

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)
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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