EIA Quality Mark Case Study

EIA for the redevelopment of the former Peek Frean Biscuit Factory and Bermondsey Campus, Southwark, London

Key Issues:
The following key issues associated with the project influenced the final design proposals:
- **Below-ground infrastructure:**
  - Bazalgette Sewer;
  - Thames Tideway Tunnel (TTT);
- Location within Flood Zone 3 (high probability);
- Existing mature trees within the application site and on the application site boundary;
- Location of north-eastern corner of the Site within designated view corridor;
- Location directly adjacent to a railway viaduct;
- Prevalence of noise from road traffic, as well as train and aircraft movements;
- Poor air quality and sources of emissions;
- Poor pedestrian permeability;
- Daylight, sunlight, overshadowing and solar glare;
- Wind microclimate;
- Potential ground contamination;
- Surrounding residential areas to the north and east, which contain a variety of mainly 20th century low rise terraces and mid-rise apartment buildings; and
- Retail impacts on local businesses.

In addition, the client sought land use flexibility for a full application.

Purpose of Project:
Ramboll was instructed by Grosvenor to project manage the delivery of the EIA and to prepare an Environmental Statement to be submitted with the hybrid planning application for the proposed redevelopment of the former Peek Frean Biscuit Factory and Bermondsey Campus located in Bermondsey, London.

The Site has been identified in the emerging New Southwark Plan as an area for regeneration and the delivery of residential units and commercial space. The proposed development provides an opportunity to modernise underutilised buildings on the application site back into use alongside new development.

The objectives of the Proposed Development are as follows:
- Create an environment that is people centric;
- Create a home to a healthy, happy and proud community;
- Create an integrated and connected urban framework;
- Create accessible, active and animated spaces;
- Produce high quality architecture with a flexible built form;
- Create a new urban neighbourhood that is economically thriving and resilient;
- Create a mix of uses to promote easy living;
- Take a long-term approach to design; and
- Work closely with communities and stakeholders.
Description of the Project:
The hybrid application for the Site (part detailed, part outline) comprises the delivery of a new urban residential neighbourhood for the following:

- **Up to 1,550 new residential units for rent as part of the Applicant’s long-term management and stewardship model.** The new homes will be provided within a range of apartment buildings of varying scale and a mix of unit sizes, including a proportion of affordable homes for rent for a range of households at discounted market rent;
- **Up to 23,500 m² Gross Internal Area (GIA) of retail, employment and community spaces;**
- **A new secondary school including sixth form for up to 600 pupils;**
- **Approximately 20 car parking spaces for Workspace and approximately 65 for the proposed residential element including blue badge and car club space;**
- **Cycle bays in line with current policy;**
- **A range of new streets, vehicle, cycle and pedestrian access; and**
- **A mix of public and private open space, including children’s playspace.**

To facilitate the Proposed Development, the majority of the existing buildings and structures would be demolished or refurbished. The Proposed Development would include approximately 13 new buildings, of a range of heights with the tallest building up to 30 storeys. Ten of the buildings were designed in full and two in outline. New pedestrian and cycle routes would be provided creating permeability through the Site. This would include the creation of two new routes through the adjoining railway arches (subject to Network Rail’s agreement and the grant of any necessary third-party rights and consents). New vehicular routes would also be provided within the Site.

Description of the Site

The Site is located within Bermondsey, in the London Borough of Southwark and totals 5.4 ha. The prevailing character of the surrounding area comprises the following:

- Educational and residential uses to the north;
- Residential and religious uses to the east; and
- Industrial, residential and retail uses to the south and west.

Geological maps for the area indicate that the geology beneath the Site is underlain by superficial deposits of Kempton Park Gravel (sand and gravel) and a bedrock of Lambeth Group (Clay, Silt and Sand Sedimentary Bedrock Formation). Ground water beneath the Site is a combination of Secondary Undifferentiated Aquifer and Secondary A Aquifer.

The River Thames is located approximately 450 m to the north and the Site is in an area that benefits from flood protection.

The Site is of limited ecological value, consisting of hardstanding and brick buildings but there are several individual trees, predominantly London Plane, Ash, Whitebeam, Silver Maple, Raywood, False Acacia, Maple, Elder, Rowan, Tree of Heaven, Hornbeam, Sweet Gum, Lime and Wild Cherry.

The Site has good access to public transport, being located approximately 150 m from Bermondsey Underground Station (serviced by the Jubilee Line) and approximately 650 m from South Bermondsey Rail Station, providing access to London Bridge. The Site is located approximately 850 m to the west of Surrey Quays Overground Station. Bus services are also accessible close to the Site, with services operating along Jamaica Road to the north and Southwark Park Road to the east and south.

There are no statutory listed buildings on the Site, or in its immediate vicinity. The closest listed buildings are Southwark Park School (Grade II) and Church of St Crispin with Christchurch (Grade II) which are located 180 m and 120 m from the Site respectively. The Site is not within or adjacent to a Conservation Area.
Lessons Learnt:

Lessons learnt during the course of the project include:

- Early wind advice and modelling to inform the design of tall buildings;
- Early modelling of all sources of emissions;
- Early modelling of noise levels to inform treatment of outdoor amenity spaces;
- Understanding of key environmental constraints at an early stage to ensure that the design is optimised;
- The importance of consideration of existing and future sensitive receptors in the site layout to minimise potential environmental impacts; and
- Regular check-ins with the wider EIA team to ensure information and design changes are effectively communicated and deadlines met, in light of the consistent changes to the scheme.

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