

Planning Sub-Committee A

Tuesday 2 October 2018

6.30 pm

Ground Floor Meeting Room G02 - 160 Tooley Street,
London SE1 2QH

Membership

Councillor Lorraine Lauder MBE (Chair)
Councillor Jane Salmon (Vice-Chair)
Councillor Richard Leeming
Councillor David Noakes
Councillor Sandra Rhule
Councillor Martin Seaton
Councillor Michael Situ

Reserves

Councillor Karl Eastham
Councillor Eleanor Kerslake
Councillor Sarah King
Councillor Graham Neale
Councillor Kath Whittam

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

If you are a resident of the borough and have paid someone to look after your children, an elderly dependant or a dependant with disabilities so that you could attend this meeting, you may claim an allowance from the council. Please collect a claim form at the meeting.

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Contact

Gerald Gohler on 020 7525 7420 or email: Gerald.gohler@southwark.gov.uk

Members of the committee are summoned to attend this meeting

Eleanor Kelly

Chief Executive

Date: 24 September 2018



Planning Sub-Committee A

Tuesday 2 October 2018
6.30 pm

Ground Floor Meeting Room G02 - 160 Tooley Street, London SE1 2QH

Order of Business

Item No.	Title	Page No.
1.	INTRODUCTION AND WELCOME	
2.	APOLOGIES	
3.	CONFIRMATION OF VOTING MEMBERS	
	A representative of each political group will confirm the voting members of the sub-committee.	
4.	DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS	
	Members to declare any interests and dispensation in respect of any item of business to be considered at this meeting.	
5.	ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT	
	The chair to advise whether they have agreed to any item of urgent business being admitted to the agenda.	
6.	MINUTES	1 - 5
	To approve as a correct record the minutes of the meeting held on 17 July 2018.	
7.	DEVELOPMENT MANAGEMENT ITEMS	6 - 10

Item No.	Title	Page No.
7.1.	DULWICH COLLEGE, DULWICH COMMON, LONDON SE21 7LD	11 - 31
7.2.	294-304 ST JAMES'S ROAD, LONDON SE1 5JX	32 - 50

Date: 24 September 2018

Planning Sub-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. The role of members 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 the 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.
6. Speakers should lead the committee to subjects on which they would welcome further questioning.
7. Those people nominated to speak on behalf of objectors, supporters or applicants, as well as ward members, should sit on the front row of the public seating area. This is for ease of communication between the committee and the speaker, in case any issues need to be clarified later in the proceedings; it is **not** an opportunity to take part in the debate of the committee.

8. Each speaker should restrict their comments to the planning aspects of the proposal and should avoid repeating what is already in the report. The meeting is not a hearing where all participants present evidence to be examined by other participants.
9. This is a council committee meeting which is open to the public and there should be no interruptions from the audience.
10. No smoking is allowed at committee.
11. Members of the public are welcome to film, audio record, photograph, or tweet the public proceedings of the meeting; please be considerate towards other people in the room and take care not to disturb the proceedings.

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

Contacts: General Enquiries
Planning Section, Chief Executive's Department
Tel: 020 7525 5403

Planning Sub-Committee Clerk, Constitutional Team
Finance and Governance
Tel: 020 7525 7420



Planning Sub-Committee A

MINUTES of the Planning Sub-Committee A held on Tuesday 17 July 2018 at 6.30 pm in the Ground Floor Meeting Room G02 - 160 Tooley Street, London SE1 2QH

PRESENT: Councillor Lorraine Lauder MBE (Chair)
Councillor David Noakes
Councillor Sandra Rhule
Councillor Martin Seaton

OTHER MEMBERS PRESENT: Councillor Catherine Rose

OFFICER SUPPORT: Dennis Sangweme (Development Management)
Margaret Foley (Legal Officer)
Amy Lester (Development Management)
Alex Oyebade (Transport Policy)
Gerald Gohler (Constitutional Officer)

1. INTRODUCTION AND WELCOME

The chair welcomed councillors, members of the public and officers to the meeting.

2. APOLOGIES

There were apologies for absence from Councillors Jane Salmon (Vice-Chair), Richard Leeming and Michael Situ.

3. CONFIRMATION OF VOTING MEMBERS

Those members listed as present were confirmed as voting members for the meeting.

4. DISCLOSURE OF MEMBERS' INTERESTS AND DISPENSATIONS

There were none.

5. ITEMS OF BUSINESS THAT THE CHAIR DEEMS URGENT

The chair gave notice of the following additional papers circulated prior to the meeting:

- Addendum report relating to item 8 – development management items
- Members' pack
- A briefing note by the objectors to item 8.2 - Dulwich College, Dulwich Common, London SE21 7LD.

6. MINUTES

RESOLVED:

That the minutes of the meeting held on the 27 June 2018 be approved as a correct record and signed by the chair.

7. TREE PRESERVATION ORDER (TPO) CONFIRMATION: BEECH TREE AT REAR OF 29-33 MOUNT ADON PARK

The council's urban forester introduced the report and addendum report. Members of the sub-committee asked questions of the officer and discussed the information presented to them.

RESOLVED:

That the provisional TPO reference 519 be confirmed unamended.

8. DEVELOPMENT MANAGEMENT ITEMS

RESOLVED:

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.

ADDENDUM REPORT

The addendum report had not been circulated five clear days in advance of the meeting, nor had it been available for public inspection during this 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.

8.1 31-33 GROVE VALE, LONDON SE22 8EQ

Planning application reference: 17/AP/4421

Report: see pages 36 – 50 of the agenda pack and page 2 of the addendum report.

PROPOSAL

Change of use of the upper floors of The Cherry Tree Public House from ancillary staff accommodation (Class A4 Use) to create a 26-bed bunk house hostel (Sui Generis - Visitor Accommodation) across four rooms plus ancillary accommodation for the general manager (Class A4).

The sub-committee heard the officer's introduction to the report and addendum report. Councillors asked questions of the officer.

Spokespersons for the objectors addressed the meeting. Members of the sub-committee asked questions of the spokespersons for the objectors.

The applicant's agent addressed the sub-committee, and answered questions by the sub-committee.

There were no supporters who lived within 100m of the development site, or ward councillors, present and wishing to speak.

The sub-committee put further questions to officers and discussed the application.

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

At 7.35pm the meeting adjourned to take advice from officers and reconvened at 7.55pm.

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

RESOLVED:

That planning application 17/AP/4421 be refused, as it would result in an unacceptable level of disturbance to neighbouring residential amenity, resulting from the intensity of the use and level of activity. This would give rise to noise, disturbance and increased levels of occupation out of character with the established nature of the area, contrary to saved policies 3.2 'Protection Of Amenity' and 1.12 'Hotels And Visitor Accommodation' of the Southwark Plan 2007.

The meeting adjourned at 7.57pm for a comfort break and reconvened at 8.10pm.

8.2 DULWICH COLLEGE, DULWICH COMMON, LONDON SE21 7LD

Planning application reference: 17/AP/4771

Report: see pages 51 – 71 of the agenda pack and page 3 of the addendum report.

PROPOSAL

Construction of a new car park to the south west of the campus site, to provide 135 spaces with access from Alleyn Park, in connection with the removal of the existing car park adjacent to the main college buildings (reduction in 15 spaces). Development would encompass:

- *Reinstatement of landscaped frontage to the Barry Buildings involving the provision of coach parking, retention of student drop-off area and disabled parking.*
- *Provision of 14 electric vehicle charging points, external lighting and vehicle wash down area in new car park.*
- *Improvements to site access and removal of Leylandii trees/hedge to Alleyn Park.*

Departure from Development Plan policies 3.25 Metropolitan Open Land (MOL) of the saved Southwark Plan 2007, SP11 Open Spaces and Wildlife of the Core Strategy 2011 and 7.17 Metropolitan Open Land of the London Plan 2016.

The chair drew councillors' attention to the briefing note by the objectors which had been circulated prior to the meeting and gave members of the sub-committee more time to read the document.

The sub-committee then heard the officers' introduction to the report and addendum report. Councillors asked questions of officers.

Spokespersons for the objectors addressed the meeting. Members of the sub-committee asked questions of the spokespersons for the objectors.

The applicant addressed the sub-committee, and answered questions put by the sub-committee.

There were no supporters who lived within 100m of the development site present wishing to speak.

Councillor Catherine Rose addressed the sub-committee in her capacity as ward councillor, and answered questions by members of the sub-committee.

The sub-committee put further questions to officers and discussed the application.

A motion to defer this item to allow for a site visit during term-time was moved, seconded, put to the vote and declared carried.

RESOLVED:

That planning application 17/AP/4771 be deferred to a future meeting to allow members of the sub-committee to visit the site during term-time.

The meeting ended at 9.45pm.

CHAIR:

DATED:

Item No. 7.	Classification: Open	Date: 2 October 2018	Meeting Name: Planning Sub-Committee A
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 Law and Democracy

12. A resolution to grant planning permission shall mean that the director of planning 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 director of planning 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 director of planning 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 law and democracy, and which is satisfactory to the director of planning. 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 law and democracy. 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	Gerald Gohler 020 7525 7420
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 the Planning Department 020 7525 5403

APPENDICES

No.	Title
None	

AUDIT TRAIL

Lead Officer	Chidi Agada, Head of Constitutional Services	
Report Author	Gerald Gohler, Constitutional Officer Jonathan Gorst, Head of Regeneration and Development	
Version	Final	
Dated	24 September 2018	
Key Decision?	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments sought	Comments included
Director of Law and Democracy	Yes	Yes
Director of Planning	No	No
Cabinet Member	No	No
Date final report sent to Constitutional Team	24 September 2018	

ITEMS ON AGENDA OF PLANNING SUB-COMMITTEE A
on Tuesday 02 October 2018

Appl. Type Full Planning Application
Site DULWICH COLLEGE, DULWICH COMMON, LONDON, SE21 7LD

Reg. No. 17-AP-4771
TP No. TP/2084-C
Ward Dulwich Wood
Officer Amy Lester

Recommendation GRANT PERMISSION

Item 7.1

Proposal

Construction of a new car park to the south west of the campus site, to provide 135 spaces with access from Alleyn Park, in connection with the removal of the existing car park adjacent to the main college buildings (reduction in 15 spaces). Development would encompass:

- Reinstatement of landscaped frontage to the Barry Buildings involving the provision of coach parking, retention of student drop-off area and disabled parking.
- Provision of 14 electric vehicle charging points, external lighting and vehicle wash down area in new car park.
- Improvements to site access and removal of Leylandii trees/hedge to Alleyn Park.

Appl. Type Full Planning Application
Site 294-304 ST JAMES'S ROAD, LONDON SE1 5JX

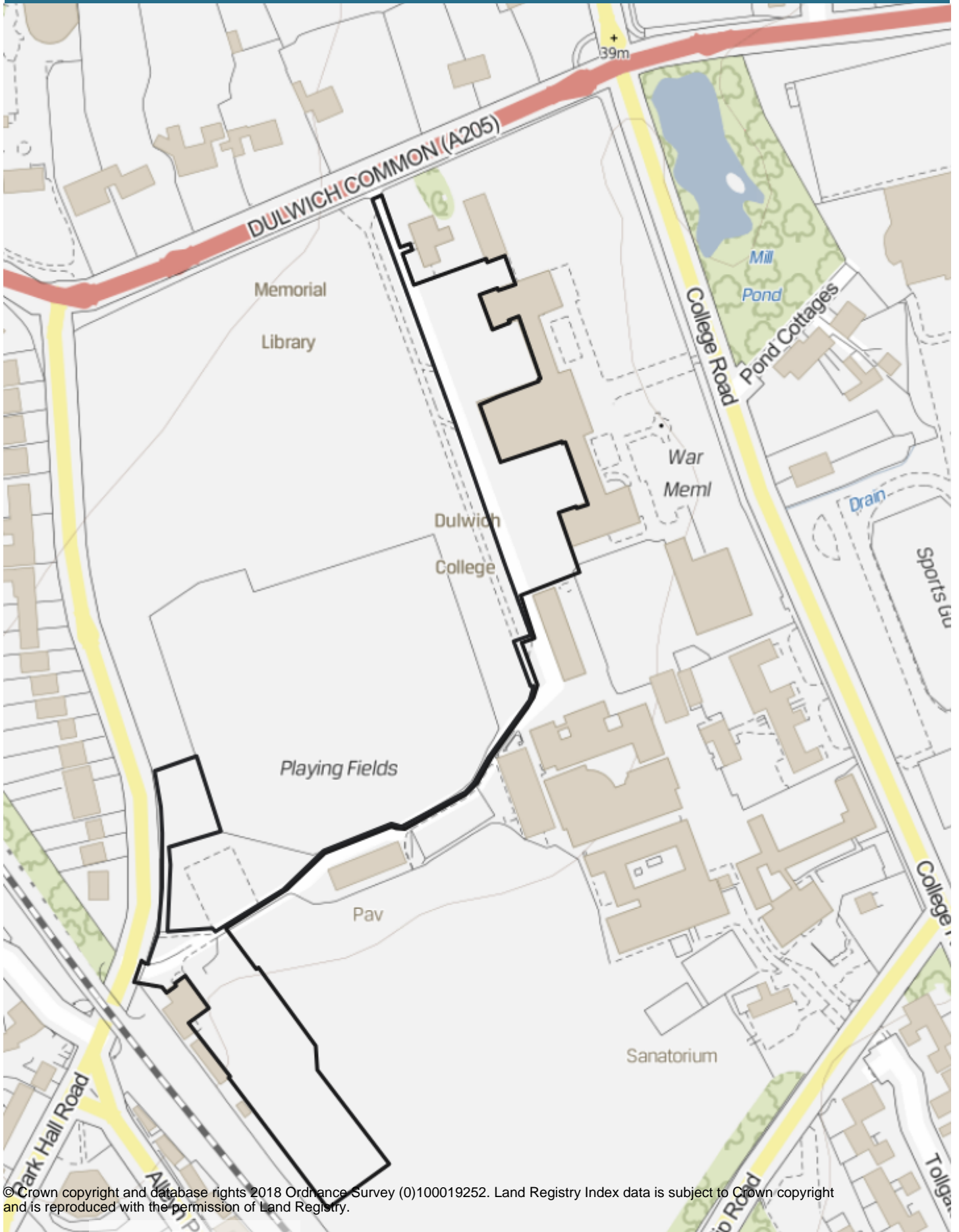
Reg. No. 18-AP-0930
TP No. TP/321-294
Ward Old Kent Road
Officer Alex Cameron

Recommendation GRANT WITH UNILATERAL UNDERTAKING

Item 7.2

Proposal

Construction part one, part two storey roof level extension (fourth and fifth floor) to create 8 residential apartments (Class C3) comprised of 3 x 1 bedroom units and 5 x 2 bedroom units.



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50 m

Scale = 2500

5-Jul-2018

Item No. 7.1	Classification: OPEN	Date: 2 October 2018	Meeting Name: Planning Sub-Committee A
Report title:	<p>Development Management planning application: Application 17/AP/4771 for: Full Planning Application</p> <p>Address: DULWICH COLLEGE, DULWICH COMMON, LONDON, SE21 7LD</p> <p>Proposal: Construction of a new car park to the south west of the campus site, to provide 135 spaces with access from Alleyn Park, in connection with the removal of the existing car park adjacent to the main college buildings (reduction in 15 spaces). Development would encompass:</p> <ul style="list-style-type: none"> • Reinstatement of landscaped frontage to the Barry Buildings involving the provision of coach parking, retention of student drop-off area and disabled parking. • Provision of 14 electric vehicle charging points, external lighting and vehicle wash down area in new car park. • Improvements to site access and removal of Leylandii trees/hedge to Alleyn Park. <p>Departure from Development Plan policies 3.25 Metropolitan Open Land (MOL) of the saved Southwark Plan 2007, SP11 Open Spaces and Wildlife of the Core Strategy 2011 and 7.17 Metropolitan Open Land of the London Plan 2016.</p>		
Ward(s) or groups affected:	College		
From:	Director of Planning		
Application Start Date 27/12/2017		Application Expiry Date 21/02/2018	
Earliest Decision Date 17/03/2018			

RECOMMENDATION

1. That planning permission is granted.

BACKGROUND INFORMATION

2. This application is before members to determine because it is for development on metropolitan open land and is contrary to the provisions of the Local Development Framework.
3. The application is being reported back to Planning Sub-Committee A following deferral at the meeting held on 17 July 2018. The application was deferred to allow members the opportunity to carry out a site visit. Any substantive matters arising from the site visit will reported in a addendum report.

Site location and description

4. Dulwich College is an independent day and boarding school located to the south of Dulwich Village in the College area of the borough. The campus is bounded by the South Circular to the north, College Road to the east, Hunts Slip Road to the south, Alleyn Park and a railway line to the west. The main College campus comprises teaching and support buildings and extensive sports pitches.
5. The area to which this application specifically relates is an area of rough grass land in the south-western corner of the College campus, to the south of Alleyn Park and adjacent to the railway. The application red line plan also encompasses the existing car park sited to the west of the main College buildings.
6. The site is located within Metropolitan Open Land (MOL) and the Dulwich Village conservation area. A number of Grade II listed buildings and structures are located within the campus grounds, with the Barry Buildings being Grade II*.
7. The application site is also subject to the following designations:
 - Public Transport Accessibility Level 2 (PTAL) - poor
 - Critical Drainage Area
 - Suburban Zone

Details of proposal

8. This application seeks full planning permission for the construction of a new car park in the south western corner of the Dulwich College site. The development would be in connection with the removal of the existing car park currently located adjacent to the main college buildings and would provide 135 spaces, 14 of which would be provided with electric vehicle charging points. In total there would be a reduction in 15 spaces.
9. The development would encompass the reinstatement of a landscaped frontage to the Barry Buildings which are Grade II* Listed structures. Coach parking, the retention of a student drop-off area and disabled parking would also be provided within this landscaped area.
10. From Alleyn Park an improved frontage would provide access to the new car park, together with the removal of the existing Leyandii trees/hedge. External lighting to the new car park and a vehicle wash down area would also be provided.

Planning history

11. Dulwich College has been subject to extensive planning history, none of which is directly related to the application currently under consideration by way of this report. Pre-application advice for the relocation of the car park was sought in 2014 and 2016 under the following reference:

14/EQ/0107 Application type: Pre-Application Enquiry (ENQ)
 Improvements to Barry Building external space and new car park.
 Decision date 08/09/2014 Decision: Pre-application enquiry closed (EQC)

12. A summary of the advice given is as follows:

- The creation of a new car park does not fall within the definition of appropriate development within MOL, it would also be subject to consultation with Sport England due to its location on playing field land.
- Inappropriate development will only be approved in very special circumstances and the amount of weight which can be afforded depends on how the setting of the Barry Buildings would be improved.
- No fundamental objection to the relocation of the car-park on transport grounds.

CONSULTATION

13. Details of consultation undertaken in respect of this application are set out in Appendix 1 and a list of responses received are set out in Appendix 2. Letters were sent to adjacent properties and a site notice displayed at the application site.
14. 16 public representations from residents of Alleyn Park, Alleyn Road and the Dulwich Society have been received, being 14 objections and 2 comments.

These raise the following areas of concern:

a. Increased traffic congestion on Allyn Park resulting in increased air, noise and light pollution.
b. Disturbance to existing residents from increased traffic using Alleyn Park and from users of the car park late into the evening.
c. Road traffic safety and increased risk of accidents.
d. The installation of the vehicle wash down and lighting will intrude on residential amenity.
e. Contrary to objectives to increase the use of public transport and other sustainable modes of transport. The college fails to encourage walking/cycling and discouragement of travel by car.
f. Detrimental impact on the environment through the removal of green space and green screening.
g. Increased risk of surface water flooding.
h. Schools should be encouraged to include a rotating drop-off point.
i. Hunts Slip Road should be used as the access/exit for the car park and screening should be installed along Allyn Park.
j. The application fails to consider the potential for weekend/evening parking for events other than school operations.
k. Proposed car park could double in size.
l. Unclear information about allocation of spaces, travel plans and management.
m. The application fails to explore all options, including locating the car park elsewhere and is based on out of date information and data.

n. The removal of vehicles in front of the Barry buildings would not improve the setting and makes no aesthetic difference.

o. Detrimental to the surrounding conservation area.
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15. The above issues identified from the consultation responses received are discussed in the planning considerations section of this report below.

Sport England

16. Raise no objections to the application as they consider that the proposal meets exception 3 of Sport England's Playing Fields Policy.

Tree Officer

17. Recommends the imposition of condition requiring further details of additional screening and planting.

Ecology Officer

18. Confirms that no further surveys are required and that the proposed new landscaping is likely to result in net gain for biodiversity.

Transport Planning

19. No objection

KEY ISSUES FOR CONSIDERATION

Summary of main issues

20. The main issues to be considered in respect of this application are:

- a) Principle
- b) MOL and Conservation
- c) Sporting Provision - Playing Fields
- d) Traffic and Transportation
- e) Residential Amenity

Planning policy

National Planning Policy Framework (the Framework)

21. 7. Requiring good design
9. Protecting green belt land
12. Conserving and enhancing the historic environment

The London Plan 2016

22. 7.4 Local Character
7.5 Public Realm
7.6 Architecture

7.17 Metropolitan Open Land

Core Strategy 2011

23. 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

24. The council's cabinet on 19 March 2013, as required by para 215 of the NPPF, considered the issue of compliance of Southwark Planning Policy with the National Planning Policy Framework. All policies and proposals were reviewed and the council satisfied itself that the policies and proposals in use were in conformity with the NPPF. The resolution was that with the exception of Policy 1.8 (location of retail outside town centres) in the Southwark Plan all Southwark Plan policies are saved. Therefore due weight should be given to relevant policies in existing plans in accordance to their degree of consistency with the NPPF.

3.1 Environmental effects

3.2 Protection of Amenity

3.11 Efficient Use of Land

3.12 Quality in Design

3.13 Urban Design

3.15 Conservation of the Historic Environment

3.16 Conservation Areas

3.18 Setting of Listed Buildings, Conservation Areas and World heritage Sites

3.25 Metropolitan Open Land

5.1 Locating Developments

5.2 Transport Impacts

Principle of development

25. The application site is located within Metropolitan Open Land (MOL) and as such saved Southwark Plan policy 3.25 is relevant to the determination of this proposal. MOL is a strategic land designation within the urban area that contributes to the structure of London. It is intended to protect areas of landscape, recreation, nature conservation and scientific interest which are strategically important, against inappropriate development.
26. Policy 3.25 states that there is a general presumption against inappropriate development on MOL and that planning permission will only be granted for appropriate development which is considered to be for the following purposes:
- i) Agriculture and forestry or
 - ii) Essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of MOL and which do not conflict with the purposes of including land within MOL; or
 - iii) Extension of or alteration to an existing dwelling, providing that it does not result in disproportionate additions over and above the size of the original building; or
 - iv) Replacement of an existing dwelling, providing that the new dwelling is not materially larger than the dwelling that it replaces.

27. The National Planning Policy Framework (NPPF) makes no specific reference to MOL rather considers green belt land which has traditionally been afforded the same protection which is confirmed by policy 7.17 (MOL) of the London Plan. Para 89 of the NPPF states that local planning authorities should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are for the provision of appropriate facilities for outdoor sport and outdoor recreation.
28. The London Plan protects MOL against inappropriate development, with only some exceptions. These include small scale structures to support outdoor open space uses, and any proposals should minimise adverse impact on the openness of MOL. Similarly, other developments within the MOL will not be accepted unless exceptional circumstances can be demonstrated.
29. The proposed use of the land for parking in connection with the wider Dulwich College site is contrary to adopted local and national policy as its use could not be classified as one which falls within those considered to be appropriate development as defined by policy 3.25 as detailed above. Consideration should therefore be given to any exceptional circumstances which may be present in this case and what harm may arise to the MOL in which the proposal is sited, with particular regard to the openness of the MOL.

Exceptional Circumstances

30. Under section 38(6) of the Planning and Compulsory Purchase Act 2004 decisions on applications for planning permission and appeals must be taken in accordance with the development plan, unless there are material considerations that indicate otherwise. This is reiterated in paragraph 14 of the NPPF.
31. In accordance with Article 27, Part 4 of The Town and Country Planning (Development Management Procedure) (England) Order 2010, "a local planning authority may in such cases and subject to such conditions as may be prescribed by directions given by the Secretary of State under this order grant permission for development which does not accord with the provisions of the development plan in force in the area in which the land to which the application relates is situated."
32. The London Plan states that developments within the MOL, other than those specified will not be accepted unless exceptional circumstances can be demonstrated.
33. In this case the exceptional circumstances to be considered would be the benefit which would arise as a result of the removal of the existing car park currently located to the frontage of the Grade II* Barry Buildings and the subsequent improvements to their setting through the re-introduction of a landscaped frontage. The harm arising to the MOL, the benefits to the heritage asset and the balance to be attributed to each are discussed below.

Metropolitan Open Land and Heritage Conservation

Openness

34. The NPPF states that "The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence". The important need to maintain the openness of MOL is reiterated in both local and regional policy.
35. In this case it is considered that whilst the proposal does not fall the definition of appropriate development within MOL, the harm that would arise to the openness of the MOL is limited. The area of development is set to the edge of the MOL and

tucked away next to the railway, between a line of mature trees and an existing grassed bund to the east and south. There would be no structures erected which would enclose the area and the retention of the existing bund would screen the car park from the wider landscape. Lighting would be predominantly low level bollards with some 5m posts for security purposes. Such lighting structures are not unusual in MOL where floodlighting columns are often seen. Therefore whilst there may be some glimpses of the car park from vantage points around the MOL, views both into and out of the MOL would not be detrimentally affected.

36. The areas of MOL which would see a change to their use are outlined in the table below:

Area of existing car park outside Barry Buildings	6215sqm
Area to be returned to open space/amenity space	5719sqm
Area of new car park	4610sqm

37. As can be seen the resulting removal of the existing car park would result in an increased area of land elsewhere in the MOL being brought back into landscaped open space. Conditions requiring the associated landscaping to be implemented and completed are recommended to ensure that the subsequent resulting benefits are permanently secured.
38. While there would be an increase in hardstanding to create the new car park, the landscape in this area is currently neglected and has little value beyond its use as a maintenance and material storage area. The proposed car park's location against the existing railway embankment, together with localised mounding and vegetation, limits visibility of the site to the immediate vicinity. It is therefore considered that any resulting harm would be limited and that the openness of the MOL would be maintained.

Design and Conservation

39. Saved policies 3.12 'Quality in Design' and 3.13 'Urban Design' of the Southwark Plan seek to ensure that developments achieve high quality architectural and urban design, while policy 3.15 seeks to conserve the historic environment and 3.18 seeks to preserve or enhance the setting of Listed Buildings, conservation areas and world heritage sites.
40. Dulwich College occupies a large site within the surrounding Dulwich Village Conservation Area. The site comprises a number of school buildings located on the eastern side of the site, with the western side used as playing fields. This application specifically relates to the Grade II* Barry building which are within the heart of the Dulwich College campus. The central school building was constructed between 1866-70, by the younger Charles Barry in an ornate North Italian renaissance style. The facades of the building have Portland stone, red brick with cream terracotta embellishments. Whilst the roof is a traditional pitched roof covered in clay pan-type tiles; in the centre is a large timber tower with glazed lights. As a Grade II* building the Barry Building is considered to be of national significance.
41. The Barry building is currently under extensive restoration and refurbishment works, and in recent years a new science building has been constructed to the south. The current tarmacked car parking which surrounds the Barry Building, Old Library and Science Building fails to enhance the setting of these nationally significant Listed Buildings.
42. Limited historical information is available which demonstrates exactly what the original landscaping scheme would have been to this area.

However historic maps dating back to 1870, and photos dating back to 1906, illustrate an open landscaped area laid to gravel and separated from the adjacent fields to the west by a line of trees. This avenue of trees remains today and leads from the current main vehicular entrance on the South Circular. This layout is consistent with the designs prepared by the Landscape Architect Edward Milner (1819-84) who worked for the college on the design of the estate from 1866-1870.

43. The west of the Barry Building was considered the 'active front', with the space between the building and sports pitches in Milner's original design called 'the gravels'. This was laid out as a large expanse of gravel which extended along the west façade of the Barry Building. In Milner's masterplan they were areas of free draining loose gravel which were used as a parade ground and sports area, before the introduction of specialist sports surfaces.
44. The application proposals seeks to remove all staff car-parking, but permits the retention of vehicle access for parent drop-off and temporary coach parking. Formal grass rain gardens are to be introduced to reduce the extent of hardstanding and provide visual interest with the beds slightly elevated and edged in stone. All tarmac would be removed and the remaining hard surface laid to a uniform gravel appropriate to the historic context. The only parking to be maintained would be 5 disabled parking bays located close to the school reception.
45. The scheme provides an opportunity to reverse the harm to the setting which currently exists. The layout and design is considered a sympathetic response to the Listed Buildings, and has taken inspiration from the original masterplan designed in the late 19th century.

Conclusion on 'Exceptional Circumstances'

46. As previously discussed, in this case the exceptional circumstances to be considered are the benefit which would arise as a result of the removal of the existing car park currently located to the frontage of the Grade II* Barry Buildings and the subsequent improvements to their setting through the re-introduction of a landscaped frontage.
47. In consideration of the benefit which would arise, and the harm which may be caused, it is concluded that the new car park would not compromise the openness and setting of the location, nor would it undermine the value of the MOL. Furthermore the proposed new landscaping would enhance and improve the setting of the Grade II* listed buildings in accordance with design and heritage policies. On balance it is considered that whilst the introduction of a car park would be contrary to adopted policy, the benefit which would arise outweighs any harm, which is concluded as being limited in its scope.

Sporting Provision - Playing Fields

48. The proposed car park would be located on an area of land which currently forms a maintenance and storage compound. It is made up of a rough grassed and hard surfaced area with a number of single storey maintenance buildings. These buildings would be retained as part of the application proposal.
49. The land to which the application relates previously formed part of the College sports pitches, which in 2013 were subject to a site wide upgrade and reorganisation. The former south playing fields, which included the area of the proposed car park, previously contained four medium sized rugby pitches. The pitch quality in this area was low and deteriorated quickly over the season, often meaning that they were unusable. This is due to clay soil in this area being poorly drained and frequently waterlogged. The 2013 reorganisation involved the creation of 3 large pitches, 2 grass

cricket squares, 3 artificial wickets and training grids, in replacement for the 4 previous medium rugby pitches.

50. This re-organisation was carefully considered in order to maximise benefits for sporting provision and pitch use has increased by 40% since the improvements were made. As well as the fields being used by the college, pitches are also made available for community use and are offered to other schools and groups, providing much needed high quality recreational space.
51. The college is considered to have adequate playing field provision to meet the needs of their students as well as the wider community. The area of land to which this application relates was specifically excluded from the pitch reorganisation due to its poor quality and suitability at the time. Provision for improved facilities was made elsewhere within the site and this is recognised as being successful. However, whilst the 2013 reorganisation has been successful, the current application does involve the loss of playing field land. Consideration must therefore be given to the potential for this land to be brought back into active use for sporting purposes.
52. Sport England, being a statutory consultee on any application which involves playing field land, have been consulted and the applicant has entered into discussions with them both during and prior to the application submission. Sport England's policy is set out in their document "Planning Policy Statement - A Sporting Future for Planning Fields of England". This states that Sport England opposes development on all sports pitches in all but exceptional circumstances. It then goes on to provide examples of exceptions that would apply.
53. In this case Sport England have confirmed that they do not raise an objection because the development would meet their Policy Exception 3 which states:
- 'The proposed development affects only land incapable of forming part of a playing pitch and does not:
- reduce the size of any playing pitch;
 - result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);
 - reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;
 - result in the loss of other sporting provision or ancillary facilities on the site; or
 - prejudice the use of any remaining areas of playing field on the site.'
54. Officers therefore consider that the applicant has appropriately demonstrated that sporting needs are met elsewhere within the wider College site and that no harm would arise to the availability of sports facilities both for the College and the local community. Whilst this area of land would no longer be available for sporting use, the prospect of it being brought back into active use is low, and the benefits which would arise from granting permission outweigh its loss.

Traffic and Transportation

55. A key aspect of this application is the relocation of the main car park and the impact that this will have on the local road network. At present Dulwich College has one main vehicular entrance to the existing car park located on the South Circular Road. Additional secondary vehicle access points are provided from College Road, Allyn Park and Hunts Slip Road. The existing 150 vehicle car park in the Barry Building and Science Building grounds is proposed to be relocated and reduced in size by

10%, to 135 parking spaces. It will utilise the existing access from Allyn Park and will provide a vehicle wash down area and 14 electric vehicle charging points. Existing vehicle access for coaches, disabled parking and student pick-up/drop-off will be retained at the frontage to the Barry Building.

56. Traffic volumes are high in the vicinity of the school, particularly on the South Circular Road, and this causes congestion at peak times. Coaches to the school drop pupils off at stopping points both on the South Circular Road and on Allyn Park.
57. A staff travel survey was undertaken in June 2016 along with a traffic count. Staff were asked to identify existing routes that they took when driving to the College and the routes they would take if the car park were to be relocated.
58. The staff survey data indicates that once the existing car park is relocated, 53% (37 vehicles out of 69) would approach the new car park from the north using the South Circular Road / Allyn Park junction. Therefore, there would be no overall change in the volume of traffic using the South Circular Road / Allyn Park junction. It should be noted however that there would be an increase in 20 vehicles, or one vehicle every three minutes, turning right into Allyn Park during the AM peak. Given the small number of additional vehicles this represents and that a right turn lane exists at the junction, this will not pose any road safety issues.
59. Currently 12% of staff travel via Allyn Park and the South Circular Road to reach the College main gate and are therefore already travelling on Allyn Park. This represents eight vehicles in the AM peak. Once the car park is relocated, the increase in vehicles using Allyn Park would therefore be 61 vehicles. As set out above 53% of vehicles will be travelling from the north, therefore 37 vehicles would approach from the north. This represents an increase in the northern section of Allyn Park of 29 vehicles taking into account the existing eight trips. The traffic count undertaken on Allyn Park indicates that 816 vehicles use the northern section of Allyn Park in the AM peak. The increase in 29 vehicles equates to an additional vehicle every two minutes or an increase of 3.6%. The remaining 43% of the trips will be travelling from the south, with 31% from Allyn Park south and 16% from Park Hall Road. This reduces the number of vehicles travelling from any one direction and as a result the modest increases in traffic will have no appreciable impact on traffic volume in the area.
60. In consideration of existing and likely vehicle movements it is subsequently concluded that the relocation of the car park would not have any noticeable adverse impact on the existing vehicle movements or car parking demand on the adjoining roads. Full two-way access into the new car park would be provided with the gates left open during the school day in order to ensure there will be no queuing back onto the highway.

Residential Amenity

61. Saved policy 3.2 'Protection of Amenity' of the Southwark Plan seeks to ensure an adequate standard of amenity for existing and future occupiers.
62. The nearest residential properties are those located to the west on Allyn Park. Concerns have been raised by residents that the proposed introduction of a car park in this location would lead to increased disturbance. Given separation distance across Allyn Park and levels of vegetation, there is considered to be no material impact on outlook or visual intrusion. It is also not anticipated that the proposed use as a car park would result in increased levels of noise or disturbance, such as to warrant refusal.

63. Whilst data does show that there would be a marginal increase in traffic movements on Alleyn Park during the AM and PM peak times, this is not considered to be harmful residential amenity. It has been noted by residents that the car park would also be used outside of school hours for other events hosted by the school. Whilst this would be the case, its operation is not considered to be harmful to the extent that would warrant refusal of the application. In such cases vehicles entering and exiting the car park would not be doing so at peak times and vehicular movement along Alleyn Park at such times would already be lower allowing the additional trips to be accommodated. There would be a slower release of vehicles at such times and the impact would therefore be limited.

Flood Risk

64. The application site is located within a critical drainage area and overland flow as illustrated in the FRA report runs from the north east to the south west of the site. Drainage collection features would therefore be best placed in the SW corner of the car park site, however the site is constrained on all sides by existing features. In light of this mitigation is proposed in the form of
- Biodiversity improvements including new tree planting, wildflower grassland planting to the car park bund, grass rain garden habitat adjacent to the Barry building and native mix screen planting along the car park perimeter.
 - Rain gardens incorporated within the hardstanding adjacent to the Barry Building, which are designed to reduce the rate of water flow into the existing drainage system in these existing hard surfaced areas.
 - Utilisation of a permeable surface and sub-base to the new car park for water capture. The sub-base system would include flow control to ensure that the runoff into the main does not exceed the outlined limit.

It is considered that these opportunities seek to maximise attenuation through sustainable SuDS features which facilitate water quality improvement and provide biodiversity and amenity benefit.

Trees and Ecology

65. The application has been supported by the submission of a tree survey and arboricultural statement which has been reviewed by the council's tree officer. No objections are raised to the proposed removal two existing Leylandi trees/hedges to the Alleyn Park frontage which are of low quality and low amenity value in the landscape. Replacement planting elsewhere within the site will be secured by way of condition. Elsewhere existing trees will be retained and protected.
66. The Sydenham Hill and West Dulwich Railsides site of Importance for nature conservation (SINC) runs parallel to the site of the proposed car park, but falls outside of the development area. An ecological appraisal has been prepared and submitted in support of the application. This has been reviewed by the council's ecology officer who is satisfied with the findings of the assessment and who has concluded that no further work is required.
67. The application site currently offers limited opportunity for habitat and nature conservation. Furthermore impacts on bats are highly unlikely, although it has been identified that existing trees within the wider site have low to high potential for bat roosts. Any additional lighting therefore has the potential to affect bats which are a protected species. The proposed lighting scheme for the new car park has been designed to be low level and directional, ensuring no light spill onto nearby tree lines and will not impact upon those adjacent trees or buildings which will remain suitable for use by the local bat populations.

68. The need for additional screening for the car park was raised during a site visit at pre-application stage and although two small groups have been proposed some additional screening should be provided, including the infilling of gaps elsewhere along the playing field boundaries and to replace the loss of other trees as part of this application. A landscape plan should therefore be agreed via condition with details of a planting schedule with species, sizes and numbers being required.
69. It is concluded that there will be no adverse impacts on ecology from the relocation of the car park or associated landscaping. The removal of the trees should be carried out between September - February to avoid bird nesting season, and this can be secured by way of condition.

Conclusion on planning issues

70. The proposed provision of a car park is contrary to local and national policy with regard to MOL designation. Allowing the development would therefore be a departure from adopted policy.
71. Consideration has been given to the exceptional circumstances present in this case. Those being the benefit which would arise as a result of establishing a landscaped frontage the Grade II* Listed Barry Building.
72. It has been established that the physical presence of the proposed new car park would have minimal impact on the character and openness of the MOL and that its provision would not result in any loss of existing sports and recreation facilities. It is therefore only the principle of introducing a use, being the car park, which is not in accordance with MOL policy designation.
73. Taking into account adopted policy, case law, likely alternative uses of the site and all objections raised, it is considered on balance more desirable to enhance the setting of the nationally significant Listed Buildings. Given the introduction of a use which is deemed inappropriate on MOL and that it is only being recommended for approval on the basis of it enhancing those buildings of heritage importance, it is considered reasonable to impose a condition which would ensure that the related landscaping must be provided and permanently maintained. Because of the gravel nature of the new landscaped area, a condition restricting its use for drop-off/pick-up, disabled parking and temporary coach parking only would also be imposed.
74. For the reasons as discussed above it is recommended that planning permission be granted subject to a conditions.

Community impact statement

75. 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) There are no issues relevant to particular communities/groups not discussed above.
- c) There are no likely adverse or less good implications for any particular communities/groups not discussed above.

Consultations

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

Human rights implications

77. 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.
78. This application has the legitimate aim of providing a new car park for an existing facility. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/2084-C Application file: 17/AP/4771 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 5452 Council website: www.southwark.gov.uk

APPENDICES

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

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Amy Lester, Team Leader	
Version	Final	
Dated	14 September 2018	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director, Environment and Social Regeneration	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team	19 September 2018	

APPENDIX 1**Consultation undertaken****Site notice date:** 19/01/2018**Press notice date:** 18/01/2018**Case officer site visit date:** n/a**Neighbour consultation letters sent:** 12/01/2018**Internal services consulted:**

Ecology Officer
 Flood and Drainage Team
 Highway Development Management

Statutory and non-statutory organisations consulted:

Historic England

Neighbour and local groups consulted:

119 Park Hall Road London SE21 8ES
 89 Alleyn Park London SE21 8AA
 78 Alleyn Park London SE21 8SL
 117 Park Hall Road London SE21 8ES
 29 Acacia Grove London SE21 8ER
 74 Alleyn Park London SE21 8SF
 115 Park Hall Road London SE21 8ES
 119a Park Hall Road London SE21 8ES
 Managers Flat Alleyns Head SE21 8BW
 Staff Flat Alleyns Head SE21 8BW
 86 Alleyn Park London SE21 8SL
 80 Alleyn Park London SE21 8SL
 82 Alleyn Park London SE21 8SL
 84 Alleyn Park London SE21 8SL
 105 Alleyn Park London SE21 8AA
 107 Alleyn Park London SE21 8AA
 109 Alleyn Park London SE21 8AA
 103 Alleyn Park London SE21 8AA
 Alleyns Head 75 Alleyn Park SE21 8BW
 76 Alleyn Park London SE21 8SG

101 Alleyn Park London SE21 8AA
 95 Alleyn Park London SE21 8AA
 97 Alleyn Park London SE21 8AA
 99 Alleyn Park London SE21 8AA
 93 Alleyn Park London SE21 8AA
 83 Alleyn Park London SE21 8AA
 85 Alleyn Park London SE21 8AA
 87 Alleyn Park London SE21 8AA
 119 Alleyn Park Dulwich SE21 8AA
 73 Alleyn Park Dulwich SE21 8AT
 111 Alleyn Park London SE21 8AA
 113 Alleyn Park London SE21 8AA
 123 Alleyn Park London SE21 8AA
 Alleyn Road West Dulwich SE21 8AL
 17 Alleyn Road London SE21 8AB
 109 Alleyn Park SE21 8AA

25 Kingsthorpe Road London SE26 4PG
 8 Alleyn Road London SE21 8AL

Dulwich Prep London 38-42 Alleyn Park SE21 7AA

Re-consultation: n/a

APPENDIX 2**Consultation responses received****Internal services**

None

Statutory and non-statutory organisations

None

Neighbours and local groups

Alleyn Road West Dulwich SE21 8AL
Dulwich Prep London 38-42 Alleyn Park SE21 7AA
Email representation
109 Alleyn Park London SE21 8AA
109 Alleyn Park London SE21 8AA
111 Alleyn Park London SE21 8AA
113 Alleyn Park London SE21 8AA
113 Alleyn Park London SE21 8AA
119 Alleyn Park Dulwich SE21 8AA
119 Alleyn Park Dulwich SE21 8AA
123 Alleyn Park London SE21 8AA
17 Alleyn Road London SE21 8AB
25 Kingsthorpe Road London SE26 4PG
73 Alleyn Park Dulwich SE21 8AT
8 Alleyn Road London SE21 8AL
85 Alleyn Park London SE21 8AA
85 Alleyn Park London SE21 8AA
87 Alleyn Park London SE21 8AA
87 Alleyn Park London SE21 8AA
89 Alleyn Park London SE21 8AA
93 Alleyn Park London SE21 8AA
95 Alleyn Park London SE21 8AA
97 Alleyn Park London SE21 8AA
97 Alleyn Park London SE21 8AA

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	Dulwich College	Reg. Number	17/AP/4771
Application Type	Full Planning Application	Case Number	TP/2084-C
Recommendation	Grant permission		

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Construction of a new car park to the south west of the campus site, to provide 135 spaces with access from Alleyn Park, in connection with the removal of the existing car park adjacent to the main college buildings (reduction in 15 spaces).

Development would encompass:

- Reinstatement of landscaped frontage to the Barry Buildings involving the provision of coach parking, retention of student drop-off area and disabled parking.
- Provision of 14 electric vehicle charging points, external lighting and vehicle wash down area in new car park.
- Improvements to site access and removal of Leylandii trees/hedge to Alleyn Park.

At: DULWICH COLLEGE, DULWICH COMMON, LONDON, SE21 7LD

In accordance with application received on 22/12/2017 16:01:22 and Applicant's Drawing Nos.

Site Location Plan and Existing Plans:

LD_PLN_010 issue A
LD_PLN_030 issue A
LD_PLN_031 issue A
LD_PLN_032 issue A
LD_PLN_033 issue A
LD_PLN_034 issue A

Proposed Plans:

LD_PLN_011 issue A
LD_PLN_012 issue D
LD_PLN_013 issue B
LD_PLN_014 issue B
LD_PLN_015 issue L
LD_PLN_016 issue C
LD_PLN_020 issue A
LD_PLN_021 issue A
LD_SEC_601 issue A
LD_SEC_602 issue A
1640/101/02 rev A
1640/101/04 rev A

Other Documents:

Planning Statement, December 2017
Design and Access Statement, ver 2.0 11.12.17
Landscape and Visual Appraisal, ver 5.0 11.01.18
Heritage Statement, November 2017
FLOOD RISK ASSESSMENT INCORPORATING SUSTAINABLE DRAINAGE SYSTEM 01 dated 05/12/17
Response to Drainage Comments dated 22.02.2018
Transport Statement, December 2017
Ecological Appraisal, ver 2.0 November 2017
Arboricultural Impact Assessment, project no. 438.3
External Lighting Assessment, Rev A 5 December 2017

Subject to the following six conditions:**Time limit for implementing this permission and the approved plans**

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

LD_PLN_011 issue A
 LD_PLN_012 issue D
 LD_PLN_013 issue B
 LD_PLN_014 issue B
 LD_PLN_015 issue L
 LD_PLN_016 issue C
 LD_PLN_020 issue A
 LD_PLN_021 issue A
 LD_SEC_601 issue A
 LD_SEC_602 issue A
 1640/101/02 rev A
 1640/101/04 rev A

Reason:

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

2. 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.

Pre-commencement condition(s) - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work in connection with implementing this permission is commenced.

3. Prior to works commencing, including any demolition, an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority.
 - a) A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site, including any demolition, changes to ground levels, pruning or tree removal.
 - b) A detailed Arboricultural Method Statement showing the means by which any retained trees on or directly adjacent to the site are to be protected from damage by demolition works, excavation, vehicles, stored or stacked building supplies, waste or other materials, and building plant, scaffolding or other equipment, shall then be submitted to and approved in writing by the Local Planning Authority. The method statements shall include details of facilitative pruning specifications and a supervision schedule overseen by an accredited arboricultural consultant.
 - c) Cross sections shall be provided to show surface and other changes to levels, special engineering or construction details and any proposed activity within root protection areas required in order to facilitate demolition, construction and excavation.

The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations contained in the method statement. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations.

If within the expiration of 5 years from the date of the occupation of the building for its permitted use any retained tree is removed, uprooted is destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason

To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

Commencement of works above grade - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work above grade is commenced. The term 'above grade' here means any works above ground level.

4. Before any above grade work hereby authorised begins, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including cross sections, surfacing materials of any parking, access, or pathways layouts, materials and edge details), shall be submitted to and approved in writing by the Local Planning Authority. The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be permanently retained.

The planting, seeding and/or turfing shall be carried out in the first planting season following completion of building works associated with the car park, and any trees or shrubs that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the same size and species in the first suitable planting season. Planting shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction and BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf).

Reason

So that the Council may be satisfied with the details of the landscaping scheme in accordance with The National Planning Policy Framework 2012 Parts 7, 8, 11 & 12 and policies of The Core Strategy 2011: SP11 Open spaces and wildlife; SP12 Design and conservation; SP13 High environmental standards, and Saved Policies of The Southwark Plan 2007: Policy 3.2 Protection of amenity; Policy 3.12 Quality in Design; Policy 3.13 Urban Design and Policy 3.28 Biodiversity.

Compliance condition(s) - the following condition(s) impose restrictions and/or other requirements that must be complied with at all times once the permission has been implemented.

- 5 The development hereby permitted shall be carried out in accordance with the approved Flood Risk Assessment dated 05/12/17, Sustainable Urban Drainage details as demonstrated on the hereby approved plans and the Response to Drainage Comments dated 22.02.2018.

Reason

To ensure the development is designed safely in reference to flood risk in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policy 3.9 Water of the Southwark Plan 2007.

- 6 The hereby approved landscaped area located to the west of the Barry Building, shall only be used for the purposes of temporary coach parking, parent drop-off/pick-up, disabled car parking and general recreational facilities associated with the operation of the school. At no time shall it be used for servicing purposes, general needs car parking or temporary car parking.

Reason

In order to protect the setting of the Listed Buildings in accordance with The National Planning Policy Framework 2012, policies SP12 Design and conservation; SP13 High environmental standards of The Core Strategy 2011, and Saved Policies 3.18 Setting of Listed Buildings, Conservation Areas and World heritage Sites, 3.12 Quality in Design, 3.13 Urban Design and Policy 3.28 Biodiversity and 3.25 Metropolitan Open Land, of The Southwark Plan 2007.

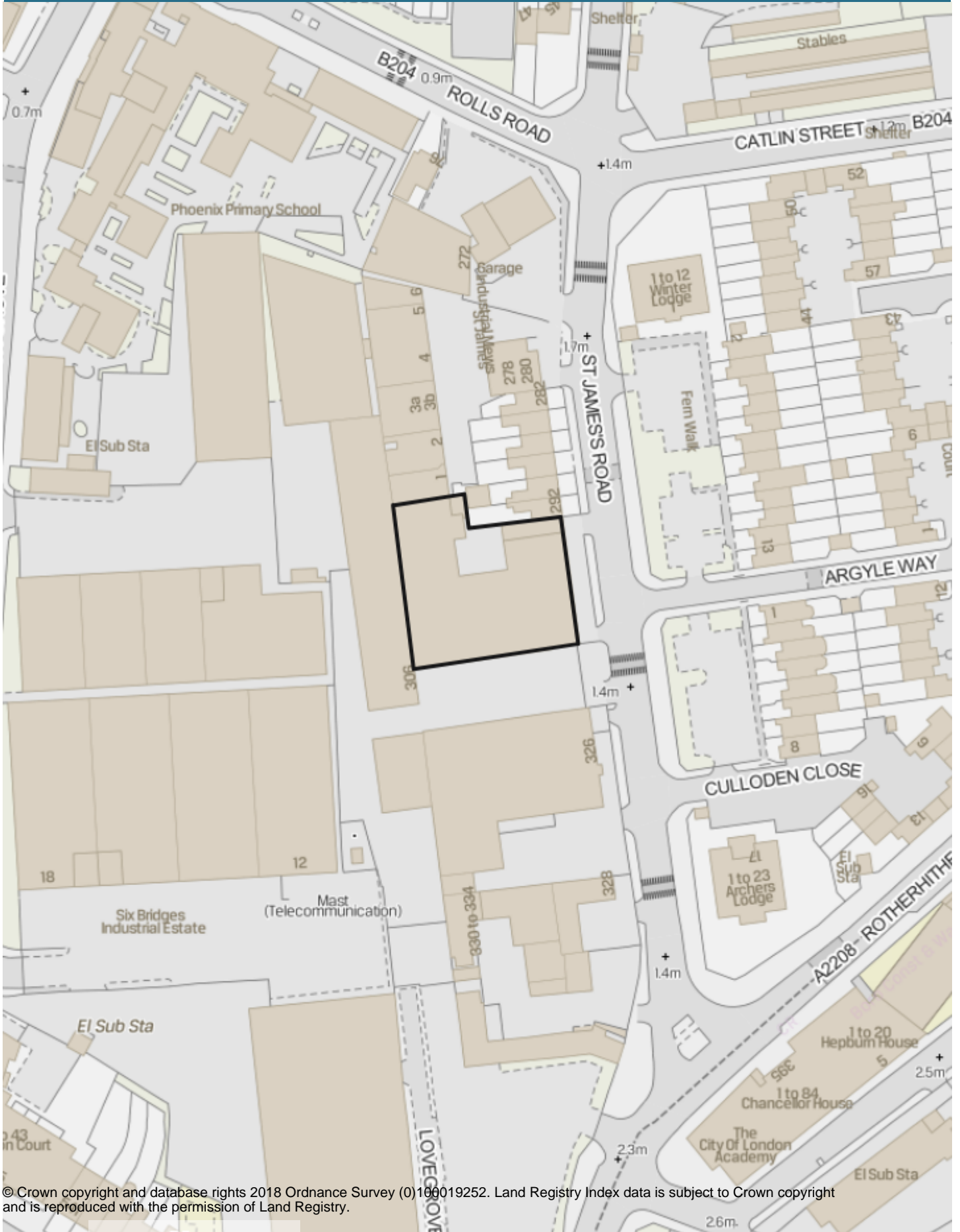
Statement of positive and proactive action in dealing with the application

The council has published its development plan and core strategy on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

The applicant was advised of amendments needed to make the proposed development acceptable. These amendments were submitted enabling the application to be granted permission.

Informative

The planning permission granted includes alterations and amendments to areas of public highway which will need to be funded by the developer. Although these works are approved in principle by the Highway Authority, no permission is hereby granted to carry out these works until all necessary and appropriate design details have been submitted and agreed. You are advised to contact the Principal (Client) Engineer Infrastructure Group (020 7525 5509), at least 4 months prior to any works commencing on the public highway.



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50 m

Scale = 1250

18-Sep-2018

Item No. 7.2	Classification: OPEN	Date: 2 October 2018	Meeting Name: Planning Sub-Committee A
Report title:	Development Management planning application: Application 18/AP/0930 for: Full Planning Application Address: 294-304 ST JAMES'S ROAD, LONDON SE1 5JX Proposal: Construction of part one, part two storey roof level extension (third and fourth floor) to create 8 residential apartments (Class C3) comprised of 3 x 1 bedroom units and 5 x 2 bedroom units		
Ward(s) or groups affected:	Old Kent Road		
From:	Director of Planning		
Application Start Date 23/03/2018		Application Expiry Date 18/05/2018	
Earliest Decision Date 06/05/2018			

RECOMMENDATION

1. That planning permission is granted subject to a unilateral undertaking.
2. That in the event that a satisfactory unilateral undertaking is not signed by 30 November 2018, the Director of Planning be authorised to refuse planning permission for the reason given in paragraph 51 of this report.

BACKGROUND INFORMATION

Site location and description

3. The application site is a three storey building which has been in use historically as an office, however it has now been converted into a residential building. The surrounding area is characterised by a mixture of commercial and residential uses with an industrial estate situated adjacent on the western side of St. James's Road with residential uses situated opposite along Argyle Way.
4. Generally the adjoining buildings are two storeys in height with the site building being taller than the neighbouring buildings along St James's Road.
5. The building is not listed and it is not within a conservation area. The site has a Public Transport Accessibility Level of 4 (good) and is in a controlled parking zone (CPZ); flood risk area zone 3; an air quality management area; an archaeological priority zone and a preferred industrial location. The site is also in the draft Old Kent Road Action Plan Area.

Details of proposal

6. The proposal is for the construction of a roof level extension to accommodate eight residential apartments (Class C3), in a mix of 3 x 1 bedroom units and 5 x 2 bedroom units.

7. The extension would be a light-weight addition consisting of part matching brick, floor to ceiling glazing and patinated bronze architectural façade panels.
8. The existing building contains a number of roof lights that serve as the primary light source into a number of habitable rooms.
9. This application differs from the previously refused application (ref:17/AP/3129) as the development over the roofs of the rear wings of the existing building have been reduced in scale with an increased set back of the roof extension and angled roof around the large existing roof light serving a kitchen/living space. The number of units proposed has reduced from nine to eight.

Planning history

10. 13/AP/4263 - An application for prior approval for the change of use from offices (Class Baa) to residential apartments (Class C3) comprising 34 apartments (20 x1 bedroom and 14 x 2 bedroom) was refused on 21/01/14. It was refused for the following reasons:
 1. The proposal fails to provide any disabled parking and thus is contrary to saved policy 5.7 – Parking for disable users of The Southwark Plan 2007 (July), SP2 - Sustainable Transport of The Core Strategy 2011 and The National Planning Policy Framework 2012.
 2. The proposal fails to provide a sufficient evidence by way of a car parking survey to identify the impact of on street overspill parking from the development and thus is contrary to saved policy 5.6 – Parking of The Southwark Plan 2007 (July), SP2 - Sustainable Transport of The Core Strategy 2011 and The National Planning Policy Framework 2012.
 3. The proposal fails to provide a sufficient standard of cycle parking for future residents of the development as such is contrary to saved policy 5.3 - Walking and Cycling of The Southwark Plan 2007 (July), SP2 - Sustainable Transport of The Core Strategy 2011 and The National Planning Policy Framework 2012.
11. 14/AP/0790 - Application type: Prior Approval (PRAP) - change of use from Class B1(a) offices to Class C3 (residential apartments). The proposed development consists of the conversion of all three floors within the existing building into 34 apartments(8 x studios, 9 x 1 beds and 17 x 2 beds), No material external alterations to this building form part of these proposals. Decision date 06/05/2014 Decision: Prior approval required - approved (PARA)
12. 14/AP/2658 - Planning permission was refused for the construction of third and fourth storey extensions to the existing building to accommodate 15 new apartments (C3) residential units (4x 1 beds, 10x 2 beds, 1x 3 bed).

Reasons for refusal:

1. The proposed development, owing to its excessive bulk and height is an overdevelopment of the site which fails to respond positively to the immediate context of the area which is predominantly two stories in height, thus being detrimentally harmful to the character and appearance of the area. The development is therefore contrary to saved policies 3.11 'Efficient use of land', 3.12 'Quality in Design' and 3.13 'Urban Design' of the Southwark Plan (2007), strategic policy 12 'Design and Conservation' of the Core Strategy, policy 7.6 'Architecture' of The London Plan (2011) and section 7 of the NPPF (2012).

2. The associated parking survey area has a low level of unrestricted parking available. The additional residential units proposed as part of the development will result in cumulative increased demand on on-street car parking network, at peak times of residential parking demand. The application fails to mitigate successfully measures to compensate for these additional units proposed and as such it is considered that scheme would put significant parking stress on an area that does not have the ability to accommodate the additional parking demand and as such fails to protect the existing residents parking amenity. The development is therefore contrary to saved policies 3.2. Protection of Amenity and 5.6 – Parking of The Southwark Plan 2007 (July), SP2 - Sustainable Transport of The Core Strategy 2011 and The National Planning Policy Framework 2012.
 3. The application fails to provide justification for the lack of provision of on-site affordable housing in order to satisfy the quota of affordable housing offered as part of this development. In the absence of a financial viability assessment of the scheme or any comparison to local market values the provision of affordable housing on site cannot be justified, would not provide an adequate provision of affordable housing and fails to satisfy saved Southwark Plan 2007 policy 4.4 'Affordable Housing' or Strategic Policy 6 'Homes for people on different incomes' of the Core Strategy 2011.
 4. The application fails to provide any wheelchair accessible residential units and does not provide justification why these could not be provided on site. As such the application fails to satisfy the National Planning Policy Framework (2012) or saved policy 4.3. Mix of Dwellings of the Southwark Plan (2007).
 5. The proposed residential accommodation would fails to meet the requirement of Strategic Policy 7 'Family Homes' of the Core Strategy which requires 20% of developments above 10 units to at least to be 3, 4 or 5 bedroom units when situated within the Urban Zone. The development therefore fails to provide an adequate mix of dwelling sizes contrary to the above policy.
13. 15/AP/2968 - Planning permission was granted for the installation, relocation and creation of new windows, including replacement of front entrance screen

<p>17/EQ/0033 Application type: Pre-Application Enquiry (ENQ) Construction of roof level extension to existing building to accommodate 9 residential apartments (Class C3). Decision date 10/03/2017 Decision: Pre-application enquiry closed (EQ)</p>
<p>17/AP/3129 Application type: Full Planning Application (FUL) Construction of a roof level extension to accommodate 9 residential apartments (Class C3), in a mix of 2 x 1 bedroom units, 6 x 2 bedroom units and 1 x 3 bedroom unit. Decision date 11/10/2017 Decision: Refused (REF) Reason(s) for refusal:</p> <ol style="list-style-type: none"> 1. The development would, by restricting daylight and sunlight to skylights in existing dwellings on the second floor of the building, result in poor living conditions and cause harm to the amenity of their occupiers contrary to the Core Planning Principle referring to amenity in Paragraph 17 of the National Planning Policy Framework; Policy 3.5 'Quality and design of housing developments' of the London Plan 2016; Strategic policy 13 'High environmental standards' of the Core Strategy 2011; saved policy 3.2 'Protection of amenity' of the Southwark Plan 2007 and section 3.4 'Extensions to existing residential dwellings' of the 2015 Technical Update to the Residential Design Standards Supplementary Planning

Document 2011.

2. Inadequate information has been submitted in regards to daylight and sunlight impacts on the existing dwellings on the ground floor, first floor and second floor of the host building; without such information, it is judged that the extension would cause harm to the living conditions and amenity of the existing residents within the building contrary to the core planning principle referring to amenity in paragraph 17 of the National Planning Policy Framework; Policy 3.5 'Quality and design of housing developments' of the London Plan 2016; Strategic policy 13 'High environmental standards' of the Core Strategy 2011; saved policy 3.2 'protection of amenity' of the Southwark Plan 2007 and section 3.4 extensions to existing residential dwellings of the 2015 technical update to the residential design standards Supplementary Planning Document 2011.

Planning history of adjoining sites

14. None of relevance.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

15. The main issues to be considered in respect of this application are:
 - a) Principle of the proposed development in terms of land use and conformity with strategic policies.
 - b) Impact on the amenities of occupiers of adjoining properties and occupiers of existing building.
 - c) Impact of adjoining uses on occupiers of proposed development.
 - d) Transport issues.
 - e) Design and impact on setting of adjacent buildings.
 - f) Environmental impacts, air quality and site contamination.
 - g) Flood risk.
 - h) Planning obligations.

Planning policy

National Planning Policy Framework (the Framework)

16. Para 12: Core planning principles
 - Part 4 Promoting sustainable transport
 - Part 7 Requiring good design
 - Part 8 Promoting healthy communities
 - Part 10 Meeting the challenge of climate change, flooding and coastal change
 - Part 11 Conserving and enhancing the natural environment

The London Plan 2016

17. Policy 3.3 Increasing housing supply
 Policy 5.3 Sustainable design and construction
 Policy 5.12 Flood risk management
 Policy 5.13 Sustainable drainage
 Policy 5.15 Water use and supplies
 Policy 5.17 Waste capacity
 Policy 5.21 Contaminated land
 Policy 6.3 Assessing effects of development on transport capacity
 Policy 6.9 Cycling
 Policy 6.10 Walking
 Policy 6.11 Smoothing traffic flow and tackling congestion
 Policy 6.13 Parking
 Policy 7.3 Designing out crime
 Policy 7.4 Local character
 Policy 7.5 Public realm
 Policy 7.6 Architecture
 Policy 7.14 Improving air quality
 Policy 7.15 Reducing noise and enhancing soundscapes
 Policy 8.2 Planning obligations

Core Strategy 2011

18. Strategic Policy 1: Sustainable development
 Strategic Policy 2: Sustainable transport
 Strategic Policy 5: Providing new homes
 Strategic Policy 12: Design and conservation
 Strategic Policy 13: High environmental standards

Southwark Plan 2007 (July) - saved policies

19. The council's cabinet on 19 March 2013, as required by para 215 of the NPPF, considered the issue of compliance of Southwark Planning Policy with the National Planning Policy Framework. All policies and proposals were reviewed and the council satisfied itself that the policies and proposals in use were in conformity with the NPPF. The resolution was that with the exception of Policy 1.8 (location of retail outside town centres) in the Southwark Plan all Southwark Plan policies are saved. Therefore due weight should be given to relevant policies in existing plans in accordance to their degree of consistency with the NPPF.

Policy 1.2: Strategic and Local Preferred Industrial Locations
 Policy 2.5: Planning Obligations
 Policy 3.1: Environmental Effects
 Policy 3.2: Protection of Amenity
 Policy 3.4: Energy Efficiency
 Policy 3.6: Air Quality
 Policy 3.7: Waste Reduction
 Policy 3.9: Water
 Policy 3.11: Efficient use of Land
 Policy 3.12: Quality in Design
 Policy 3.13: Urban Design
 Policy 3.14: Designing out Crime
 Policy 4.2 Quality of Residential Accommodation
 Policy 5.2: Transport Impacts
 Policy 5.3: Walking and Cycling
 Policy 5.6: Car Parking

Other relevant Planning Policy/Guidance

20. 2015 Technical update to the Residential Design Standards SPD (2011)
Draft Old Kent Road Action Area Plan (Preferred Option 2015)

Summary of consultation responses

21. A total of 22 objections have been received to the proposal and one letter of support. The objections raise the following concerns:
- Cause harm to the living conditions and amenity of the existing residents within the building.
 - Daylight and sunlight impacts, amenity and privacy impacts on existing dwellings.
 - The proposal would result in the boxing in of Skylights
 - Significantly reduces light in the north courtyard.
 - The extension would compromise the warehouse conversion aesthetic.
 - The overall scale, height and bulk would be unacceptable.
 - Noise from roof terraces
22. The above matters have been addressed within the main body of the report below.
23. Other comments:

Inaccuracy of the plans:

Response:

A number of objections outline that the plans are inaccurate, with specific reference to the top floor roof terraces not being delineated between each of the units. This is noted and a condition is recommended to provide details of obscure glazed screening for all balconies proposed in order to ensure that the future occupiers' amenity is not harmed.

The Sunlight Results of the Daylight Assessment omits the results for both W3 and W4.

Response:

Sunlight assessments are only required when windows face within 90 degrees of due south and is assessed for horizontal windows.

The roof lights in the master bedroom of ground floor flat 5 have not been taken into account in the light report and looking at the construction plans proposed.

Response:

The applicants have confirmed that the roof lights serving the ground floor of Universal House were analysed, these being windows W8, 9, 10, 11, 12 and 13.

Disruption, Noise and inconvenience to current leaseholders/tenants.

Response:

This is dealt with though other legislation.
Maintenance, removal of debris and cleaning of skylights.

Response:

This is not a planning consideration.

Reduction in owner value for a number of flats.

Response:

This is not a planning consideration.

One support letter:

Dull unattractive building would benefit from a new roof top extension.

Principle of development

24. The site is located within a Preferred Industrial Location (PIL). Saved Southwark Plan policy 1.2 notes that 'In preferred industrial locations, planning permission will only be granted for developments falling within the 'B' use class, and 'Sui Generis' use class industries which are inappropriate in residential areas'.
25. The site is on the boundary of the PIL and the surrounding area to the front of the site is generally more residential in nature, with Georgian properties adjacent and a housing estate opposite. Furthermore, the residential use on the site has already been established by the Prior Approval permission for 34 residential units on the site which have been constructed and occupied and thus, the introduction of further residential units on this site is considered acceptable in principle.
26. The site is located within the area covered by the emerging Old Kent Road Area Action Plan (AAP), which encourages new mixed use developments within the area to maximise future development within sites. The proposal seeks to increase the density of the site by providing additional residential dwellings. The proposed development would result in a density of 680 habitable rooms per hectare (HRH), which is within the 200-700 HRH expected density range for development within the Urban Zone. Furthermore, the AAP is seeking to extend the Central Activity Zone density range of 700 - 1100 to the Old Kent Road area and whilst this document is yet to be adopted, the National Planning Policy Framework makes clear that given the level of public consultation already undertaken on this document, it is a material consideration in the determination of applications at this stage. As such, the proposed density for the development is considered acceptable.

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

Daylight impacts

27. The proposal has potential impact on the daylight enjoyed by four rooms served by roof lights on the second floor of Universal House, windows serving habitable rooms on the lower floors Universal House as well as the properties 288-292 St James's Road. The level of daylight of the proposed accommodation at third floor level will achieve is also considered here. The implications are assessed below.
28. With regard to daylight, the Building Research Establishment (BRE) guidelines set out numerical values for both Vertical Sky Component (VSC) with the recommendation that a VSC of at least 27% or 0.8 times the existing and Daylight Distribution (DD), with at least 80% or 0.8 times the existing area of the room in front of the No Sky Line be met in order for there to be no noticeable change in daylight.
29. The second floor of Universal House has four roof lights serving habitable accommodation. One serves a kitchen and three serve bedrooms, one of which is also served by a horizontal window. To the lower floors there are roof light windows looking out onto the lightwells that serve habitable rooms. The results from the analysis demonstrate that all roof lights will enjoy a VSC in excess of 27%. The main

roof light impacted upon relates to the large kitchen roof light which does see a relatively high reduction from a VSC of 99.5 (which demonstrates that it has a near unobstructed view of the sky, which is often the case for roof lights) to a VSC level of 39.8. The VSC test is predominantly used for vertical facing windows and as such is not a perfect measure of impacts on roof lights. However, the roof light windows are considered to still obtain good access to light levels for what is an urban environment which is also part of an opportunity area.

30. Concerning the windows serving the habitable rooms on the lower floors, the tests demonstrate that of the 82 windows analysed that serve habitable rooms, 67 (82%) will achieve a VSC of at least 27% or 0.8 times the existing value and thus not noticeably affected.
31. Of the 15 that do not achieve this level, nine windows would achieve around 20% VSC which is considered to be a good level of daylight within a dense urban location such as this. With regards to the six windows that do not achieve the above, three windows serve rooms that are served by other windows that achieve at least 0.8 times the existing VSC (see daylight distribution below). The remaining windows have a very low level VSC values as these residential units were converted under the Prior Approval process for an office to residential conversion and as such did not require planning permission. The existing VSC values range from 0.3 to 9.1 as per the existing situation and as such even with a small loss of actual daylight, would result in large percentage impacts. The largest percentage impacts would be for window one on the ground floor would decrease from a VSC of 2.9 to 1.2, window five from 0.3 to 0.2, window seven from 9.1 to 6 and window 14 from 9.1 to 6.8. Therefore the small actual daylight reductions would have disproportionate percentage impacts and given the existing low levels, the actual decrease would not be significantly noticeable.
32. The applicants have also calculated the daylight distribution for each room, by calculating the area of each room in front of the No Sky Line (NSL). Of the 9 that do not achieve the recommended level of daylight distribution for a suburban location, 5 of these rooms are bedrooms which the BRE guidelines state are less important given that their primary function is for sleeping. With regards to the remaining windows, as noted above, they currently have a very poor level of daylight and therefore the actual reduction is small. As such, officers are satisfied that the overall impacts on the properties on the lower floors of the building would not be significant enough to warrant refusal.
33. In relation to the properties at 288-292 St. James's Road, these properties are located to the north of the site and provide residential accommodation over two floors. The daylight and sunlight consultant did not have access to the floor plans of these units, however have assumed that all ground floor windows are habitable. The results of their VSC analysis demonstrates that in all instances a VSC of at least 27% will still be achieved following the implementation of the proposals and as such there would not be any noticeable daylight impacts.

Sunlight:

34. The BRE Guidelines require that all windows facing within 90° of due south should be considered. The recommended numerical values set out within the BRE Guidelines are for a window to achieve Annual Probable Sunlight Hours (APSH) of 25%, including at least 5% during the winter months.
35. With regards to the existing windows within the building at 294-304 St James's Road, the analysis has considered 39 windows that face within 90 degrees of due south, with the results demonstrating that 85% will achieve the appropriate Annual Probable Sunlight Hours in summer with 80% achieving the recommended level during the

winter months. Of the 10 rooms served by windows that do not achieve the above, 7 are bedrooms which the BRE guidelines state are less important. Given that the majority of windows pass the BRE guidance for sunlight, and that the majority of those that do not meet these standards are predominantly bedrooms, it is considered that the proposal would not result in unacceptable impacts on sunlight of these properties.

36. In relation to the properties at 288-292 St James's Road, the results of the applicants analysis demonstrates that in all instances an APSH of greater than 27% or at least 0.8 times the existing is achieved and in no instance is there a reduction in APSH of greater than 4%. The proposals will therefore not have a significant effect on the sunlight enjoyed by these properties.

Overlooking

37. The proposal would result in a number of roof terraces which would be situated within close proximity of the existing four roof lights at second floor and ground floor levels. There is also potential of overlooking between terraces for units B and F. Furthermore, as outlined above, there are some discrepancies regarding the roof terraces to the units fronting St James's Road as these do not appear to be screened between units. In order to ensure that there is no undue overlooking into these units, a condition requiring details of obscured treatments to the edges of the terraces is recommended.

Impacts on communal courtyard

38. In terms of the impacts on the communal courtyard, this area is already restricted given that the existing building is on all sides. As such, the addition of additional stories at third and a small fourth floor extension are not considered to unreasonably impact on the amenities of the existing users of this space to an extent that would warrant refusal.

Impact of adjoining and nearby uses on occupiers and users of proposed development

Unit	Dwelling Type	Residential Design Standards Compliant GIA (sq.m)	Proposed	Residential Design Standards compliant
A	1b 2p	50	53	Yes
B	2b 4p	70	78	Yes
E	2b 4p	70	86	Yes
F	2b 4p (Duplex)	79	92	Yes
G	2b 4p (Duplex)	79	110	Yes
H	1b 2p	50	59	Yes
J	1b 2p	50	53	Yes
K	2b 3p	61	62	Yes

39. In terms of the individual room sizes for each of the residential units, all of the rooms meet the relevant standards as set out within the Residential Design Standards. All of the units would have access to an outdoor terrace and only one unit would be single aspect and as such an overall high quality of accommodation is proposed throughout and thus in this regards the scheme is considered acceptable.

Transport issues

Parking

40. The site has a PTAL of 4 and is now situated within a CPZ, however the boundary of the CPZ is along St James's Road and as such future residents could potentially park outside of the CPZ and result in impacts on on-street parking. The flats will have a decent access to public transport as it is located within a reasonable walking distance (400m) of Old Kent Road, 800m to South Bermondsey Rail station and approximately 1400m of Bermondsey Underground station.
41. A parking survey in line with the Lambeth Parking Methodology was previously provided with application ref. no. 14/AP/2658 and the results indicated that there was limited available parking on street. The current parking survey provided has also been undertaken using the Lambeth methodology and this notes that there would be some capacity. Given the reduction of units and the fact that the site is now within a CPZ, concerns previously raised that any overspill from the proposed development are no longer considered sufficient grounds to refuse permission.
42. The applicant has proposed to provide a legal agreement to give each of the new dwellings a three year membership to zipcar, with their being a nearby bay to the properties. This is considered sufficient mitigation and this would need to be agreed via a unilateral undertaking.

Cycle and refuse Storage

43. The submitted transport statement notes that 38 bicycle parking spaces were provided as part of the previous application split between an internal cycle store and a covered cycle rack in the courtyard. It notes that an additional 18 bicycle spaces will be provided for the additional eight units in line with the London Plan guidance. The additional spaces will all be Sheffield type cycle stands and the proposed locations are within the existing cycle store as well as within the ground floor of the building. This will provide a total of 56 spaces, which would be an acceptable provision with the storage being convenient and accessible. As the structure for the cycle stores are currently not known and no details of refuse are provided, conditions are recommended requiring further details of these elements.

Servicing

44. Servicing has been proposed to be undertaken from on street. Normally, the council would request that servicing is undertaken from within the curtilage of the site. However, given the nature of this development and the site constraints it is not possible to provide off-street servicing provision. The refuse area is easily accessed via the side gate and thus is acceptable in this instance.

Design issues

45. The proposed third floor extension is lightweight and set well back from the principal St James Road street facade and will not therefore add unduly to the bulk of the building. This is especially the case in oblique street views in that the existing stair tower at the northern edge of the site largely shields the lower Georgian buildings immediately to the north from the additional bulk of the extension.
46. The fourth floor extension is set back well within the site and building and will have little effect on the streetscape. It, and indeed the third floor, will however be in quite close proximity to the rear of the Georgian domestic properties to the north. However

in design terms, the addition to the building would not unduly dominate these dwellings when viewed from the streetscene.

47. In architectural terms, the extensions will appear as lightweight additions rising above a strong brick base. They will add architectural interest to the building through providing a finished cap.
48. It is acknowledged that the existing building is one of the larger buildings within the area, however the site is located within the Old Kent Road Action Area where increased densification is promoted in order to provide a more efficient use of land and provide additional dwellings. In this instance, the scale and massing of the building at four stories with a small fifth storey set back is considered to be appropriate within this location.
49. In terms of detailed design, the proposed development comprises of: matching brick, floor to ceiling glazing and patinated bronze architectural façade panels, used either flat or as projecting solar protective fins. This palette of materials is considered appropriate and would provide a lightweight but distinctive addition to the building. A condition would be required for samples to be provided to ensure that the quality of the materials are acceptable.

Planning obligations (S.106 undertaking or agreement)

50. The application results in an increase of 8 residential units and as such would not meet the requirements for a major development. However, the proposal has the potential to impact on the surrounding highway network and as such the applicants have noted that provision of a 3 year membership to a car club shall be extended to any new occupiers within the additional 8 units proposed. This would be secured by way of a unilateral undertaking.
51. In the event that a satisfactory Unilateral Undertaking is not concluded by 30 November 2018, that the Director of Planning be authorised to refuse planning permission for the following reason:

In the absence of a completed legal agreement to secure mitigation, the impacts of the proposed development would be unacceptable and would fail to satisfy policies 2.5 (Planning Obligations) and 4.4 of the Southwark Plan, policies SP6 (Homes for people on different incomes) and SP14 (Implementation and Delivery) of the LB Southwark Core Strategy 2011, policies 3.11 (Affordable Housing Targets) and 8.2 (Planning Obligations) of the London Plan 2016, and Sections 6 (Delivering a wide choice of high quality homes) of the NPPF 2012.

52. In considering the cumulative impact of all proposed developments on the site as saved policy 4.4 of the Southwark Plan (2007) requires, regard has been had to previous planning permissions. The prior consent ref: 14/AP/0790 was for a permitted development scheme to convert the building from its previous office use into 34 residential units. Planning permission was not required for this change of use as a result of the permitted development rights introduced to allow offices to change to residential use. There is no obligation to provide affordable housing for such permitted development. As this application would result in a total of 8 new residential units, this would be below the threshold for affordable housing at which such provision is required is 11 units.

Sustainable development implications

Air Quality:

53. The proposed developed is a car free. In addition, an Air Quality Assessment by Aether Ltd (June 2017) has been reviewed. Based on the assumptions used, the results of the assessment indicate that annual mean nitrogen dioxide (NO₂) concentrations are below the Objective in the development year. Concentrations of particulate matter (PM₁₀) are also predicted to be below the annual mean Objective in the development year. Therefore as long as assumptions remain the same, the council's Environmental Protection Team considers this assessment and project as compliant.

Other matters

54. The application would be both Mayoral and Southwark CIL liable.

Conclusion on planning issues

55. The principle of the additional stories to the building for residential use is considered acceptable within this location as it would increase the density of the site within the Opportunity Area. The design of the proposal is considered acceptable and would not result in any significant transport impacts. On balance, the proposal would not result in significant harm to the amenities of the existing residents within the building. For these reasons, it is recommended that planning permission is granted.

Community impact statement

56. 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) The issues relevant to particular communities/groups likely to be affected by the proposal have been identified above.

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

Consultations

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

Consultation replies

58. Details of consultation responses received are set out on the planning register.

Human rights implications

59. 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.
60. This application has the legitimate aim of providing additional residential units within an existing residential building. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are

not considered to be unlawfully interfered with by this proposal.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/321-294 Application file: 18/AP/0930 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 5416 Council website: www.southwark.gov.uk

APPENDICES

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

AUDIT TRAIL

Lead Officer	Simon Bevan, Director of Planning	
Report Author	Alex Cameron, Team Leader	
Version	Final	
Dated	18 September 2018	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Finance and Governance	No	No
Strategic Director, Environment and Social Regeneration	No	No
Strategic Director of Housing and Modernisation	No	No
Director of Regeneration	No	No
Date final report sent to Constitutional Team		19 September 2018

APPENDIX 1**Consultation undertaken****Site notice date:** 13/04/2018**Press notice date:** n/a**Case officer site visit date:** n/a**Neighbour consultation letters sent:** 04/04/2018**Internal services consulted:**

Environmental Protection Team Formal Consultation [Noise / Air Quality / Land Contamination / Ventilation]
 Flood and Drainage Team
 Waste Management

Statutory and non-statutory organisations consulted:

Environment Agency
 Thames Water - Development Planning

Neighbour and local groups consulted:

Flat 16 Archers Lodge SE16 3JH	11 Culloden Close London SE16 3JH
Flat 9 Archers Lodge SE16 3JH	13 Culloden Close London SE16 3JH
Flat 8 Archers Lodge SE16 3JH	12 Culloden Close London SE16 3JH
Flat 10 Archers Lodge SE16 3JH	5 Culloden Close London SE16 3JH
Flat 12 Archers Lodge SE16 3JH	4 Culloden Close London SE16 3JH
Flat 11 Archers Lodge SE16 3JH	6 Culloden Close London SE16 3JH
38 Sherwood Gardens London SE16 3JB	8 Culloden Close London SE16 3JH
Flat 23 Archers Lodge SE16 3JH	7 Culloden Close London SE16 3JH
39 Sherwood Gardens London SE16 3JB	Flat 4 Archers Lodge SE16 3JH
41 Sherwood Gardens London SE16 3JB	Flat 3 Archers Lodge SE16 3JH
40 Sherwood Gardens London SE16 3JB	Flat 5 Archers Lodge SE16 3JH
Flat 19 Archers Lodge SE16 3JH	Flat 7 Archers Lodge SE16 3JH
Flat 18 Archers Lodge SE16 3JH	Flat 6 Archers Lodge SE16 3JH
Flat 20 Archers Lodge SE16 3JH	15 Culloden Close London SE16 3JH
Flat 22 Archers Lodge SE16 3JH	14 Culloden Close London SE16 3JH
Flat 21 Archers Lodge SE16 3JH	16 Culloden Close London SE16 3JH
Altdigital 294-304 St Jamess Road SE1 5JX	Flat 2 Archers Lodge SE16 3JH
Unit 2 Including First Floor Unit 1 St James Industrial Mews SE1 5JX	Flat 1 Archers Lodge SE16 3JH
Part First Floor 294-304 St Jamess Road SE1 5JX	3 Culloden Close London SE16 3JH
Christian Centre 306 St Jamess Road SE1 5JX	1 Winter Lodge 1 Fern Walk SE16 3JD
Unit E Six Bridges Industrial Estate SE1 5JT	13 Fern Walk London SE16 3JD
St James Studio 330 St Jamess Road SE1 5JX	2 Winter Lodge 1 Fern Walk SE16 3JD
The Studios 330 St Jamess Road SE1 5JX	4 Winter Lodge 1 Fern Walk SE16 3JD
Flat 2 The Studio 330 St Jamess Road SE1 5JX	3 Winter Lodge 1 Fern Walk SE16 3JD
Ground Floor Unit 1 St James Industrial Mews SE1 5JX	9 Fern Walk London SE16 3JD
Flat 1 The Studio 330 St Jamess Road SE1 5JX	8 Fern Walk London SE16 3JD
Part First Floor Front 294-304 St Jamess Road SE1 5JX	10 Fern Walk London SE16 3JD
Mezzanine 294-304 St Jamess Road SE1 5JX	12 Fern Walk London SE16 3JD
Unit 1 The Old Bike Shed 330-334 St Jamess Road SE1 5JX	11 Fern Walk London SE16 3JD
Part Second Floor Rear 294-304 St Jamess Road SE1 5JX	11 Winter Lodge 1 Fern Walk SE16 3JD
Effingham House Arundel Street WC2	10 Winter Lodge 1 Fern Walk SE16 3JD
Joinery Shop 306 St Jamess Road SE1 5JX	12 Winter Lodge 1 Fern Walk SE16 3JD
Buildings D And E 306 St Jamess Road SE1 5JX	2 Culloden Close London SE16 3JH
Buildings B And C 306 St Jamess Road SE1 5JX	1 Culloden Close London SE16 3JH
Part Ground Floor Part First Floor And Part Second Floor 294-304 St Jamess Road SE1 5JX	6 Winter Lodge 1 Fern Walk SE16 3JD
Ground Floor Rear 332 St Jamess Road SE1 5JX	5 Winter Lodge 1 Fern Walk SE16 3JD
Workshop 330-334 St Jamess Road SE1 5JX	7 Winter Lodge 1 Fern Walk SE16 3JD
332 St Jamess Road London SE1 5JX	9 Winter Lodge 1 Fern Walk SE16 3JD
Workshop 262-272 St Jamess Road SE1 5JX	8 Winter Lodge 1 Fern Walk SE16 3JD

Petrol Filling Station 262-272 St Jamess Road SE1 5JX
 Unit 3a St James Industrial Mews SE1 5JX
 Mr J D Arnold 330-334 St Jamess Road SE1 5JX
 Unit 3b St James Industrial Mews SE1 5JX
 Part Ground Floor And Part Second Floor 294-304 St Jamess Road SE1 5JX
 Part First Floor Rear 294-304 St Jamess Road SE1 5JX
 Barbagallo Part Ground Floor 294-304 St Jamess Road SE1 5JX
 5 Ivy Court Argyle Way SE16 3JE
 4 Ivy Court Argyle Way SE16 3JE
 6 Ivy Court Argyle Way SE16 3JE
 8 Fallow Court Argyle Way SE16 3JQ
 7 Fallow Court Argyle Way SE16 3JQ
 Unit C2 Six Bridges Trading Estate SE1 5JT
 Unit D Six Bridges Trading Estate SE1 5JT
 3 Ivy Court Argyle Way SE16 3JE
 2 Ivy Court Argyle Way SE16 3JE
 4 Fern Walk London SE16 3JD
 3 Fern Walk London SE16 3JD
 5 Fern Walk London SE16 3JD
 7 Fern Walk London SE16 3JD
 6 Fern Walk London SE16 3JD
 10 Fallow Court Argyle Way SE16 3JQ
 9 Fallow Court Argyle Way SE16 3JQ
 11 Fallow Court Argyle Way SE16 3JQ
 2 Fern Walk London SE16 3JD
 12 Fallow Court Argyle Way SE16 3JQ
 Unit 5 St James Industrial Mews SE1 5JX
 292 St James's Road London SE1 5JX
 290 St James's Road London SE1 5JX
 310-326 St James's Road London SE1 5JX
 328 St James's Road London SE1 5JX
 76 Rolls Road London SE1 5DU
 Unit 2 The Old Bike Shed 330-334 St James's Road SE1 5JX
 282 St James's Road London SE1 5JX
 286 St James's Road London SE1 5JX
 284 St James's Road London SE1 5JX
 278-280 St James's Road London SE1 5JX
 Unit C3 Six Bridges Trading Estate SE1 5JT
 Gospel Of Light Unit 4 St James Industrial Mews SE1 5JX
 Unit 6 St James Industrial Mews SE1 5JX
 Unit B1 Six Bridges Trading Estate SE1 5JT
 Phoenix Primary School Marlborough Grove SE1 5JT
 Unit C1 Six Bridges Trading Estate SE1 5JT
 288 St James's Road London SE1 5JX
 Unit C4 Six Bridges Trading Estate SE1 5JT
 10 Culloden Close London SE16 3JH
 9 Culloden Close London SE16 3JH
 49 Sherwood Gardens London SE16 3JB
 48 Sherwood Gardens London SE16 3JB
 50 Sherwood Gardens London SE16 3JB
 52 Sherwood Gardens London SE16 3JB
 51 Sherwood Gardens London SE16 3JB
 44 Sherwood Gardens London SE16 3JB
 43 Sherwood Gardens London SE16 3JB
 45 Sherwood Gardens London SE16 3JB
 47 Sherwood Gardens London SE16 3JB
 46 Sherwood Gardens London SE16 3JB
 1 Ivy Court Argyle Way SE16 3JE
 54 Sherwood Gardens London SE16 3JB
 53 Sherwood Gardens London SE16 3JB
 55 Sherwood Gardens London SE16 3JB
 57 Sherwood Gardens London SE16 3JB
 56 Sherwood Gardens London SE16 3JB
 42 Sherwood Gardens London SE16 3JB
 Flat 14 Archers Lodge SE16 3JH
 Flat 13 Archers Lodge SE16 3JH
 Flat 15 Archers Lodge SE16 3JH
 Flat 17 Archers Lodge SE16 3JH
 10 Chevron Apartments, 294 St. James'S Road SE1 5JX
 Flat 11 Chevron Apartment 294 St. James'S Road Se15jx
 7 Chevron Apartments 294 St Jamess Road SE1 5JX
 Flat 16 Chevron Apartments SE1 5JX
 Flat 27, Chevron Apartments 294 St James's Road SE1 5JX
 Flat 11, Chevron Apartments 294 St James's Road SE1 5JX
 Flat 14, Chevron Apartments 294 St James Road SE1 5JX
 31 Chevron Apartments 294 St James's Road SE1 5JX
 26 Chevron Apartments SE15JX
 Flat 3 Chevron Apartments 294 St James's Road SE1 5JX
 12, Chevron Apartments 294 St. James's Road SE1 5JX
 12, Chevron Apartments 294 St. James's Road SE1 5JX
 744 Alaska Buildings 61 Grange Road SE1 3BD
 294 St James's Road London SE15JX
 5 Chevron Apartments 294 St James's Road SE1 5JX
 Effingham House Arundel Street WC2
 5 Chevron Apartments, 294 St James's Road London SE1 5JX
 294 St James's Road London SE1 5JX
 21 Chevron Apartments 294 St James Road SE1 5JX
 B301 27 Green Walk SE1 4TX
 Flat B301, Jam Factory 27 Green Walk SE1 4TX
 26 Chevron Apartments London SE1 5JX
 26 Chevron Apartments London SE1 5JX
 4 Chevron Apartments 294 St James's Road SE1 5JX
 20 Chevron Apartments 294 St. James's Road SE1 5JX

Re-consultation: n/a

APPENDIX 2**Consultation responses received****Internal services**

None

Statutory and non-statutory organisations

None

Neighbours and local groups

B301 27 Green Walk SE1 4TX
 Effingham House Arundel Street WC2
 Email representation
 Flat B301, Jam Factory 27 Green Walk SE1 4TX
 Flat 11 Chevron Apartments 294 St James's Road SE1 5JX
 Flat 14, Chevron Apartments 294 St James Road SE1 5JX
 Flat 3 Chevron Apartments 294 St James's Road SE1 5JX
 10 Chevron Apartments, 294 St. James's Road SE1 5JX
 10 Chevron Apartments, 294 St. James's Road SE1 5JX
 12, Chevron Apartments 294 St. James's Road SE1 5JX
 12, Chevron Apartments 294 St. James's Road SE1 5JX
 20 Chevron Apartments 294 St. James's Road SE1 5JX
 21 Chevron Apartments 294 St James Road SE1 5JX
 26 Chevron Apartments London SE1 5JX
 26 Chevron Apartments London SE1 5JX
 26 Chevron Apartments SE15JX
 282 St James's Road London SE1 5JX
 294 St James's Road London SE1 5JX
 31 Chevron Apartments 294 St James's Road SE1 5JX
 4 Chevron Apartments 294 St James's Road SE1 5JX
 5 Chevron Apartments, 294 St James's Road London SE1 5JX
 5 Chevron Apartments 294 St James's Road SE1 5JX
 744 Alaska Buildings 61 Grange Road SE1 3BD

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	Westhill Land and Property	Reg. Number	18/AP/0930
Application Type	Full Planning Application	Case	TP/321-294
Recommendation	Grant With Unilateral Undertaking	Number	

Draft of Decision Notice

Planning Permission was GRANTED for the following development:

Construction part one, part two storey roof level extension (fourth and fifth floor) to create 8 residential apartments (Class C3) comprised of 3 x 1 bedroom units and 5 x 2 bedroom units.

At: 294-304 ST JAMES'S ROAD, LONDON SE1 5JX

In accordance with application received on 22/03/2018 08:01:22

and Applicant's Drawing Nos. 1966-00-DR-0000 REV D02 - Site Location Plan

1966-00-DR-0103 REV D08 - Proposed Third Floor Plan
 1966-00-DR-0104 REV D05 - Proposed Fourth Floor Plan
 1966-00-DR-0400 REV D02 - Existing Sections
 1966-00-DR-0400 REV D02 - Sections Sheet 1
 1966-00-DR-0600 REV D04 - Proposed South and East Elevations
 1966-00-DR-0601 REV D03 - Proposed North and West Elevations
 1966-00-DR-PH2_0101 REV D03 - Existing Ground Floor
 1966-00-DR-PH2_0600 REV D02 - Existing Elevations
 1966-00-SK-0150 REV D05 - Axonometric From North East
 1966-00-SK-0151 REV D04 - Axonometric From South East

Daylight and Sunlight Assessment
 Transport Assessment
 Flood Risk Assessment
 Air Quality Assessment
 Noise Impact Assessment
 Planning Statement
 Design and Access Statement

Subject to the following six conditions:

Time limit for implementing this permission and the approved plans

- 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:

1966-00-DR-0103 REV D08 - Proposed Third Floor Plan
 1966-00-DR-0104 REV D05 - Proposed Fourth Floor Plan
 1966-00-DR-0400 REV D02 - Sections Sheet 1
 1966-00-DR-0600 REV D04 - Proposed South and East Elevations
 1966-00-DR-0601 REV D03 - Proposed North and West Elevations

Reason:

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

Commencement of works above grade - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before any work above grade is commenced. The term 'above

grade' here means any works above ground level.

- 3 Prior to above grade works commencing, material samples/sample-panels/sample-boards of all external facing materials to be used in the carrying out of this permission shall be presented on site/submitted to and approved in writing by the Local Planning Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with The National Planning Policy Framework 2012, Strategic Policy 12 - Design and Conservation of The Core Strategy 2011 and Saved Policies: 3.12 Quality in Design and 3.13 Urban Design of The Southwark Plan 2007.

- 4 Before any above grade work hereby authorised begins details (1:50 scale drawings) of the facilities to be provided for the secure and covered storage of cycles shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the cycle parking facilities provided shall be retained and the space used for no other purpose and the development shall not be carried out otherwise in accordance with any such approval given.

Reason

In order to ensure that satisfactory safe and secure cycle parking facilities are provided and retained in order to encourage the use of cycling as an alternative means of transport to the development and to reduce reliance on the use of the private car in accordance with The National Planning Policy Framework 2012, Strategic Policy 2 - Sustainable Transport of The Core Strategy and Saved Policy 5.3 Walking and Cycling of the Southwark Plan 2007.

- 5 Prior to occupation of the building, details of all balcony screening shall be provided to the Local Planning Authority and shall be installed in accordance with the approval. The approved balcony screening shall not be replaced or repaired otherwise than with obscure glazing or obscure screening.

Reason

In order to protect the privacy and amenity of the occupiers and users of the development from undue mutual overlooking in accordance with The National Planning Policy Framework 2018, Strategic Policy 13 - High environmental standards of The Core Strategy 2011 and Saved Policy 3.2 'Protection of Amenity' of the Southwark Plan 2007.

Pre-occupation condition(s) - the details required to be submitted for approval by the condition(s) listed below must be submitted to and approved by the council before the building(s) hereby permitted are occupied or the use hereby permitted is commenced.

- 6 Before the first occupation of the extension hereby permitted details of the arrangements for the storing of domestic refuse shall be submitted to and approved in writing by the Local Planning Authority and the facilities approved shall be provided and made available for use by the occupiers of the dwellings and the facilities shall thereafter be retained and shall not be used or the space used for any other purpose.

Reason

To ensure that the refuse will be appropriately stored within the site thereby protecting the amenity of the site and the area in general from litter, odour and potential vermin/pest nuisance in accordance with The National Planning Policy Framework 2012, Strategic Policy 13 High Environmental Standards of the Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and Policy 3.7 Waste Reduction of The Southwark Plan 2007

Statement of positive and proactive action in dealing with the application

The Council has published its development plan and core strategy on its website together with advice about how applications are considered and the information that needs to be submitted to ensure timely consideration of an application. Applicants are advised that planning law requires applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

PLANNING SUB-COMMITTEE A AGENDA DISTRIBUTION LIST (OPEN) MUNICIPAL YEAR 2018-19

NOTE: Original held by Constitutional Team all amendments/queries to Gerald Gohler Tel: 020 7525 7420

Name	No of copies	Name	No of copies
To all Members of the sub-committee			
Councillor Lorraine Lauder MBE (Chair)	1	Environment & Social Regeneration	1
Councillor David Noakes	1	Environmental Protection Team	
Councillor Sandra Rhule	1		
Councillor Martin Seaton	1		
(Members of the sub-committee receiving electronic copies only)			
Councillor Jane Salmon (Vice-Chair)		Communications	By
Councillor Richard Leeming		Louise Neilan, media manager	email
Councillor Michael Situ		Total:	15
(Reserves to receive electronic copies only)			
Councillor Karl Eastham			
Councillor Eleanor Kerlake			
Councillor Sarah King			
Councillor Graham Neale			
Councillor Kath Whittam			
Officers			
Constitutional Officer, Hub 2 (2 nd Floor), Tooley St.	6		
Jacqui Green/Selva Selvaratnam, Hub 2 (5 th Floor) Tooley St.	3		
Margaret Foley, Legal Services Hub 2 (2 nd Floor) Tooley St.	1		
		Dated: 24 September 2018	