

Comments from the Friends of Burgess Park (FOBP)

Air quality:

The air quality report is a draft and is not complete. As the site is opposite Burgess Park, FOBP would want to ensure high quality air pollution monitoring and mitigation during the construction phase as a planning condition.

Transport:

There is a proposed link into the park from Bianca Road and the LSE building for pedestrians and cyclists.

However, there is actually a cycle/pedestrian link which has just been created/improved in March/April 2020 slightly further along Glengall Road to Trafalgar Avenue. This is a link to new cycleways along St George's Way and Sumner Road. These newly proposed cycleways are outside the park because there is recognition that there is user conflict in the park between commuter cyclists and pedestrians. This LSE proposal for a new path in the park would be overkill, create a more dangerous intersection and would be a step backward. In one of the other documents there is much discussion about student safety but this new entrance does not seem to have been assessed for risk. It was very unfortunate to see a mockup of this route included at the beginning of the Design and Access statement.

The best cycling route for the LSE students would be Quietway 1 which can be accessed straight up Glengall Road. There is no need to either add to the cycling scrum during rush hour across the park nor access the busy vehicle route on Trafalgar Avenue to enter the even busier Old Kent Road.

The part of Burgess Park adjacent to the LSE site is a semi-wild area which should not simply be turned into a handy transport link.

It is proposed to narrow Glengall Road to allow for servicing at the front of the building. An example of narrowing occurred on Great Dover Street which forces cyclists into the car/truck lanes. This would be a counterproductive step on Glengall Road.

Open building terraces:

Focus has been on the noise impact on LSE residents; there was nothing about the impact of noise from the accommodation into park. FOBP know that sound transmission has been a problem with the BMX track. The balconies should be designed and landscaped to minimise noise pollution from use of the terraces.

The lighting should minimise light pollution and spillage to the park.

Urban greening:

The urban greening factor (MOL New London Plan) for the development scores as for commercial 0.3 and does not achieve residential 0.4 - so there should be changes/enhancements as a planning condition to achieve 0.4 score.

The new draft London Plan Policy G5 Urban greening recommends major new developments achieve 0.3 - Industrial and 0.4 for residential. The policy states

"However, the challenges of climate change, poor air quality and deficiencies in green space need to be tackled now, so while each borough develops its own bespoke approach the Mayor has recommended the standards set out above. Residential development places greater demands on green infrastructure, and as such, a higher standard is justified.

<https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/draft-new-london-plan/chapter-8-green-infrastructure-and-natural-environment/policy-g5>

If the council is serious about high quality new developments which tackle #ClimateEmergency the should reject proposals which do not achieve the necessary standards.

FOBP are looking for wildlife corridors from the planned Linear Park which runs next to the old route of the Surrey Canal to Burgess Park and leads to Bianca Road next to the LSE site. Apparently bird, bat and insect refuges are to be provided on the green and brown roofs and bird and bat boxes are to be included where possible. Green links to maintain biodiversity in London require these corridors and the plans need to recognise the semi-wild nature of the area adjacent to the LSE site which is providing essential habitat across the park. FOBP would like to see proposals in the planning documents to improve the Burgess Park wild habitat on Glengall Road.