

<b>Item No.</b>	<b>Classification:</b>	<b>Date:</b>	<b>Meeting Name:</b>
6.2	OPEN	29 January 2013	Planning Committee
<b>Report title:</b>	<b>Development Management planning application:</b> Application 12/AP/3195 for: Full Planning Permission  <b>Address:</b> HERNE HILL VELODROME, 104 BURBAGE ROAD, LONDON SE24 9HE  <b>Proposal:</b> Installation of track lighting along the perimeter of the main velodrome track.		
<b>Ward(s) or groups affected:</b>	Village		
<b>From:</b>	Head of Development Management		
<b>Application Start Date</b> 01/10/2012		<b>Application Expiry Date</b> 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: <a href="mailto:planning.enquiries@southwark.gov.uk">planning.enquiries@southwark.gov.uk</a> Case officer telephone: 020 7525 5434 Council website: <a href="http://www.southwark.gov.uk">www.southwark.gov.uk</a>

## APPENDICES

No.	Title
<b>Appendix 1</b>	Consultation undertaken
<b>Appendix 2</b>	Consultation responses received
<b>Appendix 3</b>	Image
<b>Appendix 4</b>	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](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"> <li>• Pacer bikes are replaced with quieter versions;</li> <li>• The PA system is replaced with a more directed version;</li> <li>• PA is limited to announcements not continuous music, unless previously notified and agreed with residents;</li> <li>• 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.</li> </ul>	<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.