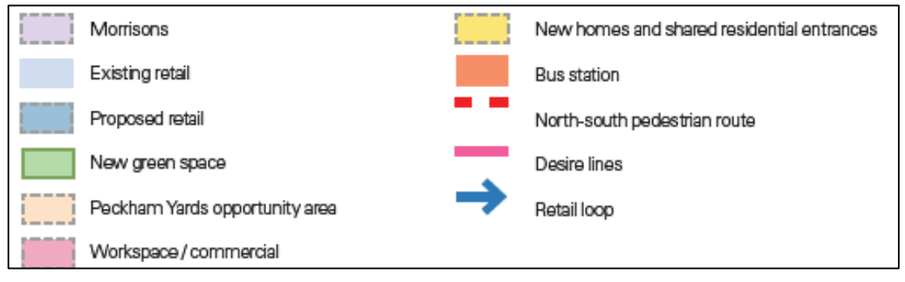
Figure 3.6 Location of the Existing vs Replacement Supermarket



3.44 The location of the replacement supermarket in the eastern section of the site also offers a more visible street presence, as well as an improved integrated servicing strategy, which will reduce the impacts of deliveries and servicing on the surrounding road network.

Figure 3.7 Proposed Development Layout Principles





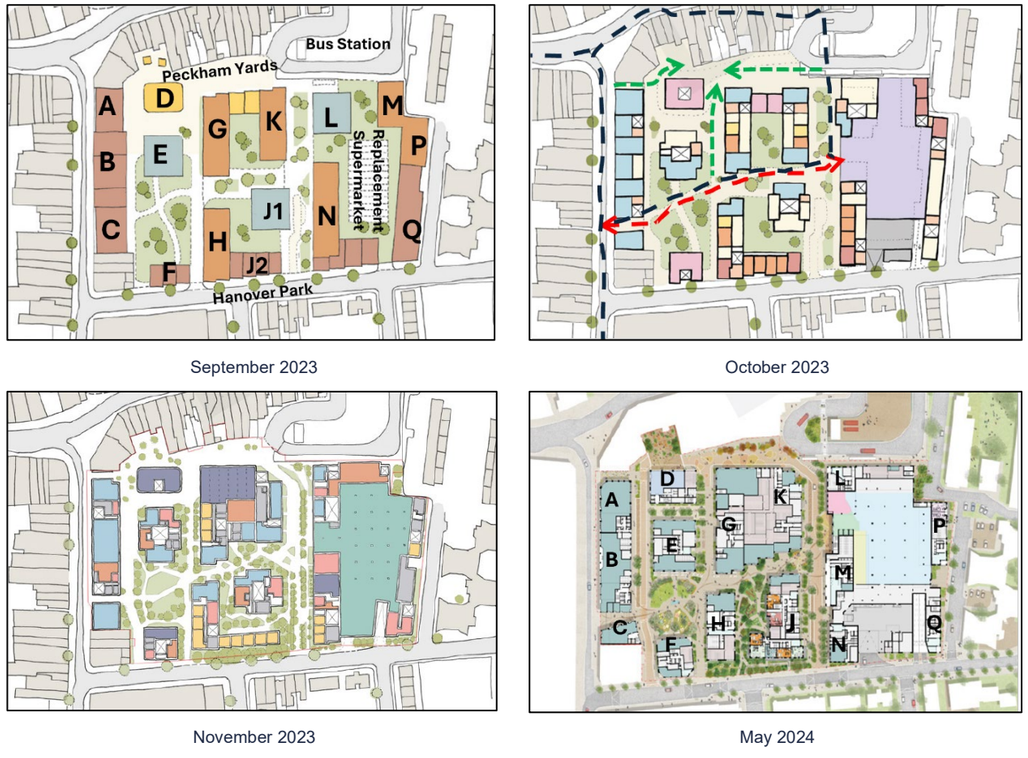
3.45 The layout and distribution of proposed ground floor uses across the site have also been influenced by the existing surrounding uses, as shown in Figure 3.7. Residential uses within the Proposed Development have been located near to existing residential properties, to promote a sense of community and minimise impacts on existing homes. Noise from surrounding roads has also informed the orientation of residential layouts and the location of public and private amenity spaces within the site, with balconies and living spaces set back and located away from noisier roads, where possible.

3.46 Proposed flexible retail, leisure and commercial uses within the Proposed Development have also been located in proximity to the existing retail provision along Rye Lane and Peckham High Street, in order to create a retail loop which incorporates into the surrounding area and activates the public realm.

3.47 The layout of buildings across the site have also been designed to increase permeability across the site, for example, to create connections onto Hanover Park. Additional breaks between buildings were introduced to create safe routes through the site and improve the pedestrian experience around the site boundary. Openings were created in the Rye Lane buildings (Buildings A, B and C) to establish pedestrian connections to Hanover Park, and aid in connecting the existing retail to the new commercial provision. This is shown in Figure 3.8, between the proposed layout in September 2023 and October 2023.

3.48 Furthermore, as a result of daylight and sunlight analysis, distances of at least 10m between buildings were introduced, to minimise overlooking and overshadowing. Open space was also introduced along the northern boundary to increase the distance of proposed residential uses from Peckham Bus Station, and its associated air quality and noise pollution. The L-shaped open space which was proposed between Buildings H and J was also replaced with a Discovery Garden which aligns with the Cerise Road, to improve access to the public realm, as shown in the May 2024 layout in Figure 3.8.

Figure 3.8 Evolution of Site Layout



September 2023

October 2023

November 2023

May 2024

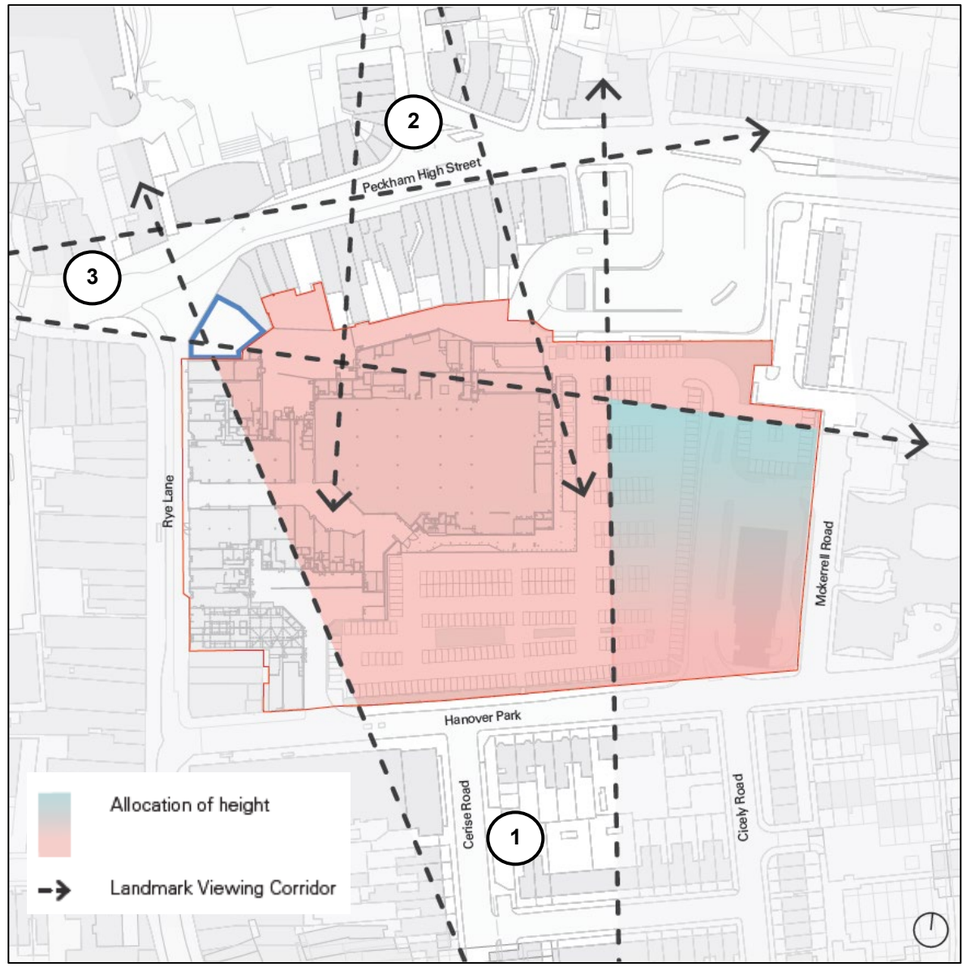
Massing

3.49 The overall massing approach for the Proposed Development has been designed to respond to the surrounding townscape character and heritage assets, as well as the site's position within important viewpoints. The three primary sensitive viewpoints, as shown in Figure 3.9, considered during the evolution of the Proposed Development's massing principles include:

- (1) Looking north from Peckham Levels and Bussey Building;
- (2) Looking south from Peckham Hill Street; and
- (3) Looking east from Burger King to Jones and Higgins Clock Tower.

3.50 These views helped to define the most appropriate areas for increased height within the site, whereby the height of the buildings transition from lower rise within the western section of the site, to taller elements located in the east, as shown in Figure 3.9.

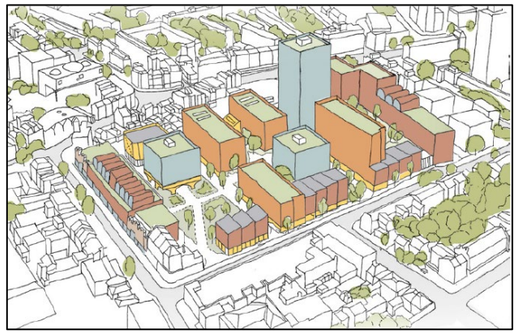
Figure 3.9 Proposed Development Massing Principles



3.51 Figure 3.10 shows the evolution of the massing of the Proposed Development. Key massing alterations which occurred in response to feedback from public consultation and statutory stakeholders, as well as environmental analysis, include the following:

- Articulation of the massing to respond to key townscape views and improve daylight provision to proposed residential dwellings;
- Set backs introduced on Rye Lane and Hanover Park;
- Building M shifted to the south to improve views of Jones and Higgins Clock Tower when viewed from Peckham High Street (shown in Figure 3.16);
- Locations and heights of perimeter buildings on Mckerrell Road adjusted to reduce impact on existing residential blocks; and
- Building J slimmed down to reduce visual impact on townscape views along the north – south axis (shown in Figure 3.15).

Figure 3.10 Evolution of Massing



September 2023

November 2023

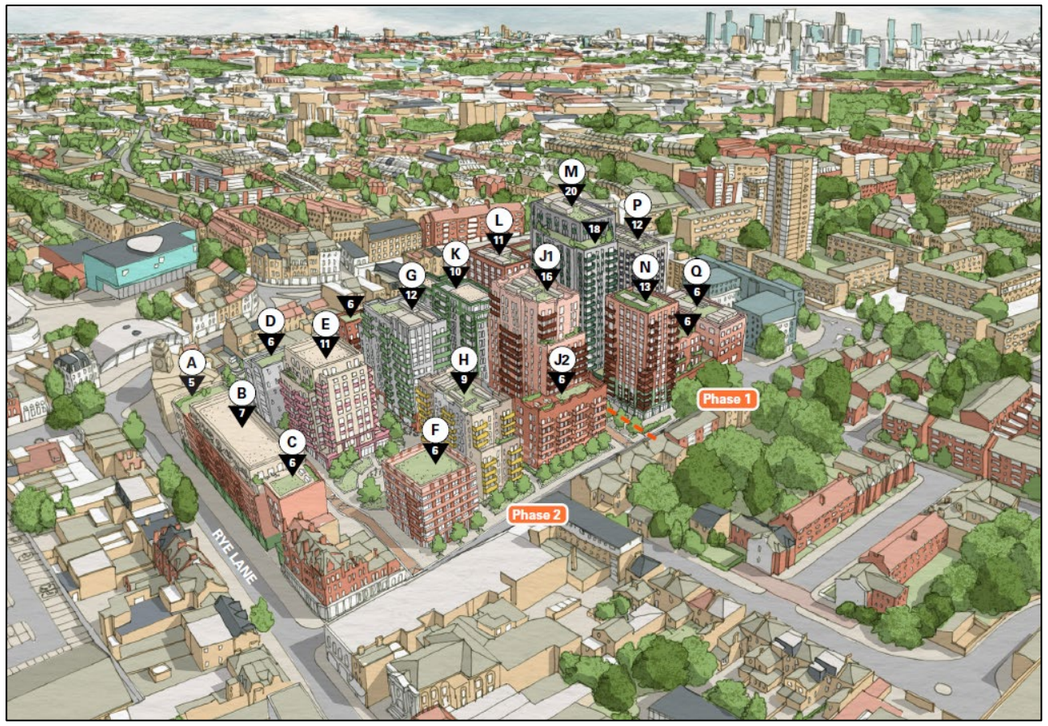
January 2024

March 2024

May 2024

3.52 The final massing of the Proposed Development is shown in Figure 3.11. Further detail on the massing changes which occurred during the design process in relation to individual buildings is provided in the following sections.

Figure 3.11 Massing and Layout of the Proposed Development

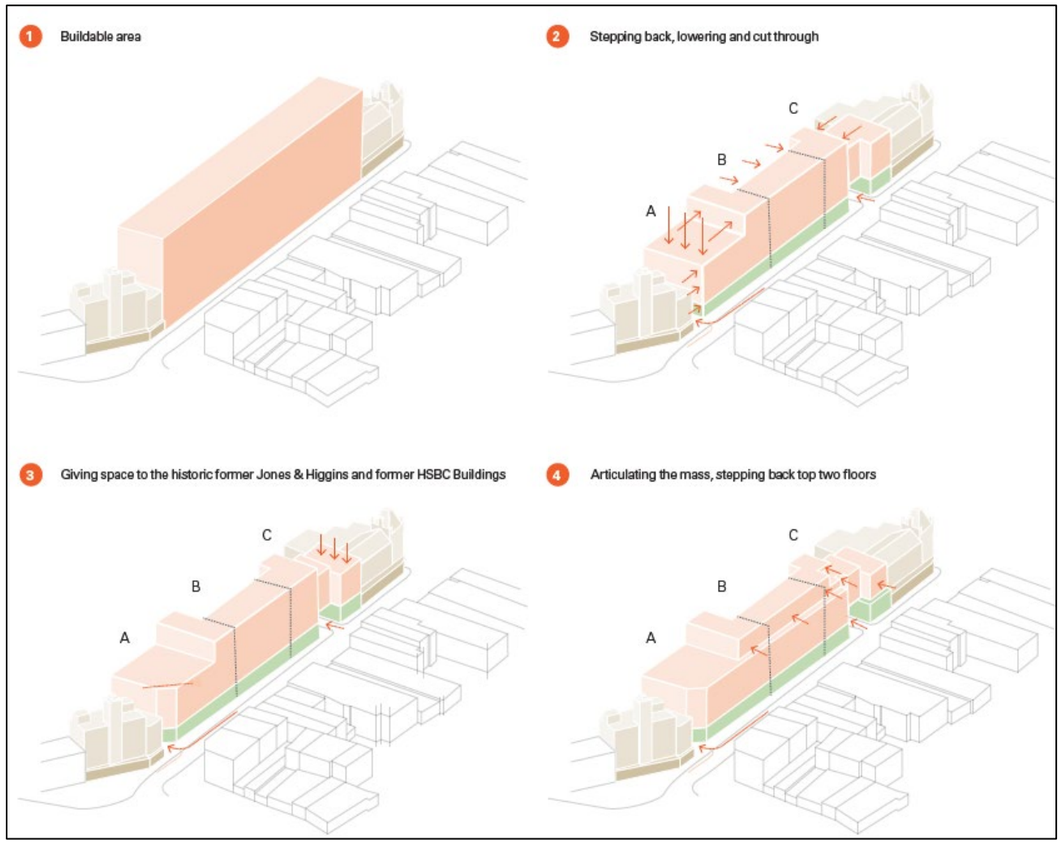


Rye Lane Buildings (Buildings A, B and C)

3.53 Following feedback from LBS, the massing of the Rye Lane Buildings (Buildings A, B and C) was revised to respond to the existing character on Rye Lane, which is located within the Rye Lane Peckham Conservation Area, as shown in Figure 3.12. The building footprint of Building A was set back from the Jones and Higgins Clock Tower to minimise the impact on the locally listed building. The upper two storeys of the Buildings A, B and C were also stepped back to improve the relationship with Rye Lane and adjacent buildings, considering townscape views. Building A was also chamfered at the corner to make reference to the form of the historic Peckham Picture Playhouse. This also improved the pedestrian permeability through to Rye Lane, helping to connect the site to the existing streets.

3.54 The scale and massing of Building C has also been designed to consider the adjacent locally listed building 45-49 Rye Lane. The massing steps down from seven to six storeys toward 45-49 Rye Lane in order to reflect the massing of the historic building and respond to the existing chimneys and roofscape features which contribute to the character of the Conservation Area.

Figure 3.12 Massing Evolution of Rye Lane Buildings



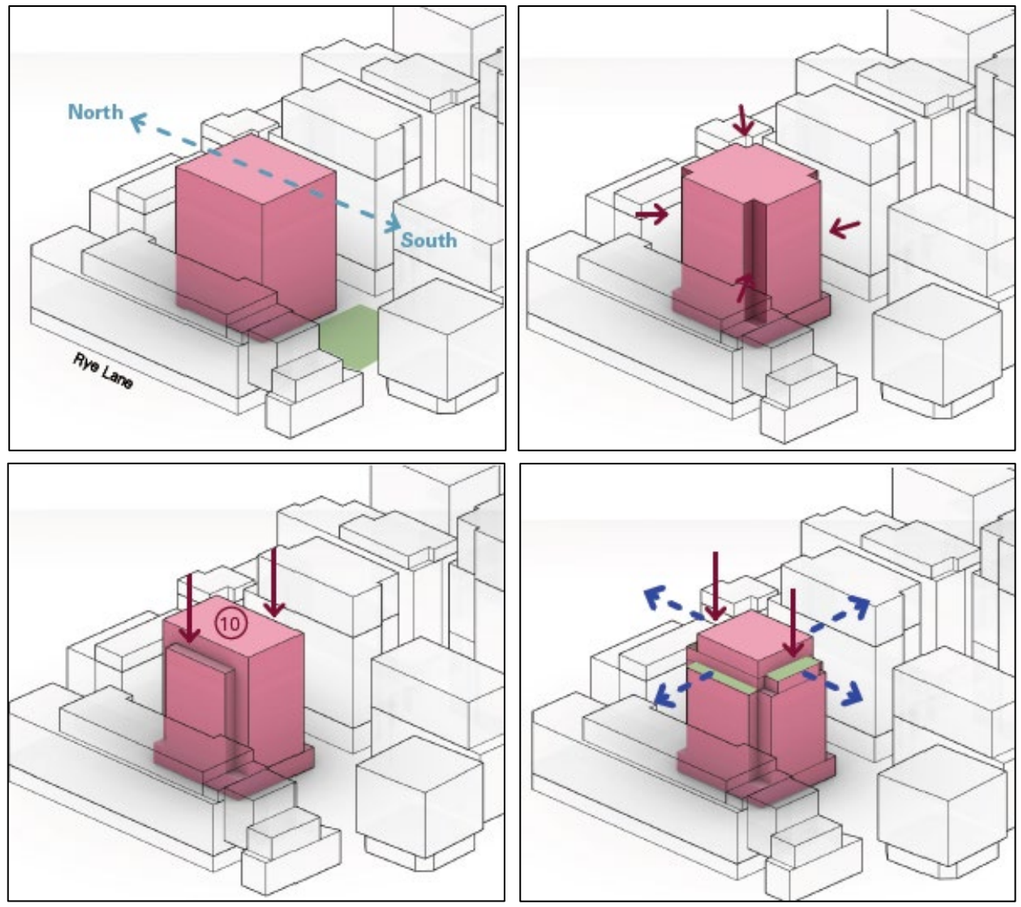
Buildings E and F

3.55 Buildings E and F are located between Rye Lane and the remainder of the Proposed Development, and therefore contribute to the site wide layered massing approach, acting as a transition between the lower rise units on Rye Lane (Buildings A, B and C) to the taller elements within the east of the site.

3.56 As shown in Figure 3.13, the corners on Building E were carved out to increase the daylight provision to residential dwellings, therefore creating more dual aspect homes. The top two floors were also stepped back to reduce the prominence of Building E on the skyline, and also create space for private terraces on the upper floors.

3.57 The scale and massing of Building F has evolved to respond to the existing mixed-use building at the corner of Rye Lane and Hanover Park. The massing steps down from the proposed residential buildings, to minimise overlooking. The corners of the building were also chamfered to improved views of the proposed open space (Aylesham Gardens) from Hanover Park.

Figure 3.13 Massing Evolution of Building E



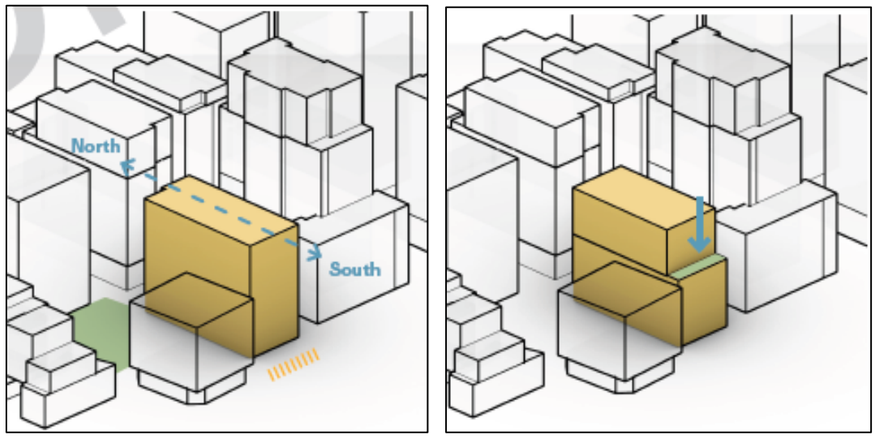
Building G

3.58 The massing of Building G has been designed to respond to wider townscape views from the surrounding street network, including from Peckham Hill Street to the north and Peckham High Street to the west, to ensure the building has a positive impact on the wider townscape and heritage assets. In order to reduce the prominence of the building massing, the ninth floor was recessed to provide a terrace, which also provides views north towards the City of London.

Building H

3.59 As shown in Figure 3.14, Building H was orientated in a north to south direction to mitigate solar gain. The orientation also improves sunlight opportunities to the neighbouring courtyard. The southern façade was stepped in order to align with the heights of Buildings F and J, located to the east and west respectively, to respond to the existing residential street of Hanover Park, and also creating a roof garden for residents.

Figure 3.14 Massing of Building H

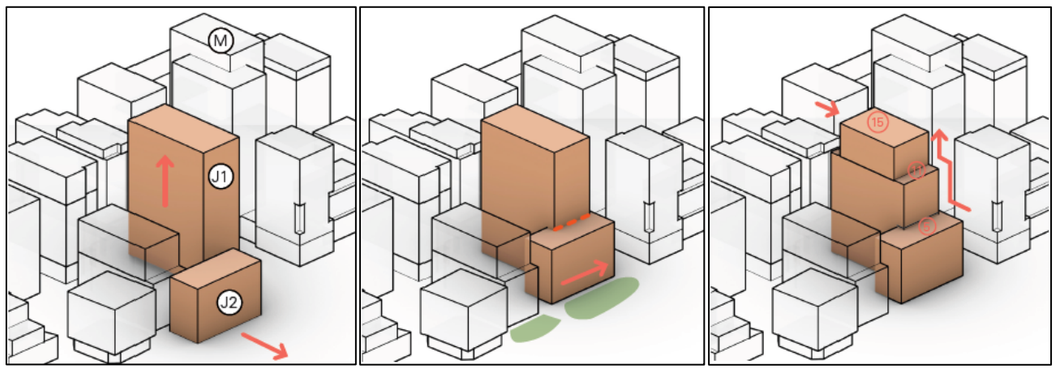


Building J1 and J2

3.60 Buildings J comprises of two elements, Buildings J1 and J2, which were connected to increase space between Buildings J and H, therefore improving daylight and the provision of public green space along the site boundary. The footprint of Building J was also adjusted to avoid overlap, and therefore minimise the impact on, Tree Preservation Order tree root zones.

3.61 Building J2 is smaller in scale to respond to the residential homes along Hanover Park, and Building J1 rises towards the tallest element of the Proposed Development (Building M), creating a transition of scale within the townscape. The massing of Buildings J1 and J2 were also stepped to set back the massing from Hanover Park, as shown in Figure 3.15.

Figure 3.15 Massing Evolution of Building J



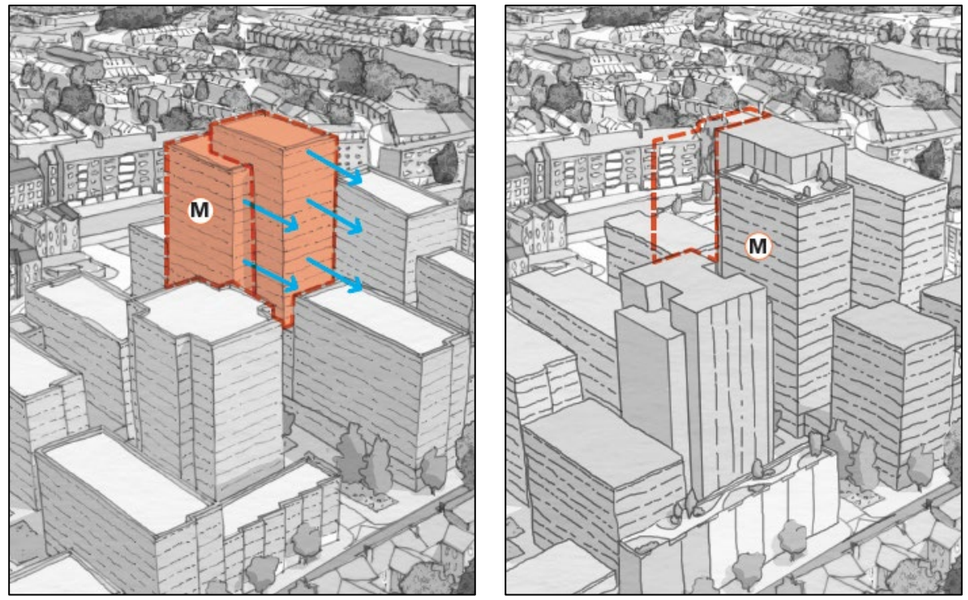
Podium Buildings (Buildings L, M, N, P, Q)

3.62 The orientation of Building L has been designed in an east to west direction, in order to minimise overlooking onto the existing residential property, Purdon House, to the east of the site. This orientation also increases the daylight and sunlight provision to proposed residential properties, as it allows for a higher offering of southern facing apartments. The building was also stepped back by 3m from the northern site boundary to increase the width of the pedestrian footway, improving pedestrian access. A gallery access feature was also introduced on Building L, as this provides visual and acoustic protection from the adjacent Peckham Bus Station at lower levels.

3.63 As a result of provisional daylight and sunlight testing, the heights and massing of the Podium Buildings was amended to ensure adequate daylight and sunlight provision into existing homes located along Mckerrell Road, to the east of the site. The gaps between the individual buildings were increased to increase penetration of sunlight, which also allows for greater light provision to the proposed podium garden.

3.64 Furthermore, in response to stakeholder feedback, as described above, Building M was adjusted to safeguard the townscape view from the Jones and Higgins Clock Tower (shown in Figure 3.16). By repositioning the building to the south, it provided space around the heritage assets and improved visibility from Peckham High Street.

Figure 3.16 Building M Massing Changes



3.65 Building N was also divided into a taller and a lower element. The lower element was introduced to respond to the surrounding residential buildings on Hanover Park in its scale, as well as Building Q, which in turn responds to the residential accommodation on Mckerrell Road. The lower height of Building N also increases the sunlight provision on the proposed podium garden.

Appearance

3.66 The appearance and materiality of the Proposed Development has been designed to respond to the existing surrounding context. Three colour strategies were proposed during the design development:

- Horizontal Gradient – each building has a distinctive colour, to aid in wayfinding and allows buildings to respond directly to their immediate context and adjacent buildings;
- Vertical Gradient – the lower levels of the buildings are bright to enhance the public realm, and facades fade as they rise to reduce their impact on the skyline, therefore reducing the visual and townscape impact; and
- Jewels Strategy – the majority of buildings respond to their distinct context with natural tones, with bold colours used to highlight key entrances, seeking to reflect Peckham's character and existing buildings.

3.67 The resulting site wide strategy incorporates all of the above proposed strategies, to define individual buildings by colour as well as using vertical gradient. Brighter colours are proposed at ground floor to activate the public realm and improve wayfinding through the site.

Figure 3.17 Façade Strategies

Horizontal Gradient

Vertical Gradient

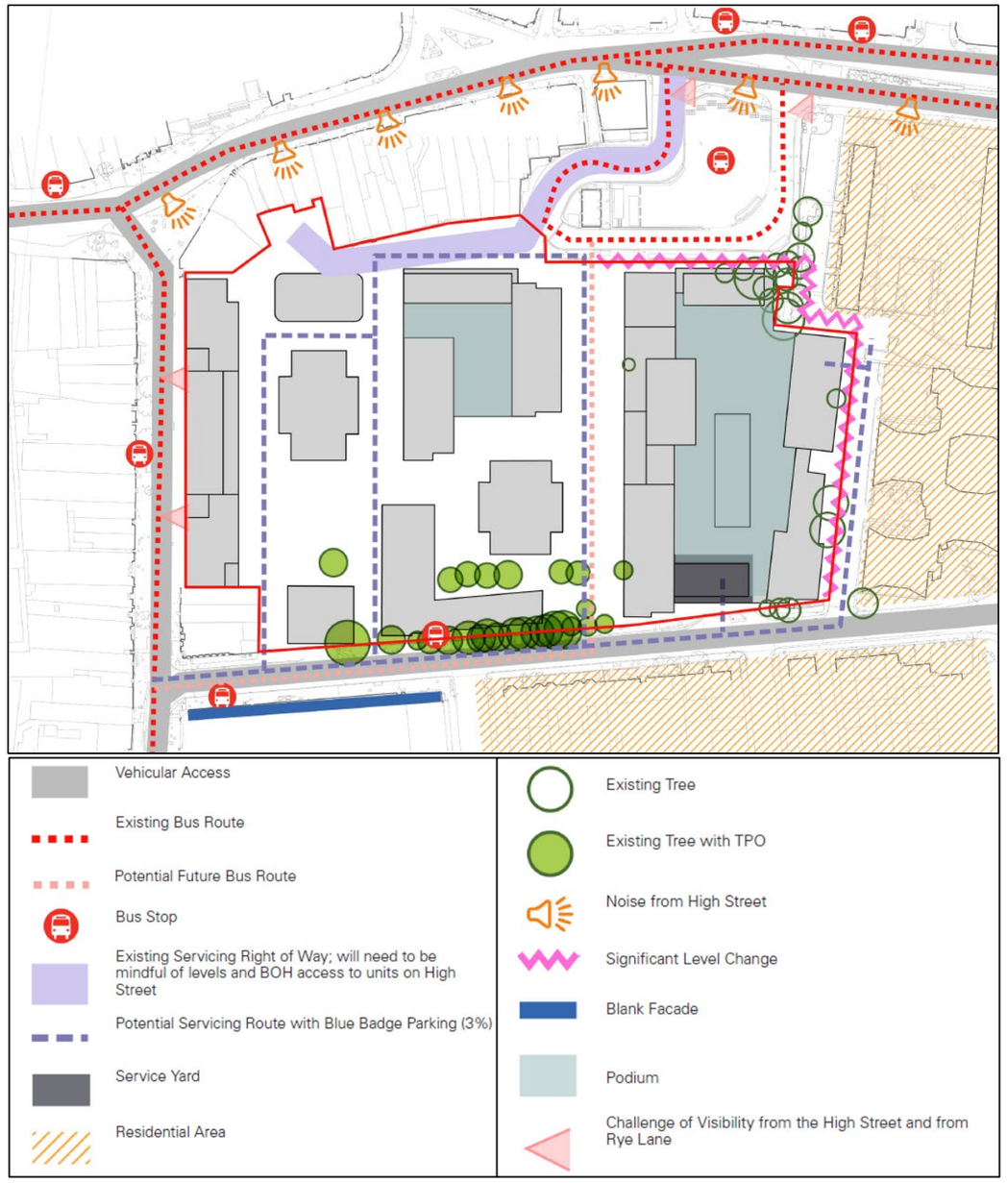
Jewels Strategy

Landscaping

3.68 The masterplan's landscaping has evolved throughout the design process in response to feedback from the LBS and relevant stakeholders. The key considerations, as shown in Figure 3.18, for developing the landscaping strategies for the Proposed Development were:

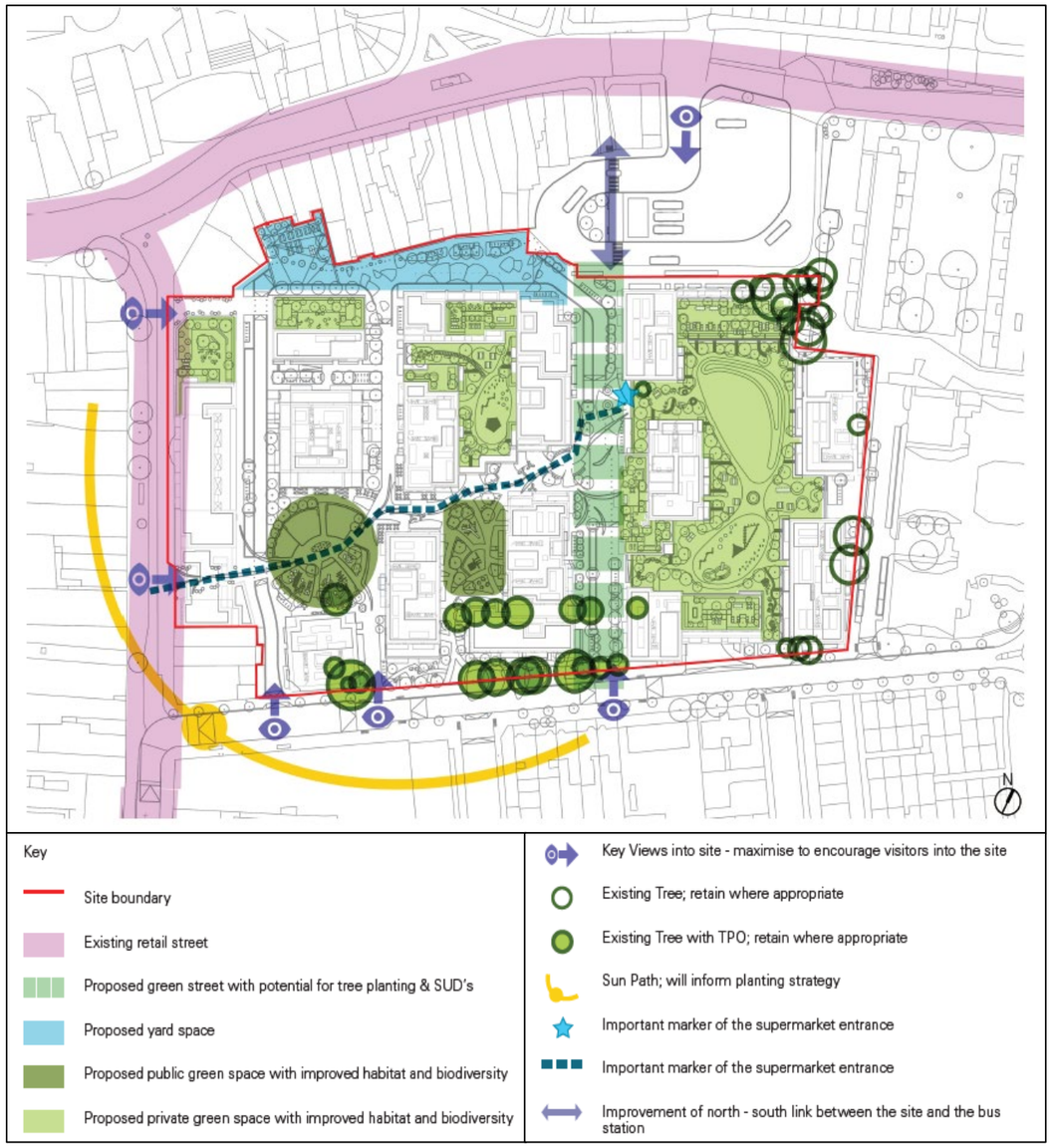
- Addressing the deficiency of high-quality green spaces near the site for residents;
- Enhancing biodiversity and promoting habitat creation on-site, and achieving at least 10% Biodiversity Net Gain;
- Retention of existing line of TPO trees to the south and north of the site which provide considerable green buffer;
- Enhancing pedestrian movement throughout the site; and
- Improving the attractiveness and usability of the public realm space.

Figure 3.18 Landscaping Design Constraints



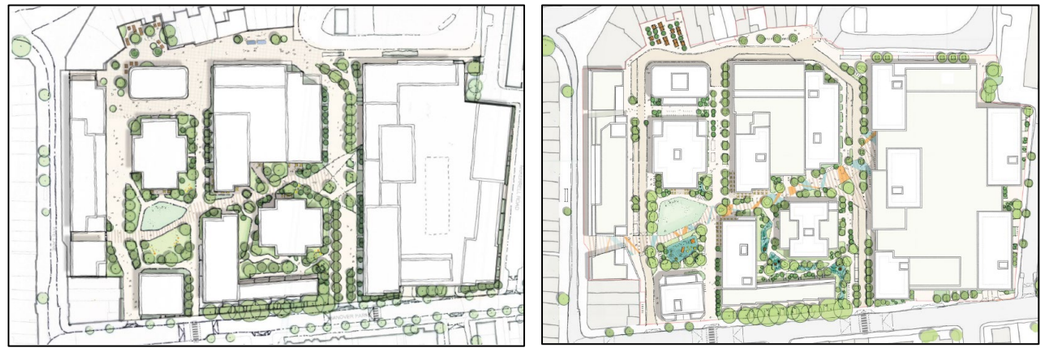
3.69 The landscaping design progression for the ground floor and the central public realm area, as shown in Figure 3.19 and Figure 3.20, evolved by analysing key opportunities, constraints and sunlight patterns along with the incorporation of the historical botanical influence of the surroundings and the vibrant character which is unique to the Peckham area.

Figure 3.19 Landscaping Design Opportunities



3.70 Daylight and sunlight studies have also informed the planting and open space strategy, to maximise sunlight provision throughout the public realm

Figure 3.20 Landscaping Design Evolution



November 2023 January 2024

February 2024

KEY ENVIRONMENTAL CONSIDERATIONS

3.71 The EIA and environmental team worked alongside the design team to ensure that 'mitigation by design' principles were incorporated into the evolving scheme, and so the evolution of the design has included, where relevant, consideration of environmental effects and issues. The following key environmental aspects which have informed the evolution of the scheme are presented in the following subsections:

- Wind Microclimate;
- Daylight, Sunlight and Overshadowing;
- Built Heritage, Townscape and Visual;
- Air Quality;
- Noise and Vibration; and
- Ecology and Biodiversity.

Wind Microclimate

3.72 Initial wind testing was conducted during the design development process, identifying the need for mitigation in certain areas. The intention of testing, which comprised a combination of Computational Fluid Dynamics (CFD) and wind tunnel testing, was to investigate potential wind mitigation measures to improve wind conditions at the site relative to the intended pedestrian and occupant uses.

3.73 The initial CFD testing indicated that there were no wind safety exceedances in the site and surrounding area, with wind conditions ranging between sitting, standing and walking in the winter period. Key areas that required further consideration were the balconies, entrances and thoroughfares within the site. Results of the initial CFD testing were shared with the Design Team, and the provision of evergreen planting along Aylesham Place, a green link through the centre of the site, was increased, in order to reduce wind speeds and result in calmer conditions within the site.

3.74 Full details on the mitigation measures incorporated into the Proposed Development and testing results are presented in **ES Volume 1, Chapter 11: Wind Microclimate**.

Daylight, Sunlight and Overshadowing

3.75 The daylight, sunlight and overshadowing consultants, Point 2, have worked alongside the Design Team throughout the design process in order to maximise levels of light within the Proposed Development, wherever possible, with mitigation measures that include: appropriate window orientation and placement and balcony placement strategy. Daylight and sunlight testing has also been undertaken during the design development to minimise daylight and sunlight impacts on surrounding residential properties, and maximise sunlight provision to proposed amenity spaces.

Built Heritage, Townscape and Visual Impact

3.76 Built heritage, townscape and visual considerations were a material consideration in the evolution of the massing and form of the Proposed Development as described throughout this ES chapter. As shown in Figure 3.9 the positioning of the tallest elements of the Proposed Development was carefully considered to ensure the proportions of the buildings were well-presented from key viewpoints including from Peckham High Street, Rye Lane and Hanover Park and also respected the backdrop of neighbouring heritage buildings including Jones and Higgins Clock Tower. The massing of the Proposed Development has also been aligned to provide a suitable architectural background for the Townscape Heritage Initiative (THI) buildings located on the Peckham Hill Street. The massing of the taller elements of the Proposed Development was also considered in the context of facilitating the sky views from taller buildings including Bussey Building located within the wider area.

Air Quality

3.77 Air quality has been considered early in the design process for the Proposed Development and as required by the London Plan, a Preliminary Air Quality Assessment, included in **ES Volume 3, Appendix: Air Quality – Annex 7**, was produced to inform the design of the emerging development. These details were circulated to the design team to ensure air quality was considered in the layout and operation of the Proposed Development. As part of the evolution of the Proposed Development, the key design measures to minimise air quality include:

- Set back of residential uses from Peckham Bus Station;
- Provision of an all-electric system for the energy strategy consisting of Air Source Heat Pumps (ASHPs);
- Whilst emergency diesel generators are proposed, their limited use throughout the operation of the Proposed Development is not anticipated to negatively impact the local air quality. The exhaust stacks are also located in a suitable areas with good dispersion to minimise the impact;
- The residential component of the Proposed Development will be 'car-free' to discourage the use of private vehicles to access the site and to encourage the use of local public transport;
- Reduction of car parking for supermarket compared to existing site; and
- Provision of Electric Vehicle (EV) charging.

Noise and Vibration

3.78 The Proposed Development has been designed mindful of the need to provide appropriate acoustic conditions, both internally and externally. A noise survey was carried out in various locations in and around the site, comprising attended and unattended noise measurements. The survey concluded that the current dominant noise sources to which the site is exposed are the road traffic on the local road network, including Hanover Park, Rye Lane and Peckham High Street as well as the buses manoeuvring within Peckham Bus Station.

3.79 Internal building elements will be developed to achieve appropriate levels of acoustics separation in line with the requirements of the Building Regulations. In addition, allowance has been made for enhanced constructions to minimise operational sound from potentially noisy spaces (i.e. employment units) to the apartments above.

3.80 External amenity space has also been developed acoustically. All apartments are provided with a private balcony as a means of providing external space. Recognising that some of these private balconies close to the main roads will experience elevated noise levels, the podium areas have been designed to provide quieter amenity space for the enjoyment of residents should they wish to use them. All residents will have access to the quieter space.

Ecology and Biodiversity

3.81 Ecological design considerations have been integrated within the landscaping design through the incorporation of a range of planting and biodiverse features into the landscaping design as follows:

- Integration of wildlife planting into the soft landscaping design;
- Installation of biodiverse green roofs which comprise intensive planting of a range of native grasses and flowering plants; and
- Installation of wildlife boxes for birds, bats and insects.

3.82 The detailed consideration of these ecological enhancement features can be found in the Landscape section of the Design and Access Statement (DAS), the Biodiversity Net Gain (BNG) Report, and the Preliminary Ecological Appraisal submitted as part of this planning application.

SUMMARY

3.83 As shown above, environmental considerations have been inherent in the evolution of the design of the Proposed Development. The design team have developed a scheme for the site which takes into account the site's context and surrounding character of the LBS and which has responded to the outcomes of the pre-application meetings.

3.84 A description of the Proposed Development can be found in **ES Volume 1, Chapter 4: The Proposed Development**.