

Dulwich Community Council

Tuesday 17 April 2012

7.00 pm

Kingswood House, Seeley Drive, Dulwich, London SE21 8QR

Supplemental Agenda

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| Briefing Note | |
|----------------------|--|
| Name | Dulwich Community Council |
| Title | Community Councils – Changes for 2012-13 |
| Report author | Darryl Telles, Neighbourhoods Manager |
| Date | 17 April 2012 |

REQUIRED ACTION

To note the changes to Community Councils, agreed by Council Assembly, as a result of the Democracy Commission's recommendations.

INTRODUCTION

1. The Democracy Commission was asked by the Council in February 2011 to undertake a review of the work of the community councils, including resident consultation, which examined the role and function of community councils and whether the current functions and powers are the right ones to meet the aims of community councils in the current resource context. Cabinet asked the Commission to identify at least £344,000 of savings.
2. The commission reviewed efficiency savings for community councils and identified savings of £81,527. This relates to the budgets surrounding venue/transport hire, marketing/publicity, access and catering. However the efficiencies savings alone did not meet the overall savings target necessary and therefore the commission investigated other options for savings.
3. The review concluded in December 2011 and the Commission concluded that savings could only be made if the number of Community Council areas, meetings and functions were reduced.

KEY RECOMMENDATIONS

- Reducing the number of community councils from 8 to 5
- Reducing the number of meetings from at least 6 to 5 per year
- Establishing 2 planning sub-committees for minor applications with revised thresholds for decisions going to the main planning committee and the two sub-committees
- Removing school governor appointments and making changes to other areas of decision making such as transport
- Making reductions to the staff

CHANGES

4. These changes were agreed by Council Assembly and come into effect from May 2012:
 - Merge Bermondsey and Rotherhithe Community Councils (retaining the current split of Livesey Ward between Bermondsey & Rotherhithe and Peckham & Nunhead)
 - Merge Peckham and Nunhead & Peckham Rye Community Councils
 - Retain the current boundaries of Dulwich Community Council
 - Retain the current boundaries of Camberwell Community Council
 - Merge Borough & Bankside and Walworth Community Councils.

5. Council Assembly also approved the commission's recommendation that the planning function is no longer exercised by community councils. Instead a new model of a main planning committee and two planning sub-committees will be created.
6. School governor decisions were reviewed by the commission and council assembly agreed the commission's recommendation that this function is no longer exercised by community councils to generate a saving of £10,895. It was noted that these decisions are normally taken in closed session which is not consistent with the engagement role of community councils.
7. Given the context of the significant reductions in the council's budget some changes have had to be made to the officer support for this function as the current cost was unsustainable. The commission identified staffing savings from the engagement function, which was agreed as part of the budget decision by council assembly. The new staffing structure reduces the overall number of community engagement staff whilst retaining one dedicated officer for each of the new five areas.
8. The commission noted that residents see the cleaner, greener, safer and Community fund schemes as evidence of them having an influence on local decisions. Having a say over how council funds are allocated at a local level is valued and recognised as really putting power into the hands of residents. Community councils should be encouraged to develop upon this model. The commission welcomed the cleaner, greener, safer revenue funding of £10,000 per ward which would be available for community councils to allocate from 1 April 2012. It also agreed that there would be no reduction to the Community fund for this year.
9. The Commission also recommended changes to the operation of Community Councils and have asked Chairs to consider the following:
 - more flexibility around meeting times
 - varying the use of local venues
 - increasing the use of workshops to encourage debate and dialogue
 - enabling residents to have more influence over the agenda setting process
 - having question time earlier on in agendas
 - stricter chairing to enable balanced input from residents
 - keeping the length of meetings within a time limit e.g. two hours
 - better use of online forums and social media
 - introducing less formality to meetings was another popular suggestion made and would compliment the desire to improve engagement. People have expressed a preference for a horse-shoe or semi-circular seating arrangement at meetings (with further semi-circular rows behind), to create less "distance" between local people and members especially considering the increase in the number of Councillors for some Community Council areas
 - explore ways to simplify the paperwork to make it more accessible, e.g. plain English summaries of information items could be produced, provided adequate officer resource is available.

LONDON BOROUGH OF SOUTHWARK

BRIEFING PAPER FOR THE DULWICH COMMUNITY COUNCIL 17 APRIL 2012

THE FUTURE OF KINGSWOOD HOUSE

1. Background Information

Kingswood House is a Grade 2 listed building owned and managed by Southwark Council. The interior comprises a small community library and space for a range of cultural and social events and activities. Rooms are hired for conferences, public meetings, weddings and receptions and as office space for community groups.

2. Key Issues

Kingswood House is in need of substantial investment to bring it up to an appropriate standard as a public building and its listed status limits the range of options for its improvement.

Deep cuts in central government funding combined with the high level of investment the property needs means the council has to come up with new ways of funding the House in the current tough economic climate.

The council does not have sufficient money to cover the cost of the building repairs and improvements programme and it has many urgent demands upon its capital funds. The estimated cost of essential maintenance work is in the range of £1.5 to £2 million and the cost of a larger renovation programme would probably be around £5 million. It is difficult for the council to generate income through the use of the House without first making improvements to the building and many of these are not affordable. The Council is committed to preserving its facilities for local people to use but the House has to be financially viable

3. Work undertaken to date to seek external funding

The council has been and will continue to explore a number of options on whether it can secure external funding for the House.

4. Next Steps

The Council wishes to undertake a feasibility study to identify options for the sustainable refurbishment of Kingswood House and these may include some additional or alternative uses for the building. We are seeking to ensure a high quality investment which will enhance the House and grounds whilst maximising the investment into council and community facilities.

It is proposed to send invitations to tender for this feasibility study to see if this is architecturally possible, to up to ten firms of suitably qualified and experienced architects who are based in Southwark or have experience of working on historic buildings. The appointment of the architects who will undertake the feasibility work should be completed by the end of June 2012.

The Council wishes to see if it is possible that the building could be converted for mixed use hence bringing investment in from the potential new users. This would need to be achieved whilst retaining the key public areas on the ground floor for community use and giving full regard to the Grade 2 listed status. The mixed use option could potentially include some of the upper floors of the House being considered for housing in order to provide funding towards the much needed works in the building. This would be the next stage after the architects brief.

5. Community Consultation

The Council has begun to consult key stakeholders about its plans for Kingswood House and a consultation meeting took place on 27 March 2012. A list of “must have” items emerged from this discussion as follows:

- Continuing ground floor uses should include the library, community meeting rooms and spaces for events.
- Enhanced public toilets and kitchen facilities, equipment storage, vehicle access / drop off, for community and private events are required.
- Investment in the fabric of the building with a long-term conservation plan that recognises listed building requirements.
- Refurbishment of the Golden / Jacobean rooms.
- Retain the access to, and improve the rear green space.

6. Further consultation

When responses have been received there will be a further series of one to one and open public meetings scheduled for July 2012 to engage as many people as possible in the process and to seek their ideas on making Kingswood House sustainable in the future.

Members of the public who wish to be involved in the process are invited to send their contact details to adrian.whittle@southwark.gov.uk

Adrian Whittle
Head of Culture Libraries Learning and Leisure

PUBLIC REALM DIVISION

Asset Management

Briefing Note : Vehicle Footway Crossovers in
Controlled Parking Zones
14 March 2012

By: Dale Foden

www.southwark.gov.uk

Introduction:

At a meeting of the Dulwich Community Council on 24 January 2012, the council called for a report on the relevant policy for vehicle footway crossovers in Controlled Parking Zones (CPZ's).

Background:

Vehicle crossovers are used by vehicles to access off highway private parking areas, usually across footways or verges. The crossovers can be of varying construction types, such as blockwork, bricks or bituminous surfacing. Ideally, the crossover surfacing material should match the adjacent footway materials, with the underlying crossover construction designed to sustain vehicle loading. Once constructed, any crossover within the public highway areas is maintained at public expense. Consequently, we control and supervise the construction of crossovers to ensure they meet our specifications. All costs associated with the crossovers are recovered from the resident or property owner. This includes the costs of the construction, the relevant supervision, and the processing of the application.

The Asset Management business unit processes all requests for vehicle footway crossovers serving single occupancy residential dwellings on unclassified roads (see Appendix 1 for application form). All other requests are processed by the Network Management team. These would include crossover requests serving multi occupancy dwellings, commercial properties, and any request on a classified road.

Crossovers in CPZ's:

In locations where a crossover will conflict with existing parking controls, such as limited parking, pay-and-display, or a loading bay, an amendment to the existing Traffic Regulation Order (TRO) will be required. This is to remove the capacity for vehicles to park legally

across the crossover and obstruct vehicular access. The costs of amending the TRO are directly recoverable from the resident or property owner.

Community Council decisions:

As part of the TRO amendment process and prior to advertising in the local press, there are various statutory consultees such as utility companies and the emergency services. However, prior to any statutory consultation, the relevant Community Council (CC) is consulted for their approval to progress with the TRO.

Assuming CC approval is received, the statutory consultation is carried out followed by advertising as part of the statutory objection period. If any objections are received to the TRO amendment, this is passed to the CC for resolution.

Planning:

Where the crossover application has been submitted as part of an existing approved planning permission, and would require an amendment to an existing TRO, it is expected that planning officers would have applied a condition to the approval notice. Such condition advising that the crossover can only be constructed subject to the successful amendment to the TRO.

Costs:

Typically, the construction costs for a standard single vehicle footway crossover are up to £1500. The costs associated with amending a TRO are typically £500. As stated, all costs are recoverable.

List of Appendices

Appendix 1 – Application for a Residential Vehicular Crossover



**APPLICATION FOR A RESIDENTIAL
VEHICULAR CROSSOVER**
Highways Act (1980) Section 184

The Highways Act enables Highway Authorities to construct a crossover at the applicant's expense. The applicant is under no obligation to proceed with this application if he/she does not consider the quotation to be acceptable. We regret that for safety reasons it is not permissible for the applicant to carry out the works themselves or to arrange for others to carry out the works on their behalf. Please note that it is an offence under Section 184 of the Highways Act to allow a vehicle to cross a footway other than via an approved crossover.

Please read the notes attached before completing this form.

| | | | |
|---|--|----------------------|--|
| Name:- | | Daytime Tel No: - | |
| Address:- | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| Address of Premises For Crossover:- (if different from above) | | | |
| | | | |
| | | | |
| | | | |
| | | | |

If you wish to proceed with this application please forward to:

Chris Johnson

Email: chris.johnson@southwark.gov.uk

Tel: 0207 525 2063

Asset Management Business Unit

Copeland Road Depot

Blackpool Road

Peckham

SE15 3SN

Notes

1. A crossover will be permitted if:-
 - (i) it serves an adjacent lock-up garage, or;
 - (ii) there is presently no means of access to off-street parking within the property, and;
 - (iii) there is an available parking space, perpendicular to the footway, at least 4.8 metres long (depth of front garden from front of house to back of footway over its entire width): if, for example, you have a bay window there must be 4.8 metres between the window and the back of our footway. If your vehicle is longer than 4.8 metres, you will be committing an offence if any part of it overhangs the footway. This rule will not be relaxed, even if the applicant currently owns a vehicle that is less than 4.8 metres long.
2. A crossover on any Classified Road will require planning consent before any works are carried out.
3. A crossover request for any road on the Red Route Network (denoted by red road marking) must be submitted to Transport for London for their approval. Applications must be made through their Call Centre - please call 0845 305 1234.
4. A crossover serving industrial or commercial premises, a multiple-occupancy building or a listed building will require planning consent before any works are carried out. A crossover serving a house in a Conservation Area may require planning consent. If you live in a Conservation Area, please contact the Planning Department for advice.
5. The Applicant will be responsible for obtaining any Planning Consent required. A copy of the consent must be included with the application.
6. A request for a crossover serving a property on a London Borough of Southwark Housing Estate road will be referred to the local Housing Neighborhood Office for their attention.
7. An officer of the Council will inspect the proposed crossover site and advise the applicant of any circumstances that may constitute a danger to road users, such as walls or fences that impair visibility or if the site is too close to a junction. The officer may suggest ways in which visibility could be improved.
8. Subject to the agreement of the conditions above, the officer will prepare a quotation. The costs of re-siting any light columns, signs or trees, or special measures to protect underground mains and cables, will be included in the quotation. The quotation is open to acceptance for a period stated on the quotation.
9. A crossover will comply with the Council's Highways Works Specification. The quotation will indicate the materials to be used. These will vary according to the area and will be determined by the Council.