

<b>Item No.</b>	<b>Classification:</b>	<b>Date:</b>	<b>Meeting Name:</b>
6.1	OPEN	14 July 2015	Planning Committee
<b>Report title:</b>	<b>Development Management planning application:</b> Application 14/AP/3104 for: Full Planning Permission  <b>Address:</b> THE WORKSHOP SITE, LAND BOUNDED BY GILKES PLACE, GILKES CRESCENT AND CALTON AVENUE TO THE REAR OF 25 DULWICH VILLAGE, LONDON SE21 7BW  <b>Proposal:</b> Redevelopment of the site to include the demolition of all existing buildings (Use Class B2) and the excavation and removal of fuel tanks and associated supply lines and the construction of 12 dwellings (Use Class C3), 1 x 2 bed and 2 x 1 bed affordable dwellings, 1 x 3 bed house (wheelchair accessible), 4 x 4 bed houses and 4 x 5 bed houses with ancillary living accommodation and car parking at basement level accessed from Gilkes Place and landscaping.		
<b>Ward(s) or groups affected:</b>	Village		
<b>From:</b>	Head of Development Management		
<b>Application Start Date</b> 23/09/2014		<b>Application Expiry Date</b> 23/12/2014	
<b>Earliest Decision Date</b> 15/05/2015			

## RECOMMENDATION

1. That the Planning Committee grant planning permission subject to a legal agreement being signed by 8 September 2015; and that if that legal agreement is not signed by that date, that the Director of Planning is authorised to refuse planning permission, if appropriate, for the reason detailed in paragraph 64 of this report.

## BACKGROUND INFORMATION

### Site location and description

2. The site is presently occupied by a vehicle workshop last operated by one of the applicants. It is a relatively large site covering 0.22 Ha. bounded by Gilkes Place to the north, Gilkes Crescent to the east and Calton Avenue to the west. The present building occupies a good proportion of the site, has a dual pitched roof of approximately 7.5m in height with the eaves being approximately 4.75m in height. Part of the site was previously used as a petrol filling station (PFS), a legacy of which is the underground storage tanks. The main workshop building is of little architectural merit, although the service reception building is of some merit.
3. To the east of the site is Dulwich Village with its shops and other amenities while to the west of the site, the area is predominately residential. There are a number of schools and nurseries nearby. Immediately to the north is the recently listed (Grade II) St Barnabas Parish Hall and within the southern part of the site is the recently listed (Grade II) stone plaque originally fixed to the village lock up, Dulwich (referred to hereafter as the stone plaque). The site is subject to the following designations:

4. Air Quality Management Area  
Dulwich Village Archaeological Priority Zone  
Dulwich Village Local Town Centre  
Dulwich Village Conservation Area  
Suburban Density Zone

### **Details of proposal**

5. It is proposed to fully redevelop the site changing its land use to residential, creating 12 new dwellings with tenures as follows:
  - 4x5 bed houses (market)
  - 4x4 bed houses (market)
  - 1x3 bed house (wheelchair accessible and affordable- social rent)
  - 1x2 bed flat (affordable- social rent)
  - 2x1 bed flats (affordable- shared ownership)
6. The houses would be three storey town houses along Gilkes Crescent. A two storey 3 bed house would be located on the southern part of the site at the corner of Gilkes Crescent and Calton Avenue while there would be a 2 bed house and the 2x1 bed flats at the junction of Gilkes Place and Gilkes Crescent.
7. Both cycle and vehicular parking is proposed in a basement excavation that would include most of the site's footprint, two of the parking spaces would be for the occupiers of the wheelchair accessible house. Ramped access for the basement would be from Gilkes Place.
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### **Planning history**

9. 13/EQ/0227, pre-application enquiry for:  
Demolish the existing garage premises and erect 12 dwellings with basement car parking and access from Gilkes Place. Refer to Appendix 3 for the reply.
10. 15/AP/1722, Relocation of the Grade II listed stone plaque to be mounted in the garden wall of the 3-bed dwelling proposed as part of planning application ref: 14/AP/3104. This application for listed building consent is running in parallel to the planning application and was made following the plaque being listed.

### **Planning history of adjoining sites**

11. None of particular relevance to this application.

### **KEY ISSUES FOR CONSIDERATION**

#### **Summary of main issues**

12. The main issues to be considered in respect of this application are:
  - The principle of the proposed development with respect to land use
  - The potential impact on local amenity
  - Flooding and groundwater impacts

- Design of the development and its impact on heritage assets
- Quality of residential accommodation proposed
- Housing mix, affordable housing and tenure
- Transport impacts
- Sustainability
- Construction management.

### **Planning policy**

13. This application should be determined in accordance with the development plan unless material considerations indicate otherwise; and the following national framework, regional and local policy and guidance are particularly relevant:

#### National Planning Policy Framework (the Framework)

This application should be considered against the Framework as a whole, however the following sections are particularly relevant:

- 2. Ensuring the vitality of town centres
- 4. Promoting sustainable transport
- 6. Delivering a wide choice of high quality homes
- 7. Requiring good design
- 10. Meeting the challenge of climate change, flooding and coastal change
- 11. Conserving and enhancing the natural environment
- 12. Conserving and enhancing the historic environment

#### London Plan July 2015

Policy 3.4 Optimising housing potential

Policy 3.5 Quality and design of housing developments

Policy 3.8 Housing Choice

Policy 3.12 Negotiating affordable housing in individual private residential and mixed use schemes.

Policy 3.13 Affordable housing thresholds

Policy 5.13 Sustainable drainage

Policy 6.3 Assessing the effects of development on transport capacity

Policy 6.9 Cycling

Policy 6.13 Parking

Policy 7.2 An inclusive environment

Policy 7.3 Designing out crime

Policy 7.4 Local character

Policy 7.6 Architecture

Policy 7.8 Heritage assets and archaeology

Policy 7.21 Trees and Woodlands

#### Core Strategy 2011

Strategic Policy 1 Sustainable development

Strategic Policy 2 Sustainable transport

Strategic Policy 5 Providing new homes

Strategic Policy 6 Homes for people on different incomes

Strategic Policy 7 Family homes

Strategic Policy 10 Jobs and businesses

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

The Council's cabinet on 19 March 2013, as required by paragraph 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 1.4 Employment sites outside the preferred office locations and preferred industrial locations

Policy 1.7 Development within town and local centres

Policy 2.5 Planning obligations

Policy 3.1 Environmental Impacts

Policy 3.2 Protection of amenity

Policy 3.3 Sustainability assessment

Policy 3.4 Energy efficiency

Policy 3.11 Efficient use of land

Policy 3.2 Quality in design

Policy 3.13 Urban design

Policy 3.14 Designing our crime

Policy 3.15 Conservation of the historic environment

Policy 3.16 Conservation areas

Policy 3.17 Listed buildings

Policy 3.18 Setting of listed buildings, conservation areas, and world heritage sites.

Policy 3.19 Archaeology

Policy 4.2 Quality of residential accommodation

Policy 4.3 Mix of dwellings

Policy 4.4 Affordable housing

Policy 4.5 Wheelchair affordable housing

Policy 5.2 Transport impacts

Policy 5.6 car parking

Policy 5.7 Parking standards for disabled people and the mobility impaired

Policy 5.8 Other parking

#### Other relevant planning documents

Affordable Housing SPD 2008

Draft Affordable Housing SPD 2011

Dulwich SPD 2013

Residential Design Standards SPD 2011

Section 106 Planning Obligations and CIL SPD 2015

#### **Summary of consultation responses**

14. 105 representations have been received in connection with this application. Of these 98 are in objection to the proposal, three in support and three are comments/observations. These include detailed responses from heads of nearby schools and residents' associations. They include reference to what correspondents consider to be inaccuracies in the material submitted but also detailed objections to the scheme itself. An on-line petition (against construction impacts) has also been submitted which presently has over 500 signatories. Many of the objections list similar matters for concern and these include:

- Principle of the proposed land use
- Excessive density of the development proposed
- Impact on local amenity (from the completed development)
- Impact of the proposed basement on groundwater and drainage
- Quality of residential accommodation proposed
- Design of the scheme, including its impacts on heritage assets

- Level and cost of affordable housing
- Highway impacts (including highway safety)
- Impact of the process of development and construction (highway and footway safety and environmental impacts).

### **Principle of development with respect to land use**

15. Being in a local town centre, a change of land use from a B Use Class needs to meet certain criteria as defined in saved policy 1.4 of the Southwark Plan. These are:
  - a) The applicant can demonstrate that convincing attempts to dispose of the premises, either for continued B Class use, or for mixed uses involving B Class, including redevelopment, over a period of 24 months, have been unsuccessful; or
  - b) The site or buildings would be unsuitable for re-use or redevelopment for B Class use or mixed uses including B Class use, having regard to physical or environmental constraints; or
  - c) The site is located within a town or local centre, in which case in accordance with policy 1.7, suitable Class A or other town centre uses will be permitted in place of Class B uses.
16. The planning statement suggests that the proposal would meet criteria b and c. It does not meet criterion c because residential land use is not a town centre use. However, the proposal is considered to accord with criterion b. Use class B2 includes most forms of industry generally considered unsuitable for a residential location (Use Class B1(c) is light industry suitable for use in residential areas). The site location, close to dwellings does not lend itself for re-use or redevelopment for industrial use and it is this environmental constraint that means a change of use is acceptable in principle.
17. The site might potentially be redeveloped for B1 use as policy 1.4 protects B class uses in general but considering the public benefits of the scheme proposed (see below), it is considered that on balance, a loss of employment space at this location would be acceptable.
18. A residential land use in this location is acceptable, and would provide much needed additional housing for the borough.

### **Environmental impact assessment**

19. This development is not of a scale to require an Environmental Impacts Assessment as it is not a development referred to in schedules 1 or 2 of the regulations. Further it would have the characteristics and is not in a location referred to in Schedule 3.

### **The potential impact on local amenity**

20. There are a number of potential impacts for local amenity that could arise from the proposed development. Many of the objections make reference to these and include the impact on daylight and sunlight and disruption due to noise from construction. These and other amenity impacts are considered below.

#### *Daylight and sunlight*

21. Nearby properties on Dulwich Village, Calton Avenue and Gilkes Crescent were assessed along with St Barnabas Parish Hall in accordance with guidance published by the Building Research Establishment (BRE). All windows serving habitable rooms of premises assessed passed the Vertical Sky Component (VSC) test; the reduction of vertical sky visible at mid point of it would not be reduced to under 80 per cent is present level. This change would not be noticeable by occupiers of the premises,

according to the guidance.

22. For sunlight, windows north of the site facing within 90 degrees of due south were assessed, again in accordance with the BRE guidance. For this assessment, sunlight hours over the whole year and in winter are tested. The BRE guidance states that an adverse impact may occur if a window affected:
  - Receives less than 25 per cent of Annual Probable Sunlight Hours or less than 5% of APSH between 21 September and 21 March and
  - Sunlight hours is reduced to below 80 per cent of its present level and
  - Has a reduction in sunlight over the whole year of greater than 4 per cent of APSH.
23. A small number of windows on Gilkes Crescent would fail the first two criteria but their APSH would not be reduced by more than 4 per cent. The development would not therefore have an adverse impact on sunlight for existing residents.
24. Guidance regarding shadowing for gardens and open spaces suggests neighbouring properties should retain at least two hours of sunlight on 21 March. The outdoor amenity space at St Barnabas Parish Hall and the rear gardens of 43, 47 and 53 Gilkes Crescent were analysed, the properties on Gilkes Crescent following a request for these to be included by a surveyor engaged by residents. The analysis shows that there would be no loss of area receiving at least two hours of sunlight on 21 March as a result of the development.

#### *Privacy and sense of enclosure*

25. Both the front and rear separation distances (from building lines) would be greater than the recommended distances in the Residential Design Standards SPD of 12 and 21m respectively. This effectively means that there would be no adverse impact on amenity from loss of privacy or indeed a sense of enclosure.

#### **Flooding and groundwater impacts**

26. The applicants have submitted both a flood risk and basement impact assessments, both of which have been updated following concerns expressed by neighbours and the council's Flood and Drainage Team.

#### *Flood Risk Assessment*

27. The site is within Flood Zone 1, an area outside of the floodplains of main rivers or outside of the area at risk of flooding from the sea. There are however local issues regarding surface water flooding that are relevant to the application site. An area to the southwest of the site is an area at risk of surface water flooding and is part of the area that the recently completed flood alleviation scheme (in Dulwich and Belair Parks and the Dulwich Sports Ground) has been designed to protect. Being so close to one of the areas at risk, it is important that the development itself would not result in additional risk of surface water flooding.
28. The initial assessment contained only conceptual run-off calculations but the revised report has proposed a run-off rate of 8 litres per second (l/s). This compares well to greenfield run-off rates of 5l/s and would be an improvement of more than 70% compared to the existing brownfield run-off rate. It is recommended that a condition be imposed requiring details of the drainage system to be submitted.

### *Basement Impact Assessment*

29. A common reason for objection refers to the impact of the proposed basement (as opposed to its construction which is discussed below) on local groundwater and the potential for the basement to cause changes in groundwater levels off-site. Following discussions with the council's Flood and Drainage Team, the report was revised to include a conceptual drainage plan to convey groundwater through the site. It is conceptual because further permeability testing is required before the design and specification of the system can be finalised. A condition is recommended for details of the plan, following further testing, to be submitted for approval.
30. A matter that has been raised by local residents is the presence of a watercourse/lake through Calton Avenue on an 1838 map. This matter has been reviewed by the applicant's consultant who has concluded that it is likely that the body of water was charged by groundwater which has subsequently fallen because of abstraction across London for water supply. In summary, the development can be engineered to ensure that it would not increase the risk of surface water flooding or cause off-site impacts with respect to groundwater

### **Design of the development and its impact on heritage assets**

31. Many of the objections refer to the design, scale and massing of the development and its appropriateness for the location. Other concerns include the impact on heritage assets that include listed buildings and structures and the Dulwich Village conservation area.

### *Scale massing and design*

32. Taking into account the architectural characteristics of the conservation area, the scale of the development proposed, pattern of street elevations and hierarchy. The semi-detached arrangement reflects the local vernacular, albeit with narrower spaces between pairs. Designed to make a response to the pattern of the existing houses, a modern interpretation of the traditional bay windows is proposed for each of the houses. The height of the proposed development of up to three storeys would compare with the height of the taller dwellings in the vicinity but would not be so high as to be out of character for the area. Setting back the top floor for the four 4 bed houses would lead not only reduce the scale and mass closer to the corners of the site but also provide interest and symmetry.
33. The three bedroom property on the corner of Gilkes Crescent and Calton Avenue would mediate the transition between the two storey row of shops close to Dulwich Village and the higher form of development proposed on the rest of the application site. Similarly, a more modest form of development is proposed on Gilkes Place with a two storey built form for the flats.
34. Materials proposed include brick for facing the development which would be appropriate in this location. More modern treatments are proposed for the bay windows which would be formed by reconstituted limestone. Composite metal and timber windows are proposed along with metal railings.
35. One area of concern for neighbours is the light wells proposed at the front of the 5 and 4 bed houses. While is true that such features are rare for dwellings in Dulwich, they are not uncommon for contemporary dwellings and are necessary for providing light into rooms below ground level. Their visibility would be limited, but nonetheless their inclusion in this proposal I would not be unacceptably harmful for the street scene or indeed the conservation area.

*Impact on heritage assets (demolition of existing buildings)*

36. At present, the site is dominated by the industrial building which is not sensitive to the character of the conservation area, indeed it is in fact a detractor for the conservation area and its demolition would not harm the setting of the conservation area.
37. One building of note and character is the former garage building for the petrol station on Gilkes Place. It has been suggested that it is coeval with the Grade II listed St Barnabas Parish Hall opposite and indeed designed by the same architect. This is however not the case. Although the architectural language for both buildings is similar, there are some years between their erection - only the parish hall appears on the 1916 map with the garage building shown on the 1951 map. The suggestion by residents (many of whom would like it retained) that it was built in the 1930s seems to be a reasonable one. While the garage building is the most architecturally notable building on site, its link with the listed building opposite is that of a later addition designed to reflect the listed building's style. The loss of it would result in less than substantial harm for the conservation area, one of the tests in the framework. Its loss would also facilitate the public benefit of additional housing and a more optimal use of the site. Moreover, loss of the garage building would be acceptable as long as its replacement would be of sufficient quality in addition to other material considerations that may be relevant.
38. An effect would occur on three heritage assets: the Dulwich Village Conservation Area, St Barnabas Parish Hall and the plaque which is on the site the latter two are Grade II listed. The primary building on the site is clearly a detractor for the conservation area, and indeed the listed building and plaque while the garage on Gilkes Place provides some degree of contribution.
39. Impacts on the setting of the plaque are considered under the application for listed building consent reference 15/AP/1722 which will also be presented for members to consider at the meeting for this application. The substantive assessment for that heritage asset is in the report for application 15/AP/1722 but for reference in this report, it is judged that the development would not result in substantial harm to the listed plaque but would be less than substantial harm and provide public benefits (see below). It is important to note that its relocation would also provide for good quality outdoor amenity space for any future occupiers of the affordable wheelchair accessible house.
40. St Barnabas Parish Hall's setting is affected by the existing buildings on the site and while the garage on Gilkes Place is of a similar architectural style, it is a much later addition. The development of a scheme of high architectural merit on this site would not cause substantial harm to the setting of the parish hall and would preserve its setting. It is arguable that its setting would be improved with the removal of the unsightly building larger building on the site.
41. Many objectors have expressed concern that the development would cause harm to the conservation area. There are three tiers of assessment for impacts on conservation areas and indeed other heritage assets. The National Planning Policy Framework's primary test is whether a development would cause substantial harm to a heritage asset, and if it would whether the benefits of the scheme outweigh the harm. This proposed would not cause substantial harm to the conservation area, partly because it would replace a building that is utilitarian and architecturally poor and also because of the design quality proposed. It would also provide the public benefit of additional housing, including affordable and remove what has been and could be an 'un neighbourly' land use. Moreover, the development would be a more efficient use of land and be close to its optimum viable use.



42. The Southwark Plan requires that development either preserves or enhances heritage assets and/or their setting. The scale and massing is considered to be acceptable in this location, taking reference from existing buildings. The development is considered to be of architectural interest that is intentionally contemporary while respecting the historical vernacular of the area, including height quality materials would enhance the Dulwich Village Conservation Area. This is also consistent with the framework which advises that planning authorities should take account of new development making a positive contribution to local character and distinctiveness.

#### **Quality of residential accommodation proposed**

43. All of the dwellings would exceed the minimum dwelling sizes detailed in the London Plan and the Residential Design Standards SPD. The only exception would be ground floor 1 bed flat which meets the minimum requirement of 50sq.m. Some of the gardens would be below the recommended areas. For example, three of the 4 bed dwellings would have rear gardens of 42 to 43sq.m, which is below the target area of 50sq.m. Also below is the area of garden proposed for the 2 bed house at 31sq.m. Both of the 1 bed flats would have outdoor amenity areas of more than 20sq.m, which is a generous for flats. The shortfall in outdoor amenity space is constrained partly by the size of the site but also by the wish to use the site efficiently. Considered as a whole, the areas for living spaces are acceptable.
44. All dwellings would have more than one aspect, allowing for a good degree of outlook and cross-ventilation. There would also be good provision of privacy because the development has been designed to mitigate against mutual overlooking. It is recommended that a condition be imposed to require details of a privacy screen to prevent overlooking from the terrace of the first floor flat on Gilkes Place to amenity area to the west. All rooms within the proposed development would meet the relevant guidelines for Average Daylight Factor (ADF) for their use.

#### **Density**

45. A common cause for objection has been that the proposal is too dense for its location. The site would have a density of 336 habitable rooms per hectare (hr/ha) which is within the 200 to 350 range of the suburban denser zone. The range in the London Plan for suburban development in Public Transport Accessibility Level (PTAL) of 2 is 150 to 250 and the proposal is in excess of this. It is important however to bear in mind that the London Plan advises that it is not appropriate to apply this standard mechanistically.
46. The development proposed is also considered to be of exemplary design (for which higher densities are acceptable in local planning policy terms) as it meets several of the criteria for this in the Residential Design Standards SPD including exceeding minimum floorspace standards; all dual aspect units; natural light and ventilation in kitchens and bathrooms and good sunlight and daylight standards. Thus, the density of the development proposed is acceptable and would provide for efficient use of the land.

#### **Housing mix, affordable housing and tenure**

47. The Core Strategy requires developments with 10 dwellings or more to have to provide at least 30 per cent of the dwellings as 3 more bedroom units. The provision here is well in excess of this at 70 per cent and would result in an acceptable housing mix.
48. It also states that as much affordable housing as possible should be provided for developments that engage the contribution which was changed recently by a

ministerial statement to developments of 11 dwellings or more. The Southwark Plan details the number of dwellings for smaller major housing applications that should be affordable and for a development of 12 dwellings, three should be affordable, equating to 25 per cent, a percentage that is acceptable for this scheme. Because of the high number of large dwellings proposed, the calculation of affordable provision has been based on habitable rooms. Of the 86 habitable rooms the development would provide (calculated in accordance with the draft Affordable Housing SPD), a provision of 25% would mean 21 habitable rooms are to be delivered on site, however because a wheelchair accessible units is proposed, this number can be reduced by one. The following on-site affordable housing provision has been proposed:

**Table 1- on-site affordable housing proposal**

Dwelling type	Dwelling tenure	Number of habitable rooms (percentage of on-site provision)
3 bed house (wheelchair accessible)	Social rent	7 (44)
2 bed house	Social rent	4 (25)
1 bed flat (ground floor)	Intermediate	2 (12)
1 bed flat (first floor)	Intermediate	3 (19)
Total		16
Shortfall		4

49. A commuted sum can be accepted for any shortfall at £100,000 per habitable room meaning that a financial contribution of £400,000 has been offered equating to the shortfall of four habitable rooms.
50. The social rent/intermediate split would be 69 per cent/31 per cent, meeting as far as practicable the 70 per cent/30 per cent target in the Southwark Plan.

### **Transport issues**

51. A total of 21 underground parking spaces are proposed. Maximum parking standards are detailed in the London Plan. This is effectively the maximum provision that would be allowed. Importantly, the wheelchair accessible unit would have two dedicated spaces and swept paths included with the Transport Assessment show that vehicles could enter and exit in a forward gear.
52. A total of 22 communal cycle parking spaces are proposed in the basement which the along with individual provision of 2 spaces for the 3, 4 and 5 bed dwellings, an acceptable provision which meets the policy requirements.
53. Customers and staff of the site used to park on nearby streets, causing additional stress for parking in this area which is not in a controlled parking zone; removal of the present site's use would alleviate parking stress in the area.
54. Concern has been expressed about the potential for vehicles leaving the basement to come into conflict with pedestrians and other road users. The scheme has been amended to reduce the depth of the wall for the ramp closest to Dulwich Village as shown on the latest amended ground floor plan and would allow suitable visibility for drivers exiting the basement.

### **Sustainability impacts**

55. A sustainability assessment has been submitted to support the application. While this considers only one strand of sustainability - environmental - other documents in the

submission, including the design and access and planning statements refer to the social and economic aspects.

56. Environmental performance at the time of the submission was proposed to be compliance with Code for Sustainable Homes Level 4. The code has now been withdrawn but the development would still achieve a 40 per cent reduction in carbon dioxide emissions compared to the baseline in the 2010 Building Regulations. Other environmental measures include the use of low water use fittings, good thermal insulation, passive stack ventilation and the inclusion of a sustainable urban drainage system as referred to above. Additionally, renewable energy would be provided on-site through the use of photo voltaic solar panels. Remediation of the site would also be beneficial, not only to end users and the secondary aquifer on site but also to off-site receptors as the any pollution within the area to be excavated would be removed.
57. The social impacts of the development would not include any significant harm to residents and occupiers of properties nearby, as discussed above. There would be some temporary impacts during the construction phase of the development but this would be time limited and can be afforded limited weight (see below). The wider benefits of the redevelopment proposed outweigh these temporary impacts and include the removal of an industrial land use (with the associated nuisance potential) close to dwellings and the alleviation of parking stress on streets. Also of note is the degree of affordable housing that is being proposed, crucially, the larger affordable dwellings proposed would be a social rent tenure, the most affordable of the three types of affordable housing (the others being intermediate/shared ownership and affordable rent). Additional housing, including market housing is much needed within the borough and London as a whole.
58. Finally on the matter of sustainability, the development would be economically sustainable. There would be a loss of employment space but the benefits of removing an industrial use at this location would outweigh any impact of this loss. Future residents would also contribute top the local economy, by using services and amenities located nearby. The development is considered to be sustainable development as defined in the Framework.

### **Construction management**

59. By the most common cause for objection to this proposal is the potential impact that the process of development may have. While some of the objections refer to the impact from noise, there are may more that make reference to safety concerns, specifically from vehicle movements during construction. An on-line petition regarding this issue has received over 500 signatures to date. These concerns are understandable, particularly considering the number of schools and nurseries near the site.
60. The applicant has submitted a draft outline construction management plan (CMP) which identifies potential impacts, including a HGV construction traffic route. Objectors have concern that a draft document has been submitted and that the detail required of a full CMP is not included. Such a situation is common at this stage of the development process, procurement, understandably does not normally take place unless planning permission is given. The document does nonetheless reference measures that could be included, such as ensuring HGV movements avoid peak school arrival and departure times and the use of banks people to ensure safer movement. It has been suggested (and referred to in the petition) that there would be up to 2000 HGV movements for the excavation of the basement, this is a claim that the applicant is investigating, their response will be included in the addendum report.
61. It is inevitable that some degree of disturbance would arise from any development that

takes place. Although the site is somewhat constrained by its surroundings, it is not of a scale to require an EIA and in that context the potential for impact locally is limited. A condition is recommended requiring a full CMP to be submitted at a time when more detail about the construction process can be provided. The substantive merits or otherwise of this application should however not be based on construction impacts of the development but the planning merits of the proposed development itself.

### Impact on Trees

62. The arboricultural assessment, while relatively rudimentary provides sufficient evidence that the trees on Gilkes Crescent could be retained, although details of protection and pruning (to facilitate hoarding) should be secured through condition. There would be the loss of seven Hornbeam on Calton Avenue but replacement can be secured off site and a location on the sports ground on Calton Avenue, north of the site is being explored.

### Planning obligations (S.106 undertaking or agreement) and Community Infrastructure Levy (CIL)

63. The following planning obligations have been agreed with the developer:

Planning obligation	Applicant's contribution
Affordable housing (on-site)	1x3 bed wheelchair accessible house (social rent) 1x2 bed house (social rent) 2x1 bed flats (intermediate)
Employment during construction	Sustained jobs (26 weeks): 3 Short courses/CSCS cards: 3 Apprenticeships: 1
Archaeology	£5,555
Admin charge	£8,125
Public Realm works	Re-instatement of the footway around the site to heritage standards Contribution capped at £10,000 for an uncontrolled crossing on Gilkes Crescent close to Calton Avenue
Replacement trees	Off-site replacement for existing or greater than existing value.

### Table 2- planning obligations

64. Should there be a failure to sign a legal agreement for these contributions, it is recommended that the application be refused for the following reason:

*The development fails to provide affordable housing in the borough which would be necessary as it is on a site capable of delivering more than 10 residential units, it would also fail to meet provide other reasonable contributions and be contrary to the National Planning Policy Framework section 6 Delivering a wide choice of high quality homes; Policy 3.12 Negotiating affordable housing on individual private residential and mixed use schemes of the London Plan 2015; Strategic Policy 6 Homes for people on different incomes of the Core Strategy, saved Policies 2.5 Planning Obligations and*

#### *4.4 Affordable Housing of the Southwark Plan 2007 and the Section 106 Planning Obligations and CIL SPD 2009.*

65. Section 143 of the Localism Act states that any financial contribution received in terms of community infrastructure levy (CIL) is a material "local financial consideration" in planning decisions. The requirement for payment of the Mayoral or Southwark CIL is therefore a material consideration, however the weight attached is determined by the decision maker. The Mayoral CIL is required to contribute towards strategic transport investments in London as a whole, primarily Crossrail, while Southwark's CIL will provide for infrastructure that supports growth in Southwark.
66. In Southwark the Mayoral CIL was established at a rate of £35 per sqm of new development, although this is an index linked payment. The Southwark CIL rate is based on the type and location of the development. The Mayoral CIL in Southwark currently is calculated on the basis of £40.02 per sqm and this equates to £98,595 and Southwark CIL amount is £492,600.

#### **Archaeology**

67. Located in the Dulwich Village Archaeological Priority Zone, the applicants have submitted a desk based assessment. However because of the historical ground works that have taken place at the site, including the installation of several storage tanks, there is little potential for archaeological records on the site. Nonetheless, a condition is recommended requiring details of a watching brief to be submitted.

#### **Conclusion on planning issues**

68. There has been considerable interest from the local community in this proposal with a very high number of objections being received, including a petition signed by more than 500 people.
69. Impacts from the completed development on the amenity of existing neighbours would not be significant while construction impacts could be mitigated but nonetheless would be temporary. The proposed development would deliver 12 new dwellings of high quality and result in a much more efficient use of the land. Full provision of affordable housing is proposed (including the commutable sum). The development would also remove an industrial use from a largely residential area, a use that has in the past caused parking problems. A high quality design has been proposed which would enhance the setting of the Dulwich Village conservation area and the Grade II listed St Barnabas Parish Hall. While the relocation of the listed plaque to a wall of one of the dwellings would move it from its present location, it would remain on the site, greater historical context would also be provided in the form of the information sign to be included.
70. There would be temporary economic benefits through the employment during construction contribution and future residents would also contribute to the local economy. The result would be a sustainable development that would enhance the setting of heritage assets

#### **Other matters**

71. The Gilkes Residents' Association have submitted an errors and emissions document to supplement their objection. Some of these matters have subsequently been addressed such as the consulting directly all neighbours within 100m of the site (by the council). Other issues such as the impact of the basement, environmental and transport issues have been addressed above.

## **Community impact statement**

72. 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. No adverse impact on any group with the protected characteristics above is expected.

## **Consultations**

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

## **Consultation replies**

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

## **Human rights implications**

75. 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.
76. This application has the legitimate aim of providing new housing. 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/2292-2  Application file: 14/AP/3104  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 1778 Council website: www.southwark.gov.uk

## APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received
Appendix 3	Pre-application reply
Appendix 4	Existing and proposed views
Appendix 5	Visualisation
Appendix 6	Recommendation

## AUDIT TRAIL

<b>Lead Officer</b>	Gary Rice, Head of Development Management	
<b>Report Author</b>	Dipesh Patel, Team Leader Major Applications	
<b>Version</b>	Final	
<b>Dated</b>	29 June 2015	
<b>Key Decision</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments included</b>
Strategic director, finance & corporate services	No	No
Strategic director, environment and leisure	Yes	Yes
Strategic director, housing and community services	Yes	No
Director of regeneration	Yes	No
<b>Date final report sent to Constitutional Team</b>	2 July 2015	

**Consultation undertaken**

**Site notice date:** 08/10/2014

**Press notice date:** 02/10/2014

**Case officer site visit date:** 08/10/2014

**Neighbour consultation letters sent:** 10/10/2014

**Internal services consulted:**

Ecology Officer  
Environmental Protection Team Formal Consultation [Noise / Air Quality / Land Contamination / Ventilation]  
Flood and Drainage Team  
Highway Development Management  
Housing Regeneration Initiatives

**Statutory and non-statutory organisations consulted:**

English Heritage  
Environment Agency  
Metropolitan Police Service (Designing out Crime)  
The Georgian Group  
The Victorian Society  
Transport for London (referable & non-referable app notifications and pre-apps)

**Neighbour and local groups consulted:**

10b Calton Avenue London SE21 7DQ	29 Calton Avenue London SE21 7DE
10a Calton Avenue London SE21 7DQ	9 Calton Avenue London SE21 7DE
41 Calton Avenue London SE21 7DF	7 Calton Avenue London SE21 7DE
12a Calton Avenue London SE21 7DQ	37 Calton Avenue London SE21 7DE
10d Calton Avenue London SE21 7DQ	17 Calton Avenue London SE21 7DE
10c Calton Avenue London SE21 7DQ	15 Calton Avenue London SE21 7DE
8 Calton Avenue London SE21 7DQ	13 Calton Avenue London SE21 7DE
6 Calton Avenue London SE21 7DQ	27 Calton Avenue London SE21 7DE
4 Calton Avenue London SE21 7DQ	25 Calton Avenue London SE21 7DE
1c Calton Avenue London SE21 7DE	23 Calton Avenue London SE21 7DE
1b Calton Avenue London SE21 7DE	23 Gilkes Crescent London SE21 7BP
1a Calton Avenue London SE21 7DE	21 Gilkes Crescent London SE21 7BP
34 Dulwich Village London SE21 7AL	25 Dulwich Village London SE21 7BW
32 Dulwich Village London SE21 7AL	29 Gilkes Crescent London SE21 7BP
30 Dulwich Village London SE21 7AL	27 Gilkes Crescent London SE21 7BP
40 Dulwich Village London SE21 7AL	25 Gilkes Crescent London SE21 7BP
38 Dulwich Village London SE21 7AL	41-43 Dulwich Village London SE21 7BN
36 Dulwich Village London SE21 7AL	Flat 1 1 Calton Avenue SE21 7DE
12d Calton Avenue London SE21 7DQ	35 Calton Avenue London SE21 7DE
12c Calton Avenue London SE21 7DQ	Dulwich Village C Of E Infant School 11-17 Dulwich Village SE21 7BU
12b Calton Avenue London SE21 7DQ	Flat 2 Calton House SE21 7BN
28 Dulwich Village London SE21 7AL	Flat 1 Calton House SE21 7BN
26 Dulwich Village London SE21 7AL	47 Gilkes Crescent London SE21 7BP
24 Dulwich Village London SE21 7AL	45 Gilkes Crescent London SE21 7BP
21 Dekker Road London SE21 7DL	43 Gilkes Crescent London SE21 7BP
20 Dekker Road London SE21 7DL	53 Gilkes Crescent London SE21 7BP
2 Dekker Road London SE21 7DL	51 Gilkes Crescent London SE21 7BP
24 Dekker Road London SE21 7DL	49 Gilkes Crescent London SE21 7BP
23 Dekker Road London SE21 7DL	35 Gilkes Crescent London SE21 7BP
22 Dekker Road London SE21 7DL	33 Gilkes Crescent London SE21 7BP



16 Dekker Road London SE21 7DL  
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18 Dekker Road London SE21 7DL  
17 Dekker Road London SE21 7DL  
16 Calton Avenue London SE21 7DQ  
14 Calton Avenue London SE21 7DQ  
9 Dekker Road London SE21 7DL  
20 Calton Avenue London SE21 7DQ  
2 Calton Avenue London SE21 7DQ  
18 Calton Avenue London SE21 7DQ  
5 Dekker Road London SE21 7DL  
4 Dekker Road London SE21 7DL  
3 Dekker Road London SE21 7DL  
8 Dekker Road London SE21 7DL  
7 Dekker Road London SE21 7DL  
6 Dekker Road London SE21 7DL  
35 Dulwich Village London SE21 7BN  
156 Woodwarde Road London SE22 8UR  
154 Woodwarde Road London SE22 8UR  
152 Woodwarde Road London SE22 8UR  
162 Woodwarde Road London SE22 8UR  
160 Woodwarde Road London SE22 8UR  
158 Woodwarde Road London SE22 8UR  
29a Dulwich Village London SE21 7BN  
29 Dulwich Village London SE21 7BN  
Parish Office 40 Calton Avenue SE21 7DG  
150 Woodwarde Road London SE22 8UR  
148 Woodwarde Road London SE22 8UR  
37a Dulwich Village London SE21 7BN  
41a Dulwich Village London SE21 7BN  
Ground Floor Flat 1d Court Lane SE21 7DH  
Ground Floor Flat 1c Court Lane SE21 7DH  
First Floor 1a Calton Avenue SE21 7DE  
First Floor And Second Floor Flat 39 Dulwich Village  
SE21 7BN  
168 Woodwarde Road London SE22 8UR  
166 Woodwarde Road London SE22 8UR  
164 Woodwarde Road London SE22 8UR  
First Floor Flat St Barnabas Parish Hall SE21 7BT  
First Floor Flat 1d Court Lane SE21 7DH  
First Floor Flat 1c Court Lane SE21 7DH  
1b Court Lane London SE21 7DH  
1a Court Lane London SE21 7DH  
45a Dulwich Village London SE21 7BN  
27a Dulwich Village London SE21 7BN  
47 Dulwich Village London SE21 7BN  
39 Dulwich Village London SE21 7BN  
St Barnabas Parish Hall 23 Dulwich Village SE21 7BT  
21 Dulwich Village London SE21 7BT  
19 Dulwich Village London SE21 7BT  
31 Dulwich Village London SE21 7BN  
45 Dulwich Village London SE21 7BN  
37 Dulwich Village London SE21 7BN  
27 Dulwich Village London SE21 7BN  
Flat B 25 Dulwich Village SE21 7BN  
Flat A 25 Dulwich Village SE21 7BN  
43a Dulwich Village London SE21 7BN  
33a Dulwich Village London SE21 7BN  
35a Dulwich Village London SE21 7BN  
33 Dulwich Village London SE21 7BN  
49 Dulwich Village London SE21 7BN  
1d Calton Avenue London SE21 7DE  
13 Dekker Road London SE21 7DL  
30 Gilkes Crescent London SE21 7BS  
28 Gilkes Crescent London SE21 7BS  
26 Gilkes Crescent London SE21 7BS  
11 Calton Avenue London SE21 7DE  
34 Gilkes Crescent London SE21 7BS  
32 Gilkes Crescent London SE21 7BS  
18 Gilkes Crescent London SE21 7BS  
16 Gilkes Crescent London SE21 7BS  
55 Gilkes Crescent London SE21 7BP  
24 Gilkes Crescent London SE21 7BS  
22 Gilkes Crescent London SE21 7BS  
20 Gilkes Crescent London SE21 7BS  
33 Calton Avenue London SE21 7DE  
31 Calton Avenue London SE21 7DE  
31 Gilkes Crescent London SE21 7BP  
41 Gilkes Crescent London SE21 7BP  
39 Gilkes Crescent London SE21 7BP  
37 Gilkes Crescent London SE21 7BP  
39 Calton Avenue London SE21 7DF  
45 Dekker Road London SE21 7DJ  
44 Dekker Road London SE21 7DJ  
43 Dekker Road London SE21 7DJ  
48 Dekker Road London SE21 7DJ  
47 Dekker Road London SE21 7DJ  
46 Dekker Road London SE21 7DJ  
39 Dekker Road London SE21 7DJ  
38 Dekker Road London SE21 7DJ  
37 Dekker Road London SE21 7DJ  
42 Dekker Road London SE21 7DJ  
41 Dekker Road London SE21 7DJ  
40 Dekker Road London SE21 7DJ  
1 Dekker Road London SE21 7DL  
56 Dekker Road London SE21 7DJ  
55 Dekker Road London SE21 7DJ  
12 Dekker Road London SE21 7DL  
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10 Dekker Road London SE21 7DL  
51 Dekker Road London SE21 7DJ  
50 Dekker Road London SE21 7DJ  
49 Dekker Road London SE21 7DJ  
54 Dekker Road London SE21 7DJ  
53 Dekker Road London SE21 7DJ  
52 Dekker Road London SE21 7DJ  
32 Calton Avenue London SE21 7DG  
30 Calton Avenue London SE21 7DG  
28 Calton Avenue London SE21 7DG  
St Barnabas Vicarage Calton Avenue SE21 7DG  
36 Calton Avenue London SE21 7DG  
34 Calton Avenue London SE21 7DG  
47 Calton Avenue London SE21 7DF  
45 Calton Avenue London SE21 7DF  
43 Calton Avenue London SE21 7DF  
26 Calton Avenue London SE21 7DG  
51 Calton Avenue London SE21 7DF  
49 Calton Avenue London SE21 7DF  
33 Dekker Road London SE21 7DJ  
32 Dekker Road London SE21 7DJ  
31 Dekker Road London SE21 7DJ  
36 Dekker Road London SE21 7DJ  
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34 Dekker Road London SE21 7DJ  
27 Dekker Road London SE21 7DJ  
26 Dekker Road London SE21 7DJ  
25 Dekker Road London SE21 7DJ  
30 Dekker Road London SE21 7DJ  
29 Dekker Road London SE21 7DJ  
28 Dekker Road London SE21 7DJ  
101 Dulwich Village London SE21  
61 Stradella Road London SE24 9HL  
Dulwich Hamlet Junior School Dulwich Village SE21 7AL  
C/O Alleyn'S Junior School London SE22 8SU  
17 Beauval Road London SE22 8UG  
4 Village Way Dulwich SE21 7AW  
18 Pickwick Road Dulwich SE21 7JW  
1d Court Lane Dulwich Village SE21 7DH  
Vice Chair, Dulwich Society  
63 Carlton Avenue London SE21 7DF  
40 Pickwick Road London SE21 7JW  
40 Pickwick Road London SE21 7JW  
By Email  
5 Hillsboro Road SE22 8QE  
Winterbrook Road London SE24 9JA  
Holmdene Avenue London SE24 9LE  
Rosendale Road London SE21 8LQ  
Clive Road London SE21 8BS  
Neptune Court Yorkshire DN14 8QA  
Woodwarde Road London SE22 8UL  
12 Ardbeg Road London SE24 9JL  
17 Beckwith Road London SE24 9LH  
70 Beckwith Road London SE24 9LG  
23 Dulwich Village Dulwich SE21 7BT



Email representation  
Email representation  
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Email representation  
Email representation  
Email representation  
Email representation  
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Flat 1 Calton House SE21 7BN  
Holmdene Avenue London SE24 9LE  
House Of Commons London SW1A 0AA  
Ivory House St Katharine Docks E1W 1AT  
Neptune Court Yorkshire DN14 8QA  
Rosendale Road London SE21 8LQ  
Winterbrook Road London SE24 9JA  
Woodwarde Road London SE22 8UL  
1 Court Lane London SE21 7DH  
1b Court Lane London SE21 7DH  
1d Court Lane Dulwich Village SE21 7DH  
11 Calton Avenue London SE21 7DE  
11 Calton Avenue London SE21 7DE  
114 Parkway London NW1 7AN  
12 Ardbeg Road London SE24 9JL  
14 Court Lane London SE21 7DR  
14 Gilkes Crescent London SE21 7BS  
145 Woodwarde Road London SE22 8UR  
158 Woodwarde Road London SE22 8UR  
158 Woodwarde Road London SE22 8UR  
16 Gilkes Crescent London SE21 7BS  
17 Beauval Road London SE22 8UG  
17 Beckwith Road London SE24 9LH  
18 Pickwick Road Dulwich SE21 7JW  
2 Dekker Road London SE21 7DL  
20 Carver Road London SE24 9LT  
21 Gilkes Crescent London SE21 7BP  
22 Gilkes Crescent London SE21 7BS  
23 Dulwich Village Dulwich SE21 7BT  
23 Gilkes Crescent London SE21 7BP  
24 Gilkes Crescent London SE21 7BS  
25 Calton Avenue London SE21 7DE  
25 Calton Avenue London SE21 7DE  
25 Gilkes Crescent London SE21 7BP  
25 Gilkes Crescent London SE21 7BP  
25 Kingsthorpe Road London SE26 4PG  
28 Gilkes Crescent London SE21 7BS  
28 Gilkes Crescent London SE21 7BS  
28 Gilkes Crescent London SE21 7BS  
29 Gilkes Crescent London SE21 7BP  
3 Court Lane Gardens Dulwich SE21 7DZ  
30 Calton Avenue London SE21 7DG  
30 Dulwich Village London SE21 7AL

32 Calton Avenue London SE21 7DG  
32 Dulwich Village London SE21 7AL  
32 Gilkes Crescent London SE21 7BS  
3-4 Holborn Circus London EC1N 2HA  
37 Calton Avenue London SE21 7DE  
37 Gilkes Crescent Dulwich SE21 7EP  
37 Gilkes Crescent Dulwich SE21 7EP  
37 Gilkes Crescent Dulwich SE21 7EP  
37 Gilkes Crescent Dulwich SE21 7EP  
37 Gilkes Crescent Dulwich SE21 7EP  
37 Gilkes Crescent London SE21 7BP  
37 Gilkes Crescent London SE21 7BP  
39 Calton Avenue London SE21 7DF  
4 Village Way Dulwich SE21 7AW  
40 Pickwick Road London SE21 7JW  
40 Pickwick Road London SE21 7JW  
43 Gilkes Crescent London SE21 7BP  
45 Gilkes Crescent London SE21 7BP  
45 Woodwarde Road London SE22 8UN  
47 Gilkes Crescent London SE21 7BP  
49 Gilkes Crescent London SE21 7BP  
5 Carver Road London SE24 9LS  
5 Hillsboro Road SE22 8QE  
51 Gilkes Crescent London SE21 7BP  
53 Dovercourt Road London SE22 8SS  
55 Calton Avenue London SE21 7DF  
55 Calton Avenue London SE21 7DF  
61 Turney Road London SE21 7JB  
63 Carlton Avenue London SE21 7DF  
63 Carlton Avenue London SE21 7DF  
65 Carlton Avenue London SE21 7DF  
65 Carlton Avenue London SE21 7DF  
69 Calton Avenue London SE21 7DF  
7 Calton Avenue London SE21 7DE  
70 Beckwith Road London SE24 9LG  
71 Calton Avenue Dulwich SE21 7DF  
8 Gilkes Crescent London SE21 7BS  
87 Beauval Road London SE22 8UH  
9 Calton Avenue London SE21 7DE  
9 Calton Avenue London SE21 7DE  
9 Calton Avenue London SE21 7DE

**Pre-application Letter**

**Chief executive's department**

Planning division  
Development management (5th floor - hub 2)  
PO Box 64529  
LONDON SE1P 5LX

Mr. Nick Fennell/Ms Nina Campbell  
Dalton Warner Davis LLP  
21 Garlick Hill  
London  
EC4V 2AU

**Your Ref:**

**Our Ref:** 13/EQ/0227

**Contact:** Dipesh Patel

**Telephone:** 020 7525 1778

**E-Mail:** [planning.applications@southwark.gov.uk](mailto:planning.applications@southwark.gov.uk)

**Web Site:** <http://www.southwark.gov.uk>

**Date:** 03/04/14

Dear Mr. Fennell & Ms Campbell

**TOWN & COUNTRY PLANNING ACT 1990 (as amended)  
PRE-APPLICATION ENQUIRY**

**At:** GARAGE PREMISES (LAND BOUNDED BY GILKES PLACE, GILKES CRESCENT AND CALTON AVENUE) T THE REAR OF 25 DULWICH VILLAGE, LONDON, SE21 7BN

**Proposal:** Demolish the existing garage premises and erect 12 dwellings with basement car parking and access from Gilkes Place

I refer to your pre-application enquiry on the above scheme. Please accept our apologies for the delay in responding to you. Please find along with this letter, an Issues Log detailing the matters we feel further attention. Below is a summary of our comments:

Because the site is within Use Class B2, justification will be required under Saved Policy 1.4 of the Southwark Plan for the proposed change of use. The scheme's approach is broadly acceptable in this conservation area and would make a welcome addition to the locale. Some improvements could be made to the corners of the site at Glikes Crescent and Calton Avenue as these elements do not respond as well to the setting as the rest of the scheme. Scale, massing and materials are generally acceptable but care needs to be taken over the design of the projecting bays to avoid having large, featureless flat areas.

A proposal for an on-street car parking space is not acceptable and there is adequate opportunity for parking for the wheelchair accessible unit to be provided on site. There are concerns about the fact that the affordable housing would be more modest than the rest of the scheme and easily differentiated which is not compliant with Saved Policy 4.4 of the Southwark Plan. The detailed design should accommodate the retention of trees on Calton Avenue.

The following documents should be submitted with the application:

Design and Access Statement including a Heritage Statement  
Planning Obligations- draft head(s) of terms  
Air Quality Assessment  
Daylight/Sunlight assessment  
Land contamination assessment  
Landscaping details  
Arboricultural impact assessment

Transport assessment (including parking survey)  
Sustainability and energy statement

Please note that the advice contained within this letter and the issues log has been given on an informal basis and is not binding upon the Council's formal determination of an application made under the Planning Acts, which will take into account responses to statutory consultations as a material consideration.

Yours sincerely

Rob Bristow  
Manager- Major Applications

APPENDIX 3 Continued

Land to the rear of 25 Dulwich Village, 13-EQ-0227		Position	Update	Risk	Response
Topic	Issue				
1 Change of use from B2 (General Industrial) to C3 (Residential)	Principle of change of use.	The existing use of the site is within use class B2 and because it is within the Dulwich Village Local Town Centre, saved policy 1.4 of the Southwark Plan is engaged. Robust justification to meet one or more of the criteria under which a loss of B Use Class space may be acceptable will be required.		Med	
2 Design Heritage assets	Impact of the design on the Dulwich Village Conservation Area	The proposal would, broadly provide a design approach which would respond well to the architectural characteristics of this consideration area. Materials, the scale of development and pattern of street elevations would respond well to the local streets' vernacular. Some elements of the development should however be reviewed (see below)		Med	
3	Impact on nearby listed buildings	The proposed development would not cause harm to listed buildings nearby		Low	