

Planning Committee

Tuesday 29 January 2013

7.00 pm

Ground Floor Meeting Room G01A - 160 Tooley Street, London SE1 2QH

Membership

Councillor Nick Dolezal (Chair)
Councillor Darren Merrill (Vice-Chair)
Councillor Kevin Ahern
Councillor Chris Brown
Councillor Robin Crookshank Hilton
Councillor Mark Gettleson
Councillor Adele Morris

Reserves

Councillor James Barber
Councillor Neil Coyle
Councillor Dan Garfield
Councillor Nick Stanton
Councillor Mark Williams

INFORMATION FOR MEMBERS OF THE PUBLIC

Access to information

You have the right to request to inspect copies of minutes and reports on this agenda as well as the background documents used in the preparation of these reports.

Babysitting/Carers allowances

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Access

The council is committed to making its meetings accessible. Further details on building access, translation, provision of signers etc for this meeting are on the council's web site: www.southwark.gov.uk or please contact the person below.

Contact

Kenny Uzodike on 020 7525 7236 or email: kenny.uzodike@southwark.gov.uk
Webpage: <http://www.southwark.gov.uk>

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: 21 January 2012



Planning Committee

Tuesday 29 January 2013

7.00 pm

Ground Floor Meeting Room G01A - 160 Tooley Street, London SE1 2QH

Order of Business

Item No.	Title	Page No.
	PART A - OPEN BUSINESS	
1.	APOLOGIES	
	To receive any apologies for absence.	
2.	CONFIRMATION OF VOTING MEMBERS	
	A representative of each political group will confirm the voting members of the committee.	
3.	NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT	
	In special circumstances, an item of business may be added to an agenda within five clear days of the meeting.	
4.	DISCLOSURE OF INTERESTS AND DISPENSATIONS	
	Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	MINUTES	1 - 5
	To approve as a correct record the Minutes of the open section of the meeting held on 15 January 2013.	
6.	DEVELOPMENT MANAGEMENT	6 - 10
	6.1. HERNE HILL VELODROME, 104 BURBAGE ROAD, LONDON SE24 9HE	11 - 39

Application for planning permission for the construction of a 250m flat junior track in the centre of the main velodrome track and an associated multi-use games area with fencing.

6.2. HERNE HILL VELODROME, 104 BURBAGE ROAD, LONDON SE24 9HE 40 - 67

Application for planning permission for the installation of track lighting along the perimeter of the main velodrome track.

7. PLANNING COMMITTEE NEIGHBOURHOOD PLANNING APPLICATION FOR AN AREA AND FOR FORUM STATUS BERMONDSEY VILLAGE ACTION GROUP 68 - 78

8. NEIGHBOURHOOD PLANNING - APPLICATION FOR A NEIGHBOURHOOD DEVELOPMENT AREA AND ALSO FOR QUALIFYING BODY STATUS BY BERMONDSEY NEIGHBOURHOOD FORUM 79 - 91

ANY OTHER OPEN BUSINESS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT.

EXCLUSION OF PRESS AND PUBLIC

The following motion should be moved, seconded and approved if the committee wishes to exclude the press and public to deal with reports revealing exempt information:

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1-7, Access to Information Procedure rules of the Constitution.”

PART B - CLOSED BUSINESS

ANY OTHER CLOSED BUSINESS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT.

Date: 21 January 2013



PLANNING COMMITTEE

Guidance on conduct of business for planning applications, enforcement cases and other planning proposals

1. The reports are taken in the order of business on the agenda.
2. The officers present the report and recommendations and answer points raised by members of the committee.
3. Your role as a member of the planning committee is to make planning decisions openly, impartially, with sound judgement and for justifiable reasons in accordance with the statutory planning framework.
4. The following may address the committee (if they are present and wish to speak) for **not more than 3 minutes each**.

- (a) One representative (spokesperson) for any objectors. If there is more than one objector wishing to speak, the time is then divided within the 3-minute time slot.
- (b) The applicant or applicant's agent.
- (c) One representative for any supporters (who live within 100 metres of the development site).
- (d) Ward councillor (spokesperson) from where the proposal is located.
- (e) The members of the committee will then debate the application and consider the recommendation.

Note: Members of the committee may question those who speak only on matters relevant to the roles and functions of the planning committee that are outlined in the constitution and in accordance with the statutory planning framework.

5. If there are a number of people who are objecting to, or are in support of, an application or an enforcement of action, you are requested to identify a representative to address the committee. If more than one person wishes to speak, the 3-minute time allowance must be divided amongst those who wish to speak. Where you are unable to decide who is to speak in advance of the meeting, you are advised to meet with other objectors in the foyer of council offices prior to the start of the meeting to identify a representative. If this is not possible, the chair will ask which objector(s) would like to speak at the point the actual item is being considered.

Note: Each speaker should restrict their comments to the planning aspects of the proposal and should avoid repeating what is already in the report.

6. This is a council committee meeting, which is open to the public and there should be no interruptions from the audience.

7. No smoking is allowed at committee and no recording is permitted without the consent of the meeting on the night, or consent in advance from the chair.

The arrangements at the meeting may be varied at the discretion of the chair.

Contacts: The Head of Development Management
Planning Section, Chief Executive's Department
Tel: 0207 525 5437; or

Planning Committee Clerk, Constitutional Team
Corporate Strategy, Chief Executive's Department
Tel: 0207 525 7236



Planning Committee

MINUTES of the OPEN section of the Planning Committee held on Tuesday 15 January 2013 at 6.00 pm at Ground Floor Meeting Room G02A - 160 Tooley Street, London SE1 2QH

PRESENT: Councillor Nick Dolezal (Chair)
Councillor Darren Merrill (Vice-Chair)
Councillor Kevin Ahern
Councillor Chris Brown
Councillor Robin Crookshank Hilton
Councillor Mark Gettleson
Councillor Adele Morris

OFFICERS: Simon Bevan, Interim Director of Planning
Gary Rice, Head of Development Management
Bridin O'Connor, Development Management
Helen Goulden, Development Management
Rachel Gleave, Development Management
Oliver Stutter, Development Management
Michael Tsoukaris, Development Management
Tim Gould, Transport Group
Zayd Al Jawad, Section 106 Manager
Sarah Newman, Environmental Protection Team
Jonathan Gorst, Legal Services
Kenny Uzodike, Constitutional Officer

1. APOLOGIES

There was none.

2. CONFIRMATION OF VOTING MEMBERS

The members present were confirmed as the voting members.

3. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

The chair informed the committee of the following:

1. The variation of the length of the time slot for representations to the committee from three to five minutes.
2. That items 6.1 and 6.2 would be considered together.
3. The following additional documents relating to item 6 - development management circulated prior to the meeting:
 - The member information pack
 - The addendum report.

4. DISCLOSURE OF INTERESTS AND DISPENSATIONS

There was none.

Councillor Darren Merrill informed the committee that he was the ward councillor for East Walworth ward and although both items 6.1 and 6.2 were based in his ward he had not made any decision on either application.

5. MINUTES

RESOLVED:

That the minutes of the open section of the meeting held 4 December 2012 be agreed as a correct record and signed by the chair.

6. DEVELOPMENT MANAGEMENT

The addendum report had not been circulated five clear days in advance of the meeting, nor had it been available for public inspection during that time. The chair agreed to accept the item as urgent to enable members to be aware of late observations, consultation responses, additional information and revisions.

RESOLVED:

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports on the agenda be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the attached reports and draft decision notices unless otherwise stated.
3. That where reasons for the decision or condition are not included in the report relating to an individual item, that they be clearly specified.

6.1 THE HEYGATE ESTATE AND SURROUNDING LAND BOUND BY NEW KENT ROAD (A201) TO THE NORTH, RODNEY PLACE AND RODNEY ROAD TO THE EAST, WANSEY STREET TO THE SOUTH AND WALWORTH ROAD (A215) AND ELEPHANT ROAD TO THE WEST LONDON SE17

Planning application reference number 12/AP/1092

Report: See pages 186-195 of the agenda and addendum report pages 1-16.

PROPOSAL:

Outline planning application for redevelopment to provide a mixed use development comprising a number of buildings ranging between 13.13m (AOD) and 104.8m (AOD) in height with capacity for between 2,300 (min) and 2,469 (max) residential units together with retail (Class A1-A5), business (Class B1), leisure and community (Class D2 and D1), energy centre (sui generis) uses. New landscaping, park and public realm, car parking, means of access and other associated works.

Items 6.1 and 6.2 were considered together.

The committee heard an introduction to the report on both items 6.1 and 6.2 from an officer during which members were informed about the various clarifications and amendments to the committee report stated in the addendum report and the amended draft decision notices on both items.

Members asked questions of the officer.

Members heard a representation from spokespersons of the objectors to the application and asked questions.

The meeting was adjourned for 17 minutes for a short break at 9.13pm and was reconvened at 9.30pm.

The applicant made representations to the committee and answered members' questions during which there was a general disturbance. The chair adjourned the meeting at 10.10pm to allow for order to be restored. The meeting was reconvened at 10.30pm.

Members debated the application and asked questions of the officers.

A motion to grant planning permission was moved, seconded, put to the vote and declared to be carried.

RESOLVED:

That in reference to application number 12/AP/1092 planning permission be granted subject to the following conditions:

1. That planning permission is granted subject to conditions, the applicant entering into an appropriate legal agreement, and referral to the Mayor of London.

2. That it is confirmed that the environmental information has been taken into account as required by Regulation 3(4) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.
3. That it is confirmed that, following issue of the planning decision, the Head of Development Management should place a statement on the statutory register pursuant to Regulation 24 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 which contains the information required by Regulation 21 and for the purposes of Regulation 24(1)(c) being the main reasons and considerations on which the planning committee's decision was based shall be set out as in the report.
4. The additional recommendation as stated in paragraph 3.17 in the addendum report as follows:

"That the head of development management (in consultation with the Chair of Planning Committee) be authorised under delegated authority to make any minor modifications to the proposed conditions arising out of detailed negotiations with the applicant and/or other stakeholders, such as the GLA and TfL, which may necessitate further modification and may include the variation, addition, or deletion of the conditions as drafted."
5. The conditions as stated in the committee report and as amended in the addendum report.
6. The conditions as stated in the amended draft decision notice.

6.2 THE HEYGATE ESTATE AND SURROUNDING LAND BOUND BY NEW KENT (A201) TO THE NORTH, RODNEY PLACE AND RODNEY ROAD TO THE EAST, WANSEY STREET TO THE SOUTH AND WALWORTH ROAD (A215) AND ELEPHANT ROAD TO THE WEST LONDON SE17

Planning application reference number 12/AP/3203

Report: See pages 11-185 of the agenda and addendum report pages 1-16.

PROPOSAL:

Full planning application for the demolition of all existing structures and bridges and associated works.

Items 6.1 and 6.2 were considered together. (See item 6.1)

A motion to grant planning permission was moved, seconded, put to the vote and declared to be carried.

RESOLVED:

That in reference to application number 12/AP/3203 planning permission be granted subject to the following conditions:

1. That planning permission is granted subject to conditions, the applicant entering into an appropriate legal agreement, and referral to the Mayor of London.
2. That it is confirmed that the environmental information has been taken into account as required by Regulation 3(4) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011.
3. That it is confirmed that, following issue of the planning decision, the Head of Development Management should place a statement on the statutory register pursuant to Regulation 24 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 which contains the information required by Regulation 21 and for the purposes of Regulation 24(1)(c) being the main reasons and considerations on which the planning committee's decision was based shall be set out as in the report.
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5. The conditions as stated in the committee report and as amended in the addendum report.
6. The conditions as stated in the amended draft decision notice.

The meeting closed at 00.10am.

CHAIR:

DATED:

Item No. 6.	Classification: Open	Date: 29 January 2013	Meeting Name: Planning Committee
Report title:		Development Management	
Ward(s) or groups affected:		All	
From:		Proper Constitutional Officer	

RECOMMENDATIONS

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the attached items be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the attached reports unless otherwise stated.
3. That where reasons for decisions or conditions are not included or not as included in the reports relating to an individual item, they be clearly specified.

BACKGROUND INFORMATION

4. The council's powers to consider planning business are detailed in Part 3F which describes the role and functions of the planning committee and planning sub-committees. These were agreed by the annual meeting of the council on 23 May 2012. The matters reserved to the planning committee and planning sub-committees exercising planning functions are described in part 3F of the Southwark Council constitution.

KEY ISSUES FOR CONSIDERATION

5. In respect of the attached planning committee items members are asked, where appropriate:
 - a. To determine those applications in respect of site(s) within the borough, subject where applicable, to the consent of the Secretary of State for Communities and Local Government and any directions made by the Mayor of London.
 - b. To give observations on applications in respect of which the council is not the planning authority in planning matters but which relate to site(s) within the borough, or where the site(s) is outside the borough but may affect the amenity of residents within the borough.
 - c. To receive for information any reports on the previous determination of applications, current activities on site, or other information relating to specific planning applications requested by members.

6. Each of the following items are preceded by a map showing the location of the land/property to which the report relates. Following the report, there is a draft decision notice detailing the officer's recommendation indicating approval or refusal. Where a refusal is recommended the draft decision notice will detail the reasons for such refusal.
7. Applicants have the right to appeal to Planning Inspector against a refusal of planning permission and against any condition imposed as part of permission. Costs are incurred in presenting the council's case at appeal which maybe substantial if the matter is dealt with at a public inquiry.
8. The sanctioning of enforcement action can also involve costs such as process serving, court costs and of legal representation.
9. Where either party is felt to have acted unreasonably in an appeal the inspector can make an award of costs against the offending party.
10. All legal/counsel fees and costs as well as awards of costs against the council are borne by the budget of the relevant department.

Community impact statement

11. Community impact considerations are contained within each item.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

12. A resolution to grant planning permission shall mean that the development & building control manager is authorised to grant planning permission. The resolution does not itself constitute the permission and only the formal document authorised by the committee and issued under the signature of the head of development management shall constitute a planning permission. Any additional conditions required by the committee will be recorded in the minutes and the final planning permission issued will reflect the requirements of the planning committee.
13. A resolution to grant planning permission subject to legal agreement shall mean that the head of development management is authorised to issue a planning permission subject to the applicant and any other necessary party entering into a written agreement in a form of words prepared by the director of legal services, and which is satisfactory to the head of development management. Developers meet the council's legal costs of such agreements. Such an agreement shall be entered into under section 106 of the Town and Country Planning Act 1990 or under another appropriate enactment as shall be determined by the director of legal services. The planning permission will not be issued unless such an agreement is completed.
14. Section 70 of the Town and Country Planning Act 1990 as amended requires the council to have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations when dealing with applications for planning permission. Where there is any conflict with any policy contained in the development plan, the conflict must be resolved in favour of the policy which is

contained in the last document to be adopted, approved or published, as the case may be (s38(5) Planning and Compulsory Purchase Act 2004).

15. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The development plan is currently Southwark's Core Strategy adopted by the council in April 2011, saved policies contained in the Southwark Plan 2007, the where there is any conflict with any policy contained in the development plan, the conflict must be resolved in favour of the policy which is contained in the last document to be adopted, approved or published, as the case may be (s38(5) Planning and Compulsory Purchase Act 2004).
16. On 15 January 2012 section 143 of the Localism Act 2011 came into force which provides that local finance considerations (such as government grants and other financial assistance such as New Homes Bonus) and monies received through CIL (including the Mayoral CIL) are a material consideration to be taken into account in the determination of planning applications in England. However, the weight to be attached to such matters remains a matter for the decision-maker.
17. "Regulation 122 of the Community Infrastructure Levy regulations (CIL) 2010, provides that "a planning obligation may only constitute a reason for granting planning permission if the obligation is:
 - a. necessary to make the development acceptable in planning terms;
 - b. directly related to the development; and
 - c. fairly and reasonably related to the scale and kind to the development.

A planning obligation may only constitute a reason for granting planning permission if it complies with the above statutory tests."

18. The obligation must also be such as a reasonable planning authority, duly appreciating its statutory duties can properly impose, i.e. it must not be so unreasonable that no reasonable authority could have imposed it. Before resolving to grant planning permission subject to a legal agreement members should therefore satisfy themselves that the subject matter of the proposed agreement will meet these tests.
19. The National Planning Policy Framework (NPPF) came into force on 27 March 2012. The NPPF replaces previous government guidance including all PPGs and PPSs. For the purpose of decision-taking policies in the Core Strategy (and the London Plan) should not be considered out of date simply because they were adopted prior to publication of the NPPF. For 12 months from the day of publication, decision-takers may continue to give full weight to relevant policies adopted in accordance with the Planning and Compulsory Purchase Act (PCPA) 2004 even if there is a limited degree of conflict with the NPPF.
20. In other cases and following and following the 12 month period, due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. This is the approach to be taken when considering saved plan policies under the Southwark Plan 2007. The approach to be taken is that the closer the

policies in the Southwark Plan to the policies in the NPPF, the greater the weight that may be given.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Council assembly agenda 23 May 2012	Constitutional Team 160 Tooley Street London SE1 2QH	Kenny Uzodike 020 7525 7236
Each planning committee item has a separate planning case file	Development Management, 160 Tooley Street, London SE1 2QH	The named case officer as listed or Gary Rice 020 7525 5437

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Ian Millichap, Constitutional Manager		
Report Author	Kenny Uzodike, Assistant Constitutional Officer Suzan Yildiz, Senior Planning Lawyer		
Version	Final		
Dated	November 2012		
Key Decision	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title		Comments sought	Comments included
Director of Legal Services		Yes	Yes
Head of Development Management		No	No
Cabinet Member		No	No
Date final report sent to Constitutional Team			November 2012

ITEMS ON AGENDA OF THE PLANNING COMMITTEE
on Tuesday 29 January 2013

Appl. Type Full Planning Permission
Site HERNE HILL VELODROME, 104 BURBAGE ROAD, LONDON SE24 9HE

Reg. No. 12-AP-3196
TP No. TP/2074-C
Ward Village
Officer Sonia Watson

Recommendation GRANT PERMISSION

Proposal

Construction of a 250m flat junior track in the centre of the main velodrome track and an associated multi-use games area with fencing.

Item 6.1

Appl. Type Full Planning Permission
Site HERNE HILL VELODROME, 104 BURBAGE ROAD, LONDON SE24 9HE

Reg. No. 12-AP-3195
TP No. TP/2074-C
Ward Village
Officer Sonia Watson

Recommendation GRANT PERMISSION

Proposal

Installation of track lighting along the perimeter of the main velodrome track.

Item 6.2



Item No.	Classification:	Date:	Meeting Name:
6.1	OPEN	29 January 2013	Planning Committee
Report title:	Development Management planning application: Application 12/AP/3196 for: Full Planning Permission Address: HERNE HILL VELODROME, 104 BURBAGE ROAD, LONDON SE24 9HE Proposal: Construction of a 250m flat junior track in the centre of the main velodrome track and an associated multi-use games area with fencing.		
Ward(s) or groups affected:	Village		
From:	Head of Development Management		
Application Start Date 01/10/2012		Application Expiry Date 21/01/2013	

RECOMMENDATION

- 1 Grant planning permission.

BACKGROUND INFORMATION

- 2 This item is before Members for consideration, as the application is for development on Metropolitan Open Land and of strategic importance.

Site location and description

- 3 The site is accessed via a narrow road from Burbage Road. The Here Hill Velodrome (HHV) is a cycling facility comprising a 450m long purpose built cycle racing track with terraced spectator stands and a pavilion containing a clubhouse, changing rooms, WCs and store rooms. There is a football pitch in the centre of the oval-shaped track, an 'off-road' mountain bike trail, cycle storage and ancillary office buildings adjacent to the pavilion.
- 4 The 9-acre site is bounded to south, southwest and southeast by residential properties in Burbage Road and by a railway viaduct, which separates it from other residential properties in Half Moon Lane to the northwest and in Village Way to the north. The eastern perimeter of the site adjoins sports grounds including tennis courts and bowling green, beyond which are properties in Dulwich Village. Pedestrian and vehicular access is via a single entry point in the southeastern corner of the site, between residential properties in Burbage Road.

The site is designated Metropolitan Open Land (MOL) providing outdoor recreation/sport and nature conservation use. It also lies within the Dulwich Village conservation area, and is within a designated Site of Importance for Nature Conservation (SINC).

Details of proposal

- 5 This is one of two applications to improve cycling facilities at the Velodrome. This

application focuses on the provision of a children's cycling facility within the central section of the track. This would comprise the laying out a 250m track to develop the skills of younger cyclists, and the provision of a 1404m² (39m x 36m) enclosed tarmac area in the track centre for a multi-use games area to facilitate activities such as bike-ability and bike polo.

- 6 The other application is for the provision of lighting around the main racing track, LBS ref (12/AP/3195). This will be reported to a subsequent Subcommittee meeting as there remain outstanding issues.

Planning history

- 7 03-CO-0007 In June 2003 and March 2005 outline permission was sought for the demolition of the existing pavilion, storage buildings and seating and the erection of a roof around edge of and above existing cycle track; as well as the construction of a part single, part two storey building attached to track to northwest corner of site to accommodate gym, changing rooms, climbing wall and clubroom and cycling related facilities and a new pavilion to west of track with cycle storage underneath with a new car parking area to east and west of track. Although it was agreed to grant planning permission for the above scheme this was subject to a Section 106 Agreement, this was never signed and the application was eventually withdrawn in 2007.

Planning history of adjoining sites

- 8 None relevant.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

- 9 The main issues to be considered in respect of this application are:
 - a) the impact of the development upon the MOL;
 - b) the impact of the development upon the residential amenity of neighbouring dwellings;
 - c) the implications for nature conservation.

Planning policy

Core Strategy 2011

- 10 Strategic policy 1 Sustainable development
Strategic policy 2 Sustainable Development
Strategic policy 4 Places for learning, enjoyment and healthy lifestyles
Strategic policy 11 Open spaces and wildlife
Strategic policy 12 Design and conservation
Strategic policy 13 High environmental standards

Southwark Plan 2007 (July) - saved policies

- 11 3.2 Protection of amenity
3.12 Quality of design
3.16 Conservation Areas
3.25 Metropolitan open land
3.28 Biodiversity
5.3 Walking and cycling
5.6 Car parking

London Plan 2011

- 12 Policy 3.19 Sports facilities
Policy 7.17 Metropolitan Open Land

National Planning Policy Framework (NPPF)

- 13 Sustainable development
 - 8 Promoting healthy communities
 - 11 Conserving and enhancing the natural environment
 - 12 Conserving and enhancing the historic environment

Principle of development

- 14 The site has a historic and established use as a cycling track. The proposal would be consistent with relevant national, regional and local government guidance for use of designated Metropolitan Open Land (MOL), in this case: 'outdoor recreation/sport'. The use of the central part of the existing cycling track for additional cycling facilities including the enclosed games area would not detract from the open character of the site. The proposal is therefore in accordance with land use policy relating to development on MOL.

The application has been supported by both Sport England and British Cycling.

Environmental impact assessment

- 15 Applications where an EIA is required will either be mandatory or discretionary, depending on whether they are found in Schedule 1 (mandatory) or Schedule 2 (discretionary) of the 1999 Regulations.
- 16 In this case, the proposal for the works to an existing cycling facility this may be considered to constitute a 'Schedule 2' 'urban development project' in accordance with Section 10(b) of Schedule 2 of the Regulations, by virtue of the total site area of the velodrome being approximately 4ha. The threshold for 'urban development projects' is an area exceeding 0.5ha. However, an EIA is only required if the site is located within a sensitive area or the proposals are likely to generate significant environmental effects.
- 17 An assessment of the proposal based around the selection criteria for screening Schedule 2 development [detailed in Schedule 3 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999] has been undertaken with the assessment against the relevant criteria presented below:

Characteristics of the Development:

- 18 (a) *Size of the development:* The development will comprise the provision of an enclosed hard surfaced area and the provision of a new inner track in association with the existing velodrome facility but offering wider availability for use by other groups.
- (b) *The cumulation with other development:* The associated application for lighting around the periphery of the site does provide for extended use of the main track during both the evenings and winter months.
- (c) *The use of natural resources:* The proposed development is located on greenfield land but a limited use of other resources is expected.

(d) *The production of waste*: It is not considered that there will be any significant impacts.

(e) *Pollution and Nuisances*: No significant pollution or nuisances are expected as a result of development in terms of air, noise, water or soils.

(f) *The risk of accidents, having regard in particular to substances or technologies used*: No issues considered likely.

Location of development:

19 (a) *The existing land use*: The site is already well established as a velodrome.

(b) *Relative abundance, quality and regenerative capacity of natural resources in the area*: The site has an area of approximately 4ha and there are no known areas on or around the location which contain important, high quality or scarce resources.

(c) *Absorption capacity of the natural environment, paying particular attention to sensitive locations*: The site is not located in a 'sensitive area' as defined by Regulation 2(1).

Characteristics of Potential Impact:

20 (a) *Extent of impact*: The proposal will have only a local impact which is not significant.

(b) *Transfrontier nature of the impact*: N/A

(c) *Magnitude and complexity of the impact*: There are no unusual impacts for a development of this nature, size and location.

(d) *Probability of the impact*: The likely impacts are predictable and are not considered to be significant.

(e) *Duration, frequency and reversibility of the impact*: The development of additional cycling facilities is unlikely to result in any significant impacts and any impacts should be manageable.

21 The site has an established historical use as a velodrome, and is located outside a sensitive area as per Regulation 2(1). As such, the development is unlikely to generate any significant environmental effects and an Environmental Impact Assessment will not be required.

22 Furthermore, it is acknowledged that any likely effects will be addressed as part of a full planning application for which the relevant supporting documentation has been submitted.

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

23 The central section of the track is sited well away from the residential boundaries and the provision of a smaller track and enclosed games area is unlikely to result in any detrimental loss of amenity to the surrounding residential properties. It is noted that there is a general level of support by local residents for the improvement of the cycling facilities provided, although concerns are raised around the management of such facilities.

- 24 The Herne Hill Velodrome Trust have responded to other residential concerns as follows:
1. Creation of a management committee to liaise with neighbours and establish a voluntary code of conduct.
 2. The proposed track lighting will be available for use up to 21:15 to allow for safe track clearance. All outdoor activities at the velodrome will continue to be scheduled to cease at 21:00.
 3. Derny bikes (traditional motorised bicycles) will not be used under the lights.
 4. The track lighting will extend the season into the Autumn/Winter months. Evening use will be no more intensive than in summer months and weather dependent.
 5. The junior track and MUGA will aim to attract young cyclists, community groups and those with disabilities, to use the facility during weekdays. Local schools and groups will be encouraged to walk while others will use a mini bus, thus mitigating day time traffic.
 6. The velodrome currently hosts a number of major events, which can attract more spectators than normal, and music and commentary are sometimes used. The number of these events is not predicated to increase due to the new facilities.
 7. Participants, spectators, volunteers and staff are encouraged to travel to the Velodrome by foot, bicycle, bus or train. There is some on-site parking available, but parking on street will be strongly discouraged by staff, volunteers and on the website.
 8. The Herne Hill Velodrome Trust will explore with the LPA what measures can be taken to make the entrance on Burbage Road safer for access.
 9. Construction work is not considered to last longer than 3 months and a management plan for the construction project will be provided and made available for residents before work commences.
- 25 Environmental protection officers have requested a condition that the fencing to the multi use games area be mounted on posts designed and installed with impact reducing absorption fittings in order to reduce ball impact noise.

Traffic issues

- 26 There are no proposed changes to the access arrangements. The increased facilities provided may result in more traffic to and from the site. Public transport is available within reasonable walking distance of the site including overland railway stations (North Dulwich, West Dulwich and Herne Hill), and three bus services run close to the site (No. 37, P4 & P13). Nevertheless, a condition is proposed, requiring the applicant to develop a green travel plan for staff, users and visitors. This would take the form of surveys, which would be undertaken within the second year of operation, and targets set to improve access to the site by modes of transport other than the motor vehicle.
- 27 The Herne Hill Velodrome Trust have included a management statement to accompany the application. There is a commitment to control vehicular access to the site, and with this specific application which is largely to increase weekday use, schools would be encouraged to walk to the venue or use mini buses capable of accessing the site.

At present, the site operates without any conditions. It is acknowledged that the existing access is restricted, but with conditions concerning a green travel plan and relating to the management plan, it is considered that this gives some opportunity to limit additional impacts arising from the use of the new facilities.

Design issues

- 28 The proposal does not give rise to any significant design issues. The enclosed fencing would consist of a metre high solid timber plinth, 2 metres of rigid metal fencing and 3 metres of fabric netting (6m overall height). Given only one metre of the fencing would be solid, it is not considered that this would undermine the openness of the site. The formation of an inner track is not considered to give rise to any design issues. Any hard surfacing provided would be porous to allow drainage into soft landscaped areas.

Impact on character and setting of a listed building and/or conservation area

- 29 The proposed works are relatively minor and would have a neutral impact upon the character or setting of the Dulwich Village Conservation Area.

Impact on trees

- 30 The proposal would not impact on any trees.

Planning obligations (S.106 undertaking or agreement)

- 31 Whilst the site threshold is such that the application is classified as a major, the extent of the works are not significant to a degree that they would require any mitigation via contributions. The proposal will enhance an existing community facility making the cycling facility available to wider groups of people.

Sustainable development implications

- 32 Cycling is a sustainable sport and encouragement will give confidence to cyclists and increase cycling generally.

33 *Drainage*

The hard surfaces proposed would be porous and will allow surface water to pass through the surface to a sub base and dissipate into the surrounding soft landscape areas. The hard surface areas would be 150mm above the surrounding soft landscape levels to ensure that no ponding occurs on the hard landscaped areas. It is not considered that the proposal will exacerbate the existing situation.

34 *Ecology*

The site lies within a site of important nature conservation (SINC). However, the area of land affected by the development is of limited ecological value and the development is unlikely to affect the overall nature value of the site.

Other matters

35 *Community Infrastructure Levy*

S143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive in the payment of CIL as a material "local financial consideration" in planning decisions. The requirement for Mayoral CIL is a material consideration. However, the weight to be attached to a local finance consideration remains a matter for the decision-maker. Mayoral CIL is to be used for strategic

transport improvements in London, primarily Crossrail. The proposal does not consist of development proposing buildings, therefore payment of CIL is not applicable.

36 ***Management Statement***

There have been a number of meetings held with residents and the Velodrome representatives and this has resulted in a draft code of conduct being drawn up, a draft copy of which is included within Appendix 2 of this report. This would be a voluntary code to be agreed by both parties. The Herne Hill Velodrome Trust have responded to the concerns with a Management Statement, which addresses a number of the issues around the general management of the site, the hours of use, the increase in use, special events, site access and security and construction management. It is considered that the implementation of this Statement be made subject of a condition.

Conclusion on planning issues

- 37 The proposal is for development within land designated as MOL. The level of development proposed is considered to facilitate a wider use of the facility and provide improved access to cycling. The scale and level of development is considered to support national, regional and local policy and guidance for development on MOL and the development and promotion of sport. The proposed works are not considered to impact on the wildlife and care has been taken to ensure that the development has been designed to address issues around localised flooding, and residential amenity. The applicant has worked with residents to address local concerns and this is reflected in the management strategy, which will now form part of the application.
- 38 The velodrome is currently an underused facility and the proposal would allow use by a wider range of people with increased facilities, the benefits of which are welcome.

Community impact statement

- 39 In line with the council's community impact statement the impact of this application as 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.

a) The impact on local people is set out above.

b) The following issues relevant to particular communities/groups likely to be affected by the proposal have been identified as children and people with disabilities who will be able to make use of the new facilities in a way that is not currently possible.

c) The likely adverse or less good implications for any particular communities/groups have also been discussed above.

Consultation

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

Consultation replies

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

Summary of consultation responses

- 42 The comments received have been detailed in appendix 2 below. Generally there has been wide ranging support for the application, including from British Cycling and Sport England. The comments raised are in respect of both applications submitted on the site, with some of the objection being specific to the external lighting.

Human rights implications

- 43 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.
- 44 This application has the legitimate aim of providing new cycling facilities. 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.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

- 45 N/a

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/2074-C Application file: 12/AP/3196 Southwark Local Development Framework and Development Plan Documents	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5434 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Image
Appendix 3	Recommendation

AUDIT TRAIL

Lead Officer	Gary Rice, Head of Development Management		
Report Author	Sonia Watson, Team Leader		
Version	Final		
Dated	18 January 2013		
Key Decision	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments Sought	Comments Included	
Strategic Director of Finance and Corporate Services	No	No	
Strategic Director of Environment and Leisure	No	No	
Strategic Director of Housing and Community Services	No	No	
Director of Regeneration	No	No	
Date final report sent to Constitutional Team		18 January 2013	

APPENDIX 1**Consultation Undertaken**

Site notice date: 12/10/2012

Press notice date: 11/10/2012

Case officer site visit date: 08/11/2012

Neighbour consultation letters sent: 11/10/2012

Internal services consulted:

Ecological Officer
Environmental Protection
Design and conservation

Statutory and non-statutory organisations consulted:

Sport England

Neighbours and local groups consulted:

70 BURBAGE ROAD LONDON SE24 9HE
 68 BURBAGE ROAD LONDON SE24 9HE
 66 BURBAGE ROAD LONDON SE24 9HE
 74 BURBAGE ROAD LONDON SE24 9HE
 84 BURBAGE ROAD LONDON SE24 9HE
 82 BURBAGE ROAD LONDON SE24 9HE
 76 BURBAGE ROAD LONDON SE24 9HE
 62 BURBAGE ROAD LONDON SE24 9HE
 52 BURBAGE ROAD LONDON SE24 9HE
 50 BURBAGE ROAD LONDON SE24 9HE
 118 BURBAGE ROAD LONDON SE24 9HD
 54 BURBAGE ROAD LONDON SE24 9HE
 60 BURBAGE ROAD LONDON SE24 9HE
 58 BURBAGE ROAD LONDON SE24 9HE
 56 BURBAGE ROAD LONDON SE24 9HE
 80B BURBAGE ROAD LONDON SE24 9HE
 80A BURBAGE ROAD LONDON SE24 9HE
 102B BURBAGE ROAD LONDON SE24 9HE
 FIRST FLOOR AND SECOND FLOOR FLAT 64 BURBAGE ROAD LONDON SE24 9HE
 48 BURBAGE ROAD LONDON SE24 9HE
 102A BURBAGE ROAD LONDON SE24 9HE
 90 BURBAGE ROAD LONDON SE24 9HE
 88 BURBAGE ROAD LONDON SE24 9HE
 86 BURBAGE ROAD LONDON SE24 9HE
 92 BURBAGE ROAD LONDON SE24 9HE
 98 BURBAGE ROAD LONDON SE24 9HE
 96 BURBAGE ROAD LONDON SE24 9HE
 94 BURBAGE ROAD LONDON SE24 9HE
 16 VILLAGE WAY LONDON SE21 7AN
 15 VILLAGE WAY LONDON SE21 7AN
 14 VILLAGE WAY LONDON SE21 7AN
 17 VILLAGE WAY LONDON SE21 7AN
 151 TURNEY ROAD LONDON SE21 7JU
 9 VILLAGE WAY LONDON SE21 7AN
 18 VILLAGE WAY LONDON SE21 7AN
 13 VILLAGE WAY LONDON SE21 7AN
 72 BURBAGE ROAD LONDON SE24 9HE
 78 BURBAGE ROAD LONDON SE24 9HE
 100 BURBAGE ROAD LONDON SE24 9HE
 12 VILLAGE WAY LONDON SE21 7AN
 11 VILLAGE WAY LONDON SE21 7AN
 10 VILLAGE WAY LONDON SE21 7AN
 106 BURBAGE ROAD LONDON SE24 9HD
 6 ROSEWAY LONDON SE21 7JT
 5 ROSEWAY LONDON SE21 7JT
 108 BURBAGE ROAD LONDON SE24 9HD
 114-116 BURBAGE ROAD LONDON SE24 9HD
 112 BURBAGE ROAD LONDON SE24 9HD
 110 BURBAGE ROAD LONDON SE24 9HD
 4 ROSEWAY LONDON SE21 7JT
 157 TURNEY ROAD LONDON SE21 7JU
 155 TURNEY ROAD LONDON SE21 7JU
 153 TURNEY ROAD LONDON SE21 7JU
 159 TURNEY ROAD LONDON SE21 7JU
 3 ROSEWAY LONDON SE21 7JT
 2 ROSEWAY LONDON SE21 7JT
 1 ROSEWAY LONDON SE21 7JT

Dulwich Society
 Herne Hill Society

Re-consultation: N/a

APPENDIX 2

Consultation Responses Received

Internal services

Ecological Officer

I agree that the central grass area has limited ecological value and that the development is unlikely to affect the overall nature value of the site. I also agree that the works are small scale and due to this I am happy with the level of data provided. I felt it was consistent with good practice to obtain biological records from the local records centre as this site is designated a SINC.

Therefore I have no further comments or concerns regarding this application.

Environmental Protection

1. The use of Derry pace-motorcycles creates a degree of off-site noise disturbance to residents of Village Way and Burbage Road. I would suggest that the use of Derry pace motorcycles be restricted to a specific curfew time. [I am not sure whether such a condition exists on the present summer time daylight period] During the winter season under the proposed flood lighting I would suggest a night time curfew of no later than 20:00 Mon-Sat; & 18:00 Sundays.
2. The use of PA system later into the extended days during the winter season may give rise to noise disturbance to local residents for which they are not presently exposed, I would suggest a night time curfew of no later than 20:00 Mon-Sat; and 18:00 on Sundays.
3. Although the range of use of the Multi Us Games Area is not specified in the supporting docs. it is noted:
 - That the fencing has been design to a fairly significant height.
 - In order to reduce ball impact noise, we need to be assured that fence mounting to posts will be designed and installed with impact reducing/adsorption fittings. Suggest condition requesting detail.

Statutory and non-statutory organisations

British Cycling - Support

The hard standing area in the track centre will provide an enclosed safe surface independent of the main track and address the needs of junior cyclists, novice and disabled riders by providing a suitable facility for bikeability cycling training, bicycle polo and non conventional bikes such as hand bikes, side by side tandems and trike tandems.

Disabled cycling charity Wheels for Wellbeing have been involved in discussions over the site and believe these proposals will allow a greater number of their target audience participate.

Taken together, the proposed developments will greatly enhance the Velodrome's ability to attract a more diverse range of cyclists to the facility.

Sport England – Support

The site is not considered to form part of, or constitute a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No.2184), therefore Sport England has considered this a non-statutory consultation.

Sport England has assessed the application in the light of Sport England's Land Use Planning Policy Statement 'Planning Policies for Sport'. The overall thrust of the statement is that a planned approach to the provision of facilities and opportunities for sport is necessary in order to ensure the sport and recreational needs of local communities are met.

The proposed developments involve the construction of a 250m flat junior track in the centre of the main Velodrome track and an associated multi-use games area with fencing; and the installation of track lighting along the perimeter of the main velodrome.

The proposed 250m flat junior track in the centre of the main Velodrome track is intended to enable the development of track skills amongst younger riders. Furthermore, the proposed Multi-Use Games Area (MUGA), an enclosed tarmac area in the centre of the proposed junior track, is intended to facilitate activities such as bike-ability and bike polo, which requires a hard surface independent of the main track. In addition, the proposed track lighting will enable the extended use of the facilities by target user groups.

It is envisaged that the development of a junior track and MUGA for activities such as bike-ability and bike polo will allow the continued development of track cyclists while also attracting new participants and user groups to the track.

It is considered that the two above proposals are consistent with the following policy objective:

Planning Policy Objective 7 within Sport England's Spatial Planning for Sport and Active Recreation: Development Control Guidance Note (2009) Appendix (http://www.sportengland.org/facilities_planning/developing_policies_for_sport.aspx), aims to support the development of new facilities, the enhancement of existing facilities and the provision and/or improvement of access to the natural environment which will secure opportunities to take part in sport and which can be achieved in a way which meets sustainable development objectives. Sport England's policy is consistent with that of the Government's set out in the NPPF.

As part of these planning application consultations, sport England has consulted British Cycling as the relevant national governing body of sport. British Cycling stated "the historic Herne Hill Velodrome is of great significance to British Cycling and the furtherance of our cycling participation and performance objectives in London and beyond. British Cycling considers the HHVT's proposals to be fully aligned with these goals". Please find British Cycling's consultation letter attached.

This being the case, Sport England offers its support to this application.

Herne Hill Youth Cycling Club – Supports

We are of the opinion that the works will significantly improve the amenity at the Velodrome, extend its use both in terms of its ability to cater for hard to reach groups, and by enabling more year-round activity, this will help to sustain the future of the site.

Our Club is pleased to support these two applications – not only will these improvements

increase cycling opportunities for our members (and their parents!) but they will help us to secure our Club's future, by making the venue more viable and sustainable.

Wheels for Wellbeing – Supports

I am the Director of Wheels for Wellbeing. Our organisation exists to ensure that everyone can access cycling and to remove barriers to cycling for people who thought they couldn't cycle. We do this by owning London's largest fleet of non-traditional cycles (trikes, handbikes, tandems etc) and by running regular cycling sessions at off road, safe venues. Our clients are disabled children and adults (with physical or cognitive impairments), people experiencing age related impairments, people with mental health issues, people with autism or challenging behaviours etc, who, with the support of our instructors are all able to discover the joy and the empowering and freeing impact of cycling.

We have started running cycling sessions at the Herne Hill Velodrome this year and we are in total support of the HHVT's plans: we have been fully involved in the development of the SOLP application. The junior track and the hard standing area will be a major improvement for our clients:

- wider track (our cycles are 90cm to 150cm wide and need to be able to safely pass each other – we only use flat tracks and the current 360cm width of the current track is limiting). The Trust agreed for this track to be entirely flat so it could be accessible to us and our clients.
- The hard standing will provide safer start/stop surfaces, off the actual track, where our instructors can stock our bikes, take the time they need to adjust bikes, straps, change pedals where necessary etc. Currently this is either done on the grass when the ground is dry, or on the flat part of the track on which our clients are cycling (which is not good practice).
- The addition of lighting around the track will also be a great improvement as it will lengthen the daily use of the track and therefore ensure that we are able to run more sessions, some after school/after work for those for whom a day-time session is not appropriate.

Burbage and Turney Road Residents Associations – Comments

We have not seen a business plan for the planned increase in usage of the facilities following the addition of a MUGA and floodlighting. This has made it impossible for residents to ascertain accurately the concomitant loss of amenity due to noise, traffic, safety, light pollution and security issues. We can reasonably expect that the facilities will lead to more intensive use of the site (greater volumes when open compared with present) and more extensive use of the site (greater hours of opening) and are a foundation for greater development of the site in future.

On this basis we request that the following important concerns from local residents are enshrined in the present proposed planning approval:

1. The site will continue be used for cycling related activities and associated social events, which are considered to have a low impact on amenity.
2. The hours of use of the site will not be extended beyond typical summer usage currently. This is consistent with the stated focus on youth and disability based activities. In particular:
 - a. The site will be cleared from 9pm onwards with lighting ceased strictly from this

- time and noise related activities (PA systems and pacer bikes) ceasing at 7.30pm ;
- b. The site will not be open before 8am, with any noise related activities (PA systems and pacer bikes) strictly forbidden before 9am.
 - c. Usage of the site at weekends and bank holidays will be limited to a small number of larger events (no more than 10). We strongly request these are pre notified to residents (as this does not happen at present, to our great frustration).
3. Within these hours of use, noise pollution will be managed considerably more effectively than at present. Specifically we request that the vintage pacer bikes, which produce highly intrusive levels of noise, are replaced by electric versions. We request that the existing PA system is improved considerably so that it is focused on the main track/MUGA and that it is limited to information-based announcements, not continuous music. We would like measures of noise levels (including pacer bikes) to be put in place and feedback on this issue to be collected after the first year of extended use.

In addition we ask the Planning Committee to consider and account for the following, before proposed planning approval is effected:

1. Access to the site is extremely dangerous at present (via a single track road, across a pavement used by parents and children on foot and bikes as a major local 'Safe Route to School' and with severely limited visibility for those entering and departing). It is our view that this site access cannot safely sustain any increased usage whatsoever, but especially for dark early evenings and for larger weekend events. Limited access causes parking congestion in Burbage Road currently, especially at weekends. A road access and safety survey would be highly advisable and police coordination needs to be planned for larger events.
2. Security for the many householders backing onto this site will be compromised by greater public access, particularly in the darker winter months. The entrance to the site is not supervised and a large amount of open land provides a threat to personal and property safety. A police survey of security risks would be advisable in our view.
3. Existing drainage provision for the site has been assessed by the Southwark Flood Risk Management Team as ineffective. Whilst the current plans are not considered to exacerbate local water run off risk to residents, in our view either the freeholder (The Dulwich Estate) or the lessee (the HHVT) should be accountable for putting a robust, environmentally friendly infrastructure in place before development takes place. The responsibility needs to be clarified and an acceptable plan be in place.

We draw your attention to the fact that we are relying for our support on the commitments already received - but not yet evidenced - from the HHVT to:

1. Provide an example of the type, size and strength of the lighting to be implemented for all residents *before* planning consultation ends.
2. Work with residents to implement a voluntary Code of Conduct covering emergency contact points, regular review mechanisms for problems arising and general obligations on behalf of the HHVT and residents. This should be in place before construction work begins and cover the construction process. Such codes already operate successfully between residents and other sports facilities in the area.
3. Provide tree screening for those houses which are directly in the line of spillage from the proposed floodlighting.

The Burbage and Turney Road Residents Associations actively represent the vast

majority of the 400 households in these two Roads and have consulted our residents widely and frequently on the proposed developments.

As of 14/12/2012 the Burbage and Turney Road Residents Association have provided a written response to the status of their concerns raised directly with the applicant.

Issue	Key points	Status	Resolved?
1. Business plan	We would like to see a robust business plan in place with clear route to implementation and well defined management responsibilities.	No plan seen. Management structure and implementation responsibilities currently remain unclear, especially between HHVT, VCL, Friends, Management Committee and Dulwich Estate.	No
	We would like to know the planned incremental use of the facilities.	12K current visits will rise to 24K.	Yes
	We would like to know how this increase will this be spread throughout the day, week and year.	+ 4K visits winter track evenings + 8K visits weekday MUGA/Junior track Increase in weekend/summer evening use unclear.	Yes
2. Use of the site	We would like to know that the site will continue to be used for cycling led activities.	Detailed list provided. Mainly cycling but also with school sports and rollerblading.	Yes
	We would like to know how the new secondary users (other than VCL) will be managed.	A process for briefing third parties exists. Cycling Development Officer TBA.	See Code
3. Hours of use	We suggest the site should not open before 8am with no noise (pacer bikes, PA system) before 9am	Current terms are no activities before 9am (Saturday 8.45am). Site opens and closes at manager's discretion with attendees asked to be considerate.	See Code
	We would like the site cleared from 9pm onwards with no noise (pacer bikes, PA system) from 7.30pm and no lighting from 9pm.Unless previously notified and agreed with residents.	Current terms are activities cease at 9pm. Planned lighting cessation at 9.15pm. Assurance received that there will be no use of pacer bikes under lighting.	See Code
	We would like the number of large events limited to that at present unless notified and agreed with residents.	Assurance that the number of major events is not predicted to change and residents will be notified in advance.	Yes

4. Noise pollution	<p>We have asked for reassurance that noise pollution will be managed considerably more effectively than at present. Specifically we have asked that:</p> <p>10. Pacer bikes are replaced with quieter versions;</p> <ul style="list-style-type: none"> • The PA system is replaced with a more directed version; • PA is limited to announcements not continuous music, unless previously notified and agreed with residents; • Sound levels are monitored on a regular basis for the first six months and the results shared with RAs .If satisfactory then to be monitored on the basis of complaints to the local authority and reviewed under the Code of conduct. 	<p>Management have offered to look into this.</p> <p>Management have offered to look into this.</p>	<p>Ongoing</p> <p>Ongoing</p> <p>See Code</p> <p>See Code</p>
• Access	<p>Residents have asked for a road safety and traffic management survey taking into account the narrow, obscure entrance, significantly increased volumes, parking pressures and greater use on dark evenings.</p>	<p>Residents have not seen a survey.</p> <p>A CGS bid has been submitted to cover internal speed restriction of 5mph, mirrors at entrance, raised pedestrian crossing at entrance and lighting.(Residents would like further consultation about the lighting.)</p>	<p>Partial</p>
11. Security	<p>We have asked for a police review of the security of the site, especially given use on darker evenings.</p> <p>We have asked for appropriate Police involvement in larger events.</p>	<p>A survey was conducted in March 2006.</p> <p>Management believe that no police involvement is needed on current levels</p>	<p>Partial</p>
12. Drainage	<p>Residents have queried whether the site drainage is adequate or will be negatively affected by the MUGA.</p>	<p>Site drainage has been found to be ineffective but not exacerbated by the current proposals.</p>	<p>On going</p>

13. Lighting	Residents have asked for a demonstration of the type, size and strength of lighting to be installed.	HHVT have now offered a demonstration but no date given.	Outstanding
14. Code of conduct	We would like a voluntary code of conduct in place before planning permission, to cover hours of use; lighting; noise control; emergency contacts; security monitoring; safety; notification of future events and contractors' obligations. This code to be extended to stadium users (third parties) also.	A meeting to agree a code took place on 4 December. Residents are still awaiting management feedback on the minutes and draft Code.	Awaited
15. Tree screening	We would like provision of tree screening for those homes directly in the line of light spillage and poles.	Residents have applied for a small CGS Grant but it needs to be resolved whether permission from the Estate will be granted for this to the tenant and who will be responsible for maintenance.	Partial

Neighbours and local groups

9 Village Way - Objects

16. The noise levels will increase over a longer period from daytime to include the hours of darkness.

- There are no times stipulated as to when the Herne Hill velodrome will close. The use of noisy Derny bikes will increase along with the fumes from the Derny Bikes.
- The PA system will be in use more than it is now which causes a nuisance. The building on the open central area is not in keeping with the appearance of the stadium.
- There have been restrictions on any proposed development to the centre of the stadium.
- The installation of floodlighting will add to the nuisance. The banking of the stadium has been previously raised approx 15metres above my property which has enabled visitors to the stadium to peer down into my property.
- If lamp columns are erected onto the raised banking then they will tower way over my garden spilling light onto into my property.
- The use of floodlighting will have an adverse effect on the wildlife interfering with their needs.
- The off track cycling which runs alongside my property will be in use during the hours of darkness again adding noise and nuisance.
- When off track cycling was first introduced I was assured that it would not be used during the bird nesting season (see attached) however this is not the case it is now used at all times of the year regardless of residents and the wildlife in this area. All previous assurances I have been given by the Management at the Herne Hill Velodrome have been broken.

- The drainage system is faulty within the stadium which leads to flooding of the stadium and surrounding property especially mine. Thames Water have had to install flood covers as a result of this flooding to my property which does not prevent my garden from being flooded.
- Users of the stadium have consistently broken down the fence between my property and the velodrome during the hours of daylight (including my neighbours). I have actually seen then culprits and identified them to the Manager who does nothing to stop it. Should the stadium be open during darkness this will impact on the security of my property.

12 Village Way - Comments

1. Lighting - I understand that care has been taken to minimise light spillage and that an assurance has been given that light levels outside the immediate area of the track will be equivalent to "bright moonlight". Assurances on the light levels and related testing should be built into any approval. Residents should be able to see a demonstration of the lighting before the end of the consultation. New or additional tree screening should be provided for those properties in line of the light spillage.
2. Use, timing, noise - Any approval should be conditional upon the site continuing to be used for cycling related activities with a low impact on amenity, together with the following:
 - a. The site should not be used before 9am and should be cleared by 9pm.
 - b. Usage of the site at weekends should be limited to a small number of events (no more than 5) to be pre notified and with appropriate consultation
 - c. Noise pollution should be managed closely e.g. to ensure that any pa systems are high quality, focused on the inner area and be restricted to information-based announcements not ongoing music. There should be no public announcements or use of pacer bikes after 6pm. Measures of noise levels (including pacer bikes) to be put in place and feedback on this issue to be collected after the first 6 months of extended use.
3. Security: A police survey should be undertaken pre any approval to assure on ongoing security given potential increased public access.
4. Parking - I understand that it is not anticipated that track extension times should lead to an increase in traffic and parking onsite. Assurance should be given in any approval on this and that there will be no change to the existing parking arrangements. A road safety survey is advisable.
5. Works noise - if planning permission is forthcoming all works will be carried out subject to the Estate's usual works conditions (daytime only, no weekends etc)

100 Burbage Road – Comments

While I would like to be supportive and believe that the use of this 1948 Olympic relic is to be encouraged, I have the following concerns which I feel need to be addressed, taken into consideration and resolved especially with regard to the part that the Velodrome track is to have additional lighting installed to allow for additional use during darker hours of the day but also in relation to the other application:

- The light, even if directed at the track, will likely result in additional light travel in what otherwise is a dark space that emanates no light whatsoever during hours of darkness. Therefore, there is a potential risk of light pollution. Even if this light is only to the extent of the street lighting, it increases light pollution where

there is currently none and will impact the surrounding residents if no additional screening measures are being undertaken.

- Extending the hours of use due to the availability of light is also likely resulting in an increase in traffic on the road leading up to the Velodrome and thus increasing the noise to the houses in the immediate vicinity of the access road to 104 Burbage Road.
- Additionally, the extended hours will also bring with it general increase in noise levels coming from the Velodrome use and impacting all residents that border the Velodrome.
- Burbage Road itself which is a quiet road in solely residential area is likely to experience additional non-residential traffic volume which is likely to lead to more noise, congestion and increasing already limited street car parking areas.
- I have two young children and the Velodrome area backs onto garden – in fact there is a cross-country track that runs just behind our fence to the top of the embankment. In addition, a number of the bedrooms look towards the Velodrome and the top of the Velodrome embankment due to a gap in the tree line, has clear view into our garden, living space and some of the bedrooms. It is therefore a risk that my children will have disruptions to their sleep if there is additional noise and pollution and without additional screening.
- Finally, occasionally and at risk of increased use due to increased and extended use, cars have parked on top of the embankment, ie the area that has a gap in the tree line and has full view of our house. This use as a car parking space does not seem appropriate for the top of the embankment and should be discouraged as it increases noise and pollution and impacts our privacy and I am certain has not been intended to be used as such. The concern is however that, with increased use due to the successful implementation of the elements applied for, the number of cars seeking to park on the Velodrome perimeter increases and such non-intended use increases as well.

I suggest the following potential solutions:

- To encourage use of public transport and in consideration of the conservation area, additional car traffic should be discouraged and use of public transport encouraged. This might be achieved by restricting the volume of available car parking inside the Velodrome area and, in order to avoid spillage onto the surrounding residential roads, consideration should be given to a resident parking permit system
- To reduce the noise, light and privacy impact, I suggest that there the gap in the tree line on the embankment is closed by planting some additional tree/s. In order to reduce the impact on the space for the Velodrome, I suggest that the space behind my garden fence (which is currently not utilize and has significant overgrowth) is being used for this. I have spoken to the Herne Hill Velodrome Trust who agree that some screening would be beneficial and who would be supportive (please advise if you need more information).

106 Burbage Road – Comments

We are in support of the improvement of the Velodrome as a site to promote cycling within the local and wider community and do not object to the development of a junior track and areas of hard-standing within the velodrome.

We do request however that any permission be given on the following basis:

1. The hours of use are restricted for reasons of security and in order that, as neighbours directly affected by the entrance road, we can enjoy some respite from traffic and pedestrian noise. No hours of use have been proposed on the application form. We request that these would be:

- Monday to Friday: 9.00am to 9.00pm
- Saturday: 9.00am to 5.00pm
- Sunday: 9.00am to 2.00pm

At all other times the gates to the main entrance should be closed, even if members of staff or volunteers are on site. We request that there is no access to the site except in emergencies before 8.00am or after 10.00pm on weekdays and after 6.00pm on Saturdays and 2.00pm on Sundays.

It is understood that on occasion the Velodrome may wish to run events which extend beyond these hours but it is requested that this should be the exception rather than the rule and be done with due care to reduce the impact of disturbance and respect issues of security for residents.

2. The issues of access to the Velodrome are properly addressed.

At present there is only one access road which is a single-track road with neighbouring properties close on either side. This road is the only vehicle and pedestrian access. Whilst the Herne Hill Velodrome Trust and resident cycle clubs encourage users to cycle, walk or use public transport to get to the Velodrome, which is exemplary, many do drive. This is particularly true of parents bringing children to clubs and activities and will presumably only increase as the junior track is developed.

Whilst there may not be extra traffic at peak flow times as most users will come to the Velodrome at weekends, evenings and during school holidays, this increased use will effect traffic flows and parking in Burbage Road at these times. Visitor numbers and resulting access issues have already increased since the track was improved.

The main issues are:

- a. Safety: With cyclists, pedestrians and cars using one track to get in and out of the Velodrome it is only a matter of time before there is an accident. Cars turning into the cycle track often have to wait, reverse, or stop awkwardly to allow other cars to leave. Parents often call (and usually shout) to their children to avoid cars.
- b. Noise: Cars using this road cause noise disturbance to neighbours both in and outside their properties. The volume of traffic is already significantly higher than it was before the track was resurfaced.
- c. Parking: The proposal does not address the parking situation. The application document states there are no existing or proposed parking places on site. The reality is that people do park, and often in great number, on the grass verges by the track and on the hard standing area by the storage units. In addition, users who choose not to drive onto the site park in the roads outside which causes the roads to become congested in off peak times and makes it difficult for residents to park. With increased use this situation will become worse.
- d. Large vehicle access: The entrance to the access road is too narrow and awkward for long vehicles such as coaches and heavy goods vehicles to enter without causing congestion in Burbage Road. In addition, the noise and vibration levels caused by vehicles of this size driving through such a narrow space

between buildings and gardens is not compatible with a residential area.

No address given – Support

I am a resident of Southwark and for many reasons I firmly believe that improving the amenities at Herne Hill as per the two applications proposed will benefit the local community hugely.

The Velodrome at Herne Hill is a well used facility by many Southwark residents and extending its reach to more groups - schools for Bikeability, Wheels for Wellbeing, and even Bike Polo, will help to secure the future of this much loved site.

After studying the plan for track floodlights, I am also confident that any impact on surrounding houses from the lights will be negligible.

I am a British Cycling Coach and Bikeability Instructor and am in the process of setting up a cycling club at The Gipsy Hill Federation where I am a parent governor. The improvements to Herne Hill Velodrome I have touched on in this letter would make the club much easier to run and bring cycling to a broader cross-section of the children at the Federation schools.

6 Penderry Rise SE 6 – Support

I am writing in support of the above two planning applications, both of which would increase the sustainability of the Velodrome & make its facilities available to a greater range of people.

My son has been a member of Herne Hill Youth Cycling Club for six years. The club offers really fun, safe, off road cycling in a setting unlike any other available in London. The proposed works do not directly affect the club – it continues throughout the year regardless of the weather and doesn't need lighting or hard surfaces. However the future of the club is intrinsically tied up with the future of the Velodrome. The club will be homeless if the Velodrome cannot be made sustainable.

The inner 250m track would be useful for track cyclists & younger riders, but for me more importantly would make the Velodrome accessible to those needing specialist bikes. The London 2012 Paralympics showed how anyone can ride a bike, but we need more places where this can be achieved safely.

The hard standing area would be brilliant for bike polo & would make Bikeability sessions easier to run. It could be used by adults who wish to learn to ride a bike but find the local park too embarrassing!

The proposed works would open the Velodrome up to more individuals from a wider range of backgrounds, would give better facilities for usage by schools & would broaden funding opportunities. In short they offer an important route to making the Velodrome sustainable & ensuring its future for use by all.

19 Tylney Avenue SE19 – Supports

I would like to express my support for the two applications made by Herne Hill Velodrome Trust in regard for the Lighting, Junior / Flat Track and Multi Use Games Area. As a local resident and a regular Velodrome user.

I would like to echo the points made by British Cycling in their response and especially the fact that these improvements will open the experience of cycling to a larger cross section of the community. The improvements will provide invaluable facilities for people

of all abilities to experience the benefits of cycling.

82 Florida Road CR7 8EW – Supports

I am writing in support of the above planning applications. Over the past 10 years my three children have all been regular users of the various facilities which Herne Hill Velodrome offers. My youngest son is currently an active member of Herne Hill Youth Cycle Club which operates at the velodrome and I am a volunteer helper at the club ensuring the bikes and equipment used by the children are safe and serviceable. As such I spend most of my weekends in or around the velodrome and see the enormous impact it has on both young and old. The numbers of adults and children that want to take up cycling, be it track or in HHYCC's case mountain biking, is huge. There are regular queues waiting for allocation of bikes and it is obvious that there is much more potential to allow more users if the facilities would allow.

By passing these applications the velodrome will be able to go some way to meeting this pent demand and will impact a greater number of people

Head Teacher Dulwich Village C of E Infants School – Supports

I am writing to you as a local Headteacher in Dulwich. I fully support the proposals as laid out in the plans: 12/AP/3195 & 12/AP/3196.

These plans will encourage our local community and school children to use the cycle track more, participate in exciting events that the new plans would open up for them and encourage a new generation of great cyclists. Our community do use bicycles as a mode of transport and this would further encourage healthy and safe modes of transport to school.

My husband runs a local youth initiative charity and I know the young people he works with would benefit hugely from these plans and developments. It would engage young people in new sports and activities enabling good relationships to be built and mentoring work to be a more profound and meaningful experience.

This amazing Velodrome project has the children and parents excited and enthused. We fully support the programme of developments outlined by the trust.

Head Teacher Dulwich Hamlet Junior School – Supports

I write in support of the planning application made by the Herne Hill Velodrome for a junior track and areas of hard standing.

As the Head Teacher of a Dulwich Hamlet Junior School , with 360 children aged between 7 and 11 years, I consider any local development of community sporting facilities aimed at young people to bring both social and health benefits and to be an essential local development. My pupils are particularly excited by cycling, many coming from homes where cycling is valued as a more environmentally friendly form of transport as well as a great way of keeping fit. They were motivated by the wonderful successes of the GB cycling team in the Olympics, and to have the opportunity to put that motivation into action would obviously be terrific.

My pupils enjoy sporting activities, have attended the Velodrome when invited for special days and want to have further opportunities on the weekends and after school for maintaining a healthy lifestyle –something the school actively encourages.

Many of my parents have begun to use the Velodrome, as well as being active participants in the Velodrome Trust, and would be involved in encouraging their children

to attend. Once completed, we would also hope to use the facilities during the school day as part of our requirement to provide sufficient physical education. Whilst we participate in a number of sports, the school would be keen to expand into this sporting area which feels so right for the local and national community.

I wholeheartedly support this planning application and would be shocked if there were any valid reasons presented to oppose it.

Rosendale Primary School – Supports

I would like to express my strong support for the above planning applications submitted by Herne Hill Velodrome, namely for the provision of lighting, a junior sized track and a multi use games area (MUGA).

I have been taking children from Rosendale Primary School to the Velodrome for seven years now and during that time, hundreds of children have benefitted in more ways than I can describe from its excellent facilities. The new junior sized track will be such an asset in attracting even more children to track cycling, as I do know that some children have been put off from attending because of the steeper banking on the existing track which can create some anxiety in new users. The new smaller track will be able to introduce these children to the fantastic sport of track cycling in a more gentle and nurturing manner. Needless to say, the floodlighting will create a year round facility for the local community allowing training and development to continue non stop and ultimately to produce more of tomorrow's Olympic Track Cycling Champions and Tour de France winners..

Crystal Palace Triathletes – Supports

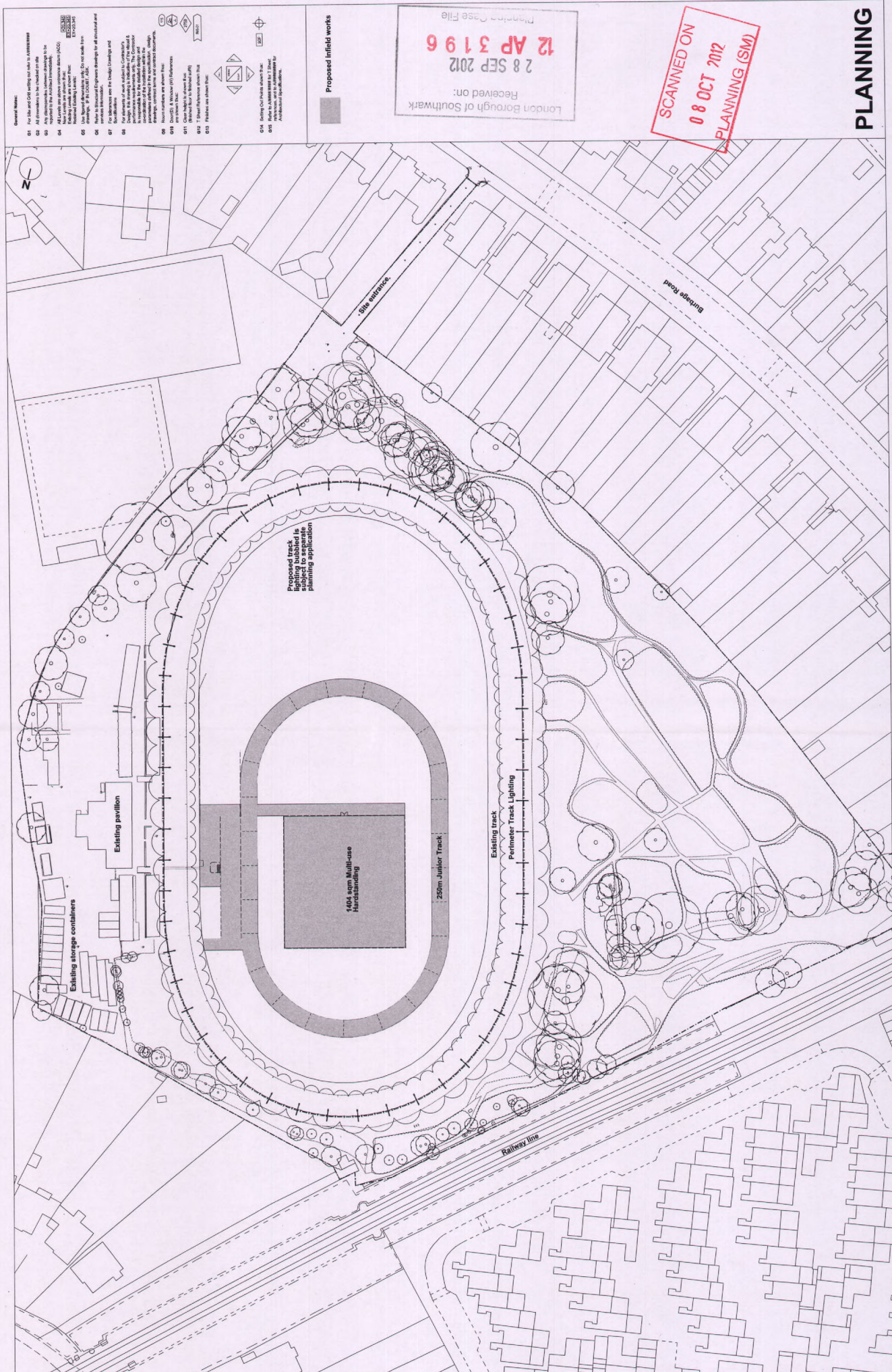
I am writing, on behalf of Crystal Palace Triathletes (CPT), to support the two planning applications for track lighting (12/AP/3195) and a junior track and multi-use games area (MUGA) (12/AP/3196).

CPT have been using HHV regularly since setting up our Junior section in 2007. The Velodrome is a very safe environment for us to coach our younger juniors before taking them out on the road, as well as giving our faster young members the opportunity to progress and participate alongside the adult members, helping to improve and hone their speed, bike handling, ability to ride in groups etc.

CPT took on board the management of the Tuesday night road bike sessions, providing volunteers to open up, supervise taking entry money, handing out armbands, giving advice to new users and then locking up at the end of the session. We have also run some Saturday afternoon sessions and are keen to do more of these.

The lighting would make the track accessible for more sessions, particularly in the winter, when the days are shorter and would allow us to extend the Tuesday evening sessions beyond dusk when the evenings are shorter in April and September.

The junior track will vastly improve the ability to coach beginners and disability cyclists, giving them an even safer environment to learn on before progressing to use the main track. It has been a problem on occasions, when the track has been very busy, mixing the younger or newer riders with experienced and faster cyclists. The MUGA will also allow a greater variety of sessions to be held at all times of the year.



London Borough of Southwark
Received on:
28 SEP 2012
12 AP 3 19 6
Planning Case File

SCANNED ON
08 OCT 2012
PLANNING (SM)

PLANNING

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RECOMMENDATION

This document shows the case officer's recommended decision for the application referred to below.
This document is not a decision notice for this application.

Applicant	Herne Hill Velodrome Trust	Reg. Number	12/AP/3196
Application Type	Full Planning Permission		
Recommendation	Grant permission	Case Number	TP/2074-C

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Construction of a 250m flat junior track in the centre of the main velodrome track and an associated multi-use games area with fencing.

At: HERNE HILL VELODROME, 104 BURBAGE ROAD, LONDON SE24 9HE

In accordance with application received on 28/09/2012 12:02:31

and Applicant's Drawing Nos. 3000, 0001, 0002, 0003, 0004, 0005, 30089/SK010 Rev 04, 30089/SK11 Rev 03, Design and Access Statement, Extended Phase 1 Habitat Survey with additional information provided via E-mail dated 30 October 2012, Herne Hill Velodrome Trust Management Statement

Reasons for granting permission.

This planning application was considered with regard to various policies including, but not exclusively:

Strategic policies of the Core Strategy 2011

Strategic Policy 1 Sustainable Development which requires developments to improve the places we live in and work in and enable a better quality of life for Southwark's diverse population.

Strategic Policy 2 Sustainable Development which seeks to encourage walking, cycling and the use of public transport rather than travel by car.

Strategic Policy 4 Places to Learn and Enjoy seeks to ensure that there will be a wide range of well used community facilities that provide spaces for many different communities and activities in accessible areas.

Strategic Policy 11 Open Spaces and Wildlife protects important open spaces, trees and woodland from inappropriate development.

Strategic Policy 12 Design and Conservation which requires the highest possible standards of design for buildings and public spaces.

Strategic Policy 13 High Environmental Standards which requires developments to meet the highest possible environmental standards.

Saved policies of the Southwark Plan 2007

Policy 3.1 (Environmental effects) seeks to ensure there will be no material adverse effect on the environment and quality of life resulting from new development.

Policy 3.2 (Protection of amenity) advises that permission will not be granted where it would cause a loss of amenity.

Policy 3.12 (Quality in design) requires new development to achieve a high quality of architectural and urban design.

Policy 3.14 (Designing out Crime) seeks to ensure that development in both the private and public realm is designed to improve community safety and crime prevention.

Policy 3.15 (Conservation of the Historic Environment) requires development to preserve or enhance the special interest or historic character or appearance of buildings or areas of historical or architectural significance.

Policy 3.25 (Metropolitan open land) advises when development would be considered appropriate on land designated as MoL.

Policy 3.28 (Biodiversity) requires biodiversity to be taken into account in the determination of planning applications and the inclusion in developments of features which enhance biodiversity will be encouraged.

Policy 5.3 (Walking and cycling) seeks to ensure that there is adequate provision for cyclists and pedestrians within developments, and where practicable the surrounding area

Policy 5.6 (Car Parking) states that all developments requiring car parking should minimise the number of spaces provided.

Policies of the London Plan 2011

Policy 3.19 Sports facilities

Policy 7.17 Metropolitan Open Land

National Planning Policy Framework

8 Promoting healthy communities

11 Conserving and enhancing the natural environment

12 Conserving and enhancing the historic environment

Particular regard was had to the principle of the development on MOL land and the impact of the proposal upon the Dulwich Village Conservation. The improvements to the facilities provided at the Velodrome would bring benefits to a wider group of people. The impacts on neighbouring amenity and transport conditions were assessed and were considered acceptable, subject to conditions. It was therefore considered appropriate to grant planning permission having regard to the policies considered and other material planning considerations.

Subject to the following condition:

- 1 The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason

As required by Section 91 of the Town and Country Planning Act 1990 as amended

- 2 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans:

003; 004; 005; 30089/SK10 Rev 04; 30089/SK11 Rev03

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 3
 - a) Before first use of the works hereby permitted commences the applicant shall submit in writing and obtain the written approval of the Local Planning Authority to a Travel Plan setting out the proposed measures to be taken to encourage the use of modes of transport other than the car by all users of the building, including staff and visitors.
 - b) At the start of the second year of operation of the approved Travel Plan a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

Reason

In order that the use of non-car based travel is encouraged in accordance with The National Planning Policy Framework 2012, Strategic Policy 2 Sustainable Transport of The Core Strategy 2011 and Saved Policies 5.2 Transport Impacts, 5.3 Walking and Cycling and 5.6 Car Parking of the Southwark Plan 2007.

- 4 The proposal shall be carried out in accordance with the terms set out within the HHVT Management Statement submitted as part of the application, including the specified limit on hours of use and arrangements of use of dervy bikes.

Reason

The area surrounding the velodrome is residential and the operation of a Management Strategy will reduce any potential for inconvenience and disruption to the general amenity of local residents, by way of disturbance, increased congestion and parking. In accordance with Strategic Policy 13 High environmental standards of the Core Strategy 2011 and Saved policy 3.2 Protection of amenity of The Southwark Plan 2007.

- 5 The mechanism for the mounting posts for the MUGA fencing shall be designed and installed with impact reducing absorption fittings and maintained with such for the duration of the use.

Reason

In order to reduce ball impact noise from games taking place within this space and protect the residential amenity of neighbouring properties in accordance with Strategic Policy 13 High environmental standards of the Core Strategy 2011 and Saved Southwark Plan Policy 3.2 Protection of amenity.

Statement of positive and proactive action in dealing with the application

The pre-application service was used for this application and the advice given was followed.

To assist applicants the local planning authority has produced policies, provided written guidance, all of which is available on the council's website and which has been followed in this instance.

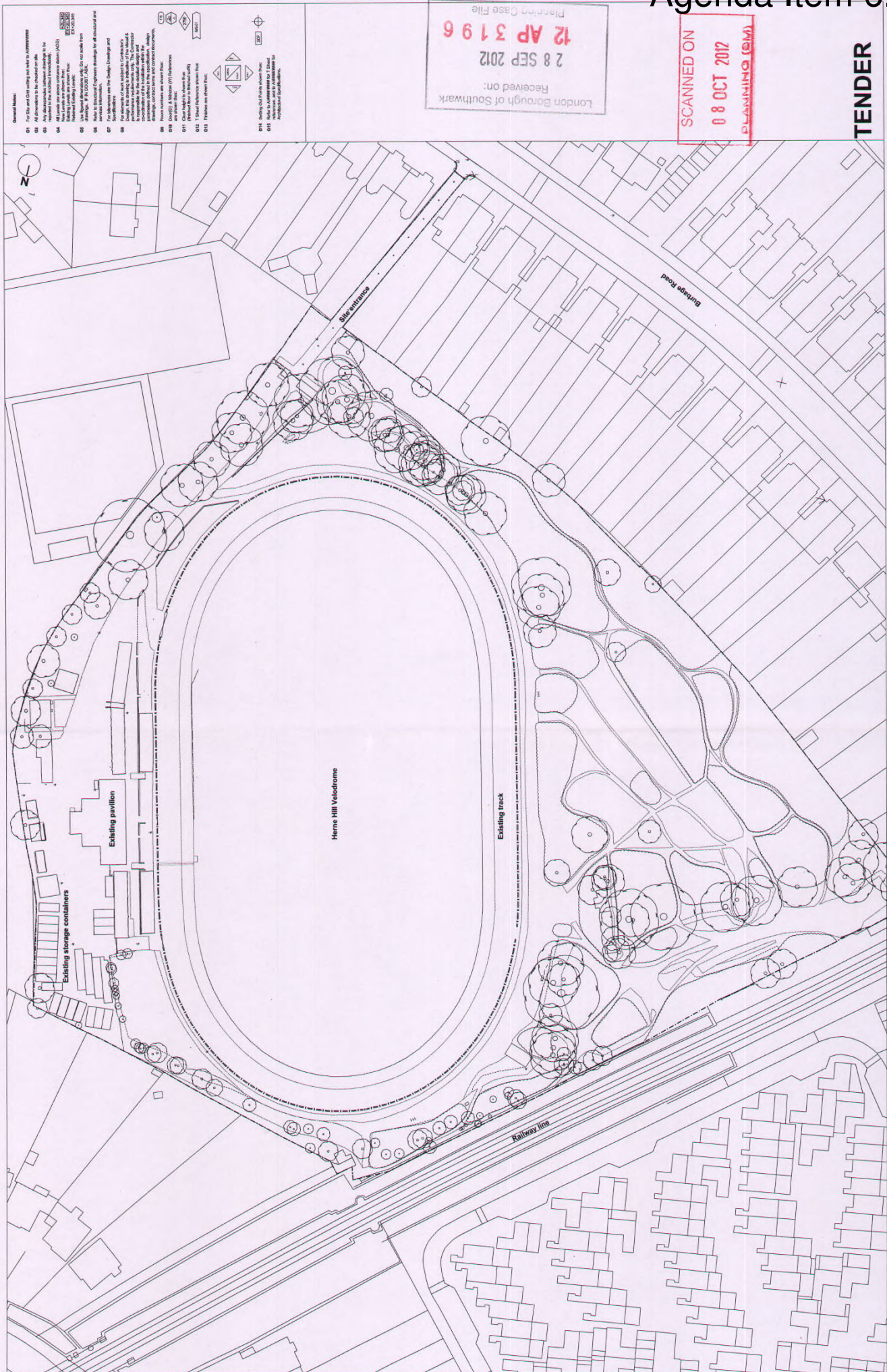
The local planning authority delivered the decision in a timely manner

SCANNED ON
08 OCT 2012
PLANNING.COM

TENDER

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Item No.	Classification:	Date:	Meeting Name:
6.2	OPEN	29 January 2013	Planning Committee
Report title:	Development Management planning application: Application 12/AP/3195 for: Full Planning Permission Address: HERNE HILL VELODROME, 104 BURBAGE ROAD, LONDON SE24 9HE Proposal: Installation of track lighting along the perimeter of the main velodrome track.		
Ward(s) or groups affected:	Village		
From:	Head of Development Management		
Application Start Date 01/10/2012		Application Expiry Date 31/12/2012	

RECOMMENDATION

- 1 Grant planning permission.

BACKGROUND INFORMATION

- 2 This item is before Members for consideration, as the application is for development within Metropolitan Open Land and of strategic importance.

Site location and description

- 3 The site is accessed via a narrow road from Burbage Road. The Herne Hill Velodrome (HHV) is a cycling facility comprising a 450m long purpose built cycle racing track with terraced spectator stands and a pavilion containing a clubhouse, changing rooms, lavatories and store rooms. There is a football pitch in the centre of the oval-shaped track, an 'off-road' mountain bike trail, picnic areas and cycle storage and ancillary office buildings adjacent to the pavilion.
- 4 The 9-acre site is bounded to south, southwest and southeast by residential properties in Burbage Road and by a railway viaduct, which separates it from other residential properties in Half Moon Lane to the northwest and in Village Way to the north. The eastern perimeter of the site adjoins sports grounds including tennis courts and bowling green, beyond which are properties in Dulwich Village. Pedestrian and vehicular access is via a single entry point in the southeastern corner of the site, between residential properties in Burbage Road. The site is designated Metropolitan Open Land (MOL) providing outdoor recreation/sport and nature conservation use. It also lies within the Dulwich Village conservation area, an Air Quality Management Area and is designated as a Site of Importance for Nature Conservation.

Details of proposal

- 5 This is one of two applications submitted for the site, the other application deals with infield works whilst this application is for the provision of a total of 54 light fittings, mounted to 5.7 metre high poles each with a 4 metre cantilever. The poles would be positioned on the outside of the track with the lights directed over the track.

Planning history

- 6 03-CO-0007: In June 2003 and March 2005 outline permission was sought for the demolition of the existing pavilion, storage buildings and seating and the erection of a roof around edge of and above existing cycle track; as well as the construction of a part single, part two storey building attached to track to northwest corner of site to accommodate gym, changing rooms, climbing wall and clubroom and cycling related facilities and a new pavilion to west of track with cycle storage underneath with a new car parking area to east and west of track. Although it was agreed to grant planning permission for the above scheme this was subject to a Section 106 Agreement, this was never signed and the application was eventually withdrawn in 2007.

Planning history of adjoining sites

- 7 None relevant.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

- 8 The main issues to be considered in respect of this application are:
- a) the impact of the development upon the MOL
 - b) the impact of the development upon the residential amenity of neighbouring dwellings
 - c) the implications for nature conservation

Planning policy

Core Strategy 2011

- 9 Strategic policy 1 Sustainable development
Strategic policy 2 Sustainable Development
Strategic policy 4 Places for learning enjoyment and healthy lifestyles
Strategic policy 11 Open spaces and wildlife
Strategic policy 12 Design and conservation
Strategic policy 13 High environmental standards

Southwark Plan 2007 (July) - saved policies

- 10 3.2 Protection of amenity
3.25 Metropolitan open land
3.28 Biodiversity
5.3 Walking and cycling
5.6 Car parking

London Plan 2011

- 11 Policy 3.19 Sports facilities
Policy 7.17 Metropolitan Open Land

National Planning Policy Framework (NPPF)

- 12 8 Promoting healthy communities
11 Conserving and enhancing the natural environment
12 Conserving and enhancing the historic environment

Principle of development

- 13 The site has a historic and established use as a cycling track, the proposal would be consistent with relevant national, regional and local government guidance for use of

designated Metropolitan Open Land (MOL), in this case 'outdoor recreation/sport'. The provision of lighting around the existing track will enable the existing facility to continue operation during the Winter months and for longer periods in the evening. The proposed lighting would not detract from the open character of the site. The proposal is therefore in accordance with current Council policy relating to development in MOL.

Environmental impact assessment

- 14 Applications where an EIA is required will either be mandatory or discretionary, depending on whether they are found in Schedule 1 (mandatory) or Schedule 2 (discretionary) of the 1999 Regulations.
- 15 In this case, the proposal for the works to an existing cycling facility this may be considered to constitute a 'Schedule 2' 'urban development project' in accordance with Section 10(b) of Schedule 2 of the Regulations, by virtue of the total site area, of the velodrome being approximately 4ha. The threshold for 'urban development projects' is an area exceeding 0.5ha. However, an EIA is only required if the site is located within a sensitive area or the proposals are likely to generate significant environmental effects.
- 16 An assessment of the proposal based around the selection criteria for screening Schedule 2 development [detailed in Schedule 3 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999] has been undertaken with the assessment against the relevant criteria presented below:
- 17 **Characteristics of the Development:**
 - (a) *Size of the development:* The development will comprise the provision of external lighting around the periphery of the site.
 - (b) *The cumulation with other development:* The associated application for works to within the centre of the track will increase day time use of the site.
 - (c) *The use of natural resources:* The proposed development is located on greenfield land but a limited use of other resources is expected.
 - (d) *The production of waste:* It is not considered that there will be any significant impacts.
 - (e) *Pollution and Nuisances:* No significant pollution or nuisances are expected as a result of development in terms of air, noise, water or soils.
 - (f) *The risk of accidents, having regard in particular to substances or technologies used:* No issues considered likely.

Location of development:

- 18 (a) *The existing land use:* The site is already well established as a velodrome.
- (b) *Relative abundance, quality and regenerative capacity of natural resources in the area:* The site has an area of approximately 4ha and there are no known areas on or around the location which contain important, high quality or scarce resources.
- (c) *Absorption capacity of the natural environment, paying particular attention to sensitive locations:* The site is not located in a 'sensitive area' as defined by Regulation 2(1).

Characteristics of Potential Impact:

- 19 (a) *Extent of impact:* The proposal will have only a local impact which is not significant.
- (b) *Transfrontier nature of the impact:* N/A
- (c) *Magnitude and complexity of the impact:* There are no unusual impacts for a development of this nature, size and location.
- (d) *Probability of the impact:* The likely impacts are predictable and are not considered to be significant.
- (e) *Duration, frequency and reversibility of the impact:* The provision of lighting around the existing track is unlikely to result in any impacts that could not be managed.

The site has an established historical use as a velodrome, and is located outside of a sensitive area as per Regulation 2(1), and as such the development is unlikely to generate any significant environmental effects and that an Environmental Impact Assessment will not be required.

Further, it is acknowledge that any likely affects will be addressed as part of a full planning application for which the relevant supporting documentation have been submitted.

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

Light Spillage

- 20 Residential concerns have been raised around the potential for light spillage and around the implications of intensifying the existing level of use of the track. The boundary of the velodrome is around 7 metres from the rear garden boundaries of the dwellings on Village Way, however this was found to be well screened from the gardens which are around 50 metres deep. The other residential properties have rear garden boundaries at least 28 metres away.
- 21 The comments from the environmental protection team state that the information provided illustrates that there would be no lighting trespass beyond a maximum of 3 metres outside the perimeter of the track and therefore no impact on any surrounding properties; it has been assessed that there should be no sky glow by the cowling design. A condition is recommended that the lighting be switched off by 21:15 to allow for track clearance following completion of competition at 21:00.
- 22 The Herne Hill Velodrome Trust have responded to other residential concerns as follows:
- 1) Creation of a management committee to liaise with neighbours and establish a voluntary code of conduct.
 - 2) The proposed track lighting will be available for use up to 21:15 to allow for safe track clearance. All outdoor activities at the velodrome will continue to be scheduled to cease at 21:00.
 - 3) Derny bikes (traditional motorised bicycles) will not be used under the lights.
 - 4) The track lighting will extend the season into the Autumn/Winter months. Evening use will be no more intensive than in Summer months and weather dependent.
 - 5) The junior track and MUGA will aim to attract young cyclists, community groups

and those with disabilities, to use the facility during weekdays. Local schools and groups will be encouraged to walk while others will use a mini bus, thus mitigating day time traffic.

- 6) The velodrome currently hosts a number of major events, which can attract more spectators than normal, music and commentary are sometimes used. The number of these events is not predicated to increase due to the new facilities.
- 7) Participants, spectators, volunteers and staff are encouraged to travel to the Velodrome by foot, bicycle, bus or train. There is some on-site parking available, but parking on street will be strongly discouraged by staff, volunteers and on the website.
- 8) The Herne Hill Velodrome Trust will explore with the LPA what measures can be taken to make the entrance on Burbage Road safer for access.
- 9) Construction work is not considered to last longer than 3 months and a management plan for the construction project will be produced and made available for residents before work commences.

Traffic issues

- 23 There are no proposed changes to the access arrangements. The provision of external lighting would result in more regular use during the darker winter months, but this should be in line with the level of general use in the Summer and unlikely to result in more traffic to and from the site. Public transport is available within reasonable walking distance of the site including overland railway stations (North Dulwich, West Dulwich and Herne Hill), and three bus services run close to the site (No. 37, P4 & P13).
- 24 The Herne Hill Velodrome Trust have included a management statement to accompany the application. There is a commitment to control vehicular access to the site, and with this specific application which is largely to permit use during the Winter months users would be encouraged to walk to the venue or use mini buses capable of accessing the site.
- 25 The Velodrome currently benefits from use of the site without the imposition of any conditions or restrictions. The current applications permit the Local Authority to impose conditions to mitigate against the impacts of the scheme. The infield works application included a condition requiring the production and implementation of a travel plan, as this was seen as the element most likely to result in increased use, whereas the provision of lighting around the track would be a continuation of the current use throughout the year.

Design issues

- 26 The proposal does not give rise to any significant design issues, the proposed lighting poles would be spaced around 8 metres apart and consist of a 5.7m high pole with a 4 metre projection over the track.

Impact on character and setting of a listed building and/or conservation area

- 27 The proposed works are relatively minor and would have a neutral impact upon the character or setting of the Dulwich Village Conservation Area.

Impact on trees

- 28 The proposal would not impact on any trees.

Planning obligations (S.106 undertaking or agreement)

- 29 Whilst the site threshold is such that the application is classified as a major, the extent of the works are not significant such that they would require any mitigation via contributions. Further the proposal will enhance an existing community facility making the cycling facility available to wider groups of people.

Sustainable development implications

- 30 The proposal will allow the site to be used over the Winter months, making a more efficient use of site which currently can not be safely used.

Other matters

- 31 Community Infrastructure Levy - S143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive in the payment of CIL as a material "local financial consideration" in planning decisions. The requirement for Mayoral CIL is a material consideration. However, the weight to be attached to a local finance consideration remains a matter for the decision-maker. Mayoral CIL is to be used for strategic transport improvements in London, primarily Crossrail. The proposal does not consist of development proposing buildings, therefore payment of CIL is not applicable.
- 32 Management Statement - There have been a number of meetings held with residents and the Velodrome representatives and this has resulted in a draft code of conduct being drawn up, a draft copy of which is included within Appendix 2 of this report. This would be a voluntary code to be agreed by both parties. The Herne Hill Velodrome Trust have responded to the concerns with a Management Statement, which addresses a number of the issues around the general management of the site, the hours of use, the increase in use, special events, site access and security and construction management. It is considered that the implementation of this Statement be made subject of a condition.
- 33 Ecology - The proposed lighting will result in a loss of some grassland around the edges of the track to support the lighting columns; however this would be relatively negligible in terms of the ecological value of the site and the wider landscape. The surrounding trees would be largely unaffected by the lighting and as such there is unlikely to be any impact to foraging bats.

Conclusion on planning issues

- 34 The proposal is for development within land designated as MOL. The level of development proposed is considered to facilitate a wider use of the facility and provide improved access to cycling. The scale and level of development is considered to support national, regional and local policy and guidance for development on MOL and the development and promotion of sport. The proposed works are not considered to impact on the wildlife and subject to conditions restricting the use of the light, residential amenity. The applicant has worked with residents to address local concerns and this is reflected in the management strategy, which will now form part of the application.
- 35 The velodrome is currently an underused facility and the proposal would allow use by a wider range of people with increased facilities, the benefits of which are welcome.

Community impact statement

- 36 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.

a) The impact on local people is set out above.

b) No issues relevant to particular communities/groups likely to be affected by the proposal have been identified.

c) The likely adverse or less good implications for any particular communities/groups have been also been discussed above.

Consultation

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

Consultation replies

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

Summary of consultation responses

- 39 The comments received have been detailed in Appendix 2 below. Generally there has been wide ranging support for the application, including from British Cycling and Sport England. The comments raised are in respect of both applications submitted on the site, with some of the objection being specific to the infield works.

Human rights implications

- 40 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.
- 41 This application has the legitimate aim of providing improved cycling facilities. 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.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

- 42 N/A

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/2074-C Application file: 12/AP/3195 Southwark Local Development Framework and Development Plan Documents	Chief Executive's Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5434 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Image
Appendix 4	Recommendation

AUDIT TRAIL

Lead Officer	Gary Rice, Head of Development Management		
Report Author	Sonia Watson, Team Leader		
Version	Final		
Dated	20 December 2012		
Key Decision	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments Sought	Comments Included	
Strategic Director of Finance and Corporate Services	No	No	
Strategic Director of Environment and Leisure	No	No	
Strategic Director of Housing and Community Services	No	No	
Director of Regeneration	No	No	
Date final report sent to Constitutional Team		18 January 2013	

APPENDIX 1

Consultation Undertaken

Site notice date: 12/10/2012

Press notice date: 11/10/2012

Case officer site visit date: 08/11/2012

Neighbour consultation letters sent: 11/10/2012

Internal services consulted:

Environmental Protection
Ecology

Statutory and non-statutory organisations consulted:

Sport England

Neighbours and local groups consulted:

68 BURBAGE ROAD LONDON SE24 9HE
 66 BURBAGE ROAD LONDON SE24 9HE
 62 BURBAGE ROAD LONDON SE24 9HE
 70 BURBAGE ROAD LONDON SE24 9HE
 82 BURBAGE ROAD LONDON SE24 9HE
 76 BURBAGE ROAD LONDON SE24 9HE
 74 BURBAGE ROAD LONDON SE24 9HE
 60 BURBAGE ROAD LONDON SE24 9HE
 50 BURBAGE ROAD LONDON SE24 9HE
 118 BURBAGE ROAD LONDON SE24 9HD
 114-116 BURBAGE ROAD LONDON SE24 9HD
 52 BURBAGE ROAD LONDON SE24 9HE
 58 BURBAGE ROAD LONDON SE24 9HE
 56 BURBAGE ROAD LONDON SE24 9HE
 54 BURBAGE ROAD LONDON SE24 9HE
 84 BURBAGE ROAD LONDON SE24 9HE
 80B BURBAGE ROAD LONDON SE24 9HE
 80A BURBAGE ROAD LONDON SE24 9HE
 102B BURBAGE ROAD LONDON SE24 9HE
 FIRST FLOOR AND SECOND FLOOR FLAT 64 BURBAGE ROAD LONDON SE24 9HE
 48 BURBAGE ROAD LONDON SE24 9HE
 102A BURBAGE ROAD LONDON SE24 9HE
 90 BURBAGE ROAD LONDON SE24 9HE
 88 BURBAGE ROAD LONDON SE24 9HE
 86 BURBAGE ROAD LONDON SE24 9HE
 92 BURBAGE ROAD LONDON SE24 9HE
 98 BURBAGE ROAD LONDON SE24 9HE
 96 BURBAGE ROAD LONDON SE24 9HE
 94 BURBAGE ROAD LONDON SE24 9HE
 16 VILLAGE WAY LONDON SE21 7AN
 15 VILLAGE WAY LONDON SE21 7AN
 14 VILLAGE WAY LONDON SE21 7AN
 17 VILLAGE WAY LONDON SE21 7AN
 151 TURNEY ROAD LONDON SE21 7JU
 9 VILLAGE WAY LONDON SE21 7AN
 18 VILLAGE WAY LONDON SE21 7AN
 13 VILLAGE WAY LONDON SE21 7AN
 72 BURBAGE ROAD LONDON SE24 9HE
 78 BURBAGE ROAD LONDON SE24 9HE
 100 BURBAGE ROAD LONDON SE24 9HE
 12 VILLAGE WAY LONDON SE21 7AN
 11 VILLAGE WAY LONDON SE21 7AN
 10 VILLAGE WAY LONDON SE21 7AN
 153 TURNEY ROAD LONDON SE21 7JU
 12 DULWICH VILLAGE LONDON SE21 7AL
 6 ROSEWAY LONDON SE21 7JT
 5 ROSEWAY LONDON SE21 7JT
 106 BURBAGE ROAD LONDON SE24 9HD
 112 BURBAGE ROAD LONDON SE24 9HD
 110 BURBAGE ROAD LONDON SE24 9HD
 108 BURBAGE ROAD LONDON SE24 9HD
 4 ROSEWAY LONDON SE21 7JT
 159 TURNEY ROAD LONDON SE21 7JU
 157 TURNEY ROAD LONDON SE21 7JU
 155 TURNEY ROAD LONDON SE21 7JU
 3 ROSEWAY LONDON SE21 7JT
 2 ROSEWAY LONDON SE21 7JT
 1 ROSEWAY LONDON SE21 7JT

Dulwich Society
 Herne Hill Society

Re-consultation:

None

APPENDIX 2

Consultation Responses Received

Internal services

Environmental Protection

I refer to the details provided by Peter Deer Associates [undated] copied to me on 20 November

I am satisfied that the lighting has been designed to accord with Environmental Zone 2 of ILE guidance

That the level of brightness has been designed to achieve average lighting of 100 lux using 150 watt halide lamps on 54 cantilevered columns. The plans provided by THORN show contours of light intensity and more importantly spillage which illustrates that there will be no lighting trespass beyond a maximum of 3 metres outside the perimeter of the track and therefore no impact on any surrounding properties; furthermore it has been assessed that there will no 'sky glow' by the cowling design.

I am therefore satisfied that flood lighting used until 21.15 would be within the level of acceptance in terms of 'nuisance'.

I suggest we condition the floodlighting curfew time to 21:15 to allow for track clearance following completion of competition at 21:00.

Ecology Officer

The Bat Survey report is fine and I agree with the findings. Bats are using the site but are predominantly using the tree lines and scrub areas for foraging.

Bat roosts are not present in the existing buildings.

As long as the lighting does not spill out onto the trees there should be no impact to the bat activity on site. The diagrams in the Design and Access statement indicate that the lighting is specifically illuminating the track so this would have minimal impact on the bats.

Statutory and non-statutory organisations

British Cycling – Supports

Installation of lighting will significantly extend usage of the Velodrome cycling track beyond daylight hours, particularly in the Autumn and Winter months and provide many additional rider sessions.

There is compelling evidence to show that year round training, coaching and competition has a direct influence on the ability of cycling clubs to attract and retain participants particularly in the under-18 age groups. The installation of floodlights would help stem the dropout rate between Autumn of one year and Spring of the next, and have a pathway to Olympic and Paralympic excellence.

The lighting columns will need to be appropriately positioned for safety purposes and their usage should be subject to appropriate time limits for minimal impact on local residents, but the sporting benefits are clear.

Sport England – Support

The site is not considered to form part of, or constitute a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No.2184), therefore Sport England has considered this a non-statutory consultation.

Sport England has assessed the application in the light of Sport England's Land Use Planning Policy Statement 'Planning Policies for Sport'. The overall thrust of the statement is that a planned approach to the provision of facilities and opportunities for sport is necessary in order to ensure the sport and recreational needs of local communities are met.

The proposed developments involve the construction of a 250m flat junior track in the centre of the main Velodrome track and an associated multi-use games area with fencing; and the installation of track lighting along the perimeter of the main velodrome.

The proposed 250m flat junior track in the centre of the main Velodrome track is intended to enable the development of track skills amongst younger riders. Furthermore, the proposed Multi-Use Games Area (MUGA), an enclosed tarmac area in the centre of the proposed junior track, is intended to facilitate activities such as bike-ability and bike polo, which requires a hard surface independent of the main track. In addition, the proposed track lighting will enable the extended use of the facilities by target user groups.

It is envisaged that the development of a junior track and MUGA for activities such as bike-ability and bike polo will allow the continued development of track cyclists while also attracting new participants and user groups to the track.

It is considered that the two above proposals are consistent with the following policy objective:

Planning Policy Objective 7 within Sport England's Spatial Planning for Sport and Active Recreation: Development Control Guidance Note (2009) Appendix (http://www.sportengland.org/facilities_planning/developing_policies_for_sport.aspx), aims to support the development of new facilities, the enhancement of existing facilities and the provision and/or improvement of access to the natural environment which will secure opportunities to take part in sport and which can be achieved in a way which meets sustainable development objectives. Sport England's policy is consistent with that of the Government's set out in the NPPF.

As part of these planning application consultations, sport England has consulted British Cycling as the relevant national governing body of sport. British Cycling stated "the historic Herne Hill Velodrome is of great significance to British Cycling and the furtherance of our cycling participation and performance objectives in London and beyond. British Cycling considers the HHVT's proposals to be fully aligned with these goals". Please find British Cycling's consultation letter attached.

This being the case, Sport England offers its support to this application.

Herne Hill Youth Cycling Club – Supports

We are of the opinion that the works will significantly improve the amenity at the Velodrome, extend its use both in terms of its ability to cater for hard to reach groups, and by enabling more year-round activity, this will help to sustain the future of the site.

Our Club is pleased to support these two applications – not only will these improvements increase cycling opportunities for our members (and their parents!) but they will help us to secure our Club's future, by making the venue more viable and sustainable.

Wheels for Wellbeing – Supports

I am the Director of Wheels for Wellbeing. Our organisation exists to ensure that everyone can access cycling and to remove barriers to cycling for people who thought they couldn't cycle. We do this by owning London's largest fleet of non-traditional cycles (trikes, handbikes, tandems etc) and by running regular cycling sessions at off road, safe venues. Our clients are disabled children and adults (with physical or cognitive impairments), people experiencing age related impairments, people with mental health issues, people with autism or challenging behaviours etc, who, with the support of our instructors are all able to discover the joy and the empowering and freeing impact of cycling.

We have started running cycling sessions at the Herne Hill Velodrome this year and we are in total support of the HHVT's plans: we have been fully involved in the development of the SOLP application. The junior track and the hard standing area will be a major improvement for our clients:

- wider track (our cycles are 90cm to 150cm wide and need to be able to safely pass each other – we only use flat tracks and the current 360cm width of the current track is limiting). The Trust agreed for this track to be entirely flat so it could be accessible to us and our clients.
- The hard standing will provide safer start/stop surfaces, off the actual track, where our instructors can stock our bikes, take the time they need to adjust bikes, straps, change pedals where necessary etc. Currently this is either done on the grass when the ground is dry, or on the flat part of the track on which our clients are cycling (which is not good practice).
- The addition of lighting around the track will also be a great improvement as it will lengthen the daily use of the track and therefore ensure that we are able to run more sessions, some after school/after work for those for whom a day-time session is not appropriate.

Neighbours and local groups

Burbage and Turney Road Residents Associations – Comments

We have not seen a business plan for the planned increase in usage of the facilities following the addition of a MUGA and floodlighting. This has made it impossible for residents to ascertain accurately the concomitant loss of amenity due to noise, traffic, safety, light pollution and security issues. We can reasonably expect that the facilities will lead to more intensive use of the site (greater volumes when open compared with present) and more extensive use of the site (greater hours of opening) and are a foundation for greater development of the site in future.

On this basis we request that the following important concerns from local residents are enshrined in the present proposed planning approval:

1. The site will continue be used for cycling related activities and associated social events, which are considered to have a low impact on amenity.
2. The hours of use of the site will not be extended beyond typical summer usage currently. This is consistent with the stated focus on youth and disability based activities. In particular:
 - a. The site will be cleared from 9pm onwards with lighting ceased strictly from this time and noise related activities (PA systems and pacer bikes) ceasing at 7.30pm ;
 - b. The site will not be open before 8am, with any noise related activities (PA systems and pacer bikes) strictly forbidden before 9am.

- c. Usage of the site at weekends and bank holidays will be limited to a small number of larger events (no more than 10). We strongly request these are pre notified to residents (as this does not happen at present, to our great frustration).
- 3. Within these hours of use, noise pollution will be managed considerably more effectively than at present. Specifically we request that the vintage pacer bikes, which produce highly intrusive levels of noise, are replaced by electric versions. We request that the existing PA system is improved considerably so that it is focused on the main track/MUGA and that it is limited to information-based announcements, not continuous music. We would like measures of noise levels (including pacer bikes) to be put in place and feedback on this issue to be collected after the first year of extended use.

In addition we ask the Planning Committee to consider and account for the following, before proposed planning approval is effected:

- 1. Access to the site is extremely dangerous at present (via a single track road, across a pavement used by parents and children on foot and bikes as a major local 'Safe Route to School' and with severely limited visibility for those entering and departing). It is our view that this site access cannot safely sustain any increased usage whatsoever, but especially for dark early evenings and for larger weekend events. Limited access causes parking congestion in Burbage Road currently, especially at weekends. A road access and safety survey would be highly advisable and police coordination needs to be planned for larger events.
- 2. Security for the many householders backing onto this site will be compromised by greater public access, particularly in the darker winter months. The entrance to the site is not supervised and a large amount of open land provides a threat to personal and property safety. A police survey of security risks would be advisable in our view.
- 3. Existing drainage provision for the site has been assessed by the Southwark Flood Risk Management Team as ineffective. Whilst the current plans are not considered to exacerbate local water run off risk to residents, in our view either the freeholder (The Dulwich Estate) or the lessee (the HHVT) should be accountable for putting a robust, environmentally friendly infrastructure in place before development takes place. The responsibility needs to be clarified and an acceptable plan be in place.

We draw your attention to the fact that we are relying for our support on the commitments already received - but not yet evidenced - from the HHVT to:

- 1. Provide an example of the type, size and strength of the lighting to be implemented for all residents *before* planning consultation ends.
- 2. Work with residents to implement a voluntary Code of Conduct covering emergency contact points, regular review mechanisms for problems arising and general obligations on behalf of the HHVT and residents. This should be in place before construction work begins and cover the construction process. Such codes already operate successfully between residents and other sports facilities in the area.
- 3. Provide tree screening for those houses which are directly in the line of spillage from the proposed floodlighting.

The Burbage and Turney Road Residents Associations actively represent the vast majority of the 400 households in these two Roads and have consulted our residents widely and frequently on the proposed developments.

As of 14/12/2012 the Burbage and Turney Road Residents Association have provided a written response to the status of their concerns raised directly with the applicant.

Issue	Key points	Status	Resolved?
1. Business plan	<p>We would like to see a robust business plan in place with clear route to implementation and well defined management responsibilities.</p> <p>We would like to know the planned incremental use of the facilities.</p> <p>We would like to know how this increase will this be spread throughout the day, week and year.</p>	<p>No plan seen. Management structure and implementation responsibilities currently remain unclear, especially between HHVT, VCL, Friends, Management Committee and Dulwich Estate.</p> <p>12K current visits will rise to 24K.</p> <p>+ 4K visits winter track evenings + 8K visits weekday MUGA/Junior track Increase in weekend/summer evening use unclear.</p>	<p>No</p> <p>Yes</p> <p>Yes</p>
2. Use of the site	<p>We would like to know that the site will continue to be used for cycling led activities.</p> <p>We would like to know how the new secondary users (other than VCL) will be managed.</p>	<p>Detailed list provided. Mainly cycling but also with school sports and rollerblading.</p> <p>A process for briefing third parties exists. Cycling Development Officer TBA.</p>	<p>Yes</p> <p>See Code</p>
3. Hours of use	<p>We suggest the site should not open before 8am with no noise (pacer bikes, PA system) before 9am</p> <p>We would like the site cleared from 9pm onwards with no noise (pacer bikes, PA system) from 7.30pm and no lighting from 9pm.Unless previously notified and agreed with residents.</p> <p>We would like the number of large events limited to that at present unless notified and agreed with residents.</p>	<p>Current terms are no activities before 9am (Saturday 8.45am). Site opens and closes at manager's discretion with attendees asked to be considerate.</p> <p>Current terms are activities cease at 9pm. Planned lighting cessation at 9.15pm. Assurance received that there will be no use of pacer bikes under lighting.</p> <p>Assurance that the number of major events is not predicted to change and residents will be notified in advance.</p>	<p>See Code</p> <p>See Code</p> <p>Yes</p>
10. Noise pollution	We have asked for reassurance that noise pollution will be managed considerably more effectively		

	<p>than at present. Specifically we have asked that:</p> <ul style="list-style-type: none"> • Pacer bikes are replaced with quieter versions; • The PA system is replaced with a more directed version; • PA is limited to announcements not continuous music, unless previously notified and agreed with residents; • Sound levels are monitored on a regular basis for the first six months and the results shared with RAs .If satisfactory then to be monitored on the basis of complaints to the local authority and reviewed under the Code of conduct. 	<p>Management have offered to look into this. Management have offered to look into this.</p>	<p>Ongoing</p> <p>Ongoing</p> <p>See Code</p> <p>See Code</p>
11. Access	<p>Residents have asked for a road safety and traffic management survey taking into account the narrow, obscure entrance, significantly increased volumes, parking pressures and greater use on dark evenings.</p>	<p>Residents have not seen a survey.</p> <p>A CGS bid has been submitted to cover internal speed restriction of 5mph, mirrors at entrance, raised pedestrian crossing at entrance and lighting.(Residents would like further consultation about the lighting.)</p>	<p>Partial</p>
12. Security	<p>We have asked for a police review of the security of the site, especially given use on darker evenings.</p> <p>We have asked for appropriate Police involvement in larger events.</p>	<p>A survey was conducted in March 2006.</p> <p>Management believe that no police involvement is needed on current levels</p>	<p>Partial</p>
13. Drainage	<p>Residents have queried whether the site drainage is adequate or will be negatively affected by the MUGA.</p>	<p>Site drainage has been found to be ineffective but not exacerbated by the current proposals.</p>	<p>On going</p>
14. Lighting	<p>Residents have asked for a demonstration of the type, size and strength of lighting to be installed.</p>	<p>HHVT have now offered a demonstration but no date given.</p>	<p>Outstanding</p>

15. Code of conduct	We would like a voluntary code of conduct in place before planning permission, to cover hours of use; lighting; noise control; emergency contacts; security monitoring; safety; notification of future events and contractors' obligations. This code to be extended to stadium users (third parties) also.	A meeting to agree a code took place on 4 December. Residents are still awaiting management feedback on the minutes and draft Code.	Awaited
16. Tree screening	We would like provision of tree screening for those homes directly in the line of light spillage and poles.	Residents have applied for a small CGS Grant but it needs to be resolved whether permission from the Estate will be granted for this to the tenant and who will be responsible for maintenance.	Partial

9 Village Way - Objects

- The noise levels will increase over a longer period from daytime to include the hours of darkness.
- There are no times stipulated as to when the Herne Hill velodrome will close. The use of noisy Derry bikes will increase along with the fumes from the Derry Bikes.
- The PA system will be in use more than it is now which causes a nuisance. The building on the open central area is not in keeping with the appearance of the stadium.
- There have been restrictions on any proposed development to the centre of the stadium.
- The installation of floodlighting will add to the nuisance The banking of the stadium has been previously raised approx 15metres above my property which has enabled visitors to the stadium to peer down into my property.
- If lamp columns are erected onto the raised banking then they will tower way over my garden spilling light onto into my property.
- The use of floodlighting will have an adverse effect on the wildlife interfering with their needs.
- The off track cycling which runs alongside my property will be in use during the hours of darkness again adding noise and nuisance.
- When off track cycling was first introduced I was assured that it would not be used during the bird nesting season (see attached) however this is not the case it is now used at all times of the year regardless of residents and the wildlife in this area. All previous assurances I have been given by the Management at the Herne Hill Velodrome have been broken.
- The drainage system is faulty within the stadium which leads to flooding of the stadium and surrounding property especially mine. Thames Water have had to install flood covers as a result of this flooding to my property which does not prevent my

garden from being flooded.

- Users of the stadium have consistently broken down the fence between my property and the velodrome during the hours of daylight (including my neighbours). I have actually seen then culprits and identified them to the Manager who does nothing to stop it. Should the stadium be open during darkness this will impact on the security of my property.

12 Village Way - Comments

1. Lighting - I understand that care has been taken to minimise light spillage and that an assurance has been given that light levels outside the immediate area of the track will be equivalent to "bright moonlight". Assurances on the light levels and related testing should be built into any approval. Residents should be able to see a demonstration of the lighting before the end of the consultation. New or additional tree screening should be provided for those properties in line of the light spillage.
2. Use, timing, noise - Any approval should be conditional upon the site continuing to be used for cycling related activities with a low impact on amenity, together with the following:
 - a. The site should not be used before 9am and should be cleared by 9pm.
 - b. Usage of the site at weekends should be limited to a small number of events (no more than 5) to be pre notified and with appropriate consultation
 - c. Noise pollution should be managed closely eg to ensure that any pa systems are high quality, focused on the inner area and be restricted to information-based announcements not ongoing music. There should be no public announcements or use of pacer bikes after 6pm. Measures of noise levels (including pacer bikes) to be put in place and feedback on this issue to be collected after the first 6 months of extended use.
3. Security: A police survey should be undertaken pre any approval to assure on ongoing security given potential increased public access.
4. Parking - I understand that it is not anticipated that track extension times should lead to an increase in traffic and parking onsite. Assurance should be given in any approval on this and that there will be no change to the existing parking arrangements. A road safety survey is advisable.
5. Works noise - if planning permission is forthcoming all works will be carried out subject to the Estate's usual works conditions (daytime only, no weekends etc).

100 Burbage Road – Comments

While I would like to be supportive and believe that the use of this 1948 Olympic relic is to be encouraged, I have the following concerns which I feel need to be addressed, taken into consideration and resolved especially with regard to the part that the Velodrome track is to have additional lighting installed to allow for additional use during darker hours of the day but also in relation to the other application:

- The light, even if directed at the track, will likely result in additional light travel in what otherwise is a dark space that emanates no light whatsoever during hours of darkness. Therefore, there is a potential risk of light pollution. Even if this light is only to the extent of the street lighting, it increases light pollution where there is currently none and will impact the surrounding residents if no additional screening measures are being undertaken.

- Extending the hours of use due to the availability of light is also likely resulting in an increase in traffic on the road leading up to the Velodrome and thus increasing the noise to the houses in the immediate vicinity of the access road to 104 Burbage Road.
- Additionally, the extended hours will also bring with it general increase in noise levels coming from the Velodrome use and impacting all residents that border the Velodrome.
- Burbage Road itself which is a quiet road in solely residential area is likely to experience additional non-residential traffic volume which is likely to lead to more noise, congestion and increasing already limited street car parking areas.
- I have two young children and the Velodrome area backs onto garden – in fact there is a cross-country track that runs just behind our fence to the top of the embankment. In addition, a number of the bedrooms look towards the Velodrome and the top of the Velodrome embankment due to a gap in the tree line, has clear view into our garden, living space and some of the bedrooms. It is therefore a risk that my children will have disruptions to their sleep if there is additional noise and pollution and without additional screening.
- Finally, occasionally and at risk of increased use due to increased and extended use, cars have parked on top of the embankment, ie the area that has a gap in the tree line and has full view of our house. This use as a car parking space does not seem appropriate for the top of the embankment and should be discouraged as it increases noise and pollution and impacts our privacy and I am certain has not been intended to be used as such. The concern is however that, with increased use due to the successful implementation of the elements applied for, the number of cars seeking to park on the Velodrome perimeter increases and such non-intended use increases as well.
- I suggest the following potential solutions:
- To encourage use of public transport and in consideration of the conservation area, additional car traffic should be discouraged and use of public transport encouraged. This might be achieved by restricting the volume of available car parking inside the Velodrome area and, in order to avoid spillage onto the surrounding residential roads, consideration should be given to a resident parking permit system
- To reduce the noise, light and privacy impact, I suggest that the gap in the tree line on the embankment is closed by planting some additional tree/s. In order to reduce the impact on the space for the Velodrome, I suggest that the space behind my garden fence (which is currently not utilize and has significant overgrowth) is being used for this. I have spoken to the Herne Hill Velodrome Trust who agree that some screening would be beneficial and who would be supportive (please advise if you need more information).

106 Burbage Road – Comments

We are in support of the improvement of the Velodrome as a site to promote cycling within the local and wider community and do not object to the development of a junior track and areas of hard-standing within the velodrome.

We do request however that any permission be given on the following basis:

1. The hours of use are restricted for reasons of security and in order that, as neighbours directly affected by the entrance road, we can enjoy some respite from

traffic and pedestrian noise. No hours of use have been proposed on the application form. We request that these would be:

- Monday to Friday: 9.00am to 9.00pm
- Saturday: 9.00am to 5.00pm
- Sunday: 9.00am to 2.00pm.

At all other times the gates to the main entrance should be closed, even if members of staff or volunteers are on site. We request that there is no access to the site except in emergencies before 8.00am or after 10.00pm on weekdays and after 6.00pm on Saturdays and 2.00pm on Sundays.

It is understood that on occasion the Velodrome may wish to run events which extend beyond these hours but it is requested that this should be the exception rather than the rule and be done with due care to reduce the impact of disturbance and respect issues of security for residents.

2. The issues of access to the Velodrome are properly addressed.

At present there is only one access road which is a single-track road with neighbouring properties close on either side. This road is the only vehicle and pedestrian access. Whilst the Herne Hill Velodrome Trust and resident cycle clubs encourage users to cycle, walk or use public transport to get to the Velodrome, which is exemplary, many do drive. This is particularly true of parents bringing children to clubs and activities and will presumably only increase as the junior track is developed.

Whilst there may not be extra traffic at peak flow times as most users will come to the Velodrome at weekends, evenings and during school holidays, this increased use will effect traffic flows and parking in Burbage Road at these times. Visitor numbers and resulting access issues have already increased since the track was improved.

The main issues are:

- a. Safety: With cyclists, pedestrians and cars using one track to get in and out of the Velodrome it is only a matter of time before there is an accident. Cars turning into the cycle track often have to wait, reverse, or stop awkwardly to allow other cars to leave. Parents often call (and usually shout) to their children to avoid cars.
- b. Noise: Cars using this road cause noise disturbance to neighbours both in and outside their properties. The volume of traffic is already significantly higher than it was before the track was resurfaced.
- c. Parking: The proposal does not address the parking situation. The application document states there are no existing or proposed parking places on site. The reality is that people do park, and often in great number, on the grass verges by the track and on the hard standing area by the storage units. In addition, users who choose not to drive onto the site park in the roads outside which causes the roads to become congested in off peak times and makes it difficult for residents to park. With increased use this situation will become worse.
- d. Large vehicle access: The entrance to the access road is too narrow and awkward for long vehicles such as coaches and heavy goods vehicles to enter without causing congestion in Burbage Road. In addition, the noise and vibration levels caused by vehicles of this size driving through such a narrow space between buildings and gardens is not compatible with a residential area.

No address given – Support

I am a resident of Southwark and for many reasons I firmly believe that improving the amenities at Herne Hill as per the two applications proposed will benefit the local community hugely.

The Velodrome at Herne Hill is a well used facility by many Southwark residents and extending its reach to more groups - schools for Bikeability, Wheels for Wellbeing, and even Bike Polo, will help to secure the future of this much loved site.

After studying the plan for track floodlights, I am also confident that any impact on surrounding houses from the lights will be negligible.

I am a British Cycling Coach and Bikeability Instructor and am in the process of setting up a cycling club at The Gipsy Hill Federation where I am a parent governor. The improvements to Herne Hill Velodrome I have touched on in this letter would make the club much easier to run and bring cycling to a broader cross-section of the children at the Federation schools.

6 Penderry Rise SE 6 – Support

I am writing in support of the above two planning applications, both of which would increase the sustainability of the Velodrome & make its facilities available to a greater range of people.

My son has been a member of Herne Hill Youth Cycling Club for six years. The club offers really fun, safe, off road cycling in a setting unlike any other available in London. The proposed works do not directly affect the club – it continues throughout the year regardless of the weather and doesn't need lighting or hard surfaces. However the future of the club is intrinsically tied up with the future of the Velodrome. The club will be homeless if the Velodrome cannot be made sustainable.

The inner 250m track would be useful for track cyclists & younger riders, but for me more importantly would make the Velodrome accessible to those needing specialist bikes. The London 2012 Paralympics showed how anyone can ride a bike, but we need more places where this can be achieved safely.

The hard standing area would be brilliant for bike polo & would make Bikeability sessions easier to run. It could be used by adults who wish to learn to ride a bike but find the local park too embarrassing!

The proposed works would open the Velodrome up to more individuals from a wider range of backgrounds, would give better facilities for usage by schools & would broaden funding opportunities. In short they offer an important route to making the Velodrome sustainable & ensuring its future for use by all.

19 Tylney Avenue SE19 – Supports

I would like to express my support for the two applications made by Herne Hill Velodrome Trust in regard for the Lighting, Junior / Flat Track and Multi Use Games Area. As a local resident and a regular Velodrome user.

I would like to echo the points made by British Cycling in their response and especially the fact that these improvements will open the experience of cycling to a larger cross section of the community. The improvements will provide invaluable facilities for people of all abilities to experience the benefits of cycling.

82 Florida Road CR7 8EW – Supports

I am writing in support of the above planning applications. Over the past 10 years my three children have all been regular users of the various facilities which Herne Hill Velodrome offers. My youngest son is currently an active member of Herne Hill Youth Cycle Club which operates at the velodrome and I am a volunteer helper at the club ensuring the bikes and equipment used by the children are safe and serviceable. As such I spend most of my weekends in or around the velodrome and see the enormous impact it has on both young and old. The numbers of adults and children that want to take up cycling, be it track or in HHYCC's case mountain biking, is huge. There are regular queues waiting for allocation of bikes and it is obvious that there is much more potential to allow more users if the facilities would allow.

By passing these applications the velodrome will be able to go some way to meeting this pent demand and will impact a greater number of people

Head Teacher Dulwich Village C of E Infants School – Supports

I am writing to you as a local Headteacher in Dulwich. I fully support the proposals as laid out in the plans: 12/AP/3195 & 12/AP/3196.

These plans will encourage our local community and school children to use the cycle track more, participate in exciting events that the new plans would open up for them and encourage a new generation of great cyclists. Our community do use bicycles as a mode of transport and this would further encourage healthy and safe modes of transport to school.

My husband runs a local youth initiative charity and I know the young people he works with would benefit hugely from these plans and developments. It would engage young people in new sports and activities enabling good relationships to be built and mentoring work to be a more profound and meaningful experience.

This amazing Velodrome project has the children and parents excited and enthused. We fully support the programme of developments outlined by the trust.

Head Teacher Dulwich Hamlet Junior School – Supports

I write in support of the planning application made by the Herne Hill Velodrome for a junior track and areas of hard standing.

As the Head Teacher of a Dulwich Hamlet Junior School , with 360 children aged between 7 and 11 years, I consider any local development of community sporting facilities aimed at young people to bring both social and health benefits and to be an essential local development. My pupils are particularly excited by cycling, many coming from homes where cycling is valued as a more environmentally friendly form of transport as well as a great way of keeping fit. They were motivated by the wonderful successes of the GB cycling team in the Olympics, and to have the opportunity to put that motivation into action would obviously be terrific.

My pupils enjoy sporting activities, have attended the Velodrome when invited for special days and want to have further opportunities on the weekends and after school for maintaining a healthy lifestyle –something the school actively encourages.

Many of my parents have begun to use the Velodrome, as well as being active participants in the Velodrome Trust, and would be involved in encouraging their children to attend. Once completed, we would also hope to use the facilities during the school day as part of our requirement to provide sufficient physical education. Whilst we participate in a number of sports, the school would be keen to expand into this sporting

area which feels so right for the local and national community.

I wholeheartedly support this planning application and would be shocked if there were any valid reasons presented to oppose it.

Rosendale Primary School – Supports

I would like to express my strong support for the above planning applications submitted by Herne Hill Velodrome, namely for the provision of lighting, a junior sized track and a multi use games area (MUGA).

I have been taking children from Rosendale Primary School to the Velodrome for seven years now and during that time, hundreds of children have benefitted in more ways than I can describe from its excellent facilities. The new junior sized track will be such an asset in attracting even more children to track cycling, as I do know that some children have been put off from attending because of the steeper banking on the existing track which can create some anxiety in new users. The new smaller track will be able to introduce these children to the fantastic sport of track cycling in a more gentle and nurturing manner. Needless to say, the floodlighting will create a year round facility for the local community allowing training and development to continue non stop and ultimately to produce more of tomorrow's Olympic Track Cycling Champions and Tour de France winners..

Crystal Palace Triathletes – Supports

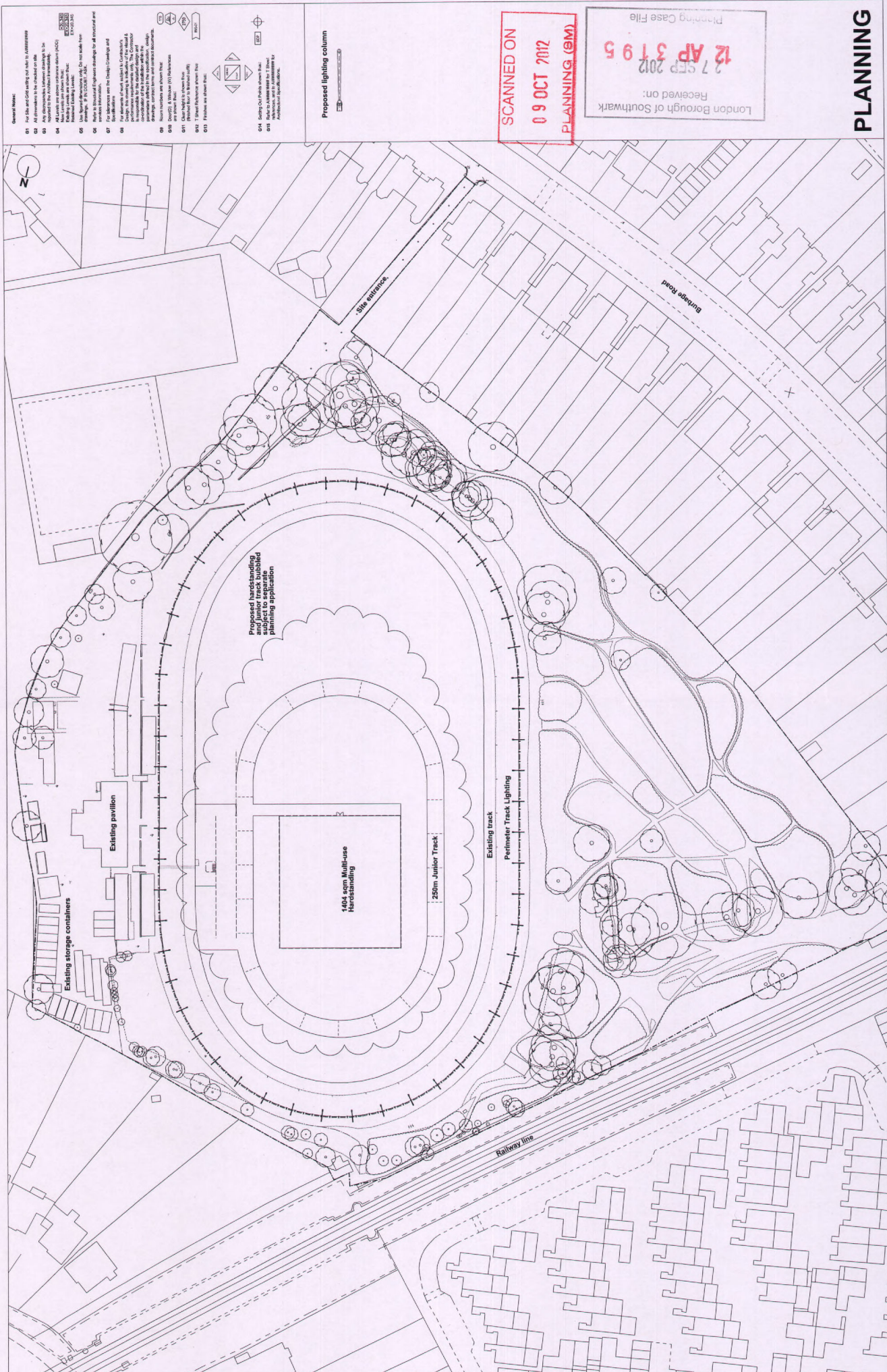
I am writing, on behalf of Crystal Palace Triathletes (CPT), to support the two planning applications for track lighting (12/AP/3195) and a junior track and multi-use games area (MUGA) (12/AP/3196).

CPT have been using HHV regularly since setting up our Junior section in 2007. The Velodrome is a very safe environment for us to coach our younger juniors before taking them out on the road, as well as giving our faster young members the opportunity to progress and participate alongside the adult members, helping to improve and hone their speed, bike handling, ability to ride in groups etc.

CPT took on board the management of the Tuesday night road bike sessions, providing volunteers to open up, supervise taking entry money, handing out armbands, giving advice to new users and then locking up at the end of the session. We have also run some Saturday afternoon sessions and are keen to do more of these.

The lighting would make the track accessible for more sessions, particularly in the winter, when the days are shorter and would allow us to extend the Tuesday evening sessions beyond dusk when the evenings are shorter in April and September.

The junior track will vastly improve the ability to coach beginners and disability cyclists, giving them an even safer environment to learn on before progressing to use the main track. It has been a problem on occasions, when the track has been very busy, mixing the younger or newer riders with experienced and faster cyclists. The MUGA will also allow a greater variety of sessions to be held at all times of the year.

[illegible]

RECOMMENDATION

This document shows the case officer's recommended decision for the application referred to below.
This document is not a decision notice for this application.

Applicant	Herne Hill Velodrome Trust	Reg. Number	12/AP/3195
Application Type	Full Planning Permission	Case	TP/2074-C
Recommendation	Grant permission	Number	

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Installation of track lighting along the perimeter of the main velodrome track.

At: HERNE HILL VELODROME, 104 BURBAGE ROAD, LONDON SE24 9HE

In accordance with application received on 27/09/2012 12:01:21

and Applicant's Drawing Nos. 0001, 0010, 0011, 3000, Proposed Track Design from Peter Deer and Associates, Outer track overspill horizontal (rec'd 22/11/2012), Outer track overspill vertical (rec'd 22/11/2012), Design and Access Statement, PJC Ecology Habitat Assessment (Sept 12), HHVT Management Statement.

Reasons for granting permission.

This planning application was considered with regard to various policies including, but not exclusively:

Strategic policies of the Core Strategy 2011

Strategic Policy 1 Sustainable Development which requires developments to improve the places we live in and work in and enable a better quality of life for Southwark's diverse population.

Strategic Policy 2 Sustainable Development which seeks to encourage walking, cycling and the use of public transport rather than travel by car.

Strategic Policy 4 Places to Learn and Enjoy seeks to ensure that there will be a wide range of well used community facilities that provide spaces for many different communities and activities in accessible areas.

Strategic Policy 11 Open Spaces and Wildlife protects important open spaces, trees and woodland from inappropriate development.

Strategic Policy 12 Design and Conservation which requires the highest possible standards of design for buildings and public spaces.

Strategic Policy 13 High Environmental Standards which requires developments to meet the highest possible environmental standards.

Saved policies of the Southwark Plan 2007

Policy 3.1 (Environmental effects) seeks to ensure there will be no material adverse effect on the environment and quality of life resulting from new development.

Policy 3.2 (Protection of amenity) advises that permission will not be granted where it would cause a loss of amenity.

Policy 3.14 (Designing out Crime) seeks to ensure that development in both the private and public realm is designed to improve community safety and crime prevention.

Policy 3.25 (Metropolitan open land) advises when development would be considered appropriate on land designated as MoL.

Policy 3.28 (Biodiversity) requires biodiversity to be taken into account in the determination of planning applications and the inclusion in developments of features which enhance biodiversity will be encouraged.

Policy 5.3 (Walking and cycling) seeks to ensure that there is adequate provision for cyclists and pedestrians within developments, and where practicable the surrounding area

Policy 5.6 (Car Parking) states that all developments requiring car parking should minimise the number of spaces provided.

Policies of the London Plan 2011

Policy 3.19 Sports facilities

Policy 7.17 Metropolitan Open Land

National Planning Policy Framework

8 Promoting healthy communities

11 Conserving and enhancing the natural environment

12 Conserving and enhancing the historic environment

Particular regard was had to the impact of the proposal upon local residents and the Dulwich Village Conservation. The improvements to the facilities provided at the Velodrome would bring benefits to a wider group of people. The impacts on neighbouring amenity and transport conditions were assessed and were considered acceptable, subject to conditions. It was therefore considered appropriate to grant planning permission having regard to the policies considered and other material planning considerations.

Subject to the following condition:

- 1 The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason

As required by Section 91 of the Town and Country Planning Act 1990 as amended

- 2 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans:

0010; 0011; Peter Deer and Associates Proposed track Lighting design E2 report

Reason:

For the avoidance of doubt and in the interests of proper planning.

- 3 The track side lighting hereby permitted shall not be used outside of the following hours and shall be fitted with automatic cut-off switches so that the lights automatically switch off at 21:15 on any given day.

Reason

To ensure no loss of amenity to the adjoining residential properties, in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007) and strategic policy 13 'High environmental standards' of the Core Strategy (2011).

- 4 The use of Derry bikes or other motorised cycles shall not be used at any time while the external lighting is in use.

Reason

To ensure no loss of amenity to the adjoining residential properties, in accordance with saved policy 3.2 'Protection of amenity' of the Southwark Plan (2007) and strategic policy 13 'High environmental standards' of the Core Strategy (2011).

- 5 The proposal shall be carried out in accordance with the terms set out within the HHVT Management Statement submitted as part of the application, including the specified limit on hours of use and arrangements of use of Derry bikes.

Reason

The area surrounding the velodrome is residential and the operation of a Management Strategy will reduce any potential for inconvenience and disruption to the general amenity of local residents, by way of disturbance, increased congestion and parking. In accordance with Strategic Policy 13 High environmental standards of the Core Strategy 2011 and Saved policy 3.2 Protection of amenity of The Southwark Plan 2007.

Statement of positive and proactive action in dealing with the application

The pre-application service was used for this application and the advice given was followed.

To assist applicants the Local Planning Authority has produced policies, provided written guidance, all of which is available on the Council's website and which has been followed in this instance.

The local planning authority delivered the decision in a timely manner.

Item No. 7.	Classification: Open	Date: 29 January 2013	Meeting Name: Planning Committee
Report title:		Neighbourhood Planning – Application for a neighbourhood development area and also for qualifying body status by Bermondsey Village Action Group	
Ward(s) or groups affected:		Cathedrals, Chaucer, Riverside, Grange	
From:		Chief Executive	

RECOMMENDATION

1. That the Planning Committee comment on the proposal for Bermondsey Neighbourhood Development Area as set out as decision 1 in paragraph 17 of the report.

BACKGROUND INFORMATION

2. The Localism Act 2011 introduced new processes for communities to get involved in the planning of their areas through the preparation of neighbourhood plans and neighbourhood development orders. The powers came into force on 1 April 2012 with the publication of associated neighbourhood planning regulations. This provides local communities through parish councils or neighbourhood forums to be able to shape and encourage delivery of new development.
3. The Act introduces procedures for making neighbourhood plans and neighbourhood development orders. A neighbourhood plan may contain a range of policies or proposals for land use development that will be used as part of determining decisions on planning applications. It can also grant planning permission through neighbourhood development orders for a particular, defined type of development in an area or a specific site. We would expect neighbourhood development orders to be part of neighbourhood plans. The new processes require decisions to be made by the council at various stages to approve an area for the preparation of a neighbourhood plan, to recognise neighbourhood forums and various other matters and this report recommends procedures for making these decisions to be adopted by the council. The Act and the associated regulations say that neighbourhood plans (and neighbourhood development orders) may be prepared by 'qualifying bodies' which would be a parish council where they exist and in other areas would be a neighbourhood forum set up for this purpose.
4. The local authority must agree to a neighbourhood forum being a 'qualifying body' for the purposes of the Act and must agree the area for which a neighbourhood plan or development order is to be prepared. There are specific requirements set out in the Act and the neighbourhood planning regulations for neighbourhood forums to be designated as qualifying bodies and for the local authority to set other conditions.
5. Early on in the passage of the Localism Bill through parliament, the government invited local authorities to apply to be neighbourhood planning 'vanguards' – later

renamed 'front runners' – who would be asked to work with emerging neighbourhood forums and demonstrate some of the principles on which neighbourhood plans would be prepared. Southwark proposed two front runner projects: to work with a newly formed neighbourhood forum in the Bermondsey area and with the long established Bankside Residents Forum in the Bankside area. These were approved in March 2011 and the council has continued to work with these forums. There have also been early discussions about a forum at the Elephant and Castle.

6. If proposals come forward for overlapping areas the council will need to arbitrate, and decide which boundary makes most sense in planning terms.
7. The local planning authority has to provide 'technical advice and support' to communities preparing neighbourhood development plans but it's up to the council to decide what this should be. It could include gathering evidence, helping with facilitation or advice on consultation. It can, but doesn't have to include financial support. This will depend on resource availability, community requirement, evidence available, whether a sustainability appraisal is required and the volume of neighbourhood planning activity that comes forward.
8. Once the plan is submitted the council has to check to make sure that consultation procedures have been followed. If they have then the council needs to arrange and pay for an independent examination. This would be similar to the process of examination in public but, the government says, should often be carried out through written representations.
9. The ambition of the neighbourhood plan needs to be in general conformity with the strategic needs and priorities of the wider local area. To enable this to happen, the council must make sure that their strategic policies are up to date. Therefore this independent check will look at how the plans/orders fit against the local plans, London Plan, national policies, and any adjoining neighbourhood plans.
10. If it passes the check, the council needs to arrange (and pay for) a referendum on the plans or order. The referendum can go beyond the neighbourhood area if its impacts will be felt more widely.
11. It is possible that the council will receive applications for recognition of neighbourhood forums from many areas. While some neighbourhood forums may be considered not truly representative, others may be proposing an area where it is not appropriate to prepare a neighbourhood plan at that time. There may also be cases where the aims of the community proposing a neighbourhood plan might be best achieved by some other means. The council should therefore state some clear guidelines and criteria for recognising neighbourhood forums and supporting neighbourhood plans. It may be possible in some cases for a neighbourhood plan to be adopted by the council by converting it into local development document under the local development framework regulations or into a local development order. This may obviate the need for a referendum.

Southwark Council's role

12. While Southwark Council has a long track record of working with local communities to establish strong local support for plans and proposals, the Act establishes new features in that neighbourhood forums are intended to lead the process of preparing each neighbourhood plan with the support of the local

authority. Neighbourhood plans can provide an additional level of detail and express the community's wishes in relation to development sites including identifying potential development that has not been identified through the normal planning process. The plans may also be the subject of a local referendum.

KEY ISSUES FOR CONSIDERATION

Decision making

13. The council has agreed clear criteria for decision making as set out in the tables in this report. The proposal for Bermondsey Neighbourhood Area by Bermondsey Village Action Group overlaps with a proposal by Bermondsey Neighbourhood Forum set out in a separate report. The proposal for a Neighbourhood Area will be considered once the area has been agreed. As if there is a change to the boundary then any Forum proposal would require re-consultation.
14. As well as consulting the planning committee, the proposals for the area and the forum will be considered at the Bankside, Borough and Walworth community council on 6 February 2013 and also the Bermondsey and Rotherhithe community council on 30 January 2013. The decision maker will take into account the response of the members when making decisions so this is an important part of the adoption process.
15. The western boundary crossed over with the proposal for a Neighbourhood Area in Bankside by the Bankside Neighbourhood Forum. The council will need to decide on the most appropriate boundary where there are 2 proposals for the same boundary. The northern boundary is with Westminster and the City, so the neighbouring boroughs will be contacted as part of the consultation. Southwark has a duty to co-operate with these boroughs and therefore their views are important as part of the adoption process.
16. The Mayor will also be consulted along with the council's mailing lists.

APPLICATION FOR DESIGNATION OF A NEIGHBOURHOOD AREA AND NEIGHBOURHOOD FORUM

17. The decisions that need to be made at this stage are set out below at Table A.

Decision 1 Forum application Application for designation of a Neighbourhood Area
Process Where a neighbourhood forum submits an application to the local Planning authority. It must include: <ul style="list-style-type: none"> • A map identifying the area See appendix A • A statement explaining why this area is considered appropriate to be designated See appendix B • A statement that the organisation or qualifying body is relevant for the purposes of

the 1990 Act (as applied by section 38A of the 2004 Act)
See appendix C

Criteria for decision making

- Has the map been submitted identifying the area?

Yes

- Has the statement explaining why this area is considered appropriate to be designated been submitted?

Yes

- Has the statement that the organisation or body is relevant for the purposes of the 1990 Act been submitted?

Yes

- Is there already a neighbourhood plan covering this area?

No

- How do the boundaries relate to current and proposed planning designations?

The boundary is along the borough boundary to the north and west. The eastern boundary is along a main road Borough High street and the southern boundary has been determined by the level of development likely to take place. This area is within the Bankside, Borough and London Bridge Opportunity Area and the Central Activities Zone. It also covers part of the Thames Policy Area.

- Is the proposed area appropriate?

The determination of this question is the purpose of the consultation

- Should the area be a business area?

Yes

- Would a business referendum be required?

Yes

Financial implications

18. There may be financial implications however these are uncertain at present. Each neighbourhood plan may require a referendum which would spend considerable funds. A ward election would cost around £25,000 per referendum. These costs could be similar to a ward election. They are unavoidable and there is no budget for them. Furthermore, at this stage it is not possible to predict if, when or how this/this referendum/s could take place.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

19. It is recommended Planning Committee comment on Decision 1 in Table A (paragraph 17) of the Report, relating to the applications for the designation of a Neighbourhood Area NA.
20. In September 2012 the applicant 'Bermondsey Village Action Group' submitted an application to the Council for the designation of the land identified on the plan titled 'Bermondsey Neighbourhood Plan Area Boundary' (Appendix A) as an NA and for the designation of NF status (Appendix B and C).
21. As stated in the Report, neighbourhood planning is intended to provide communities with a greater influence over the development of their local area by

enabling them to draw up Neighbourhood Development Plans NDP's and Neighbourhood Development Orders NDO's. The function of a NF is to act as the vehicle for progressing NDP's in respect of a particular, geographically defined, NA.

22. The legislative provisions concerning Neighbourhood Planning are set out in the Neighbourhood Planning (General) Regulations 2012 No.537 ("the Regulations"), Neighbourhood Planning (Referendum) Regulations 2012 No.2031, the Localism Act 2011 and the Town and Country Planning Act 1990 (TCPA).
23. Regulations 5 and 8 set out the requirements that must be satisfied by the applicant body/organisation in making an application for designation of a NA and NF as set out under Decisions 1 and 2 of Table A (paragraph 17). The NF must accord with the requirements of Section 61F(5) TCPA1990, which provides that the applicant body or organisation must be a community group or organisation established with the express purpose of promoting the social, economic and environmental well-being of a particular area.
24. Pursuant to the Southwark Constitution 2012/13 the Leader's role is to provide leadership in setting the council's strategic directions, and key priorities, in performance management and community engagement (*Part 3B, Cabinet Portfolios, Constitution*). The recommendation therefore falls within the Leader's individual decision making remit.
25. In accordance with the report presented to the Leader of the Council, Councillor Peter John, on 24 September 2012, the Leader is able to approve the decision making processes for neighbourhood planning, headed Decision 1 in Table A (paragraph 17) of the Report.

Strategic Director of Finance and Corporate Services

26. This report recommends that the Leader agrees the proposed decision making processes for neighbourhood planning.
27. The SDFCS notes the financial implications contained within the report. Officer time to effect the recommendation will be contained within the existing budgeted revenue resources.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
The Localism Act	http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted	planpolall@southwark.gov.uk
The Neighbourhood Planning Regulations	http://www.legislation.gov.uk/uksi/2012/637/contents/made	planpolall@southwark.gov.uk

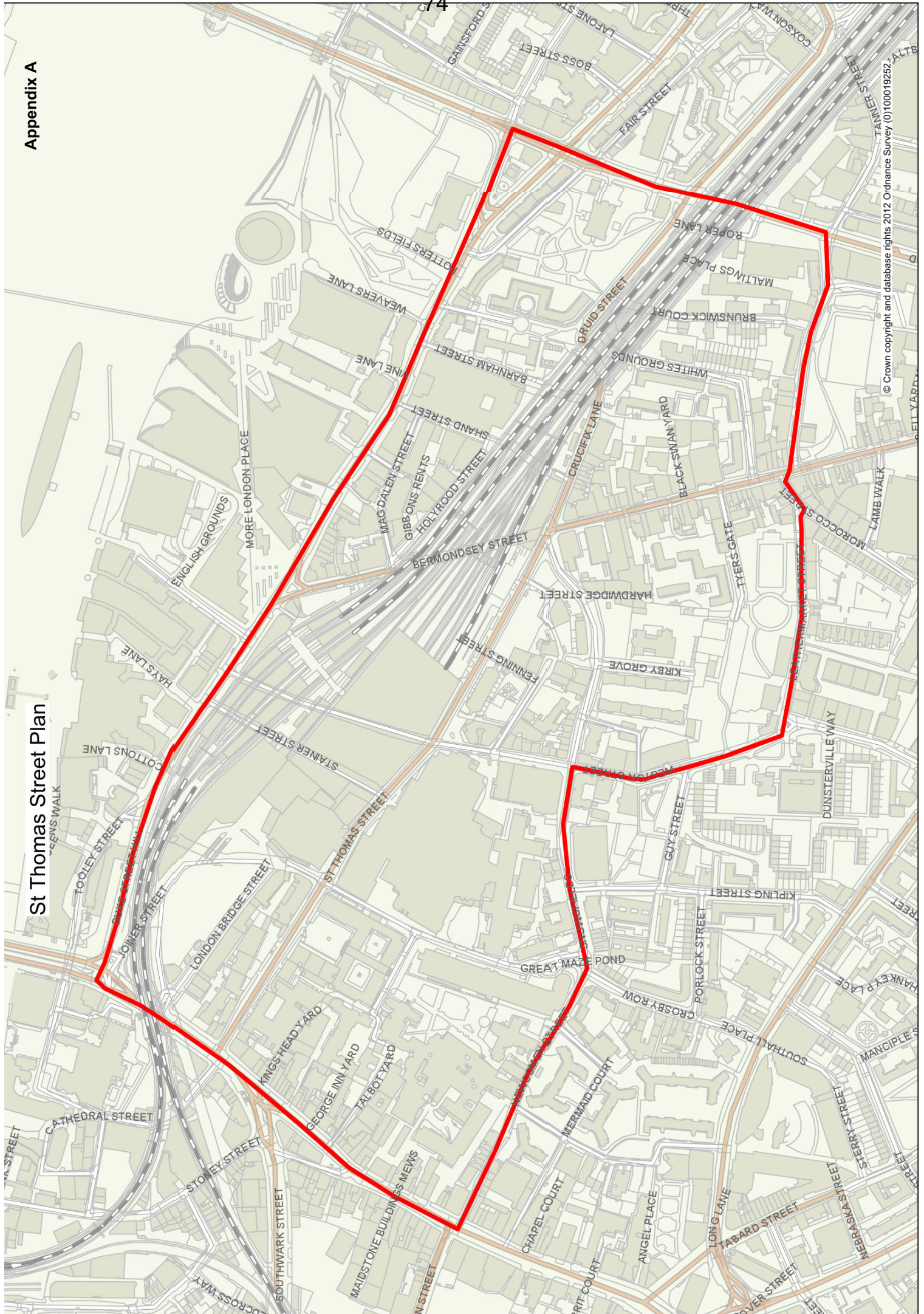
APPENDICES

No.	Title
Appendix A	Map of the proposed area
Appendix B	Application form
Appendix C	Constitution

AUDIT TRAIL

Lead Officer	Eleanor Kelly, Chief Executive		
Report Author	Juliet Seymour, Planning Policy Manager		
Version	Final		
Dated	18 January 2013		
Key Decision?	Yes		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title		Comments Sought	Comments Included
Director of Legal Services		Yes	Yes
Strategic Director of Finance and Corporate Services		Yes	Yes
Cabinet Member		Yes	No
Date final report sent to Constitutional Team			18 January 2013

St Thomas Street Plan



BERMONDSEY VILLAGE ACTION GROUP

BVAG

INFORMATION OFFICE 14 CRUCIFX LANE LONDON SE1 3JW BVAG.NET

Juilet Seymour,
Southwark Council
PO Box 64529
London SE1P 5LX

5 Sept 2012

Application for designation of a Neighbourhood Forum

As per your email dated 29 Aug, BVAG would like to submit application for designation of a Neighbourhood forum.

1. Name of the neighbourhood forum is the St Thomas St Plan (STP) coordinated by Bermondsey Village Action Group (BVAG).
2. Written Constitution of BVAG is attached. The constitution was formally approved at BVAG's meeting held on 28 March 2012
3. Area map for the STP is attached. Members adopted this area at a general meeting of BVAG & BNF at 28 March 2012

4. Contact details:

Russell Gray
BVAG Coordinator
14 Crucifix Lane
London
SE1 3JW
russell@bvag.net

Liz Ruffell
BVAG Volunteer
The Tanneries
Bermondsey Street
SE1 3XH
liz@bvag.net

Amy Carruthers
BVAG Volunteer
9 The Printworks
230 Long Lane
London SE1 4QA
amy.blier-carruthers@rcmac.uk

5. Statement

BVAG - INTRODUCTION

BVAG was formed by local residents and businesses in March 2010 to preserve and enhance the character of the area designated Bermondsey Village by Southwark Council. Since its establishment BVAG has contributed to opening up the planning process, improving local awareness and developing consultation channels between the Council and local people over planning issues. It has played a major role in advancing understanding of significant development proposals, including Sellar's Shard satellites, The Quill' and London Bridge Station. It has successfully lobbied English Heritage for

Listing of the St Thomas Viaduct. It is currently working to produce a scheme to conserve and restore the Vinegar Yard Warehouse.

BVAG now has 45 registered members who either live or work in the area and has over 600 subscribers to our mailing list. Subscribers are informed of BVAG's meetings, current news and activities through our mailing list and website. Open meetings are held at least once a month for consultation and discussion. Important decisions are made during these meetings that are held either in BVAG's 'Consultation Cafe' on Bermondsey St or in our Information Office on Crucifix Lane. We also run exhibitions at both of these premises to inform local understanding and opinion of local planning issues and architectural history. A fundamental objective of BVAG is to facilitate the engagement of local people in the planning process. We therefore operate a minimal organizational structure to promote maximum openness to participation.

ST THOMAS STREET PLAN (STP)

BVAG is now coordinating a neighbourhood plan initiative focused on St Thomas Street and its immediate surroundings – representing essentially the northern part of 'Bermondsey Village'. The BVAG/STP initiative was formalised in a joint meeting of BVAG and Bermondsey Neighbourhood Forum on 9 May where members unanimously voted to proceed with an independent plan (STP) for the area we have designated and an area to the South to be coordinated by BNF that is yet to be formalised.

The St Thomas St Plan aims to produce consensus on suitable building heights in its area, balancing the interests of growth and development with preservation of the area's historic and economic character. To this end it aims to produce a specific height envelope for developers to work to which will be presented in the form of a contour map for definitiveness and clarity. A second important objective will be the updating of the Bermondsey St conservation area northern boundary. A third will be to produce site briefs for the key St Thomas St sites. Further scope of the STP will be introduced according to the results of consultation in the area. Consultation plans include an exhibition, an open information office, distribution of invitation leaflets to all businesses and residences in the area and our routine meetings and emailings. All meetings are entirely open.

BVAG

March '12

Constitution

Preamble

For many years planning decisions in Southwark have been made with scant regard for the interests and opinions of local people. In particular, in the North-west Bermondsey/London Bridge area political and economic objectives of the Local Authority have come into conflict with the present character of the area.

Objectives

BVAG was established to defend the character of the area that it has adopted* and to secure for local residents and businesses control, or at least genuine influence, over planning policy in this adopted area. To achieve this objective the Group will use any means available to it, including promoting local planning policy through statutory provisions for local involvement, political lobbying at local and national levels and legal challenge to planning decisions.

Structure and Governance

Preliminary

The objectives of the group are to engage local people as fully as possible in the evolution of the character of the area in so far as this can be controlled through planning policy. Accordingly, it is an overriding principle to make the group and its activity open to everyone and to minimise any organisational obstruction to free participation for all. A minimal organisational structure is therefore always to be preferred.

Membership

The Group will comprise:

(a) Subscribers to the Group mailing list.

Subscription is free to all who register.

(b) Members.

Membership is open to anyone over 16 with an interest in the activities of the Group. Life membership is available to any such person who gives a postal address and pays a discretionary subscription.

(c) Officers.

The group will adopt officers only as necessary for particular activities that might require such from time to time. Adoption will be by a vote of members in the event of a selection being required from multiple candidates. Such officers might include coordinators, legal representatives, advisers, a treasurer or other categories as necessary.

Decisions and Policy

Key decisions and policy of the Group will be determined by a show of hands in open meetings unless and until any more formal decision making process becomes necessary. In that event decisions will be made by majority vote of members.

In any event, constitutional amendments will be made by members through majority vote.

* The Group's adopted area is shown on the attached appendix. It will be subject to alteration in the interests of greater effectiveness or representativeness of the Group as may become necessary from time to time.

Item No. 8.	Classification: Open	Date: 29 January	Meeting Name: Planning Committee
Report title:		Neighbourhood Planning – Application for a neighbourhood development area and also for qualifying body status by Bermondsey Neighbourhood Forum	
Ward(s) or groups affected:		Cathedrals, Chaucer, Riverside, Grange	
From:		Chief Executive	

RECOMMENDATIONS

That the Planning Committee:

1. Comment on the proposal for Bermondsey Neighbourhood Development Area as set out as decision 1 in paragraph 17 of the report.

BACKGROUND INFORMATION

2. The Localism Act 2011 introduced new processes for communities to get involved in the planning of their areas through the preparation of neighbourhood plans and neighbourhood development orders. The powers came into force on 1 April 2012 with the publication of associated neighbourhood planning regulations. This provides local communities through parish councils or neighbourhood forums to be able to shape and encourage delivery of new development.
3. The Act introduces procedures for making neighbourhood plans and neighbourhood development orders. A neighbourhood plan may contain a range of policies or proposals for land use development that will be used as part of determining decisions on planning applications. It can also grant planning permission through neighbourhood development orders for a particular, defined type of development in an area or a specific site. We would expect neighbourhood development orders to be part of neighbourhood plans. The new processes require decisions to be made by the council at various stages to approve an area for the preparation of a neighbourhood plan, to recognise neighbourhood forums and various other matters and this report recommends procedures for making these decisions to be adopted by the council. The Act and the associated regulations say that neighbourhood plans (and neighbourhood development orders) may be prepared by 'qualifying bodies' which would be a parish council where they exist and in other areas would be a neighbourhood forum set up for this purpose.
4. The local authority must agree to a neighbourhood forum being a 'qualifying body' for the purposes of the Act and must agree the area for which a neighbourhood plan or development order is to be prepared. There are specific requirements set out in the Act and the neighbourhood planning regulations for neighbourhood forums to be designated as qualifying bodies and for the local authority to set other conditions.

5. Early on in the passage of the Localism Bill through parliament, the government invited local authorities to apply to be neighbourhood planning 'vanguards' – later renamed 'front runners' – who would be asked to work with emerging neighbourhood forums and demonstrate some of the principles on which neighbourhood plans would be prepared. Southwark proposed two front runner projects: to work with a newly formed neighbourhood forum in the Bermondsey area and with the long established Bankside Residents Forum in the Bankside area. These were approved in March 2011 and the council has continued to work with these forums. There have also been early discussions about a forum at the Elephant and Castle.
6. If proposals come forward for overlapping areas the council will need to arbitrate, and decide which boundary makes most sense in planning terms.
7. The local planning authority has to provide 'technical advice and support' to communities preparing neighbourhood development plans but it's up to the council to decide what this should be. It could include gathering evidence, helping with facilitation or advice on consultation. It can, but doesn't have to include financial support. This will depend on resource availability, community requirement, evidence available, whether a sustainability appraisal is required and the volume of neighbourhood planning activity that comes forward.
8. Once the plan is submitted the council has to check to make sure that consultation procedures have been followed. If they have then the council needs to arrange and pay for an independent examination. This would be similar to the process of examination in public but, the government says, should often be carried out through written representations.
9. The ambition of the neighbourhood plan needs to be in general conformity with the strategic needs and priorities of the wider local area. To enable this to happen, the council must make sure that their strategic policies are up to date. Therefore this independent check will look at how the plans/orders fit against the local plans, London Plan, national policies, and any adjoining neighbourhood plans.
10. If it passes the check, the council needs to arrange (and pay for) a referendum on the plans or order. The referendum can go beyond the neighbourhood area if its impacts will be felt more widely.
11. It is possible that the council will receive applications for recognition of neighbourhood forums from many areas. While some neighbourhood forums may be considered not truly representative, others may be proposing an area where it is not appropriate to prepare a neighbourhood plan at that time. There may also be cases where the aims of the community proposing a neighbourhood plan might be best achieved by some other means. The council should therefore state some clear guidelines and criteria for recognising neighbourhood forums and supporting neighbourhood plans. It may be possible in some cases for a neighbourhood plan to be adopted by the council by converting it into local development document under the local development framework regulations or into a local development order. This may obviate the need for a referendum.

Southwark Council's role

12. While Southwark Council has a long track record of working with local communities to establish strong local support for plans and proposals, the Act establishes new features in that neighbourhood forums are intended to lead the process of preparing each neighbourhood plan with the support of the local authority. Neighbourhood plans can provide an additional level of detail and express the community's wishes in relation to development sites including identifying potential development that has not been identified through the normal planning process. The plans may also be the subject of a local referendum.

KEY ISSUES FOR CONSIDERATION

Decision making

13. The council has agreed clear criteria for decision making as set out in the tables in this report. The proposal for Bermondsey Neighbourhood Area by Bermondsey Neighbourhood Forum overlaps with a proposal by Bermondsey Village Action Group set out in a separate report. The proposal for a Neighbourhood Area will be considered once the area has been agreed. As if there is a change to the boundary then any Forum proposal would require re-consultation.
14. As well as consulting the planning committee, the proposals for the area and the forum will be considered at the Bankside, Borough and Walworth community council on 6 February 2013 and also the Bermondsey and Rotherhithe community council on 30 January 2013. The decision maker will take into account the response of the members when making decisions so this is an important part of the adoption process.
15. The western boundary is with the proposal for a Neighbourhood Area in Bankside by the Bankside Neighbourhood Forum. The northern boundary is with Westminster and the City, so the neighbouring boroughs will be contacted as part of the consultation. Southwark has a duty to co-operate with these boroughs and therefore their views are important as part of the adoption process.
16. The Mayor will also be consulted along with the council's mailing lists.

APPLICATION FOR DESIGNATION OF A NEIGHBOURHOOD AREA AND NEIGHBOURHOOD FORUM

17. The decisions that need to be made at this stage are set out below at Table A.

Decision 1 Forum application Application for designation of a Neighbourhood Area
Process Where a neighbourhood forum submits an application to the local Planning authority. It must include: <ul style="list-style-type: none"> • A map identifying the area See appendix A

- A statement explaining why this area is considered appropriate to be designated
See appendix B
- A statement that the organisation or qualifying body is relevant for the purposes of the 1990 Act (as applied by section 38A of the 2004 Act)
See appendix C

Criteria for decision making

- Has the map been submitted identifying the area?
Yes
- Has the statement explaining why this area is considered appropriate to be designated been submitted?
Yes
- Has the statement that the organisation or body is relevant for the purposes of the 1990 Act been submitted?
Yes
- Is there already a neighbourhood plan covering this area?
No
- How do the boundaries relate to current and proposed planning designations?
The boundary is along the borough boundary to the north and west. The eastern boundary is along a main road Borough High street and the southern boundary has been determined by the level of development likely to take place. This area is within the Bankside, Borough and London Bridge Opportunity Area and the Central Activities Zone. It also covers part of the Thames Policy Area.
- Is the proposed area appropriate?
The determination of this question is the purpose of the consultation
- Should the area be a business area?
Yes
- Would a business referendum be required?
Yes

Financial implications

18. There may be financial implications however these are uncertain at present. Each neighbourhood plan may require a referendum which would spend considerable funds. A ward election would cost around £25,000 per referendum. These costs could be similar to a ward election. They are unavoidable and there is no budget for them. Furthermore, at this stage it is not possible to predict if, when or how this/this referendum/s could take place.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Director of Legal Services

19. It is recommended that planning committee comment on Decision 1 in Table A (paragraph 17) of the Report, relating to the applications for the designation of a Neighbourhood Area NA.
20. In September 2012 the applicant 'Bermondsey Neighbourhood Forum' submitted an application to the council for the designation of the land identified on the plan titled 'Bermondsey Neighbourhood Plan Area Boundary' (Appendix A) as an NA and for the designation of NF status (Appendix B and C).

21. As stated in the Report, neighbourhood planning is intended to provide communities with a greater influence over the development of their local area by enabling them to draw up Neighbourhood Development Plans NDP's and Neighbourhood Development Orders NDO's. The function of a NF is to act as the vehicle for progressing NDP's in respect of a particular, geographically defined, NA.
22. The legislative provisions concerning Neighbourhood Planning are set out in the Neighbourhood Planning (General) Regulations 2012 No.537 ("the Regulations"), Neighbourhood Planning (Referendum) Regulations 2012 No.2031, the Localism Act 2011 and the Town and Country Planning Act 1990 (TCPA).
23. Regulations 5 and 8 set out the requirements that must be satisfied by the applicant body/organisation in making an application for designation of a NA and NF as set out under Decisions 1 and 2 of Table A (paragraph 17). The NF must accord with the requirements of Section 61F(5) TCPA1990, which provides that the applicant body or organisation must be a community group or organisation established with the express purpose of promoting the social, economic and environmental well-being of a particular area.
24. Pursuant to the Southwark Constitution 2012/13 the Leader's role is to provide leadership in setting the council's strategic directions, and key priorities, in performance management and community engagement (*Part 3B, Cabinet Portfolios, Constitution*). The recommendation therefore falls within the Leader's individual decision making remit.
25. In accordance with the report presented to the Leader of the Council, Councillor Peter John, on 24 September 2012, the Leader is able to approve the decision making processes for neighbourhood planning, headed Decision 1 in Table A (paragraph 17) of the Report.

Strategic Director of Finance and Corporate Services

26. This report recommends that the Leader agrees the proposed decision making processes for neighbourhood planning.
27. The SDFCS notes the financial implications contained within the report. Officer time to effect the recommendation will be contained within the existing budgeted revenue resources.

BACKGROUND DOCUMENTS

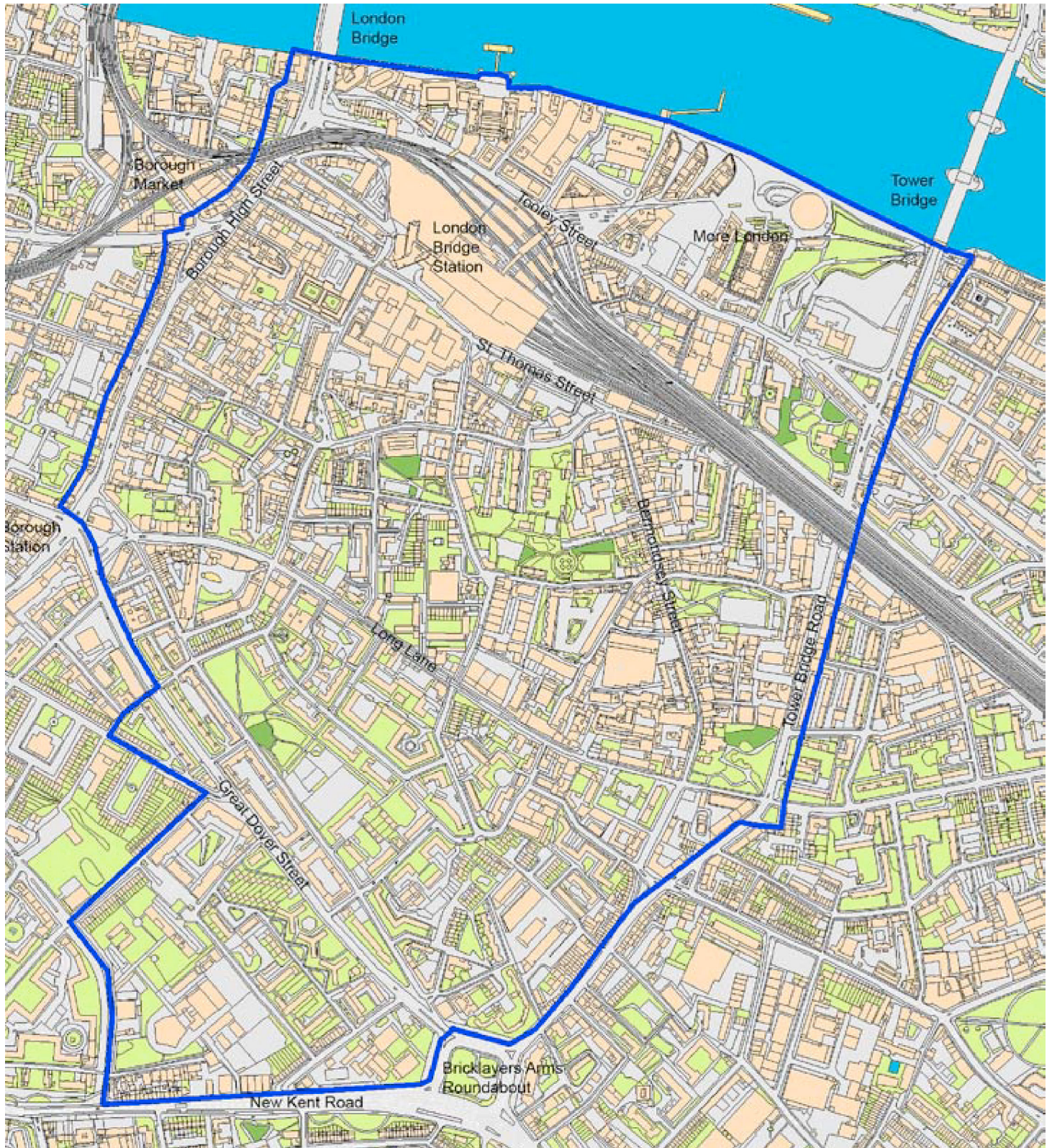
Background Papers	Held At	Contact
The Localism Act	http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted	planpolall@southwark.gov.uk
The Neighbourhood Planning Regulations	http://www.legislation.gov.uk/uksi/2012/637/contents/made	planpolall@southwark.gov.uk

APPENDICES

No.	Title
Appendix A	Map of the proposed area
Appendix B	Application form
Appendix C	Constitution

AUDIT TRAIL

Lead Officer	Eleanor Kelly, Chief Executive		
Report Author	Juliet Seymour, Planning Policy Manager		
Version	Final		
Dated	18 January 2013		
Key Decision?	Yes		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title		Comments Sought	Comments Included
Director of Legal Services		Yes	Yes
Strategic Director of Finance and Corporate Services		Yes	Yes
Cabinet Member		Yes	No
Date final report sent to Constitutional Support Services			18 January 2013



29 Nov 2012

Application for Boundary Designation

Bermondsey Neighbourhood Forum, SE1

You will be aware that the Bermondsey Neighbourhood Forum (BNF) have been working for some time as a 'Neighbourhood forum' to prepare a Neighbourhood Plan for part of the Bermondsey area of Southwark. See the map of the agreed area to better understand the geographic focus.

The BNF were recognized as a Vanguard Area / Front Runner by the Department of Communities and Local Government. Initial funding was provided by DCLG.

Now that Localism Act has been passed and our work has progressed, the forum wants to be the 'designated' group for the area so that we can progress the Localism planning process.

Let me set out why the Forum members feel we are the right group for designation by the council.

First, we have come together as a group which did not exist prior. We have reached out to various members of the community. In addition have coordinated with members of Southwark Council and DCLG as to the direction of Localism and planning.

The community inside the designated boundaries includes many small businesses and some very large one. We have members of the community living in housing provided by the council and members who are private owners or who rent privately. There is a major university and medical center plus a business district. There are charity, youth, and religious groups all within the boundaries. At various times member of the Forum have spoken to representatives of all of the above.

When it comes to developing a local plan, we have developed a federated model to bring together as many of the community groups and organizations as possible. We recognize that what is right for one specific street or sub area of the larger community might not be right for a different area. We have devolved the designated area shown on the map into a number of individual Opportunity Sites grouped together into Action Areas. This allows local champions to drive the fine detail of the local plan in an Action Area so the work is distributed and nuances are reflected in the overall plan. The designated area needs to be inclusive for all and at the same time something that feels joined up so people who live, work or play in the area have a sense of community.

Change will happen. Being in Zone 1 of London implies an urban lifestyle is to be expected. A local plan aims to nudge the change in ways the community wants and in ways the community of people who live and work here in the future will enjoy. The plan is not there to stop change. The objective is to facilitate better change and to bring forward good ideas sooner. The BNF and the local plan are a communication tool so there is an active voice about the built environment.

We encourage diversity of ideas while encouraging people to be responsible for making the change happen. Rather than be a group that feels like the party in opposition which

only complains, the Bermondsey Neighbor Forum is all about being the leader of change through careful consultation with the diversity represented by the community. Disagreement is fine. The measure of success will be a neighbourhood plan that has community support but not unanimous support given the wide diversity of viewpoints. If the plan had no one objecting, it would not be a plan worth having.

John B. Corey Jr.
Chair
Bermondsey Neighbourhood Forum
YourBermondsey.org - You R Bermondsey

Bermondsey Neighbourhood Forum Constitution

Making Bermondsey Better

Name and Area

1. The name of the group shall be 'Bermondsey Neighbourhood Forum'.
2. The Area shall be decided by the Forum from time to time or as adjusted by the London Borough of Southwark under its statutory powers.

Neighbourhood Forum Structure

3. Membership of the Forum shall be open to all residents living in the Area and all businesses operating in the area and all people wanting to live in the Area.
4. Properly constituted residents and business groups in the area (listed in Annex A) shall be members of the Representatives Group and shall appoint one individual (and alternates), who shall also be members of the Forum, to represent them at each Representative Group Meeting.
5. The Representative Group Meetings will elect, and if necessary dismiss, the members of a Steering Group which will manage the Forum. The Representatives Group will scrutinise the work of the Steering Group and will have the right to amend the constitution.

Composition and Meetings of the Forum Steering Group and the Neighbourhood Forum Representatives Group

6. The initial Steering Group shall comprise up to 12 people, all members of the Forum, who shall volunteer and be elected by the Representatives Group. If there are more than 12 volunteers, elections shall be held at the first meeting of the Representatives Group and the 12 volunteers receiving the most votes shall form the Steering Group.
7. The Steering Group shall elect its own officers (including a Chair, Treasurer, Secretary and Membership Secretary) and shall meet as often as is necessary to steer the plan making process and such other purposes the Representatives Group shall determine. If vacancies occur the Steering Group can co-opt new members subject to the endorsement of the Representatives Group at the next meeting. [Elected Southwark councillors will not be eligible for membership of the Steering Group]

8. The Representatives Group shall comprise representatives, who shall all be members of the Forum, of the properly constituted residents groups (including schools and churches) and business groups in the area.
9. Meetings of the Representatives Group may also be attended by all members of the Steering Group and any other properly constituted sub groups of the Steering Group (which may include people co-opted on to those groups) plus representatives of Guys Hospital and Kings College, Team London Bridge, Network Rail, Transport for London, LB Southwark, the Greater London Authority and the Department of Communities and Local Government (but none of which shall have a vote). The Representatives Group shall meet monthly or as it otherwise decides and will provide guidance to the Steering Group on key decisions. The meeting shall elect a chair who shall also be allowed to invite observers.

Purpose

10. The purpose of the Forum shall be:
‘to produce a Neighbourhood Plan to further the social, economic and environmental well-being of individuals living, or wanting to live, in the area of Bermondsey shown on the attached plan (or as amended by agreement with the local authority)’ and such other purposes as the Representatives Group may from time to time decide.

Affiliations, Operations and Independence

11. ‘Bermondsey Neighbourhood Forum’ shall not be affiliated to any political party or organisation.
12. The Bermondsey Neighbourhood Forum is to make the plan in the first place and therefore, at least until the plan is made, shall not express any views on any particular planning application (other than those it makes itself) prior to the completion of the Neighbourhood Plan. Individual Forum Members can comment on planning applications but not in the name of the Forum.
13. All members of the Forum shall act in meetings of the Forum, the Representative Group and the Steering Group in the best interests of the Forum and the residents of the area and shall follow the good governance guidelines set out in the attached guidance (or any updating thereof). <http://www.goodgovernancecode.org.uk/>
14. The Forum shall act in accordance with best practice in the preparation of neighbourhood plans and in accordance with Government guidance for such preparation and shall seek to work collaboratively with the Local Planning Authority to achieve this.

Membership

15. Membership shall be open to all who support the purpose of the ‘Bermondsey Neighbourhood Forum’ and who give their contact details to the Membership Secretary of the steering group and who allow these details to be used for the purposes of the Forum.

Bermondsey Neighbourhood Forum Representative Group Meetings

16. At least 7 days notification must be given to its members for a Representative Group Meeting.
17. The Representative Group Meeting may:
 - i. Receive and comment on the report from the steering group
 - ii. confirm the identity of the community organisations entitled to attend the Representatives Group
 - iii. approve the annual report and accounts where relevant
 - iv. adopt constitutional amendments.
18. At least 5% of the membership must be present at the start of the Representative Group Meeting for it to be declared quorate. The meeting shall be chaired by a person it elects from amongst its members.
19. All Representative Group members shall be entitled to attend the Representative Group Meeting to propose and vote for motions and to stand for election. Voting shall be by a show of hands.
20. Voting shall be by a show of hands

Steering Group

21. The Steering Group will undertake its work as it sees fit and may delegate powers on specific matters to such persons as it sees fit.
22. The Chair of the Steering Group, shall:
 - i. call and chair regular meetings of the Steering Group (for which a quorum will be one half of its members) and have a casting vote on elections and resolutions
 - ii. act on behalf of the 'Bermondsey Neighbourhood Forum' and represent it externally
 - iii. have the power to take decisions on urgent matters between meetings of the Steering Group
 - iv. interpret the constitution. The Chairs' interpretation may be overturned by two-thirds of those present at the Steering Group or at Representative Group Meetings
 - v. act as joint signatory on the 'Bermondsey Neighbourhood Forum' bank account.
23. The Treasurer, shall:
 - vi. be responsible for maintaining the accounts of the 'Bermondsey Neighbourhood Forum'
 - vii. be responsible for presenting a budget, annually for the following year to a Representatives Group Meeting
 - viii. submit a detailed summary of the accounts at every Steering group Meeting
 - ix. act as a joint signatory on the 'Bermondsey Neighbourhood Forum' account
 - x. take the chair at meetings if the Chair and Secretary are absent
 - xi. take the minutes if the Secretary is absent or in the chair.

24. The Secretary shall:

- xii. be responsible for organising meetings, maintaining the minutes and Constitution of the Bermondsey Neighbourhood Forum and making them available to members
- xiii. take the chair at meetings if the Chair is absent
- xiv. act as joint signatory on the 'Bermondsey Neighbourhood Forum' account

25. The cheques or other financial transactions of the Forum must require two signatories.

Constitutional Amendments

26. Constitutional amendments shall require a majority (other than to comply with the law) at a Representatives Group Meeting.

27. The Constitution shall be reviewed within two months of the Localism Act receiving Royal Assent.

Distribution of Wind-Up

28. A majority of the members of the Representatives Group shall decide the distribution of any money in the event of a wind-up. Any assets / money remaining shall go to local community-based organisations.

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OPEN**MUNICIPAL YEAR 2012/13****COMMITTEE:****PLANNING COMMITTEE****NOTE:**

Original held in Constitutional Team; all amendments/queries to Kenny Uzodike, Constitutional Team,
Tel: 020 7525 7236.

OPEN

COPIES		COPIES	
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Councillor Nick Dolezal	1	Simon Bevan	1
Councillor Chris Brown	1	Bridin O'Connor	1
Councillor Darren Merrill	1	Julie Seymour	1
Councillor Kevin Ahern	1	Yvonne Lewis	1
Councillor Mark Gattleson	1		
Councillor Robin Crookshank Hilton	1	ENVIRONMENT & LEISURE	
Councillor Adele Morris	1	Environmental Protection Team	1
Total	<u>7</u>		
RESERVES		COMMUNICATIONS	
Councillor Dan Garfield	1	Robin Campbell	1
Councillor James Barber	1	Total	<u>7</u>
Councillor Mark Williams	1		
Councillor Nick Stanton	1		
Councillor Neil Coyle	1		
Total	<u>5</u>		
LEGAL SERVICES			
Jonathan Gorst	1		
Total	<u>1</u>		
CONSTITUTIONAL TEAM			
Kenny Uzodike	19		
Total	<u>20</u>		
		Total Print Run: 39	
		List Updated: 21 January 2013	