

Item No. 7.7	Classification: OPEN	Date: 11 February 2014	Meeting Name: Planning Sub-Committee B
Report title:	Development Management planning application: Application 13/AP/4055 for: Full Planning Permission Address: DEEPER CHRISTIAN LIFE MINISTRY, LORDSHIP LANE, LONDON SE22 8LD Proposal: Provision of car and cycle parking, new pedestrian footpath, permeable paving grid layout and landscaping in front of St Peter's Hall.		
Ward(s) or groups affected:	College		
From:	Head of Development Management		
Application Start Date 22/11/2013		Application Expiry Date 17/01/2014	
Earliest Decision Date 04/01/2014			

RECOMMENDATION

- 1 That Members grant planning permission subject to conditions.

BACKGROUND INFORMATION

- 2 The application is referred to Members for decision as it involves Metropolitan Open Land (MOL). It is annotated open space parcel 86 in the adopted Southwark Plan (Churchyard).

Site location and description

- 3 The application site is a late 19th century Church of St Peter and St Peter's Parish Hall currently occupied by Deeper Christian Life Ministry and is grade II listed. They stand in a prominent location on the busy South Circular Road at the junction of Lordship Lane and Dulwich Common. The site lies in the north-eastern corner of the Dulwich Wood Conservation Area which incorporates Dulwich Common and Dulwich Park, designated Metropolitan Open Land (MOL). The character of the area is one of open recreational space including playing fields, a golf course, allotments and formal gardens, interspersed with trees and woodlands. An avenue of trees on the western side forms part of the Metropolitan Green Chain Walks which links to adjoining Boroughs and the Thames Path.
- 4 The site is located within a green chain park, Air quality management area, suburban density zone-south, Dulwich Wood conservation area, and Metropolitan Open Land as identified by the development plan.
- 5 Listing of the Church of St Peter: Church. 1873-75 and 1885. By Charles Barry Jnr. Tower completed 1885 when the west part of the nave was begun. Recently restored. MATERIALS: Kentish ragstone with ashlar dressings and steeply pitched slated roofs; lavish polychrome interior. STYLE: Geometric Gothic. PLAN: 6-bay nave, aisles with lean-to roofs, apsed chancel. Tower to north east. Geometrical Gothic style.

EXTERIOR: gabled entrance in west end of north elevation. Windows are mainly cusped lancets, in triplets to aisles, single to apse with trefoils above, the central one larger; pairs of leaded windows to clerestorey. Large traceried west window with stained glass, c1891. Tall buttressed tower with slender slated broach spire has blind arcading above gabled entrance on north face; groups of 3 tall louvered bell openings to each face beneath spire. INTERIOR: Have marble columns to nave arcades, coloured brickwork and terracotta diapering. Open timber roof with some painting, especially to chancel. Choir vestry and organ chamber (to right of chancel) now a private chapel (organ relocated to west end). Pews recently dismantled and interior now open-plan. Floor rebuilt in concrete with steps up from lower nave to aisles. FITTINGS: Victorian fittings include metal light brackets, pulpit, font, reredos.

- 6 Listing of the Church of St Peter's Parish Hall: Parish hall. After 1897. Probably by Charles Barry Jnr. Kentish ragstone with ashlar dressings; steeply pitched tiled roof with louvered fleche for bell with copper spirelet. 3 bays, each with cusped triplet windows; single-storey. 2-bay later extension to east. Open timber roof. Now used for storage. INTERIOR; not inspected. Included for group value with the Church of St Peter (qv).

Details of proposal

- 7 Planning permission is sought for the provision of x13 car parking spaces, x3 Sheffield cycle stands, new pedestrian footpath, permeable paving grid layout and landscaping in front of St Peter's Hall.

Currently, worshipers are parking up to 50 vehicles within the site during services in unmarked bays.

8 Planning history

	APP/A5840/C/03/1108760	Contravention of Listed Building Consent for (i) alterations or demolition to the gate pier on the south side of the Lordship Lane entrance, (ii) alterations or demolition of approx 3m of ragstone wall immediately adjoining above pier, including the removal of decorative iron railings that surrounded the wall, (iii) alterations or demolition of pier to the North side of Lordship Lane entrance together with approx 1.5m decorative metal railings that previously surround the wall.	Appeal dismissed and the Listed Building Notice upheld
09/EN/0535		(1) erection of wedged shaped roof construction of corrugated metal near the southern end of the hall and supporting structure associated with said roof (11) fitting of fascia board measuring 4m x 1.5m and located on the eastern side of the unauthorised metal roof.	Pending negotiations
09/EN/0536		The laying of new surfacing materials (hardstanding)	Pending submission of planning application
09/EN/05		(1) alteration or demolition to the	Subject to the

37		gate pier located on the South Side of Lordship lane entrance (11) Alteration or demolition of approximately 3 metres of the ragstone wall immediately adjoining the pier described in (1); and (111) a alteration or demolition to the gate pier located on the North Side of Lordship Lane together with 1.5 metres decorative metal railings which previously surmounted the adjoining boundary wall.	outcome of 13-AP-3006 and 13-AP-3111
09/EN/0538		Erection of x 2 walls without listed building consent	Subject to the outcome of 13-AP-3006 and 13-AP-3111
13/AP/3006		Works to repair boundary wall to churchyard along Lordship Lane including iron railings; rebuild lose stone gate posts to original design in adjusted locations for safe vehicular access to site; removal of modern fall gate and installation of 3rd turn down bollards.	Granted <i>on the 13/12/13</i>
13/AP/3111		Works to repair boundary wall to churchyard along Lordship Lane including iron railings; rebuild loose stone gate posts to original design in adjusted locations for vehicular access to site; removal of modern fall gate and installation of three turn down bollards.	Granted <i>on the 13/12/13</i>

Planning history of adjoining sites

- 9 None relevant to this application

KEY ISSUES FOR CONSIDERATION

Summary of main issues

- 10 The main issues to be considered in respect of this application are:
- a) the impact of the development on the Metropolitan Open Land;
 - b) the impact of the development on adjoining occupiers;
 - c) design issues;
 - d) impact on the Dulwich Wood conservation area;
 - e) impact on the listed buildings; and
 - f) highway safety.

Planning policy
Core Strategy 2011

- 11 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

- 12 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 3.2 – Protection of amenity;
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 3.15 – Conservation of the historic environment
Policy 3.16 – Conservation areas;
Policy 3.17 – Listed Buildings;
Policy 3.25 – Metropolitan Open Land;
Policy 3.28 – Biodiversity;
Policy 5.2 - Transport impacts

- 13 **London Plan 2011**

Policy 5.3 - Sustainable design and construction
Policy 7.4 - Local character
Policy 7.6 – Architecture
Policy 7.8 – Heritage Assets and Archaeology
Policy 7.17 - Metropolitan Open Land

National Planning Policy Framework (NPPF)

- 14 Section 7 'Requiring good design'
Section 9 'Protecting Green Belt Land'
Section 12 'Conserving and enhancing the historic environment'

Principle of development

- 15 In principle there are no objections to the installation of new car and cycle parking space, new pedestrian footpath, and permeable paving grid layout and landscaping within the context of the site.
- 16 As the site is situated on Metropolitan Open Land and within the setting of a grade II Listed building, it is necessary to consider whether it is appropriate development. Part 9 of the NPPF sets out the uses of land which are deemed to be appropriate in the green belt, which applies also to MOL. London Plan policy 7.17 and saved Southwark Plan policy 3.25 both apply to MOL. Within MOL, saved policy 3.25 states that appropriate development will include, inter-alia:

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 included land within MOL.

- 17 The present layout of the grounds at the application site is that of an uneven gravel pathway and un-kept grassy verge. The proposal would involve the construction of new car and cycle parking, new pedestrian footpath, permeable paving grid layout and landscaping. This would be an improvement to this current layout by improving the outlook of the site and make it a more inviting to visitors to the church.
- 18 In addition, there will be no material impact on openness nor is their conflict with the function of the MOL. As such, the proposal is considered to be appropriate development on MOL and in accordance with the NPPF and Development Plan policy.
- 19 Furthermore, it is considered that the proposed layout and materials of the development is sympathetic to the character, appearance and historic setting of the grade II listed buildings and Dulwich Wood conservation area.

Environmental impact assessment

- 20 None required

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

- 21 It is not considered that the proposed car and cycle bays, pedestrian footpath, permeable paving grid layout and landscaping would have any significant adverse impact on the amenity of nearby residents given that the application site is set well within its own grounds and some distance from the nearest residential properties. It is also unlikely that the proposal would give rise to noise and disturbance that will compromise the amenity currently enjoyed by residents in the area.
- 22 As the site is located on a busy highway, any noise coming from vehicles using the application site, would not significantly add to that generated by traffic on Lordship Lane. In terms of visual amenity, it is considered that the proposal will, to an extent, enhance the visual appearance of the area as a result of the landscaping works. It is therefore considered that the proposal would not have any significant impact on the amenity of surrounding occupiers.

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

- 23 None identified.

Transport issues

- 24 Transport for London (TfL) are the highway authority for the A205 Lordship Lane which is directly adjacent to the site and were consulted on this application. No comments were received from TfL on this application. However, on a previous application (13-AP-3111) the applicant consulted with TfL's transport planners regarding the widening of the vehicular entrance to the site. A revised scheme was negotiated and found acceptable by TfL.
- 25 It is not considered that the proposed works will have any implication on the highway users as the works will be set back from the highway and partially screened by mature trees fronting the highway to cause any distraction to the users of the highway. In addition, the current site is being used by approximately 50 cars during church services. This proposal would reduce the numbers of cars using the site per service.

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

- 26 Section 12, paragraph 129 of the NPPF (2012) requires Local Planning Authorities to identify and assess the particular significance of any heritage asset that may be

affected by a development proposal.

- 27 The proposed works will significantly improve the appearance of the site by replacing the uneven gravel footpath, improving the landscaping and easing the burden of parking along this busy classified road. The proposed works are considered to respect and enhance the character and appearance of the grade II listed buildings.
- 28 The proposal is considered contextually sympathetic, and would preserve the character or appearance of the listed buildings and the important fabric and architectural and historic interest. There will be no loss or harm to the historic or architectural feature of the listed buildings, rather the works would preserve historic heritage interest. The proposed works are not considered to have a negative impact on the appearance of the grade II listed buildings or on the Dulwich Village conservation area.

Impact on trees

- 29 Urban forester - no objections
There are a number of mature trees on site and their protection has been considered by the council's urban forester and has recommended that conditions to protect the trees.
- 30 These include protection measures to ensure suitable surfacing is provided within tree root protection areas. This is especially important in relation to a large mature Oak tree to the front where car parking and other hard landscaping is proposed directly within the RPA.

Planning obligations (S.106 undertaking or agreement)

- 31 Not relevant to this application

Sustainable development implications

- 32 Not applicable

Other matters

- 33 S143 of the Localism Act 2011 states that any financial sum that an authority has received, will, or could receive in the payment of CIL as a material "local financial consideration" in planning decisions. The requirement for Mayoral CIL is a material consideration. However, the weight to be attached to a local finance consideration remains a matter for the decision-maker. Mayoral CIL is to be used for strategic transport improvements in London, primarily Crossrail. In this instance as the proposal does not create new floorspace CIL is not payable.

Conclusion on planning issues

- 34 Overall, for the reasons discussed above, it is considered that the proposal constitutes appropriate development within MOL. The proposed works would contribute positively to the character and appearance of the area, the Dulwich Wood conservation area and the Grade II listed buildings. It is therefore recommended that subject to the imposition of suitable conditions, the proposed development would be in accordance with the relevant development plan policies and should be granted planning permission.

Community impact statement

- 35 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.

- 36 There is no impact on local people is set out above.

Consultation Summary

- 37 No responses received from neighbours during consultation period.

Transport for London - No comment received

Transport Planning Team - Thought the proposal was unworkable as below the minimum manoeuvring space required, however, on further examination the space was found to be over 6 metres and acceptable.

Urban forester - no objections

Human rights implications

- 38 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.
- 39 This application has the legitimate aim of providing new car and cycle parking, new pedestrian footpath, permeable paving grid layout and landscaping. 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/2315 Application file: 13/AP/4055 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 5458 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	Gary Rice, Head of Development Management		
Report Author	Anthony Roberts, Fast Track and Validation Team		
Version	Final		
Dated	23 January 2014		
Key Decision	No		
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER			
Officer Title	Comments Sought	Comments included	
Strategic Director of Finance and Corporate Services	No	No	
Strategic Director of Environment and Leisure	No	No	
Strategic Director of Housing and Community Services	No	No	
Director of Regeneration	No	No	
Date final report sent to Constitutional Team		30 January 2014	

APPENDIX 1

Consultation undertaken

Site notice date: 11/12/2013

Press notice date:

Case officer site visit date: 11/12/2013

Neighbour consultation letters sent: 11/12/2013

Internal services consulted:

Transport Planning Team
Urban Forester

Statutory and non-statutory organisations consulted:

Transport for London

Neighbours and local groups consulted:

FLAT 8 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 9 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 1 551 LORDSHIP LANE LONDON SE22 8LB
FLAT 5 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 6 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 7 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 5 551 LORDSHIP LANE LONDON SE22 8LB
FLAT 6 551 LORDSHIP LANE LONDON SE22 8LB
FLAT 2 551 LORDSHIP LANE LONDON SE22 8LB
FLAT 3 551 LORDSHIP LANE LONDON SE22 8LB
FLAT 4 551 LORDSHIP LANE LONDON SE22 8LB
FLAT 12 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 13 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 14 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 10 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 11 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 2 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 3 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 4 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 1 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 15 524 LORDSHIP LANE LONDON SE22 8LG
FLAT 16 524 LORDSHIP LANE LONDON SE22 8LG

Re-consultation:

None

APPENDIX 2

Consultation responses received

Internal services

Transport planning team

The Transport team considered the proposal was unworkable as below the minimum manoeuvring space required of 6 metres, however, on further examination the space was found to be over 6 metres and acceptable.

Urban forester comment

Conditions has been recommended to ensure suitable surfacing is provided within tree root protection.

A Pine tree was recently removed which should be replaced as part of a landscaping scheme. Sufficient space is also available for a small Yew tree to the side of the entrance in order to enhance the setting of the listed church.

Statutory and non-statutory organisations

Transport for London

No Comment

Neighbours and local groups

No Comment received