

Item No.	Classification:	Date:	Meeting Name:
6.1	Open	27 March 2012	Planning Committee
Report title:	Development Management planning application: Council's own development Application 11-AP-3764 for: Full Planning Permission Address: BURGESS PARK, ALBANY ROAD, LONDON SE5 Proposal: Clearance of existing area of vegetation, existing inner trees and multi use games area at the corner of the park adjacent to Albany Road and Wells Way. Construction of a National Standard BMX Track and perimeter fencing. The proposal includes the retention of the trees fronting Albany Road and Wells way.		
Ward(s) or groups affected:	Faraday		
From:	Head of Development Management		
Application Start Date 11/01/2012		Application Expiry Date 11/04/2012	

RECOMMENDATION

- 1 That planning permission be granted subject to conditions.

BACKGROUND INFORMATION

Site location and description

- 2 The site is at the corner of Wells Way and Albany Road, within Burgess Park. The site area for the BMX track is 1.2 hectares, within the wider 46 hectares of Burgess Park. The entire area of Burgess Park is designated as Metropolitan Open Land and a non-statutory Site of Borough Grade 2 Importance for Nature Conservation.
- 3 The site is currently occupied by a derelict children's play area (the equipment having been removed) and a games court/Multi-use games area linked to the adjacent Adventure Playground. The Adventure Playground is unaffected by this application, but the games court would be removed to make way for the BMX track and spectator area. This has been the source of many of the objections, and this is discussed later at paragraph 25. Beyond the Adventure Playground is a Go Kart track and the Council's Childrens' Centre, which provides supervised play.

The Burgess Park 2012 project

- 4 The Council's major regeneration of Burgess Park ('Burgess Park 2012') is currently underway, following a substantial period of design and public consultation. The project is investing £6 million in re-landscaping the park, creating new facilities, and enhancing both the leisure environment and the biodiversity of the landscape.

- 5 At the time the wider project was being developed, there was a stated intention to create a high quality BMX track within the park. Public consultation during 2010 identified the site on the corner of Albany Road and Wells Way as the preferred location, and this was indicated on the plans for the main park improvement scheme. This location was considered to complement the adjacent Adventure Playground and Go-Kart track as the focus for 'high energy' activities within the park. However, at the time that the planning application for the main part improvements was submitted (November 2010), no funding had been secured for the BMX track, so it was excluded from that main application. The consultation on that planning application generated a number of queries about the omission of the BMX track from the scheme as submitted, and the issue was discussed at the Planning Committee when determining the main application.
- 6 Funding has now been secured for the track, and a scheme drawn up for the new facility.

Details of proposal

- 7 The application has been submitted by the Parks Service of the Council, but the project is being developed jointly by the Council, British Cycling, and Peckham BMX. Peckham BMX currently operates from a small facility in Bird in the Bush Park, which is not built to National standards, so cannot host competitive events. Funding for the project has been secured from British Cycling, the Playsport Facility Fund and the London Marathon Charitable Trust. BMX racing was accepted as an Olympic event for the first time at the Beijing Olympics in 2008, and Britain has a number of successful international competitors.
- 8 The track would operate mainly as an open access, free public facility. It would also run a number of more structured training sessions, plus a small number of Race Meetings each year, estimated to be 4-6 events. The management of these Race events would be controlled through an Event Management Plan.
- 9 The track would be separated from the main body of the park, and from the pavement, by 1.2 metre high railings, to match those used throughout the park. Access for users would be from one gate on Wells Way, and one on Albany Road. The enclosure of the track would require the relocation of one of the park entrances on Wells Way, which would move 20 metres to the south. The gate on Albany Road currently provides entry to the general park area; this would not be replaced, but other entrances from Albany Road do exist nearby. One vehicle entry point, from Wells Way, would be created for emergency or maintenance vehicles only. No public car parking is provided within the facility, although users could access the 25 parking spaces being provided as part of the Burgess Park 2012 scheme.
- 10 The facility would provide:
 - A 400 metre long track, laid out as a close 'zig-zag' running up and down the site. This would be surfaced with lime mortar, and be raised above the ground level by up to 2.5 metres;
 - The 3 banked corners (known as 'berms') are surfaced in tarmac;
 - The starting gate, close to the corner of Wells Way and Albany Road, is on a platform 3 metres high – this is the highest structure on the site;
 - A levelled spectator viewing area is provided along the western edge of the track;
 - 6 floodlighting columns, each 12 metres high, are provided to allow evening use;

- A signboard would be required but has not been included in this application, and would need to be subject of a separate permission.
- 11 No other facility, such as toilets, catering or storage has been provided – it is envisaged that users would access facilities elsewhere in the park.
 - 12 The gates to Burgess Park are not locked at night, and similarly, access to the BMX track would be possible at any time. However, the floodlights would operate on a push button timer, with an override control to prevent use after 21:30.
 - 13 Whilst the track would be available for open use for most of the time, Peckham BMX would offer scheduled training and coaching sessions, and it would also be available to schools.

Planning history

- 14 10-AP-3246 - Burgess Park improvements including new entrances and enlargement of the lake. Granted February 2011.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

- 15 The main issues to be considered in respect of this application are:
 - a] the appropriateness of the proposed use as part of the wider Burgess Park environment, including compatibility with the designation as Metropolitan Open Land and SINC;
 - b] the impact on trees, including the acceptability of tree replacement to mitigate trees felled to create the track;
 - c] the impact on biodiversity;
 - d] the impact on the amenity of nearby residents, particularly in terms of noise and disturbance;
 - e] impact on traffic.

Planning policy

- 16 The site is situated within designated Metropolitan Open Land, and a SINC. It is also within an Air Quality Management Area and a Flood Risk Zone. The site has a Public Transport Accessibility Level (PTAL) of between 3 and 4 which indicates a medium to good access to public transport.

Core Strategy 2011

- 17 The relevant strategic policies of the Core Strategy include:
 - 1 – Sustainable development
 - 3 - Shopping, leisure and entertainment
 - 4 – Places to learn and enjoy
 - 11 - Open spaces and wildlife
 - 12 – Design and conservation
 - 13 – High environmental standards

Southwark Plan 2007 (July) - saved policies

- 18 The relevant saved Policies of the Southwark Plan include:
- Policy 3.1 – Environmental effects;
 - Policy 3.2 – Protection of amenity;
 - Policy 3.3 – Sustainability assessment;
 - Policy 3.12 – Quality in design;
 - Policy 3.14 – Designing out crime;
 - Policy 3.18 – Setting of Listed buildings and conservation areas;
 - Policy 3.25 – Metropolitan Open Land;
 - Policy 3.28 – Biodiversity;
 - Policy 5.2 – Transport Impacts;
 - Policy 5.3 - Walking and Cycling;
 - Policy 5.6 – Car parking;

Aylesbury Area Action Plan 2010

- 19 The Aylesbury Area Action Plan (AAP) was adopted in January 2010 to guide the redevelopment of the Estate, and sets out a masterplan for the new neighbourhood. Burgess Park is a crucial resource for that new neighbourhood, and the AAP covers the whole of the Park area as part of its 'Wider Area'. The AAP expects Burgess Park to make provision for play for older youth, and that improvements to both the Aylesbury estate and the Park improve linkages between the two areas. Policy PL8 'Burgess Park' encourages sporting activities in the Park as part of the wider improvements.

London Plan 2011

- 20 The relevant policies for the London Plan include:
- Policy 3.2 - Improving health and addressing health inequalities;
 - Policy 7.17 - Metropolitan Open Land;
 - Policy 7.21 - Trees and Woodlands.

Planning Policy Guidance (PPG) and Planning Policy Statements (PPS)

- 21 PPS1: Planning for Sustainable Communities;
PPG17: Planning for Open Space and Recreation.

Draft National Planning Policy Framework

- 22 The Government has set out its commitment to a planning system which includes a presumption in favour of sustainable development and contain clear policies that will guide how the presumption will be applied locally. The presumption, in practice, means that significant weight should be placed on the need to support economic growth through the planning system and local planning authorities should plan positively for new development and approve all individual proposals wherever possible. However, development should not be allowed if it would undermine the key principles for sustainability in the Framework. The draft NPPF makes clear that the policies should apply 'unless the adverse impacts of allowing development would significantly and demonstrably outweigh the benefits'. The draft NPPF also states that 'The primary objective of development management is to foster the delivery of sustainable development, not to hinder or prevent development' and that local authorities should look for solutions to problematic applications, so they 'can be approved wherever practical to do so'.

Principle of development

- 23 The site is already in recreational use, and use as a BMX track would not change the primary use of the land, since it would remain a public open space use. The need for planning permission relates to the creation of structures (such as fencing), the engineering works required to create the raised track level, and the installation of floodlighting.
- 24 Burgess Park is designated as Metropolitan Open Land, and Saved Policy 3.25 of the Southwark Plan states that permission will only be granted for uses which protect the open nature of the areas, such as agriculture, or sport and recreational uses. The proposed BMX track would satisfy the terms of this policy.
- 25 Whilst the creation of the track would not result in any loss of open space, it would displace the existing games court, and the loss of this facility has raised a large number of objections from local parents and children. There are currently no other MUGA/games courts in Burgess Park; some do exist nearby in the Aylesbury Estate, although these are primarily for the residents of that estate. The Council's Parks service does intend to replace the MUGA elsewhere in the park, and a funding bid will be made for Council funding to deliver this. However, local consultation, and the design process, will not commence until the funding is secured. At the present time, there are no firm or committed plans for a replacement to the MUGA. The Parks service has indicated that the level spectator area adjacent to the BMX track could be used for play, although ball games here could be incompatible with the safety of the cyclists on the track. It would have been preferable to provide a replacement ballcourt concurrently with the creation of the BMX track, to ensure continuity of provision. However, since both uses are essentially leisure uses within the public park, it would not be appropriate to withhold planning permission due to the lack of guaranteed re-provision.
- 26 The track would provide for an activity which could be attractive to young people who are not engaged in traditional or team sports. The Council's Sports Development Plan recognises that this part of Southwark contains young people with low levels of physical activity. The casual, free access to the track should encourage wider use, whilst the coaching and competitive opportunities would maintain the challenge for more advanced cyclists. The facility would therefore support the corporate objective of improving the health and fitness of the Southwark population, and meet the requirements of Core Strategy policy SP 4 supports uses which encourage physical activity.

Environmental impact assessment

- 27 No Environmental Impact Assessment was submitted with the application, and no request for a Screening Opinion as to whether an EIA is required has been made. However, the wider Burgess Park application (10-AP-3246) was 'Screened' and the decision issued that the park improvements were not EIA development. Given the much more limited scale of the current proposal, it is reasonable to assume the same view would be reached. Although the site area exceeds the threshold of 0.5 ha for 'Schedule 2' development, the predicted impacts are not of more than local significance, and are compatible with the location within a metropolitan park.

Impact of proposed development on amenity of adjoining occupiers and surrounding area

- 28 Saved Policy 3.2 'Protection of Amenity' within the Southwark Plan seeks to protect

the amenity of existing and future occupiers in the surrounding area or on the site.

- 29 A number of objections have been submitted by local residents concerned about noise and disturbance, and the risk of crime or anti-social behaviour. This stems in part from the perception of BMX biking as being popular with young males.
- 30 The track is on the corner of two busy roads: Albany Road and Wells Way. It is separated from the nearest residential buildings (St Georges Court apartments, and the flats on the north side of Albany Road) by these busy roads. The track must be placed in the context of the range of other activities taking place in the park, including football, outdoor gyms, and the Go-kart track. All of these activities, which are an expected part of park life in a busy inner city area, will attract groups of people, and generate an amount of noise at certain times. It is not considered that the specifics of the BMX track will cause a significantly different pattern of behaviour, and consequent amenity impact, to other existing park activities. The relationship with the nearest residential neighbours is not so close as to warrant refusal of permission. The area will be supervised by the Park Wardens and by the Clubs during training sessions, and although the track, like the rest of Burgess Park, will not be locked at night, the floodlights will be shut off at 21:30 each evening. The gates to the BMX area have been designed to prevent access by motorbikes or 'mini' motorbikes. It is not considered that any amenity impacts relating to noise or general disturbance sufficient to warrant refusal have been identified.
- 31 The track would be lit by six 12 metre high floodlight columns, in order to allow evening use. The floodlights have been specifically designed to avoid light spillage into any of the neighbouring flats, and the light spread maps show that no adverse impact through light pollution will affect any nearby residential dwelling. The floodlights are controlled by push button timers, so that they will only be activated when there are users on the track. The lights will switch off automatically at 21:30 each evening.
- 32 A number of respondents have raised objections to the location of the track due to its impact on east-west pedestrian movement across the Wells Way linking the two sides of the Park. The relocation of the gate would mean that the more direct route across the pedestrian road crossing would be diverted (although the underpass would be unaffected). Whilst this concern is noted, creating a track which meets National standards has led to an expansion of the track area, incorporating the existing access point; given the wider benefits of the scheme, it is not considered reasonable to refuse permission on these grounds.

Design issues

- 33 The works mainly involved reprofiling the land surface to create the raised track, which itself is designed as a series of dips and jumps along its 400 metre length. The three corners are steeply banked and surfaced in tarmac (the main track being surfaced in a lighter coloured lime mortar). The track stands up to 2.5 metres above local ground level. The starting platform/gate is the highest point on the site at 3 metres, and has a simple barrier structure to control the start. There is a level spectator area to the west of the main track, alongside the flat 'run-in' to the finish line.
- 34 There are no buildings or other substantial structures on the site. Although layout plans and sections have been provided with the application, there are no sketches or other visualisations to help explain the appearance of the track from the surrounding street and parkland. It will appear as fairly utilitarian hard surfaced area, but this is not unacceptable in this location. The track will be generally screened from Wells Way and Albany Road by the belt of retained trees, which will soften the appearance. From

the south, where a number of trees are being removed to create the track, it will be more exposed. Whilst this is not in itself unacceptable, there is scope to plant new trees in this location (north of the existing underpass entrance) as part of the requirement for replacement tree planting. The precise location, size and species of new trees in this location can be secured as part of the condition to require replacement planting.

- 35 The other new structure on the site are the floodlight columns. Whilst these are taller than general street light columns, at 12 metres, they will not appear unduly prominent in the wider townscape, which includes a number of tall trees as well as substantial buildings.

Impact on character and setting of listed buildings and/or conservation areas

- 36 The site is not within close proximity of any conservation areas. The Listed buildings at the former St Georges Church and the former Wells Way Baths are close to the southern edge of the track. However, the low level of the track structures would not impact on views of these listed buildings, or affect their settings, and the lighting is designed so that no light spill will fall onto their facades. As such, the development is not considered to affect the setting of any listed buildings, and so would comply with Saved Policy 3.18 'Setting of listed buildings, conservation areas and World heritage sites' of the Southwark Plan

Impact on trees

- 37 An arboricultural report has been submitted with the application, which maps all the of the existing trees on the site, and assesses their condition and quality. The trees are categorised as ranging from Grade A, denoting particularly good specimens with high retention value, Grade B (moderate value trees which ought to be considered for retention) Grade C (minor value trees, either lower quality or younger trees which can be replaced), or Grade R (redundant trees, poor or defective specimen). On the site the survey identified 88 trees, including Maple, Ash, Lime and Cherry. The majority of these are along the site boundaries, with an additional large group running through the centre of the site. Four of the trees were categorised as Grade A, all on the Wells Way boundary; these are all to be retained. 41 are categorised as Grade B, of which 25 are proposed to be removed. The balance are Grade C or R, of which 34 are proposed to be removed to make way for the track. The retained trees are concentrated on the Wells Way and Albany Road frontages, with all of the trees from the central and southern parts of the site being removed.
- 38 The Urban Forester has reported that, although the loss of a large number of Grade B trees is regrettable (and the number of trees lost has increased since pre-application discussions took place), the most significant Grade A trees are being retained. Since the retention of the trees would be incompatible with the construction of the track, the loss of the trees is inevitable if the track is to be constructed in this location. The impact of the loss of the trees would need to be weighed against the merits of creating a new sporting facility in the park. It is therefore recommended that a condition be imposed requiring replacement tree planting within the boundary of the park. These trees would have to be in addition to those already due to be planted as part of the wider Burgess Park improvements. The draft condition suggests a requirement for 98 new trees to ensure replacement canopy cover (in recognition that the new trees would be smaller than those being felled). It is also suggested that a number of the new trees be planted close to the southern boundary of the track, in order to soften the appearance of the track from this part of Burgess Park, and to ensure that new trees are planted as close as possible to the site of the lost canopy cover. With this

mitigation in place, it is recommended that, on balance, the loss of the existing trees would be acceptable.

Ecology issues

- 39 The applicant has resubmitted the Ecology report prepared for the wider Burgess Park application in 2009. The Ecology Officer has noted that the findings of this report would shortly be considered out of date due to the passage of time. However, the report itself was considered to be of good quality, and meet best practice expectations. The report found no evidence of bats roosting anywhere in the park, but noted bats foraging and commuting in the tree belts around the park. The loss of additional trees could affect commuting routes, although the main belt of trees along the edge of the park is being retained. The Ecology officer has also noted that the floodlights could impact on foraging bats, particularly since the light spread affects the tree belt on Wells Way. Conditions are recommended to be imposed relating to timing of vegetation clearance, and implementation of a biodiversity mitigation plan.

Traffic issues

- 40 No car parking is provided as part of this development. The applicant has advised that they expect users to arrive on their bikes, and that any drivers could use the car park being provided close to Chumleigh Gardens on the opposite side of Wells Way. Limited on-street parking is available on Wells Way, or in meter bays on Albany Road. Those holding Blue Badge disabled parking permits would also be able to park in the on-street bays.
- 41 This arrangement is acceptable for the routine use of the track for casual and club sessions. However, because the track will be constructed to National standards, it will also be capable of hosting National Race Meetings, which would attract a larger number of users, plus spectators and possibly press attendance. This is likely to attract more vehicles to the area, and deliveries of temporary equipment. The applicant has estimated that these events would take place 4-6 times per year. The application does not make it clear how the additional parking generated by these Race Meetings would be managed. Whilst it would have been preferable to consider these details as part of the application determination, it is considered that these could be adequately dealt with through the imposition of a condition requiring the submission and approval of a detailed events management plan prior to the first event taking place at the track. This plan will need to ensure that arrangements are made to prevent parking disrupting the safe operation of the light-controlled junction of Wells Way and Albany Road.
- 42 The relocated service and emergency vehicle entry point on Wells Way is in close proximity to an existing bus stop. It is therefore recommended that a condition be imposed which requires additional detail on the entry point, including its sight lines, prior to implementation; the Council would consult with TfL buses on the detail at that stage.
- 43 No cycle parking has been provided as part of the scheme. Whilst most users will be riding the bikes on which they arrive, it would be appropriate to provide some limited cycle stands for spectators. The applicant has suggested that users could use cycle stands located elsewhere in the Park, for instance at Chumleigh Gardens. However, it seems unlikely that cyclists would be willing to take cycles over to Chumleigh Gardens (or other areas) if they are using the track. It is therefore recommended that a condition be imposed requiring the installation of Sheffield-style cycle stands within the track area, for users of this facility.

- 44 With the imposition of suitable conditions, it is considered that the scheme will have no adverse impact on the highway.

Sustainable development implications

- 45 The development promotes the re-use of a redundant area of the park. The track modelling and structures will use minimal natural resources. The lighting system has a user-operated timer control, to ensure lights are on only when cyclists are in the track, thus reducing energy use. Trees being removed to create the track are being replaced within the park boundary, thus maintaining canopy cover.

Planning obligations (S.106 undertaking or agreement)

- 46 Planning obligations are sought where it is necessary to mitigate specified negative impacts of development which is in other respects acceptable. There are no identified negative impacts which require mitigation, and therefore there is no requirement for planning obligations secured through a s106 agreement. The track is a free public recreational facility within an established park, and as such is of benefit to the wider public.

Conclusion on planning issues

- 47 The creation of a new BMX track within Burgess Park has been under discussion for over two years, with extensive public consultation by the Parks service. The track will be close to the Go-Kart track and Adventure Play area, as part of a grouping of active sports uses. The use is consistent with the Metropolitan Open Land designation of the Park, and complements the range of uses within the wider park area. It would create a high quality facility, suitable for both casual users and those hoping to compete at a higher level. The involvement of Peckham BMX will ensure an element of supervision, training and outreach.
- 48 The objections to the loss of the existing MUGA are noted, and whilst there is no firm plan for a replacement at present, the Parks service are seeking funding to replace this elsewhere in the park, and consultation will be carried out on the location and nature of the facility.
- 49 No adverse impacts have been identified sufficient to warrant refusal of permission. Issues relating to event management, cycle parking, hours of use and tree replacement are capable of being controlled through conditions. It is therefore recommended that permission is granted subject to conditions.

Community impact statement

- 50 In line with the Council's Community Impact Statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process. The impact on local people is set out above.

Consultations

- 51 Details of consultation and any re-consultation undertaken in respect of this application are set out in Appendix 1.

Consultation replies

52 Details of consultation responses received are set out in Appendix 2.

Summary of consultation responses

- 53 26 letters of objection have been received, raising concerns relating to noise and disturbance from use of the track, impact on peace and quiet, impact of floodlights, loss of trees, and potential parking problems. A petition, as well as a number of individual letters, object to the loss of the existing MUGA, which is a supervised play area not available elsewhere in the park.
- 54 A total of 28 letters of support were also received (although a number of these were letters to the Parks Service rather than to the Planning Divisions own statutory consultation). Most of these letters are from users of the existing Peckham track, who want to see the improved facility.
- 55 The Friends of Burgess Park submitted a comprehensive response raising issues both in support of the proposal in principle, but raising concerns about the lack of integration with the wider park area, the operation of the track, the loss of trees, and concerns about the detailed design. The Burgess Park Action Group support the track, but object to its location, since it disrupts the east-west pedestrian route, and object to the loss of trees.

Human rights implications

- 56 This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
- 57 This application has the legitimate aim of providing new recreational facilities within a public park. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/ Application file: 11-AP-3764 Southwark Local Development Framework and Development Plan Documents	Regeneration and Neighbourhoods Department 160 Tooley Street London SE1 2TZ	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone:: 020 7525 5657 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Images

AUDIT TRAIL

Lead Officer	Gary Rice Head of Development Management	
Report Author	Laura Webster	
Version	Final	
Dated	15 March 2012	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Communities, Law & Governance	No	No
Strategic Director of Regeneration and Neighbourhoods	No	No
Strategic Director of Environment and Leisure	No	No
Date final report sent to Constitutional Team		15 March 2012

Consultation undertaken

Site notice date: 01/03/2012

Press notice date: 02/02/2012

Case officer site visit date: 01/03/2012 (unaccompanied)

Neighbour consultation letters sent: 31/01/2012

Internal services consulted: 30/01/2012

Urban Forester
Design and Conservation
Environmental Protection
Transport
Ecology Officer

Statutory and non-statutory organisations consulted:

Crime Prevention Design Advisor
Environment Agency
Transport for London
Natural England
Sport England

Neighbours and local groups consulted:

Aylesbury TA
The Camberwell Society
Open Spaces Society
Friends of Burgess Park
Burgess Park Group
Evolution Quarter Residents Association
The Peckham Society
London Wildlife Trust

Re-consultation: N/A

Consultation responses received

Internal services

Transport

- It is unclear if the pedestrian access from Wells Way immediately adjacent to the pedestrian crossing would be retained. It would be useful to retain this access for pedestrians.
- It is proposed to move the existing vehicle access on Wells Way, 20m to the south. This access would be used for emergency vehicles only. Clarification is required to ensure this access does not impact the existing bus stop or speed cushions.
- The applicant should provide visibility splays in line with a 30mph road
- Proposed crossovers would require approval from the Highways Authority and any alterations require a s.278 agreement.
- The Southwark Plan does not contain cycle parking standards for this type of use, however given the nature of the use, the applicant should examine the demand for cycle parking for staff and visitors and provide cycle parking as appropriate
- The applicant proposes to use the existing 25 space car park 200m to the east of the site, as well as existing on street parking. A Transport Assessment should assess existing spaces and proposed demand through trip generation calculations. Details of coach and taxi drop off should also be provided.
- New development is normally expected to provide on site disabled parking bays.
- Details of loading and unloading of servicing, deliveries and refuse collection should be provided.
- A construction management plan should be secured by condition
- A Travel Plan should be provided for this development

Urban Forester

The design and access statement confirms that no landscaping scheme has yet been identified. However, proposed layout drawing no. 0390002 006 002 does show a line of six new trees planted at a grass rider and spectator area of levelled ground to the western boundary.

The proposal will result in the loss of 59 medium to large trees to facilitate development. These are considered to be of poor to moderate amenity value (category R, C and B) and hence suitable for removal should acceptable mitigation be provided via replacement of canopy cover. Category A trees of greatest value to amenity for screening and those of best condition are to be retained. However, a significant loss is proposed to the west and south, including 25 Category B trees.

Using the same criteria for mitigation of tree loss used in determining the Burgess Park planning application, the former scheme was considered to be acceptable whereby the loss of a total 1251cm girth (44 trees) was to be mitigated through replacement planting. If small standard trees are used such as 18cm girth this gave a total of 69 replacement trees.

The Burgess Park design team have confirmed that this is welcome for inclusion within the current landscaping work. Based on the Burgess Park landscape contract, Tim Clee (Sports Facilities Project Officer) subsequently indicated that the following figure for tree replacement was acceptable: Unit cost per tree £362, total £24,978.

The revised number of tree removals therefore increases the amount which should be sought. A total of 59 are to be removed, which equates to an amended replacement cost of £33,304.

This amount is therefore required as a S106 payment to provide for tree replacement within Burgess Park, and is additional to any planting to be provided as part of a landscape plan, since tree planting on site will be severely restricted due to the lack of available space.

(Note: it is more appropriate to deal with the replacement tree issued by condition, since any S106 agreement would essentially comprise the council as both parties)

The proposed tree protection measures follow site management processes described in BS 5837 Trees in relation to construction and will allow construction to proceed with minimal risk of damage during development. However, the degree and extent of any changes will need to be monitored carefully such that these do not affect the longer term survival of those trees to be retained.

The following conditions are necessary should the application be consented:

- Landscape Plan
- Tree protection- general

Ecology Officer

The ecology survey and bat report are nearly two years old. If the development has not begun by July 1st 2012, then the developer will be required to repeat the surveys as they will be out of date. A general understanding is that 2 years is the life span of a ecology or bat surveys.

Some concern about the lighting as this could impact on foraging bats. Would welcome a response as to how the development intends to mitigate the impact of the lighting proposed. Concern about the vegetation loss and suggest that if this can not be mitigated for on the development site, then a suitable location elsewhere in the park if identified for habitat enhancement.

Suggest conditions relating to timing of tree clearance, and measures to enhance biodiversity

Environmental Protection

No comments received to date

Statutory and non-statutory organisations

Natural England

Further survey work is required in accordance with 'Bat Surveys - good practice guidelines' and 'Reptiles - good practice guidance'.

Sport England

The site is not considered to form part of, or constitute a playing field. Sport England has considered this a non statutory application. Sport England does not wish to raise an objection to this application.

Sport England policy supports the development of new facilities that will secure opportunities to take part in sport. It is recommended that the detailed design of the BMX track and lighting accords with Sport Englands relevant design guidance to

ensure the facility is fit for purpose.

Transport for London

No Objections. TfL does not believe this development would have a significant traffic impact - assuming large events are not expected. No cycle parking is existing or proposed on the site and TfL would encourage cycling and walking is considered in the application. TfL is concerned that there may be some impacts from construction traffic and therefore a construction logistics plan should be secured by condition.

Neighbours and local groups

A total of 28 letters of support have been received. However, it should be noted that whilst these letters all relate specifically to the proposed BMX track, a large number of these were not received directly by the planning department and were sent to the Parks department of the council and then forwarded to the planning department. The letters of support raise the following issues:

- Would encourage more people into the sport
- Would provide a positive outlet for young people to express themselves
- Would inspire people and allow them to achieve great things
- Helps young people gain confidence and discipline that is used in all areas of their lives
- A positive activity for people to focus on could help reduce criminal activities
- Facilities such as this encourage greater community spirit
- The Peckham BMX track has been extremely successful and created British champions and encouraged more into the sport, whilst providing role models for young people
- The track would provide positive social recreation and encourages healthy activity
- The track would be a positive contribution to the area, encouraging use of the park and providing a legacy for the borough in this Olympic year.

A total of 26 letters of objection have been received from addresses in: Wendover, Thurlow Street, Rainbow Street, SE5Webber Street SE1, Coleman Road SE5, Dowlas Street, Southampton Way, Wells Way, Hopwood Road, and numerous via email with address unknown. The letters of objection raise the following issues:

- Loss of the existing Multi Use Games Area (MUGA);
- Will not help to join up the two sides of Burgess Park, and loss of the direct crossing link across Wells Way;
- Loss of mature trees;
- Light pollution;
- Traffic (including poor links to public transport);
- Needs more community consultation

Friends of Burgess Park support the principle of a track, but raised concerns about the design and location of the track leading to poor integration with the wider park area. Also raised concerns about the height of the floodlights having an impact on residents; queried the closing arrangements; connectivity to other parts of the park; tree loss, and requested full replacement for felled trees; and adequacy of parking arrangements.

Burgess Park Action Group supports the provision of a track, but object to the design and location which disrupts east-west movement across Wells Way , the loss of trees,

the poor public transport access for race events. Also suggests requiring renewable energy sources to be provided.

St George's Church Housing Co-operative Committee, carried out a survey of residents which raised a mix of responses, reported as being:

- Residents of flats 3 and 15 verbally informed the chair of the committee that they don't support the project
- Residents of flats 13 and 14 did respond, but did not indicate yes or no in support of the projects. One occupier of flat 13 indicated that it would be exciting for the local kids.
- A resident of flat 2 supports the proposal and thinks it would be fun for kids. The potential noise would not be a problem. It feels safer when lights are on in the park.
- Residents of flat 30 and 25 indicated they would not be affected and raise no comments
- Resident of flat 19 raises questions regarding the height of the light and how long they would be on for. Potential for groups gathering at the track. Raises questions over security and whether the track is supervised. Concerns with noise, safety, anti-social behaviours and lack of CCTV. Questions how the proposal would impact the rest of the park

Residents of flats 10, 1, 17, 12, 3, 28, 29, 5, 23, 24, 15, 9, 16, raise the following concerns and objections:

- Lack of consultation
- Potential noise
- Overcrowding
- Disturbances from events at the track
- Floodlights causing light pollution and disturbance
- Too close to existing residential properties
- loss of trees, wildlife habitat and open space within the park
- Loss of peace and quiet within this part of the park and loss of part of the park for the public use
- Lack of public transport in the area
- BMX riders always ride on the footpath (health and safety)
- The track would lead to an increase in crime
- People will hang out at the track at night
- Do not believe that the vast majority of local residents participate in BMX.
- Potential parking problems
- Who is going to pay for the development and costs associated with it?
- Visually unattractive addition to the area
- Have other locations been considered?
- Could the money be used for better uses?

Hopwood Road SE17 - submitted a petition containing 64 signatures raising objection to the loss of the existing MUGA.