

## Planning Committee (Smaller Applications)

Tuesday 1 July 2025  
7.00 pm

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

### Membership

Councillor Cleo Soanes (Chair)  
Councillor Jane Salmon (Vice-Chair)  
Councillor Sabina Emmanuel  
Councillor Sam Foster  
Councillor Nick Johnson  
Councillor Richard Livingstone  
Councillor David Parton

### Reserves

Councillor Ketzia Harper  
Councillor Darren Merrill  
Councillor Victoria Mills  
Councillor Emily Tester  
Councillor Joseph Vambe

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### INFORMATION FOR MEMBERS OF THE PUBLIC

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#### Access to information

You have the right to request to inspect copies of minutes and reports on this agenda as well as the background documents used in the preparation of these reports.

#### Babysitting/Carers allowances

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

#### Access

The council is committed to making its meetings accessible. For details on building access, translation, provision of signers or any other requirements for this meeting, please contact the person below.

#### Contact

Beverley Olamijulo on 020 7525 7234 or email: [Beverley.olamijulo@southwark.gov.uk](mailto:Beverley.olamijulo@southwark.gov.uk)

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Members of the committee are summoned to attend this meeting

**Althea Loderick**

Chief Executive

Date: 23 June 2025



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## Planning Committee (Smaller Applications)

Tuesday 1 July 2025

7.00 pm

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

### Order of Business

| Item No.   | Title   | Page No. |
|--|---|----------|
| <b>1. APOLOGIES</b>  | To receive any apologies for absence.   |          |
| <b>2. CONFIRMATION OF VOTING MEMBERS</b>                                     | A representative of each political group will confirm the voting members of the committee.                                      |          |
| <b>3. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT</b> | In special circumstances, an item of business may be added to an agenda within five clear days of the meeting.                  |          |
| <b>4. DISCLOSURE OF INTERESTS AND DISPENSATIONS</b>                          | Members to declare any personal interests and dispensation in respect of any item of business to be considered at this meeting. |          |
| <b>5. MINUTES</b>  | To approve as a correct record the minutes of the meeting held on 6 May 2025.   | 1 - 4    |
| <b>6. DEVELOPMENT MANAGEMENT</b>   |   | 5 - 9    |
| <b>6.1. SOUTH DOCK MARINA, ROPE STREET, LONDON SE16 7SZ</b>                  |   | 10 - 22  |

| Item No.   | Title | Page No. |
|--|-------|----------|
| 6.2. DULWICH SPORTS CLUB, GIANT ARCHES ROAD, LONDON SE24 9HP |       | 23 - 146 |

**ANY OTHER OPEN BUSINESS AS NOTIFIED AT THE START OF THE MEETING AND ACCEPTED BY THE CHAIR AS URGENT**

**EXCLUSION OF PRESS AND PUBLIC**

The following motion should be moved, seconded and approved if the committee wishes to exclude the press and public to deal with reports revealing exempt information:

“That the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in paragraphs 1-7, Access to Information Procedure rules of the Constitution.”

Date: 23 June 2025

## Planning Committee (Smaller Applications)

### Guidance on conduct of business for planning applications, enforcement cases and other planning proposals

1. The reports are taken in the order of business on the agenda.
2. The officers present the report and recommendations and answer points raised by members of the committee.
3. The role of members of the planning committee (smaller applications) is to make planning decisions openly, impartially, with sound judgement and for justifiable reasons in accordance with the statutory planning framework.
4. The following may address the committee (if they are present and wish to speak) for **not more than 3 minutes each**.

- (a) One representative (spokesperson) for any objectors. If there is more than one objector wishing to speak, the time is then divided within the 3-minute time slot.
- (b) The applicant or applicant's agent.
- (c) One representative for any supporters (who live within 100 metres of the development site).
- (d) Ward councillor (spokesperson) from where the proposal is located.
- (e) The members of the committee will then debate the application and consider the recommendation.

**Note:** Members of the committee may question those who speak only on matters relevant to the roles and functions of the planning committee that are outlined in the constitution and in accordance with the statutory planning framework.

5. If there are a number of people who are objecting to, or are in support of, an application or an enforcement of action, you are requested to identify a representative to address the committee. If more than one person wishes to speak, the 3-minute time allowance must be divided amongst those who wish to speak. Where you are unable to decide who is to speak in advance of the meeting, you are advised to meet with other objectors in the foyer of the council offices prior to the start of the meeting to identify a representative. If this is not possible, the chair will ask which objector(s) would like to speak at the point the actual item is being considered.
6. Speakers should lead the committee to subjects on which they would welcome further questioning.
7. Those people nominated to speak on behalf of objectors, supporters or applicants, as well as ward members, should sit on the front row of the public seating area. This

is for ease of communication between the committee and the speaker, in case any issues need to be clarified later in the proceedings; it is **not** an opportunity to take part in the debate of the committee.

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

**Please note:**

Those wishing to speak at the meeting should notify the constitutional team by email at [ConsTeam@southwark.gov.uk](mailto:ConsTeam@southwark.gov.uk) in advance of the meeting by **5pm** on the working day preceding the meeting.

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

**Contacts:** General Enquiries  
Planning Section  
Environment, Neighbourhoods and Growth  
Tel: 020 7525 5403

Planning Committee Clerk, Constitutional Team  
Governance and Assurance  
Tel: 020 7525 7234



## Planning Committee (Smaller Applications)

MINUTES of the Planning Committee (Smaller Applications) held on Tuesday 6 May 2025 at 7.00 pm in Ground Floor Meeting Rooms - 160 Tooley Street, London SE1 2QH

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**PRESENT:** Councillor Cleo Soanes (Chair)  
Councillor Jane Salmon (Vice-Chair)  
Councillor Sam Dalton  
Councillor Sabina Emmanuel  
Councillor Sam Foster  
Councillor Adam Hood  
Councillor Richard Livingstone

**OTHER  
MEMBERS  
PRESENT:** Councillor Nick Johnson (ward member)

**OFFICER  
SUPPORT:** Dennis Sangweme (Head of Development Management)  
Mark Grant (Head of Property)  
Zoe Oakes (Development Management)  
Michael Feeney (External Legal Counsel, FTB Chambers)  
Beverley Olamijulo (Constitutional Officer)

### 1. APOLOGIES

There were none.

### 2. CONFIRMATION OF VOTING MEMBERS

Those members listed above were confirmed as voting members of the committee.

### 3. NOTIFICATION OF ANY ITEMS OF BUSINESS WHICH THE CHAIR DEEMS URGENT

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

- Addendum report relating to item 6.1 – development management item, and
- Members pack.

#### **4. DISCLOSURE OF INTERESTS AND DISPENSATIONS**

The following members made a declaration regarding the agenda item below:

**Agenda item 6.1 – South Dock Marina, Rope Street, London SE16 7SZ**

Councillor Adam Hood, non-pecuniary, because the application was in his ward. He had meetings with council officers and representatives, but said he would consider the merits of the application with an open mind.

Councillor Jane Salmon, non-pecuniary as the application was in her ward. She would address the meeting in her capacity as a ward member, withdraw from the committee as a voting member and take no part in the debate or decision of the application.

#### **5. MINUTES**

**RESOLVED:**

That the minutes for the planning Committee (Smaller Applications) meeting held on 25 March 2025 be approved as a correct record and signed by the chair.

#### **6. DEVELOPMENT MANAGEMENT**

Members noted the development management report.

**RESOLVED:**

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the attached items be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the attached reports unless otherwise stated.
3. That where reasons for decisions or conditions are not included or not as included in the reports relating to an individual item, they be clearly specified.

#### **6.1 SOUTH DOCK MARINA, ROPE STREET, LONDON SE16 7SZ**

**Planning application reference 23/AP/3273**

Report: See pages 9 to 95 of the agenda pack and addendum pages 1 to 4.

**PROPOSAL**

*Refurbishment of South Dock Marina boatyard to include demolition and removal of all buildings and structures on site, renew services infrastructure, new electricity substation, underground drainage, and hard standings and provide new workshops, studios, toilets showers laundry and associated landscape. Construct new covered boat repair areas with associated gantry and staircase. Removal of the existing crane and replace with new crane, pontoon adjacent to the crane and associated public realm works to the crane area. Addition of new trees to the river walk.*

At this point, Councillor Jane Salmon withdrew from the top table and sat with the audience.

The committee heard the officer's introduction to the report. Members of the committee asked questions of the officers.

There were objectors present who addressed the committee and responded to questions from members.

At this juncture, the committee adjourned for a five-minute comfort break. The meeting resumed at 8.35pm.

The applicants addressed the committee and responded to questions from members.

There were no supporters present, who lived within 100 metres of the development site and wished to speak.

Councillors, Nick Johnson and Jane Salmon addressed the committee in their capacity as ward members. They responded to questions from members of the committee.

At this point, Councillor Jane Salmon left the meeting room.

A motion to grant the application subject to conditions and an amended condition set out in the officer's report, and addendum report, that were presented during the hearing, was moved, seconded, put to the vote and declared carried.

**RESOLVED:**

1. That planning permission be granted subject to amended conditions, as set out in the report and addendum report and for the applicant to enter into an

appropriate S106 legal agreement.

2. That approval of a business relocation strategy and affordable workspace strategy be included and agreed by the planning committee following further consultation with affected businesses, considering the phasing of affordable rents, position of small businesses, and the support available for businesses not able or willing to remain on site, the criteria set out in Policy P33 and on-site storage.
3. In the event that the requirements of paragraph 1 above are not met by 6 August 2025, the director of planning and growth be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 194.

**Note:** The Chair to write to the relevant cabinet member to ask them to consider providing additional support to residents, whilst their boats are under repair.

## **6.2 DULWICH SPORTS CLUB. GIANT ARCHES ROAD LONDON SE24 9HP**

### **Planning application reference 24/AP/1532**

The chair announced that the planning application was withdrawn from the agenda and would not be considered at the meeting.

The meeting ended at 10.15 pm.

**CHAIR:**

**DATED:**

|   |   |
|---|---|
| <b>Meeting Name:</b>                        | Planning Committee (Smaller Applications) |
| <b>Date:</b>                                | 1 July 2025                               |
| <b>Report title:</b>                        | Development Management                    |
| <b>Ward(s) or groups affected:</b>          | All wards                                 |
| <b>Classification:</b>                      | Open                                      |
| <b>Reason for lateness (if applicable):</b> | Not Applicable                            |
| <b>From:</b>                                | Proper Constitutional Officer             |

## RECOMMENDATIONS

1. That the determination of planning applications, or formal observations and comments, the instigation of enforcement action and the receipt of the reports included in the attached items be considered.
2. That the decisions made on the planning applications be subject to the conditions and/or made for the reasons set out in the attached reports unless otherwise stated.
3. That where reasons for decisions or conditions are not included or not as included in the reports relating to an individual item, they be clearly specified.

## BACKGROUND INFORMATION

4. The council's powers to consider planning business are detailed in Part 3F which describes the role and functions of the planning committees. The matters reserved to the planning committees exercising planning functions are described in part 3F of the Southwark Council constitution.

## KEY ISSUES FOR CONSIDERATION

5. In respect of the attached planning committee items members are asked, where appropriate:
  - a. To determine those applications in respect of site(s) within the borough, subject where applicable, to the consent of the Secretary of State for

Levelling Up, Housing and Communities and any directions made by the Mayor of London.

- b. To give observations on applications in respect of which the council is not the planning authority in planning matters but which relate to site(s) within the borough, or where the site(s) is outside the borough but may affect the amenity of residents within the borough.
- c. To receive for information any reports on the previous determination of applications, current activities on site, or other information relating to specific planning applications requested by members.

6. Each of the following items are preceded by a map showing the location of the land/property to which the report relates. Following the report, there is a draft decision notice detailing the officer's recommendation indicating approval or refusal. Where a refusal is recommended the draft decision notice will detail the reasons for such refusal.

7. Applicants have the right to appeal to Planning Inspector against a refusal of planning permission and against any condition imposed as part of permission. Costs are incurred in presenting the council's case at appeal which maybe substantial if the matter is dealt with at a public inquiry.

8. The sanctioning of enforcement action can also involve costs such as process serving, court costs and of legal representation.

9. Where either party is felt to have acted unreasonably in an appeal the inspector can make an award of costs against the offending party.

10. All legal/counsel fees and costs as well as awards of costs against the council are borne by the budget of the relevant department.

### **Community impact statement**

11. Community impact considerations are contained within each item.

### **SUPPLEMENTARY ADVICE FROM OTHER OFFICERS**

#### **Assistant Chief Executive – Governance and Assurance**

12. A resolution to grant planning permission shall mean that the director of planning and growth is authorised to grant planning permission. The resolution does not itself constitute the permission and only the formal document authorised by the committee and issued under the signature of the director of planning and growth shall constitute a planning permission. Any additional conditions required by the committee will be recorded in the minutes and the

final planning permission issued will reflect the requirements of the planning committee.

13. A resolution to grant planning permission subject to legal agreement shall mean that the director of planning and growth is authorised to issue a planning permission subject to the applicant and any other necessary party entering into a written agreement in a form of words prepared by the assistant chief executive – governance and assurance, and which is satisfactory to the director of planning and growth. Developers meet the council's legal costs of such agreements. Such an agreement shall be entered into under section 106 of the Town and Country Planning Act 1990 or under another appropriate enactment as shall be determined by the assistant chief executive – governance and assurance. The planning permission will not be issued unless such an agreement is completed.
14. Section 70 of the Town and Country Planning Act 1990 as amended requires the council to have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations when dealing with applications for planning permission.
15. Section 38(6) of the Planning and Compulsory Purchase Act 2004 provides that where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise. The development plan is currently the Southwark Plan which was adopted by the council in February 2022. The Southwark Plan 2022 was adopted after the London Plan in 2021. For the purpose of decision-making, the policies of the London Plan 2021 should not be considered out of date simply because they were adopted before the Southwark Plan 2022. London Plan policies should be given weight according to the degree of consistency with the Southwark Plan 2022.
16. The National Planning Policy Framework (NPPF), as amended in July 2021, is a relevant material consideration and should be taken into account in any decision-making.
17. Section 143 of the Localism Act 2011 provides that local finance considerations (such as government grants and other financial assistance such as New Homes Bonus) and monies received through CIL (including the Mayoral CIL) are a material consideration to be taken into account in the determination of planning applications in England. However, the weight to be attached to such matters remains a matter for the decision-maker.
18. "Regulation 122 of the Community Infrastructure Levy regulations (CIL) 2010 as amended, provides that "a planning obligation may only constitute a reason for granting planning permission if the obligation is:

- a. necessary to make the development acceptable in planning terms;
- b. directly related to the development; and
- c. fairly and reasonably related to the scale and kind to the development.

A planning obligation may only constitute a reason for granting planning permission if it complies with the above statutory tests."

19. The obligation must also be such as a reasonable planning authority, duly appreciating its statutory duties can properly impose i.e. it must not be so unreasonable that no reasonable authority could have imposed it. Before resolving to grant planning permission subject to a legal agreement members should therefore satisfy themselves that the subject matter of the proposed agreement will meet these tests.

## BACKGROUND DOCUMENTS

| Background Papers  | Held At  | Contact                              |
|--|--|--------------------------------------|
| Council assembly agenda<br>23 May 2012                         | Constitutional Team<br>160 Tooley Street<br>London<br>SE1 2QH    | Virginia Wynn-Jones<br>020 7525 7055 |
| Each planning committee item has a separate planning case file | Development Management<br>160 Tooley Street<br>London<br>SE1 2QH | Planning Department<br>020 7525 5403 |

## APPENDICES

| No.  | Title |
|------|-------|
| None |       |

**AUDIT TRAIL**

| <b>Lead Officer</b>   | Chidilim Agada, Head of Constitutional Services  |                          |
|---|--|--------------------------|
| <b>Report Author</b>  | Alex Godinet, Lawyer, Finance and Governance<br>Beverley Olamijulo, Constitutional Officer |                          |
| <b>Version</b>  | Final  |                          |
| <b>Dated</b>  | 19 June 2025   |                          |
| <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> |
| Assistant Chief Executive – Governance and Assurance                    | Yes  | Yes                      |
| Director of Planning and Growth   | No   | No                       |
| <b>Cabinet Member</b>   | No   | No                       |
| <b>Date final report sent to Constitutional Team</b>                    | 23 June 2025   |                          |



|                                    |   |
|------------------------------------|---|
| <b>Meeting Name:</b>               | Planning Committee (Smaller Applications)                         |
| <b>Date:</b>                       | 1 July 2025   |
| <b>Report title:</b>               | <b>Addendum:</b><br>Application 23/AP/3273 for: South Dock Marina |
| <b>Ward(s) or groups affected:</b> | Surrey Docks  |
| <b>Classification:</b>             | Open  |
| <b>Reason for lateness</b>         | Not Applicable  |
| <b>From:</b>                       | Director of Planning and Growth                                   |

## RECOMMENDATIONS

1. To note and advise members of further information received in respect of the following item on the main agenda.
2. That planning permission be granted subject to conditions and the applicant entering into an appropriate legal agreement.
3. In the event that the requirements of paragraph 2 above are not met by 6 August 2025, the Director of Planning and Growth be authorised to refuse planning permission, if appropriate, for the reasons set out below in Paragraph 51.

## FACTORS FOR CONSIDERATION

### Updated Affordable Workspace Strategy and Business Relocation Strategy documents:

4. On 6 May 2025 the Planning Committee (Smaller Applications) considered the full planning application 23/AP/3273 at South Dock Marina. The resolution was as follows:

*Resolution to grant subject to conditions and completion of s106 agreement as in officer report/addendum report, and approval of business relocation strategy and affordable workspace strategy by planning sub-committee following further consultation with affected businesses, considering phasing of affordable rents, position of small businesses, the support available for businesses not able or willing to remain on site, the criteria in policy P33, and on-site storage.*

5. The following additional documents have been received from the applicant:
  - Covering letter dated 16 June 2025

- Appendix 1a: Consultation slides
- Appendix 1b: Questionnaire responses
- Appendix 2: Affordable Workspace Strategy supplementary document
- Appendix 3: Business Relocation Strategy supplementary document
- Appendix 4: Table summarising original policy compliant approach for P31 and P33, and additionality of offer, following consultation
- Appendix 5: Southwark Law Centre email and letter of support from businesses

6. This addendum report details officer's assessment of the additional documents and responses to the questions raised by Committee Members during the 6 May 2025 meeting. It does not reopen full re-assessment of the planning application.

Affordable Workspace Strategy:

7. Southwark Plan Policy P31 'Affordable Workspace' provides detailed requirements for the provision of affordable workspace within new developments. The updated Affordable Workspace Strategy (Appendix 2) addresses each policy point in turn. The officer's assessment of the updated document is therefore structured in the same way.

- Development must:
  - i. *Retain small and independent businesses (E(g) B class uses). Where existing small and independent businesses are at risk of displacement from a development there should be full consideration of the feasibility of providing affordable and suitable space for existing occupiers in the completed development. Replacement business space should be like for like in terms of floorspace or bespoke to suit the requirements of the business; or*
  - ii. *Explore the opportunities for long term management of employment space and the delivery of affordable workspace by workspace providers.*

8. Officer assessment: In accordance with the policy requirement, the applicant has confirmed that all existing businesses will be offered replacement space within the completed development.

9. Officer assessment: The applicant has confirmed that Southwark Council will be responsible for the delivery and management of the affordable workspace.

- Developments proposing 500sqm GIA or more employment floorspace must:
  - i. *Deliver at least 10% of the proposed gross employment floorspace as affordable workspace on site at discount market rents; and*
  - ii. *Secure the affordable workspace for at least 30 years;*

- iii. *Provide affordable workspace of a type and specification that meets current local demand; and*
- iv. *Prioritise affordable workspace for existing small and independent businesses occupying the site that are at risk of displacement. Where this is not feasible, affordable workspace must be targeted for small and independent businesses from the local area with an identified need; and*
- v. *Collaborate with the council, local businesses, business associations relevant public sector stakeholders and workspace providers to identify the businesses that will be nominated for occupying affordable workspace.*

10. Officer assessment: In accordance with policy point 2.1, the applicant has confirmed that in accordance with policy P31, a minimum of 10% of the proposed gross employment floorspace will be secured as Affordable Workspace with a 30% discount market rent in perpetuity.

11. It is of note that the proposed discount market rent of 30% exceeds the discount for other Affordable Workspace that has been delivered in the borough, for example:

- Canada Water Dockside – 25% discount market rent
- Canada Water Regen – offices at 25% discount market rent and retail at 20% discount market rent
- Rockingham Street – 25% discount market rent
- Kings Place – 25% discount market rent

12. The proposed development has been designed to facilitate the relocation all of the existing businesses within the new development. As part of the Business Relocation Strategy, all of the existing marine and non-marine based businesses will be offered financial support towards their rents for a period of 4 years. The structure of the staggered rents over the four years is detailed in the Business Relocation Strategy as follows:

- Year 1: 25%
- Year 2: 50%
- Year 3: 75%
- Year 4: 100%

All existing businesses at the boatyard will be offered discount market rent as follows:

- 30% market discount on rent for marine based businesses
- 15% market discount on rent for non-marine based businesses

13. If all the existing businesses were to remain at the boatyard site then the amount of qualifying Affordable Workspace within the new boatyard

development would equate to circa 90%, which would significantly exceed the minimum 10% policy requirement.

14. In accordance with policy point 2.2, the minimum 10% affordable workspace and additional support to existing marine and non-marine businesses will be secured for 30 years in the Section 106 Legal Agreement.
15. Southwark Council, as applicant, will manage all the proposed employment floorspace in perpetuity therefore reducing any risk of change to the affordable workspace offer by any third party operator.
16. In accordance with policy point 2.3, the applicant has undertaken engagement with the existing businesses to ensure that the proposed affordable workspace has been designed to meet the needs of the existing businesses.
17. In accordance with policy points 2.4 and 2.5, all the existing businesses will have first right of refusal for the new affordable workspace. If any of the space is not occupied by the existing businesses it will be marketed by the Councils Property Team, this is standard practice for all lettable space owned by Southwark Council. It is considered that the approach of providing first right of refusal of affordable workspace to businesses where the majority of the turnover is for marine related activities and services will protect the continued functioning of the boatyard and preserve the services for the upkeep and maintenance of vessels.
  - *If it is not feasible to provide affordable workspace on site, an in lieu payment will be required for off site affordable workspace. This will be calculated using the Affordable Workspace Calculator.*
18. Officer assessment: The applicant is providing on-site affordable workspace therefore no in-lieu payment is required.
  - *Affordable workspace will be secured, and where necessary retained as employment uses through the use of planning obligations/ conditions in accordance with the tests set out in national policy.*
19. Officer assessment: The proposed affordable workspace provision of a minimum of 10% in perpetuity and additional financial support to existing businesses will be secured as obligations in the Section 106 Legal Agreement.
  - *In exceptional circumstances affordable retail, affordable cultural uses, or public health services which provide a range of affordable access options for local residents, may be provided as an alternative to affordable workspace (employment uses). This will only be acceptable if there is a demonstrated need for the affordable use proposed and with a named occupier. If the alternative affordable use is no longer required in the future, the space should be made available for affordable workspace (employment uses) in accordance with the criteria above. The reprocurement or uplift of employment floorspace must still be provided in the scheme overall*

20. Officer assessment: Not applicable as the proposed development will provide affordable employment floorspace.
21. Overall, the revised Affordable Workplace Strategy demonstrates that the applicant will meet the 10% affordable workspace requirement. Given the support that will be provided to existing businesses to assist their relocation to the new boatyard, it is concluded that the overall affordable workspace provision will exceed the minimum policy requirement. The 30% discount market rent will also exceed the discount that has been delivered elsewhere in the borough and demonstrates the commitment of the applicant in supporting existing and future businesses on the boatyard site.

#### Business Relocation Strategy

22. Southwark Plan Policy P33 'Business relocation' provides detailed requirements that an applicant must comply with when existing businesses are affected by a proposed development. As per the Affordable Workspace Strategy, the updated Business Relocation Strategy addresses each policy point in turn, officer's assessment of the updated document is therefore structured in the same way.
  - *Where existing small or independent businesses or small shops may be displaced by development a business relocation strategy, written in consultation with affected businesses, must be provided. The business relocation strategy must set out viable relocation options.*
23. Officer assessment: Following the 6 May 2025 planning committee, the applicant has undertaken further engagement with the existing businesses on the boatyard site. This has included sending all of the businesses questionnaires and additional information regarding the proposed strategy and organising individual meetings on 2 June, 3 June, 4 June, and 11 June. 13 of the 18 businesses that currently operate from the boatyard attended the meetings.
24. The updated Business Relocation Strategy has responded to the comments raised during meetings and the results of the questionnaires and meets the requirements of policy point 1 for the strategy to be written in consultation with the affected businesses.
  - *All business relocation strategies must include:*
    - i. *Existing amount of non-residential floorspace (GIA) separated by use class, including vacant units and yards. This should include any floorspace demolished; and*
    - ii. *Schedule of existing businesses operating on the site including business sector, estimated number of employees and lease terms; and*
    - iii. *Proposed levels of non-residential floorspace (GIA) and yard space, separated by use class, business sector and estimated number of employees; and*
    - iv. *Details of engagement with existing businesses on site regarding re-provision of premises or relocation options; and*

- v. *Details of engagement with the council, local agents, businesses, business associations and workspace providers to secure occupiers for new employment space.*

25. Officer assessment: In accordance with policy point 2.1, the applicant has provided a breakdown of the existing non-residential floorspace on the site. In total 1,355sqm of floorspace is provided within structures (containers/moveable structures) and 5,472sqm of floorspace is provided within the open yard areas. In total 6,827sqm of floorspace is provided within the boatyard.

26. In accordance with policy point 2.2, a schedule of the existing businesses, number of employees and lease terms has been provided within the updated Business Relocation Strategy.

27. In accordance with policy point 2.3, a schedule of the proposed non-residential floorspace has been provided which confirms that there will be 1,856sqm of floorspace within containers/moveable structures, which is an increase of 501sqm. The amount of open yard space will remain as existing.

28. In accordance with policy point 2.4, a schedule of the existing businesses and the engagement that has been undertaken has been provided. As highlighted in paragraph 22 above, 13 out of the 18 existing businesses attended the engagement meetings.

29. In accordance with policy point 2.5, the applicant has explained that the intention is for all existing businesses to relocate to the new development. The applicant has confirmed that engagement with local agents and businesses regarding any available space will be initiated if necessary. This will be led by the council's property team, which is standard for any lettable space owned by Southwark Council.

- *Where existing businesses are accommodated in new development the strategy should include:*
  - i. *Specific business requirements including servicing, fit out and ownership or lease terms; and*
  - ii. *Temporary relocation arrangements or scheme phasing to allow the continuation of the business during construction. Temporary relocation should be contained on site or as close to the original site as possible; and*
  - iii. *Options for temporary relocation should consider the cost and practical arrangements for businesses where multiple moves may not be feasible.*

30. Officer assessment: In accordance with policy point 3.1, the applicant has confirmed that the specification of the proposed new units has been informed by consultation with the existing businesses. There have also been pre-letting discussions to discuss the new lease terms. The applicant has confirmed that the leases terms will follow the standard lease approach for all lettable space owned by Southwark Council.

31. The applicant has confirmed that financial support to cover the costs of agreeing the new leases will be provided to the existing businesses who will be relocating to the new units within the boatyard.
32. All of the businesses that will be relocating to the new units within the boatyard will have an “easy out” which will allow them to break their leases on six months’ prior written notice.
33. During the 6 May 2025 planning committee, a query was raised by Ward Councillors in relation to annual inflationary rent increases. The applicant has confirmed that there will be no annual rental increases. The only rent review will be at the lease renewal stage, which would be at 5 years.
34. The Southwark Law Centre have raised concerns regarding the proposed rental levels, stating that £12 per sqft would be more appropriate than the £30 sqft proposed by the applicant. The applicant has confirmed that £30 sqft if based on current market rental levels and that following their proposed project timescales, completion/handover is targeted for December 2026/Spring 2027, therefore as a result of the staggered rent increases the proposed rental levels for existing marine businesses will not rise above approximately £12 sqft until after 2028/29 (see table below)

| Tenant Status            | Discount (%) | Year 1 @25%<br>2027 /2028 | Year 2 @50%<br>2028/ 2029 | Year 3 @75%<br>2029/ 2030 | Year 4 @100%<br>2030/ 2031 | Year 5 @100% | Av. Annual Rent |
|--------------------------|--------------|---------------------------|---------------------------|---------------------------|----------------------------|--------------|-----------------|
| Existing Marine Business | 30%          | £5.25                     | £10.50                    | £15.75                    | £21.00                     | £21.00       | £14.70          |

35. In accordance with policy point 3.2, the applicant has detailed the support that will be provided to existing businesses within the boatyard who will need to be temporarily relocated. The proposed development will be phased to ensure that all businesses who wish to continue operating from the boatyard site during construction will be able to do so. The proposed temporary units will be located on the northern side of the boatyard site. Officers have recommended that exact details regarding the layout of the proposed temporary units is provided as part of the Construction Environment Management Plan (CEMP) planning condition.
36. In accordance with policy point 3.3, the applicant has confirmed that support will be provided to businesses that either remain at the boatyard or wish to relocate elsewhere. This will include financial support to cover the cost for relocating the containers, decanting to the temporary workshop space and frozen license fees and other costs whilst in the temporary units.
  - *Where existing businesses are proposed to be relocated the strategy should include:*
    - i. *Reasons why existing businesses cannot be located on site; and*

- ii. *Details of relocation options explored with individual businesses and the assistance and support that will be provided. Statements from the businesses are required to show evidence that the relocation option is suitable for the viable continuation of the business; and*
- iii. *Identification of alternative premises in Southwark. Where no suitable premises exist, premises should be identified in adjacent boroughs; and*
- iv. *Statements from existing businesses should they wish to cease trading rather than relocate; and*
- v. *Collaboration with other landowners to establish whether suitable workspace for existing businesses could be accommodated in different phases of the development programmes.*

37. Officer assessment: In accordance with policy point 4.1 and 4.2, the applicant has confirmed that they are making provision for every existing business to be located within the proposed development. There is dedicated support for businesses if they choose not to remain at the boatyard. The relocation support has been developed in consultation with the existing businesses.

38. A letter of support has been provided by 9 of the businesses which confirms that they endorse the development and support package, rental discounts, staggered transitional rents and opt out clauses.

39. Policy point 4.3 requires the applicant to identify alternative premises in Southwark. The development has been designed to ensure that all businesses will be able to relocate to the new boatyard site therefore it is not considered that the identification of alternative premises in Southwark is necessary.

40. Policy point 4.4 requires statements from existing businesses should they wish to cease trading rather than relocate. Officers have queried this with the applicant who has clarified that none of the businesses have indicated that they wish to cease trading rather than relocate, the intentions of all the businesses will be known once lease negotiations have progressed. Nevertheless, in any instance, support will be provided to all businesses whether they wish to remain or leave the boatyard.

41. Policy Point 4.5 requires collaboration with other landowners to establish whether suitable workspace for existing businesses could be accommodated in different phases of the development programmes, the proposed development will phased be to ensure that all businesses will have temporary accommodation and therefore collaboration with other landowners is not necessary.

42. During the 6 May 2025 planning committee there were a number of questions regarding the proposed staggered rental increases and the support that will be provided to businesses that intend to remain at the boatyard and relocate to the new units. It is proposed that all of the existing marine based businesses will be offered a 30% discount market rent, however it is acknowledged that for some businesses this will still be significant increased upon the current license fees that they pay to operate from the boatyard. As a result, further financial support is proposed so that the rental increase is staggered over several years. It was

initially proposed that rents will be staggered over a 3 year period, however, following further consultation with businesses this has been increased to 4 years. The starting level of rent as also been reduced to 25% payable rather than the initially proposed 50%.

43. Another concern raised was the in relation to the support that will be provided to non-marine based businesses, as stated in paragraph 13 above, a 15% discount market rent will be offered to existing non-marine based businesses who operate within the boatyard. The staggered rental increases for a period of 4 years will also apply to non-marine micro businesses.
44. The applicant has concluded that the business relocation package for an existing business who wishes to remain at the boatyard on a 5 year lease will amount to approximately £13,000 per business.
45. Members also raised a number of queries in relation to rental levels and anticipated total costs for renting the new units. The first question was whether there would be any difference in rental levels depending on whether it is a small, medium or large unit or heat/unheated space. The applicant has confirmed that price per/sqft would be the same for all sized units. There would also be no price difference between heated/unheated space as the tenant is responsible for their own utilities.
46. In relation to the query regarding anticipated total costs for renting the new units the applicant has confirmed that it is difficult to provide exact costs at this stage, however, all leases will follow the Councils standard approach. Occupiers will be responsible for their own utilities and insurance.
47. Overall, the revised Business Relocation Strategy demonstrates that the applicant will provide support to all of the existing businesses within the boatyard site regardless of whether they intend to remain at the boatyard or relocate elsewhere. The strategy demonstrates that the proposed development has been phased to ensure that all businesses will be provided temporary accommodation whilst construction is taking place, and that financial support will be provided to facilitate decant and recant into the new units and agreeing the new leases. As there are some existing businesses that have not confirmed as to whether they will be remaining or leaving the boatyard it is still recommended that a final version of the Business Relocation Strategy is submitted prior to the commencement of development.

#### On-site storage

48. A final matter raised by the planning committee was clarification regarding the arrangement for residential berth holders who rent storage units. The applicant has confirmed that there are currently 3 x 40ft containers each of which contain 8 storage units (24 in total). It is proposed that these will temporarily be relocated during construction to the northern part of the boatyard site (marked Area B in proposed phasing decant plans (Design and Access Statement - PART 3 ADDENDUM - Construction Management Phasing sequencing and decant). The details of their relocation will be secured as part of the recommended

Construction Environment Management Plan condition. The storage units will be re-provided close to the pedestrian gate in the southern part of the new boatyard as shown on the proposed drawing Proposed Ground Floor Site Plan 0462 - CVA - XX - 00 - DR - A – 01001 Rev P06.

Planning obligations (S.106 Agreement)

49. IP Policy 3 of the Southwark Plan and Policy DF1 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. IP Policy 3 of the Southwark Plan is reinforced by the Section 106 Planning Obligations SPD 2015, which sets out in detail the type of development that qualifies for planning obligations. The NPPF emphasises the Community Infrastructure Levy Regulation 122 which requires obligations be:
  - necessary to make the development acceptable in planning terms;
  - directly related to the development; and
  - fairly and reasonably related in scale and kind to the development
50. Following the adoption of Southwark's Community Infrastructure Levy (SCIL) on 1 April 2015, much of the historical toolkit obligations such as Education and Strategic Transport have been replaced by SCIL. Only defined site specific mitigation that meets the tests in Regulation 122 can be given weight
51. The following obligations will be secured as part of the S.106 Legal Agreement

| Planning Obligation          | Mitigation   | Applicant Position |
|------------------------------|--|--------------------|
| Affordable workspace         | Affordable workspace strategy securing the following: <ul style="list-style-type: none"> <li>• A minimum 10% of the proposed employment floorspace to be affordable workspace for a period of 30 years</li> </ul>  | Agreed             |
| Business Relocation Strategy | Submission of a final version of the Business Relocation Strategy prior to the commencement of development which includes the following financial support to existing businesses: <ul style="list-style-type: none"> <li>• Existing Marine Businesses: 30% discount market rent</li> <li>• Existing non-marine businesses: 15% discount market rent</li> <li>• To support existing businesses who will move from paying license fees for their containers/worksheets to council owned rental premises a staggered increase to full rent will be offered:               <ul style="list-style-type: none"> <li>◦ Year 1: 25%</li> <li>◦ Year 2: 50%</li> <li>◦ Year 3: 75%</li> <li>◦ Year 4: 100%</li> </ul> </li> </ul> | Agreed             |

|   |  |        |
|---|--|--------|
|   | <ul style="list-style-type: none"> <li>• 3, 5, 10 and 15 year leases to be made available</li> <li>• Existing businesses given first right of refusal over new workspace</li> <li>• Rent review at lease renewal</li> </ul>  |        |
| Community use                             | Submission of a community use management plan prior to commencement of any works on the site.  | Agreed |
| Tree planting                             | Financial contribution towards offsite tree planting £50,820.00  | Agreed |
| Be Seen                                   | Be Seen monitoring   |        |
| Highway works and transport contributions | <p>Revocation of Parking Permits for all proposed commercial units (unless blue badge holder).</p> <p>Delivery and service management plan £2,790</p> <p><b>S278/S38 works:</b></p> <ul style="list-style-type: none"> <li>• Repave the footways including new kerbing fronting the development on Calypso Way using materials in accordance with Southwark's Streetscape Design Manual - SSDM (docks).</li> <li>• Construct the vehicle crossover on Calypso Way to current SSDM standards.</li> <li>• Install tree pits surfacing around proposed and existing trees.</li> <li>• Refresh road markings following kerb installation.</li> <li>• Upgrade street lighting to current LBS standards and investigate the possibility of providing lamp columns mounted to the building in order to improve effective footway widths.</li> <li>• Repair any damage to the highway due to construction activities for the Development including construction work and the movement of construction vehicles.</li> </ul> | Agreed |
| Archaeology Monitoring Contribution       | Financial contribution £7,196.00   | Agreed |

In the event that an agreement has not been completed by 06 August 2025, the committee is asked to authorise the director of planning and growth to refuse permission, if appropriate, for the following reason:

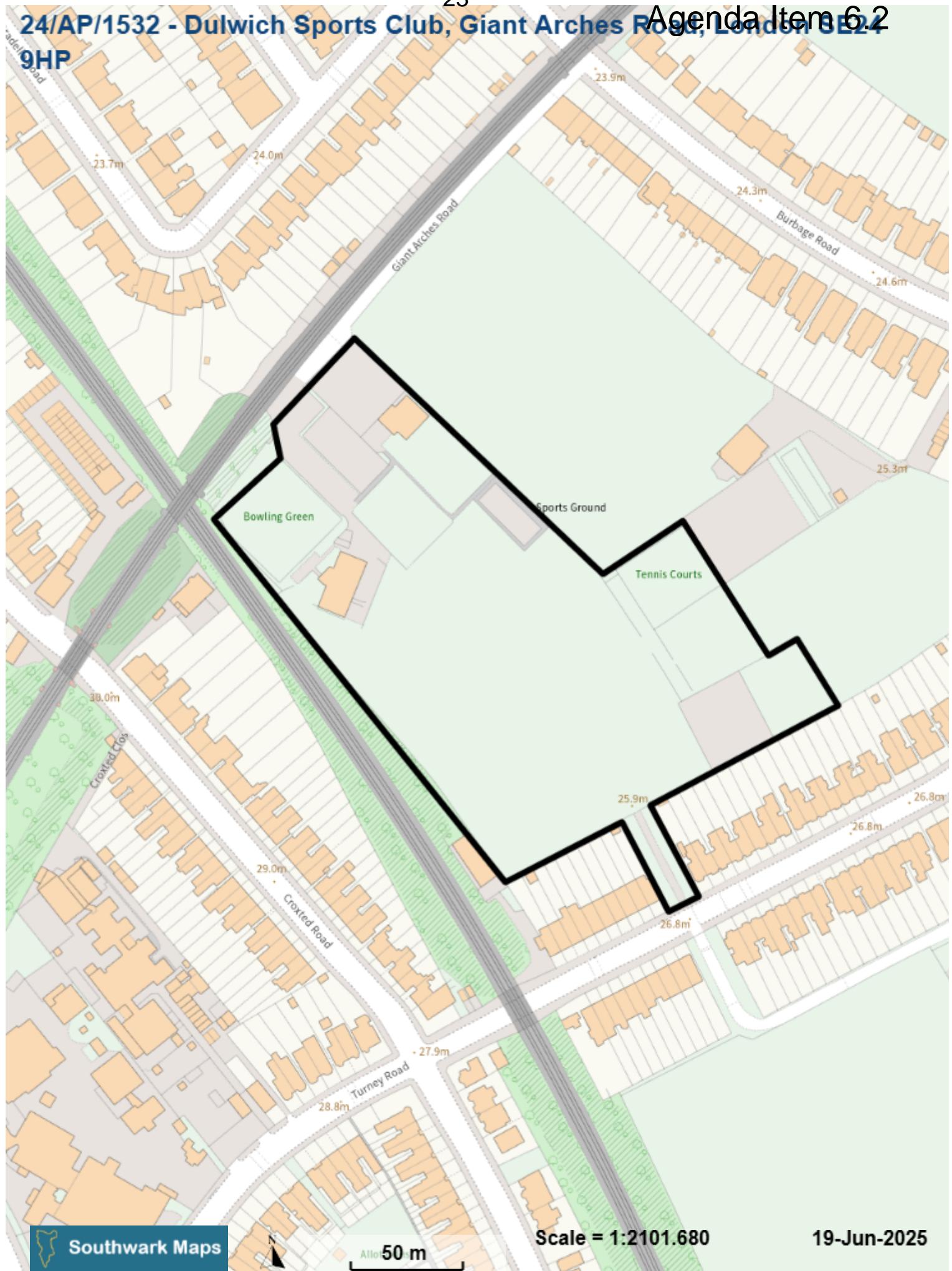
In the absence of a signed S106 Legal Agreement there is no mechanism in place to mitigate against the adverse impacts of the development through contributions and it would therefore be contrary to IP Policy 3 Community infrastructure levy (CIL) and Section 106 planning obligations of the Southwark Plan 2022; and Policy DF1 Delivery of the Plan and Planning Obligations of the London Plan 2021; and the Southwark Section 106 Planning Obligations and Community Infrastructure Levy SPD 2015.

### **Conclusion of the Director of Planning and Growth**

52. Having taken into account the additional information, the recommendation remains that planning permission should be granted, subject to conditions and completion of a Section 106 Legal Agreement as set out above.

### **BACKGROUND DOCUMENTS**

| <b>Background Papers</b> | <b>Held At</b>   | <b>Contact</b>                                 |
|--------------------------|--|--|
| Individual files         | Planning and Growth<br>Directorate<br>160 Tooley Street<br>London<br>SE1 2QH | Planning enquiries<br>Telephone: 020 7525 5403 |



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|--|---|
| <b>Meeting Name:</b>                         | Planning Committee (Smaller Applications)   |
| <b>Date:</b>                                 | 1 July 2025   |
| <b>Report title:</b>                         | <p><b>Development Management planning application:</b><br/>Application 24/AP/1532 for: Full Planning Application</p> <p><b>Address:</b><br/>Dulwich Sports Club, Giant Arches Road,<br/>London SE24 9HP</p> <p><b>Proposal:</b><br/>Construction of outdoor playing facilities and a sports pavilion at Dulwich Sports Club</p> |
| <b>Ward(s) or groups affected:</b>           | Dulwich Village   |
| <b>Classification:</b>                       | Open  |
| <b>Reason for lateness</b>                   | Not Applicable  |
| <b>From:</b>                                 | Director of Planning and Growth   |
| <b>Application Start Date:</b><br>14/06/2024 | <b>Application Expiry Date:</b> 08/08/2024  |
| <b>Earliest Decision Date:</b>               | 18/07/2024  |

## RECOMMENDATION

1. That planning permission be granted subject to conditions and the applicant entering into an appropriate legal agreement.
2. If the requirements of paragraph 1 above are not met by 6 January 2026, the director of planning and growth be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 263.

## EXECUTIVE SUMMARY

3. It is proposed to construct outdoor playing facilities and a sports pavilion which would comprise a croquet store, accessible WC and an open plan kitchenette and social space. It is proposed to reduce the number of tennis courts from 11 to 10 but increase the total number of floodlit tennis courts from 5 to 8. The number of croquet courts would be the same, 3, and 5 new floodlit padel courts would be created. It is also proposed to replace the existing 4m high cricket netting with 10m high netting. Four sections of low-value C hedge are to be removed, and works are proposed within the root protection area of some existing trees. No trees on the site are subject to a Tree Protection Order.

## BACKGROUND INFORMATION

### Site location and description

4. Dulwich Sports Club (DCS) is a member-run not-for-profit sports organisation. **DSC is currently a 5 sport club: Tennis, Croquet, Squash, Cricket, and Hockey (Hockey played off site).**
5. The site comprises 3.17hectares and there are 3 Croquet lawns, 4 unlit grass tennis courts, 2 unlit hard court tennis courts, 2 floodlit hard court tennis courts, 3 floodlit artificial clay tennis courts, squash courts, cricket practice nets and a cricket pitch. There are 39 existing standard car parking spaces, 1 blue badge bay and a total of 46 cycle parking spaces. There are 42 trees, 3 groups of trees and 6 hedges. None of these trees are subject to a Tree Protection Order or category A (high value) trees, 19 trees and 2 groups of trees are category B (moderate value), 22 trees, 1 group of trees and 5 hedges are category C (low value), and 1 category U tree of (unsuitable for retention value). The value of the sixth hedge is not known.
6. The site is designated as Metropolitan Open Land (Burbage Road Playing Fields) and is adjacent a Site of Importance for Nature Conservation (Sydenham Hill and West Dulwich Rail sides Site).
7. The site is in a Public Transport Accessibility Level (PTAL) 4. The primary access is via Giant Arches Road (off Burbage Road) which is not a classified road, but a private road, and which is not within the red line of the application site. The site is not within a Controlled Parking Zone (CPZ) but the Dulwich Village CPZ, to the north east has been in operation since January 2025. Giant Arches Road is within the Herne Hill CPZ which operates 12-1400 Monday to Friday. Giant Arches Road is in a CPZ, but the hours above are not enforceable as it is a private road. Bollards, a utility box, street trees and street lighting columns are within the public highway to the frontage of the property, along Burbage Road. There 2 zebra crossings on Burbage Road and pedestrian refuge crossing on Turney Road. The site is within a Conservation Area and adjacent to the Southwark Dulwich Village phase 2 Low Traffic Neighbourhood.

Image: site location plan

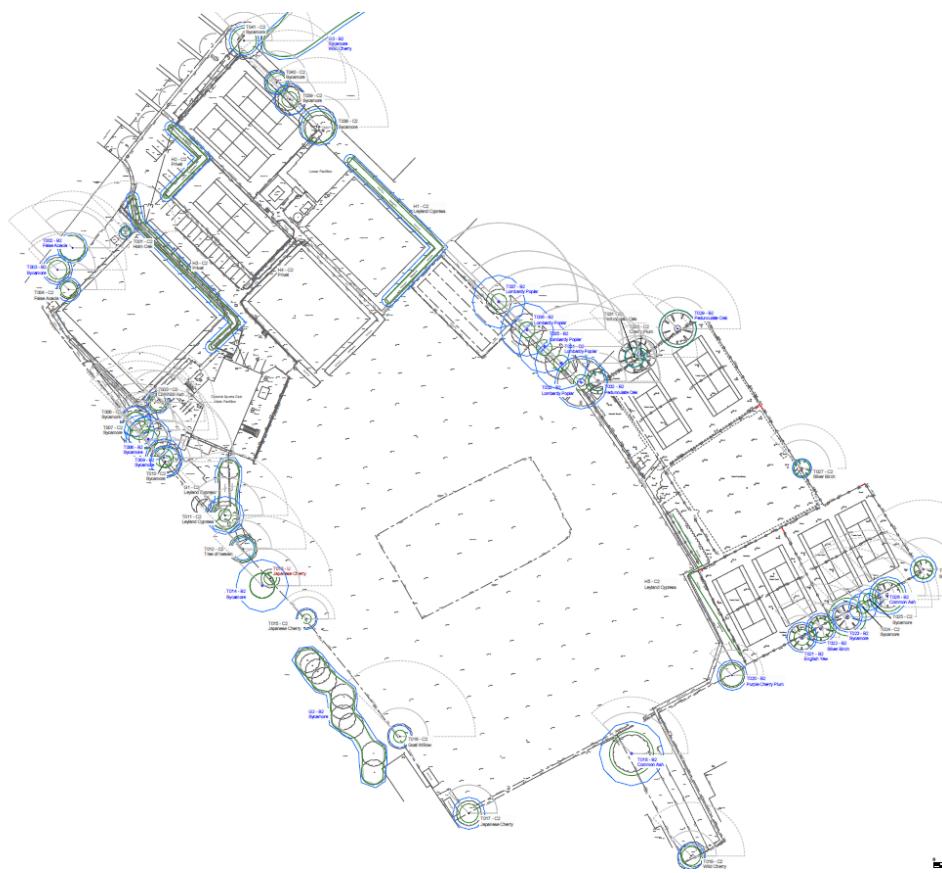


Image: Existing site aerial view



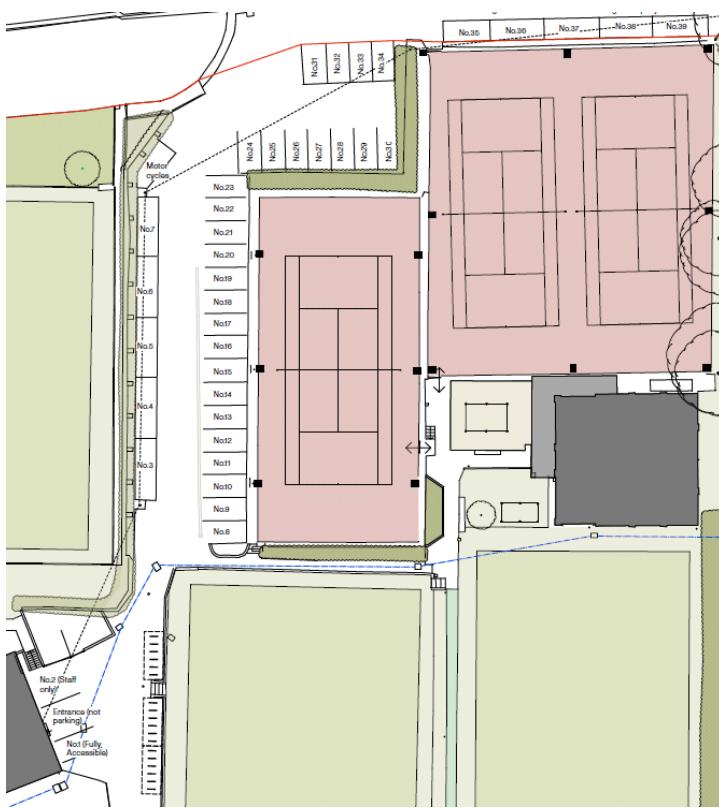
Image: existing layout



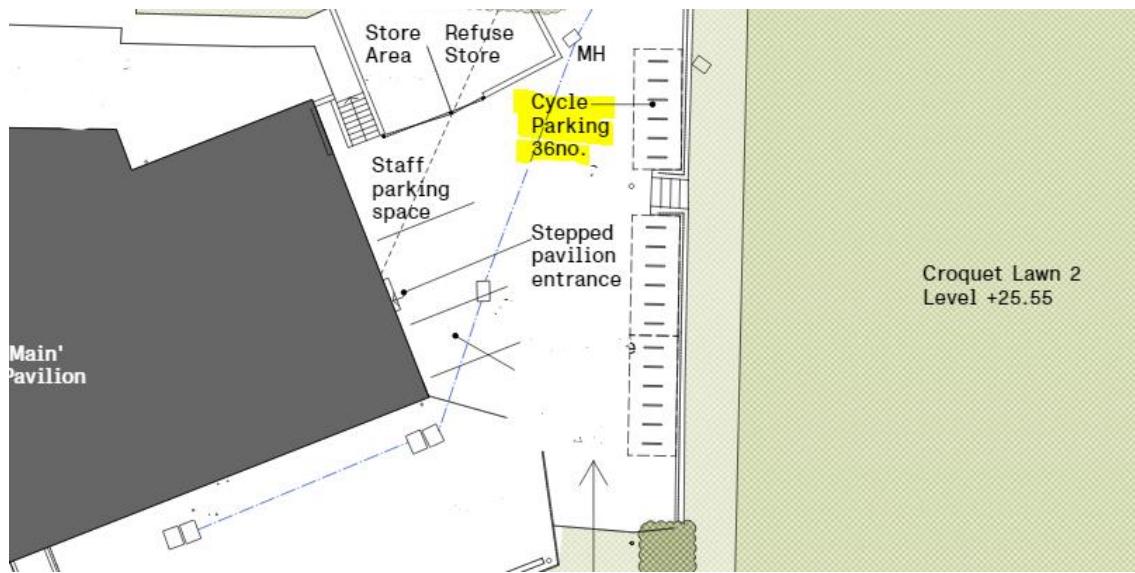
*Image: existing trees*

|                           |  |
|---------------------------|--|
| <b>T1-B</b><br><b>Oak</b> | Category B- moderate quality and value |
| <b>T1-C</b><br><b>Oak</b> | Category C- moderate quality and value |
| <b>T1-U</b><br><b>Oak</b> | Category U- moderate quality and value |

*Image – existing car park*



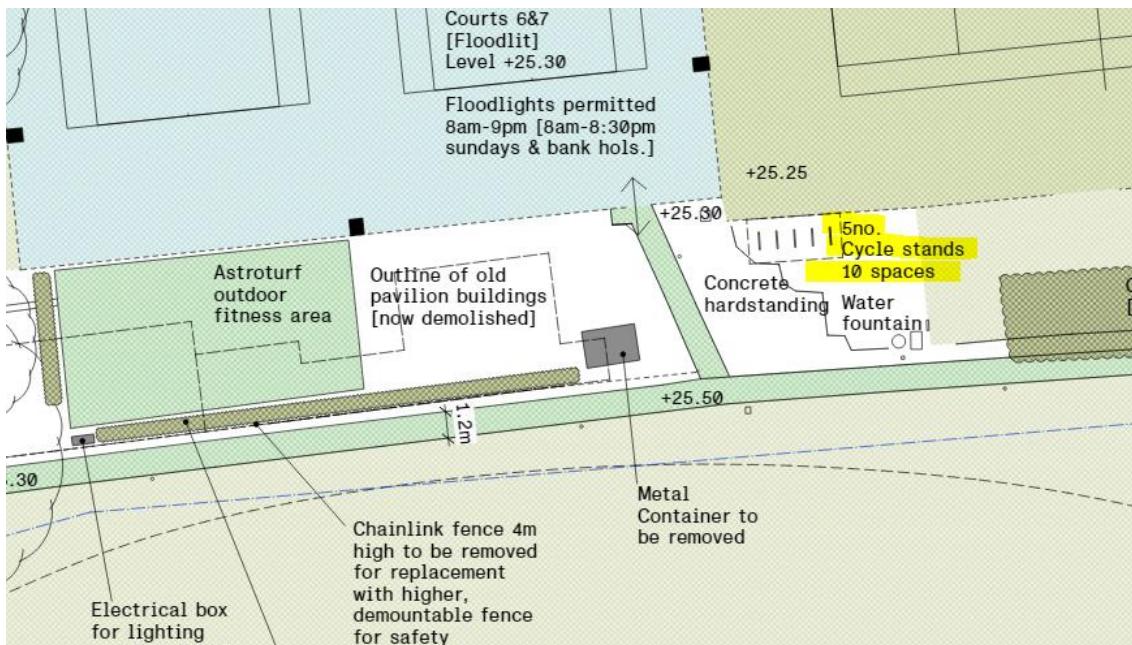
*Image: existing 1 car parking space, 1 blue bay space and 36 cycle spaces*



*Image: 1 blue bay car parking space*



*Image: existing 10 cycle spaces*



## **Details of proposal**

8. The planning application is for the construction of a sports pavilion and other outdoor playing facilities.

The proposal aims to expand the quality and quantity of sports playing facilities at the club to increase the number of local people participating in sports on site while also securing a sustainable long-term income and financial viability for the club.

The proposal will allow DSC to:

- introduce the rapidly growing racket sport of 'padel' to the club by adding padel courts:
- increase the number of all-weather floodlit tennis courts to enable more play year-round and after dusk
- retain and enhance croquet facilities on the site
- promote sustainable transport to the club
- planting & landscaping Improvements.

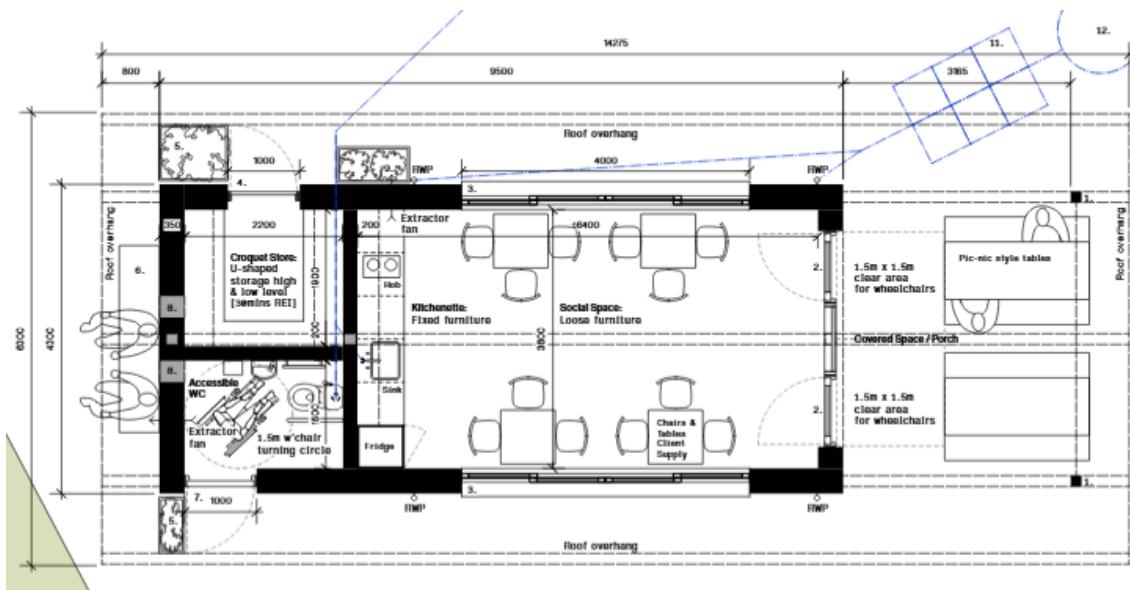
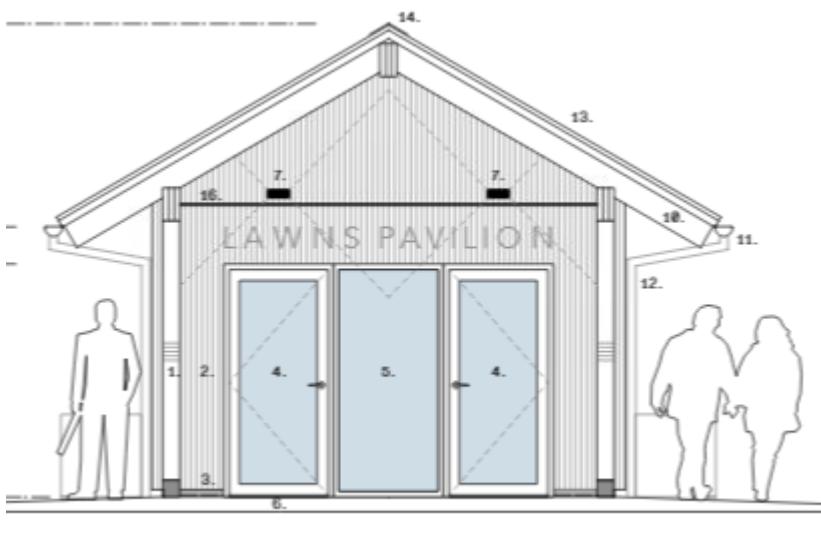
Phase the development to minimise disruption to facilities during development works and ensure that sports facilities for each section of the DSC are maintained during development as far as possible.

### *New pavilion*

9. The proposed pavilion would be 4.3m wide, 9.5m in length, an eaves height of 2.44m and the pitched roof would have a maximum height of 4.29m. The pavilion will house a croquet store, accessible WC and an open plan kitchenette and social space. The roof overhang would increase the width to 6.3m and the length to 14.275m with outdoor seating provided to the south elevation and two picnic style tables to the north elevation.

### *Image – Proposed pavilion location*



*Image – proposed pavilion plan**Image – proposed pavilion north elevation*

Proposed North Elevation [Entrance]

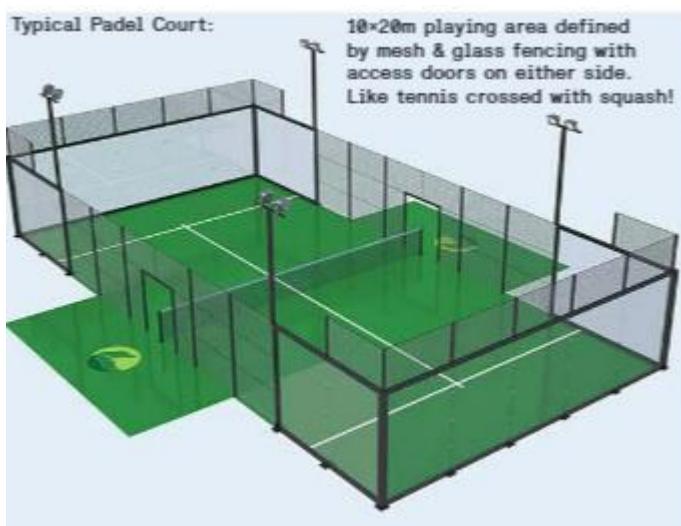
*Outdoor playing facilities*

10. Numerically the number of croquet courts would be the same, 3.
11. The total number of floodlit tennis courts would increase from 5 to 8 and the total number of tennis courts would reduce from 11 to 10. 5 new floodlit padel courts would be created. The proposed operating times of floodlighting for the new Padel Centre and for the additional 3 (artificial clay) tennis courts would be: 08:00-22:00 Monday to Saturday and 08:00 to 20:30 on Sundays and Bank Holidays. The following morning times are proposed for padel: No lights and no play before 08:00 all year round.
12. It is also proposed to change the floodlit hours of the 2 existing tennis courts (6 and 7) on the south-eastern part of the site from 08:00-21:00 Monday to

Saturday to 08:00-21:30 Monday to Saturday (no proposed change to the current hours 08:00-20:30 on Sundays and Bank Holidays).

13. The proposed croquet hub would constitute 2 new full competition size lawns and a smaller practice lawn. These would not be floodlit.
14. Table: existing and proposed outdoor playing facilities

|   | Existing outdoor playing facilities | Proposed outdoor playing facilities |
|---|-------------------------------------|-------------------------------------|
| Padel – permeable artificial grass (floodlights)  | 0                                   | 5                                   |
| Croquet   | 3                                   | 2                                   |
| Croquet practice                                  | 0                                   | 1                                   |
| Tennis grass                                      | 4                                   | 2                                   |
| Tennis hard court – tarmac                        | 2                                   | 0                                   |
| Tennis hard court – Artificial clay (floodlights) | 2                                   | 2                                   |
| Tennis permeable artificial clay (floodlights)    | 3                                   | 3                                   |
| Tennis hard court – all weather (floodlights)     | 0                                   | 3                                   |

*Image: proposed layout**Image: proposed padel court*

15. The Padel courts would comprise permeable artificial surface, surrounded by mesh fencing with toughened glass panels wrapping around each end. The enclosure would be 3m high at the sides and 4m high at the ends. It is proposed

to include higher 6m fencing (which matches the height of the floodlight posts) to the outer perimeter of the 3 courts set furthest from the Main Clubhouse. The two 'show courts' nearest the clubhouse would have panoramic glass ends, without posts, to enhance the spectator experience for competitions.

*Padel courts perimeter pathways*

16. Green perimeter pathways and posts are proposed between the Padel courts.

*Cricket netting*

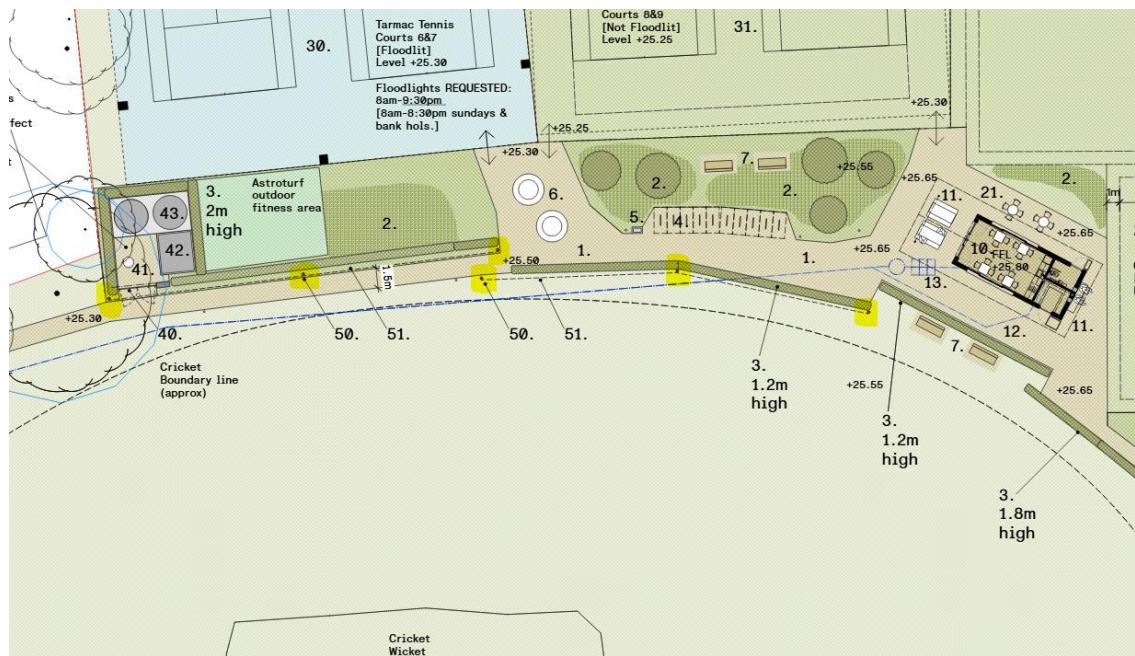
17. It is proposed to replace the existing 4m high cricket netting with 10m high netting.

*Image – existing cricket netting*



18. 10m high de-mountable cricket netting is proposed to the east side of the cricket wicket. The 6 posts to support the netting would be permanent.

*Image: proposed cricket netting posts (yellow)*



### *Hedge removal and impact on trees*

19. Four sections of low-value C hedge are to be removed as part of the proposal. There are no Tree Protection Orders (TPO's) on the site. Works are proposed within the root protection area of some existing trees and specialist methods of design and construction are proposed as mitigation.

*Image: hedges to be removed*

### *Access path*

20. The existing access path would be widened and upgraded to permeable resin-bound gravel.

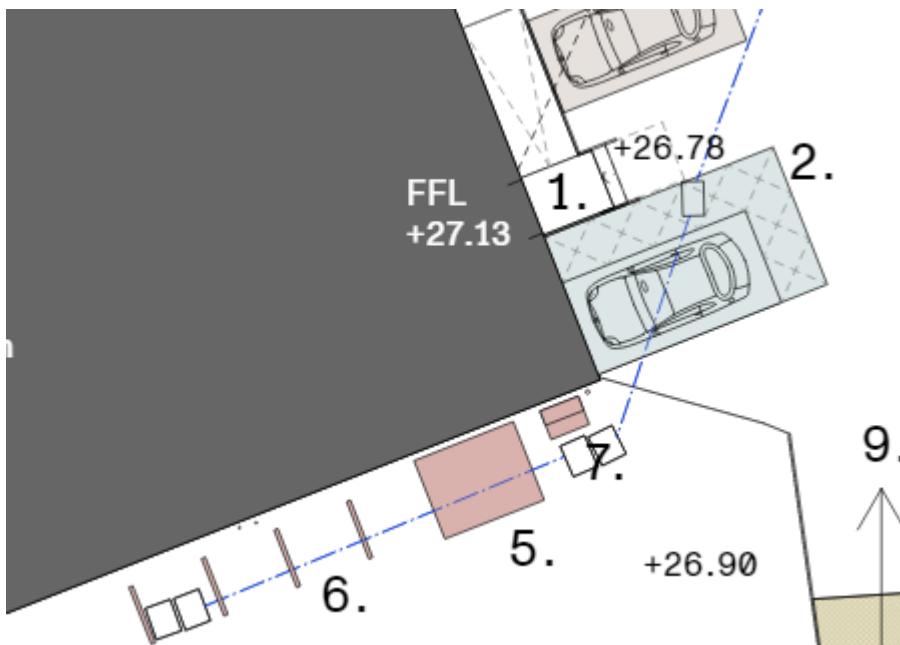
### *Car parking*

21. The existing 39 standard car parking spaces, which includes 1 existing blue badge bay would be retained.

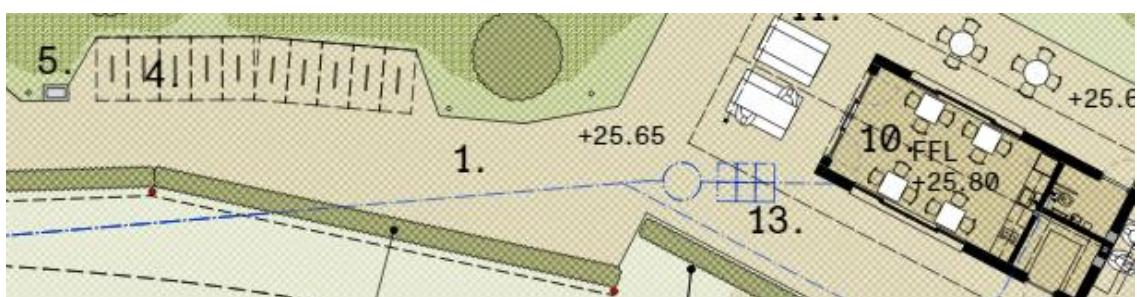
### *Cycle parking*

22. There are currently 46 existing short stay cycle parking spaces in Sheffield stand form at the sports club. 36 of the existing cycle parking spaces are located at the main pavilion and 10 at the south-eastern part of the site. The applicant is proposing an additional 10 short stay cycle parking spaces, and 5 accessible short stay spaces to accommodate disabled, adapted and cargo bicycles. All proposed cycle parking will be provided in Sheffield stand form. 5 long stay cycle parking spaces will be provided within a secure and weatherproof 'bike hanger'. The applicant is proposing an external bike and maintenance stand which is viewed positively.

*Image: 6 cycle parking spaces in 'bikehanger' (no.5) and oversized bike parking stands for 5 cargo bikes (no.6).*



*Image: 10 new proposed cycle spaces in proximity to the new pavilion*



### *Refuse / recycling*

23. Veolia and First Mile are Waste Collection Providers and collections are on a weekly basis.

24. This arrangement would continue and would include the proposed development. No change is proposed to the waste collection process or frequency.

## Amendments to the application

25.
  - E-bike / scooter parking plan – July 2025
  - Traffic data – June 2025
  - Extended noise diagram (padel court) of the estimated contours – 24 March 2025
  - Car park turning area vehicle swept path drawing number 02 Rev 01 - planning register 21 March 2025
  - Updated BNG submitted and added to planning register on 21 March 2025
  - Final letter report 2024 bats and lighting Cherryfield Ecology – 5 December 2024
  - Ground Site / Block Plan - Padel courts to be booked in noted order, and additional planting along extended south-western border between cricket field and SINC – 5 December 2024
  - Plan 124\_SK\_241002\_01\_Car Park Nos, which numbers all the spaces – 3 October 2024
  - Plan UTC-0822-TRRP showing (the correct) hedge removals – 3 October 2024
  - Biodiversity metric calculation tool - 26 July 2024
  - Equalities Impact Assessment – 24 July 2024
  - Updates in the 'Ground Site / Block Plan' and 'letter report' included within BNG documentation – March 2025
  - Technical Note 2 – Access and Transport Issues dated 14 April 2025.

## **Consultation responses from members of the public and local groups**

26. The Local Planning Authority: Four rounds of consultation have taken place on 1 August 2024, 24 September 2024, 8 January 2025 and 30 January 2025. Site notices displayed on 27 June 2024 and 8 January 2025 and the application was advertised in the press on 27 June 2024.
27. 379 comments have been received in response to neighbour notification, comprising 5 representations, 75 objections and 299 support comments.
28. The objections raise the following material planning considerations:
29.
  - Metropolitan Open Land
  - Little community benefit
  - Over development
  - Affect local ecology
  - Amenity
  - Light pollution
  - Noise nuisance and anti-social behaviour
  - Out of keeping with character of area
  - Historic setting
  - Car parking
  - Increase in traffic
  - Updated estimated trip generation figures needed

- Inadequate access
- Inadequate public transport provisions
- Travel Plan
- Increase of pollution
- Equalities impact
- Conflict with local plan
- Consultation
- Financial contribution needed for Burbage Road traffic mitigation
- Increase danger of flooding
- Not enough information given on the application
- General dislike of proposal.

The Dulwich Society requested that reference to certain of the Dulwich Society's policies in the submission of the Burbage Road Residents Association dated 6 March 2025 not be taken into consideration as these references are incorrect.

30. The letters of support raise the following material planning considerations:

31. • Adequate distance from other properties  
 • Contributes positively to surroundings  
 • High quality design  
 • General support for the proposals  
 • New skills/employment opportunities  
 • Provides amenity space  
 • Provides community facilities  
 • Provides cultural leisure facilities  
 • Creates economic vitality  
 • Creates inward investment  
 • Good access arrangements  
 • Makes sustainable use of land.

## **Planning history of the site and adjoining or nearby sites**

32. Any decisions which are significant to the consideration of the current application are referred to within the relevant sections of the report. A fuller history of decisions relating to this site, and other nearby sites, is provided in Appendix 2.

33. A member of the public queried whether there were historic planning applications prior to the oldest 2012 records on the portal. The Planning Support Team have checked our records and advised that all our up to date planning applications records are on our website via Southwark Maps and advised that the Dulwich Estate may have more comprehensive records.

## **KEY ISSUES FOR CONSIDERATION**

### **Summary of main issues**

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

- Principle of the proposed development in terms of land use;
- Environmental impact assessment
- Amenity space and children's play space
- Design, including layout, building heights, landscaping and ecology;
- Heritage considerations
- Archaeology
- Impact of proposed development on amenity of adjoining occupiers and surrounding area, including privacy, daylight and sunlight
- Transport and highways, including servicing, car parking and cycle parking
- Environmental matters, including construction management, flooding and air quality
- Energy and sustainability, including carbon emission reduction
- Ecology and biodiversity
- Planning obligations (S.106 undertaking or agreement)
- Mayoral and borough community infrastructure levy (CIL)
- Consultation responses and community engagement
- Community impact, equalities assessment and human rights.

35. These matters are discussed in detail in the 'Assessment' section of this report.

## **Legal context**

36. Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. In this instance the development plan comprises the London Plan 2021 and the Southwark Plan 2022. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires decision-makers determining planning applications for development within Conservation Areas to pay special attention to the desirability of preserving or enhancing the character or appearance of that area. Section 66 of the Act also requires the Authority to pay special regard to the desirability of preserving listed buildings and their setting or any features of special architectural or historic interest which they possess.

37. There are also specific statutory duties in respect of the Public Sector Equalities Duty which are highlighted in the relevant sections below and in the overall assessment at the end of the report.

## **Planning policy**

38. The statutory development plans for the Borough comprise the London Plan 2021 and the Southwark Plan 2022. The National Planning Policy Framework (2024) and emerging policies constitute material considerations but are not part of the statutory development plan. A list of policies which are relevant to this application is provided at Appendix 3. Any policies which are particularly relevant to the consideration of this application are highlighted in the report.

39. The site is located within the:

- Metropolitan Open Land
- Borough Open Land
- Dulwich Village Conservation Area
- Critical Drainage Area
- Flood Zone 1 as identified by the Environment Agency flood map, which indicates a low risk of flooding however it benefits from protection by the Thames Barrier
- Air Quality Management Area
- LVMF/Conservation Areas/Listed buildings/protected views.

## ASSESSMENT

### **Principle of the proposed development in terms of land use**

#### Metropolitan Open Land

40. According to Chapter 13 of the National Planning Policy Framework (NPPF) 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.

41. Paragraphs 153 and 154 of the NPPF state:

Paragraph 153: When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, including harm to its openness. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

42. 154. Development in the Green Belt is inappropriate unless one of the following exceptions applies:

- a) buildings for agriculture and forestry.
- b) the provision of appropriate facilities (in connection with the existing use of land or a change of use), including buildings, for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.
- c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building.
- d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.
- e) limited infilling in villages.

- f) limited affordable housing for local community needs under policies set out in the development plan (including policies for rural exception sites); and
- g) limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt.
- h) Other forms of development provided they preserve its openness and do not conflict with the purposes of including land within it. These are:
  - i. mineral extraction.
  - ii. engineering operations.
  - iii. local transport infrastructure which can demonstrate a requirement for a Green Belt location.
  - iv. the re-use of buildings provided that the buildings are of permanent and substantial construction.
  - v. material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and
  - vi. development, including buildings, brought forward under a Community Right to Build Order or Neighbourhood Development Order.

43. Policy G3 (Metropolitan Open Land) of the London Plan 2021 affords Metropolitan Open Land (MOL) the same status and level of protection as the Green Belt and states MOL should be protected from inappropriate development in accordance with national planning policy tests that apply to the Green Belt. Policy G2 (London's Green Belt) of the London Plan 2021 states development proposals that would harm the Green Belt should be refused except where very special circumstances exist.

44. Policy P57 (Open space) of the Southwark Plan 2022 states that development will not be permitted on Metropolitan Open Land (MOL). In exceptional circumstances development may be permitted when:

1. It consists of ancillary facilities that positively contribute to the setting, accessibility and quality of the open space and if it does not affect its openness or detract from its character. Ancillary facilities on MOL must be essential for outdoor sport or recreation, cemeteries or for other uses of land which preserve the openness of MOL and do not conflict with its MOL function; or
2. It consists of the extension or alteration of an existing building providing that it does not result in disproportionate additions over and above the size of the original building or
3. It consists of the replacement of an existing building, provided that the new building is no larger than the building it replaces.

45. Objectors raised concerns that the proposal would contravene the guidelines set out in Dulwich Supplementary Planning Document (July 2013):

- Paragraph 6.2.2 "We also have saved Southwark Plan policies that set out more detail on what type of development is considered acceptable on our protected open spaces. Policies 3.25, 3.26 and 3.27 show how we will

protect open spaces as Metropolitan Open Land, Borough Open Land and Other Open Space."

- Paragraph 6.2.3 refers to Saved policy 3.25: Metropolitan open land (MOL) which states 'there is a general presumption against inappropriate development on metropolitan open land. Any proposal for development on MOL would need to preserve the openness of the site. Objectors states that this is not fulfilled in this application. Furthermore, paragraph 6.2.4 refer to Saved policy 3.26: Borough open land (BOL) which states that within borough open land planning permission will not be granted for development unless it is ancillary to the use of the open space and it is small in scale. Any proposals for development would need to maintain the site's open nature and character.'
- 'Paras 6.2.3/4/5/6 The site falls under the Metropolitan Open Land provisions which seeks to preserve the openness of sites, keep any development "small in scale".
- Objectors are of the opinion that hard surfaces, gated Padel courts and new buildings in this development do not fit into the guidelines given for MOL sites.'

46. Objectors are also concerned about the addition of a further 35 floodlights in a compact area and consider the density of 50 floodlights in this part of the site would adversely "affect its openness" and "detract from its character", contrary to MOL use.

47. Officers have considered the above objections and note the Dulwich Supplementary Planning Document (July 2013) refer to policies of the Southwark Plan which have now been superseded by Policy P57 (Open space) of the Southwark Plan 2022.

48. In this case the proposal would not be inappropriate development as the following exceptions of paragraph 154 (b) of the NPPF applies: the provision of appropriate facilities (in connection with the existing use of land), including buildings, for outdoor sport...as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.'

49. A croquet pavilion is an F2 Use Class, local community – F2(c) Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms). As the proposed development is for a croquet pavilion, Padel courts, floodlights associated with the racket courts, which is essential for outdoor sport, the proposal would be appropriate development and officers support the proposal.

The proposed development would also be in keeping with point B.2 of London Plan 2021 Policy G3 Metropolitan Open Land as it would include open air facilities for sport. Policy G3 also states: Boroughs should designate MOL by establishing that the land meets at least one of the following criteria – criteria 2 is relevant in this case:

2) it includes open air facilities, especially for leisure, recreation, sport, the arts and cultural activities, which serve either the whole or significant parts of

London.

50. The proposed Padel courts would comprise permeable artificial surface, surrounded by mesh and glass fencing. The proposed floodlights would provide an essential function to the use of the sports facilities already in existence and those proposed. The proposed lighting columns would be modest in scale with a very limited footprint. The proposal would include open air facilities and the design of the proposed Padel court fencing, cricket netting and proposed lighting columns would therefore represent an appropriate development by not compromising the openness of MOL.
51. The proposed croquet pavilion by reason of high quality design would positively contribute to the setting, accessibility and quality of the open space. The proposed croquet pavilion would not affect the openness and character of MOL due to its limited footprint. The proposed croquet pavilion would be in accordance with the NPPF as it would be used in connection with the existing use of the land for outdoor sport and outdoor recreation and would not conflict with the purposes of including land within MOL. MOL would, in accordance with the supporting text of Policy G3 Metropolitan Open Land of the London Plan 2021, continue to play an important role in London's green infrastructure and improve Londoners' quality of life by providing sporting and leisure use, biodiversity and health benefits through physical activity. The principle of development is therefore acceptable.

### Croquet lawns

52. Objectors raised concerns that the total area of the proposed croquet lawns would be reduced and that the proposed half sized croquet lawn would not be practicable and must be discounted. Objectors are also concerned that the development would result in a loss of facilities for hosting world croquet competition, as occurred in 2023.
53. The applicant advised that 'the standard size of a croquet lawn is 32m x 25.6m, with a "desirable" extra 1m surround'. The applicant provided the historical context, advising that 'the croquet club has been on the site since 1912, and until about 20 years ago operated successfully on 2 lawns (the current lawns 1 and 2). A Bowls club existed until the 1990's, when its use ceased. After much debate (and a failed application to build on the site) the "old bowling green", was temporarily allocated to croquet as Lawn 3, and has been in use by that section since then. The applicant advises that there would be no reduction to the size of 2 of the croquet lawns themselves, but the 3rd croquet practice lawn would be smaller, and the remaining adjacent grass tennis courts would be available as a 3rd croquet lawn for competitions. The proposed croquet lawns would be constructed to the standards provided by the Croquet Association and would be better drained and built to a higher standard than the existing croquet lawns. This will allow more all year round play than at present.'
54. The applicant advised that 'once the croquet lawns are established, the new croquet centre will be a prime site for competition at all levels (including prestige events such as world competition) and that the purpose-built mini pavilion would also provide fully accessible facilities for croquet players.' The applicant provided context to the concerns raised by objectors and advised that

'the 2023 world croquet competition was jointly held across 6 London area clubs, where the main venue was the Hurlingham Club (10 lawns) supported by satellite hubs including Dulwich, Surbiton (7 lawns), Roehampton (4 lawns), Ealing (3 lawns) and Woking (2 lawns)' and that 'the club is very proud of having been a host venue for this competition in 2023, and once the new facilities are complete, will be happy to be involved again.'

### Community use

55. Objectors raised concerns that the application is a private sports club, with high fees and long waiting lists and while the club are intending to make a limited number of courts available to non-members for 'open' pay and play, this would be very limited, expensive and not easily accessible.
56. The Equalities Impact Assessment states that whilst the site is a private members club, fees are roughly equivalent to a Southwark Leisure subscription (e.g. Tennis adult = £25 per calendar month, Junior U12 £26 per annum).
57. The applicant confirmed that the club also offer access to non-member groups and states that:
  - Their "long" waiting lists demonstrates the requirement / need for increased sports facilities in the area.
  - As well as offering space for new members, the new facilities would increase the opportunity to increase participation by the local community, with a variety of access schemes of different types. The many strong "Support" comments for the application demonstrate the extent of the demand.
  - Pay and Play courts, for Padel tennis, will be available each day and competitively priced. One of their primary objectives in creating more facilities is to enable more access for local people - and not to be expensive. To this point, their proposed Padel pricing is at a level approximately half the price of the current Padel offerings in Wandsworth, and much less than many other facilities such as Rocket Padel in Battersea.
58. Objectors requested, to ensure benefit for the community of Dulwich, that there be a requirement that schools in the local area (e.g. Charter, the Hamlet) are offered the opportunity to use the facilities regularly pro bono during the term week (as seen with Hamlet using JAGS pool).
59. The applicant advised that 'the club already work extensively with schools and young people in the community, across all their sports, both on site and by their coaches attending local schools. The club would like to work with schools more and will continue to seek to find ways to do so.' The practical challenge they have found is the issue of transporting school children to and from the site, whilst maintaining safeguarding and within the constrained timeframe of the curriculum. The applicant is open for discussions how any of their weekday daytime capacity could be accessed by local schools, as they believe junior sports participation to be vital and would be delighted to find more practical solutions to accommodate this. The club is community run and not-for-profit. It

is inherently committed to providing good-quality affordable sports facilities for the local community. The club already has a number of (paid-for) after-school and week-end sessions for local children. The club has in the past offered free use of facilities to local schools as part of their outreach programme, but uptake has been limited for logistical reasons – getting children to and from the club during lesson time / activity windows. The club would be happy to make such offering more explicit – outreach offering on website, active correspondence with local schools to explore possibilities. However, the club would rather this was informally propositioned. Officers consider that as the application would be compliant with planning policy related to the site and MOL, no mitigation or conciliatory measures would be formally needed. Therefore, there would be no requirement to enforce community outreach through legal agreements or condition.

## Design

60. Objectors raised concerns that more open space needed on development and that the proposal would contravene the guidelines set out in Dulwich Supplementary Planning Document (July 2013):

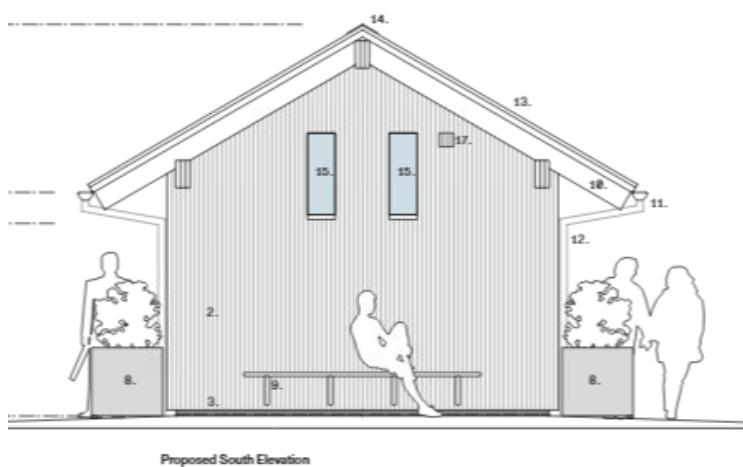
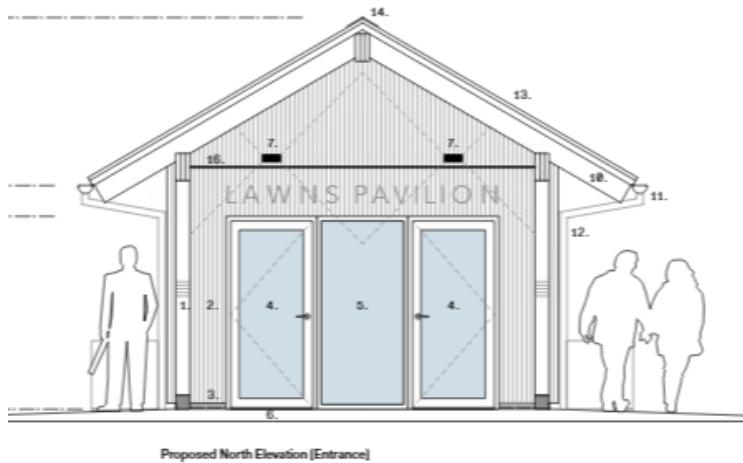
Paragraph 5.4.2 Dulwich is generally not considered to be a suitable area for back-land development...intention is to preserve leafy, open and green amenity. - further to the paragraph above, the proposal appears contrary to the expressed aim of the Dulwich Planning policies to avoid loss of the green and open amenity spaces. If this proposal goes ahead, a very large area of green and open space will be paved over and replaced by padel courts and hard surface tennis.

Paragraph 5.4.2 of the Dulwich Supplementary Planning Document (July 2013) states back-land development sites are those located predominantly to the rear of existing dwellings separated from the residential dwelling (e.g. not a conservatory or extension to the existing dwelling). Development on such sites includes garden buildings such as sheds and greenhouses and new residential units.

61. Approximately 3300sqm of monoculture fine mown grass will be converted to permeable artificial playing surfaces and approximately 1000sqm or NON-permeable tarmac playing surface will be converted into monoculture fine mown grass. The net loss of monoculture fine mown grass will be approximately 2300sqm. Given the extent of the site and the relatively small loss of open space and grass officers consider the proposal would leave adequate open space. The proposal would also not contravene the guidelines set out in Dulwich Supplementary Planning Document (July 2013) as the site is not defined as a back-land development site as it is a site which is not located to the rear of an existing dwellings separated from the residential dwelling (e.g. not a conservatory or extension to the existing dwelling). The Conservation and Urban Design Team had no comments and officers consider that the croquet pavilion would be of a high quality design.

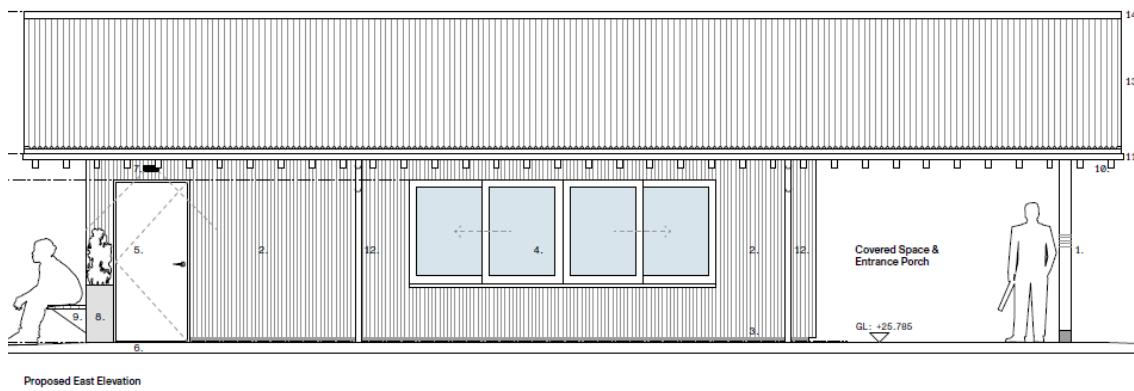
## Height, scale and massing

Image: Elevation proposed pavilion



62. Objectors raised concerns with regard the scale, height and massing of the croquet pavilion and that it is unnecessarily large.
63. The applicant responded to the above objection and advised 'the new pavilion is a facility for the whole club, and although we expect croquet players to be the main users, tennis players and coaches also need shelter and a WC in the area.' The applicant also confirmed there is no second storey in the building.
64. The Conservation and Urban Design Team had no comments and officers consider that the croquet pavilion would be of an appropriate scale, height and massing and would not have a significant impact on the setting and quality of the open space.

## *Architectural design and materials*

*Image: east elevation of proposed pavilion*

65. The following elements of the proposed pavilion would be painted oxide red: Vertical timber cladding, half-round steel guttering, circular steel downpipe, corrugated steel roofing sheet, steel ridge and extract fan vent to kitchenette. The exposed rafter tails and all exposed soffits to roof structure would be painted white. Recessed render to the plinth would be painted dark grey aluminium double-glazed sliding windows and the timber aluminium composite door to the accessible WC would be red-brown. The Conservation and Urban Design Team had no comments and officers consider that the proposed detailed design and materials would be acceptable. It is recommended that permission be subject to a condition to ensure that the detailed design and materials would be of a high quality.

### *Padel courts*

66. The materials of the proposed Padel courts, comprising mesh fencing with toughened glass panels wrapping around each end, 6m high fencing and green perimeter pathways and posts (RAL 6005 colour) between the Padel courts, would be high quality and would be acceptable.

### *Cricket netting*

67. The application proposes erecting 10m high black netting supported by 200mm diameter steel posts. Objectors raised concerns that this is excessive, considering the existing chain-link fence near Courts 6 and 7 is only about 4m high.

68. The applicant provided the following response:

'During the planning process we have consulted ECB (English Cricket Board) guidelines and used a specialist company to understand the risks of ball trajectory on our particular site. Cricket in general, and that played at the club has progressed over the years, and players hit the ball much harder and further than they used to. The height of the netting proposed is the very minimum that we have determined will be safe and acceptable – much higher solutions were

also proposed. As of now, increasingly frequently, a cricket ball lands on the tennis courts, (e.g. 3 times over 1 weekend) and if it were to hit a player this could cause serious injury or even be fatal. The safety of all our players and visitors has to be our primary concern – and new high cricket netting will be a requirement at the club whether the courts development goes ahead or not.'

69. The proposed cricket netting and posts would be of an acceptable design. The applicant agreed to a compliance condition that the proposed netting shall only be raised during the playing season and demounted outside the playing season.

*Image: proposed 10m high cricket netting*



### Landscaping, trees and urban greening

70. The Arboricultural Impact Assessment is acceptable, however landscaping details and a detailed Arboricultural Method Statement (AMS) would be secured by condition. Tree protection measures for 6 trees have been specified which are achievable and sufficient to protect trees during the proposed works. The protection of the retained trees during the construction stage would be ensured by the Arboricultural Method Statement (AMS) condition. The Arboricultural Impact Assessment provides recommendations for protection to demonstrate how this can be achieved. The overall impact of the development on trees would be low, providing the findings and recommendations in the Arboricultural Impact Assessment are followed.

Image: Specialist construction & ground protection required

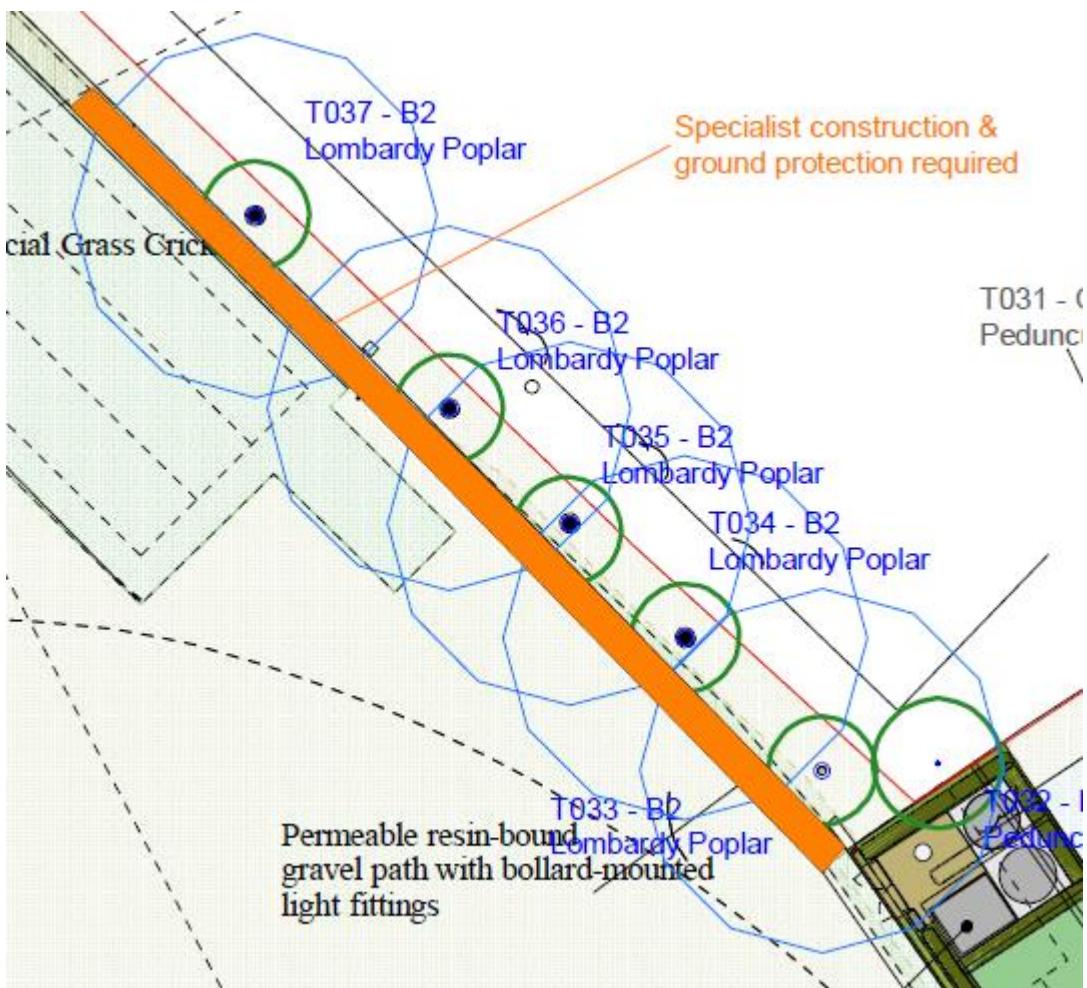


Image: Specialist construction & ground protection required



- 71. *Site of Importance for Nature Conservation (SINC) and green space*
- 72. Objectors raised concerns that 'the proposed Padel court facilities would sit alongside the corridor along the rail line which is designated as Site of Importance for Nature Conservation and that disruptive loud noise and light pollution from floodlights will be harmful to the biodiversity currently in the corridor.
- 73. Policy P60 of the Southwark Plan states that:
 

Development must contribute to net gains in biodiversity through:

  1. Enhancing the nature conservation value of Sites of Importance for Nature Conservation (SINCs), Local Nature Reserves (LNRs), designated ancient woodland, populations of protected species and priority habitats/species identified in the United Kingdom, London or identified and monitored in the latest adopted Southwark Nature Action Plan; and
  2. Protecting and avoiding damage to SINCs, LNRs, populations of protected species and priority habitats/ species; and
  3. Including features such as green and brown roofs, green walls, soft landscaping, nest boxes, habitat restoration and expansion, improved green links and buffering of existing habitats.
- 74. The Council's ecologist recommend buffer planting along the western border that is shares with the SINC. The council's ecological officer did not raise any issues with regards to noise pollution.

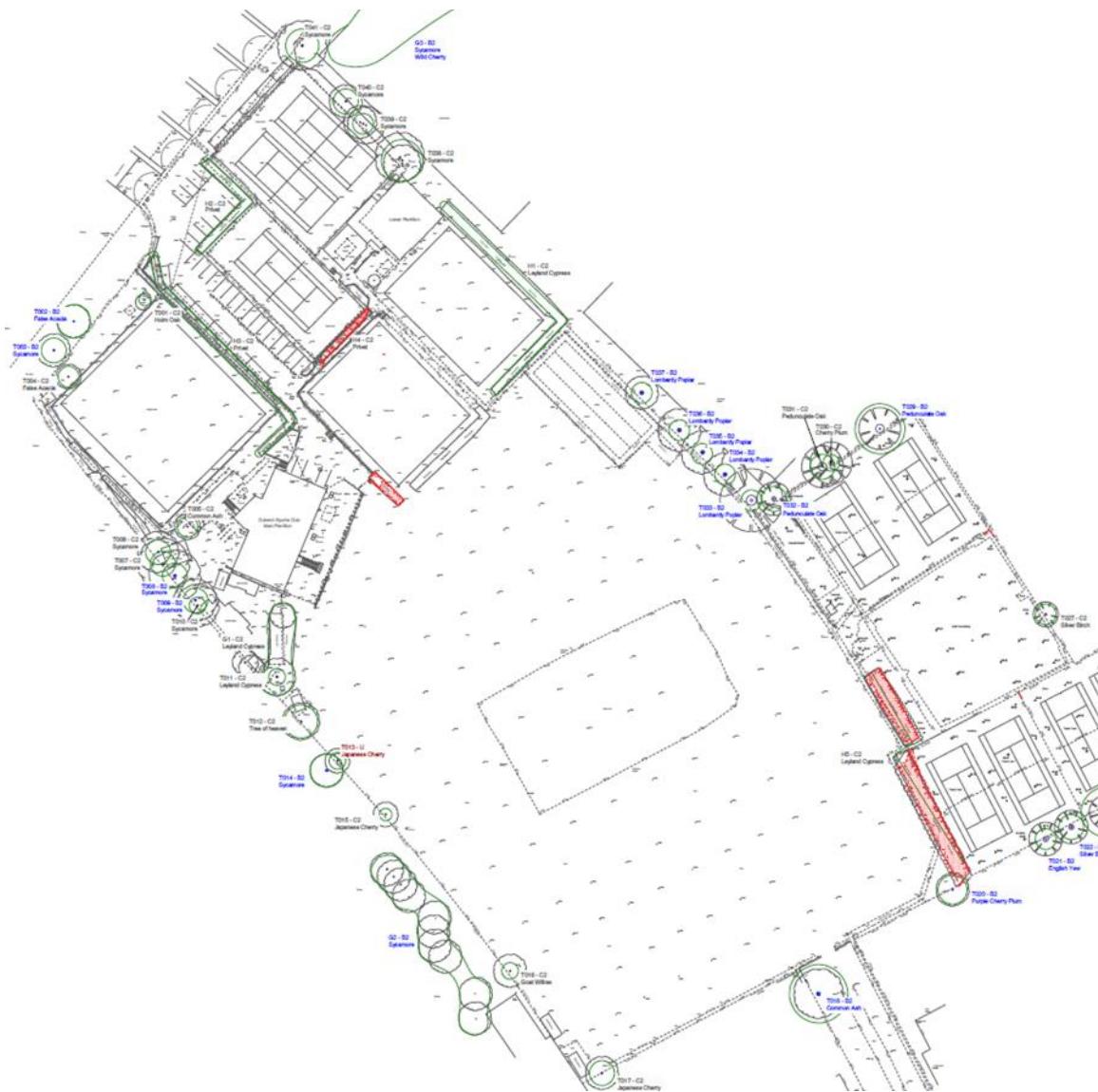
*Green space / landscaping*

- 75. Objectors raised concerns that the loss of so much green, lawn area will not be in keeping with the thrust of the planning guidelines' and that that the total area of greenspace will be reduced - not just by the removal of one of the croquet lawns but also the hedge adjacent to it. Objectors raised concerns to the proposal to replace the croquet lawns and two grass courts with concrete/artificial surfaces. Objectors state that Southwark Council has shown its commitment to keeping green spaces (Fairer Future, delivering our Promises July 2013) - the loss of Croquet Lawn 3 to noisy and light polluting hard landscaped courts would void that commitment and that the proposal is not in line with the council's green and sustainability policies as it effectively involves concreting over valuable existing green spaces.
- 76. The council's ecologist advise lawn/grass has a higher ecological value and the retention of this is preferable.
- 77. The applicant understands the point that it would be preferable to maintain lawn/grass areas instead of new hard (permeable) all-weather sports surfaces. However, these new surfaces are the crux of the application that will offer

outdoor sport to a greater number of people. As the site is MOL, and occupied by a sports club with a variety of playing surfaces already, this use and the application's aspirations are entirely planning policy compliant. Furthermore, the 18.48% BNG (8.48% above the required 10%) improvement offered by the overall proposals more than offsets the loss of some areas of close-mown low-biodiversity lawn areas.

78. An amended plan was submitted showing the correct hedge removals. The applicant note that much of this non-native hedging would be replaced with indigenous species raising biodiversity. Officers recommend that permission be subject to a condition that the applicant submit details of native planting as part of the landscape strategy/plan prior to any superstructure works commencing on site.

*Image: 4 hedges to be removed*



79. The applicant also advised:

- The club plan to retain / create 2 full size grass tennis courts and 2 full size croquet lawns and a smaller croquet practice lawn – all fully drained and fine

- mown grass;
- Approximately 3300sqm of monoculture fine mown grass will be converted to permeable artificial playing surfaces.
- Approximately 1000sqm or NON-permeable tarmac playing surface will be converted into monoculture fine mown grass;
- So net loss of monoculture fine mown grass will be approximately 2300sqm;
- This loss would however be set against 18.48%+ BNG (8.48% above the required 10%) across the site and improved flood risk management as described in the FRA.

80. Objectors commented that the proposed planting would take a long time to become established to provide the necessary environment and there will need to be input in the long term to look after the grounds.

81. It is recommended that permission be granted to a hard and soft landscaping condition that require that all soft landscaping have a written five-year maintenance programme following planting. It is also recommended that permission be granted subject to a condition relating to details of native planting as part of the landscape strategy/plan.

*Swift boxes and bats*

82. Objectors raised concerns that if Padel does go ahead swift boxes will have to be removed.'

83. The applicant confirmed that as the padel courts would be constructed in open space. As such, no existing swift boxes would be removed.

84. Objectors are concerned about 'disturbance to bats and birdlife by the noise and floodlight usage of padel courts. The Ecology report was conducted in February 2024 and not in the months recommended to assess bat activity. In addition, it states that it assesses only the habitat and not the impact on behaviour of wildlife.' Objectors are of the understanding 'it is unlawful to disturb bats anywhere (roosts, flights or foraging areas). This report has not assessed adequately the impact of this proposed development on bats' habitat or their links to feeding areas, particularly close to the railway lines.'

85. The applicant submitted additional information:

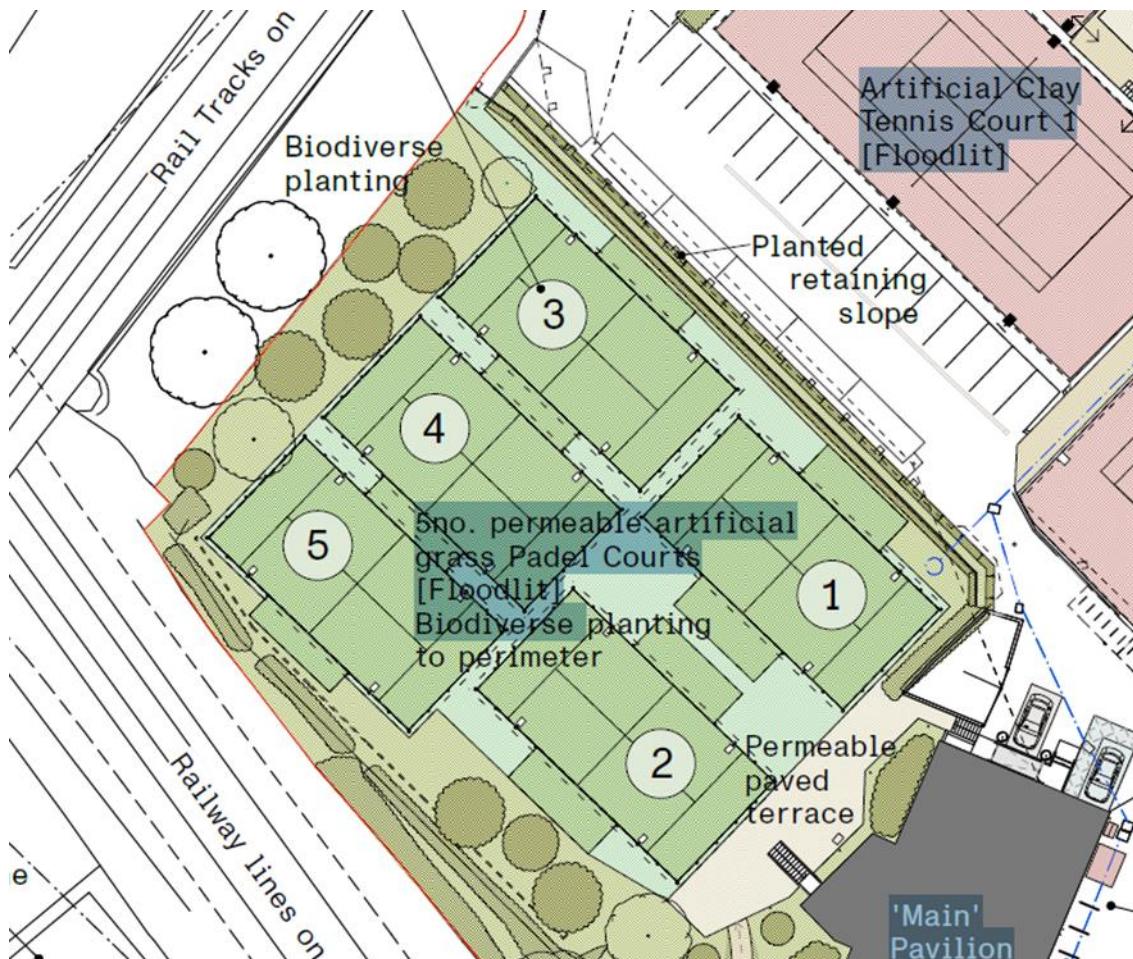
- Ecology letter report – 'Bats and Lighting Dulwich Sports', and the club states that:
- Details showing how the proposed padel courts would be booked in the order shown in the image below, to limit any light spillage in proximity to the adjacent SINC.

86. The council's ecologist also advise that the ecology letter report 'Bats and Lighting Dulwich Sports club' states that:

- Provided the proposed lighting is of a warm light spectrum (maximum 3000k)

and complies with the proposed curfew of 8am-10pm, the lighting is considered to have a negligible impact on foraging and commuting bats. The linear railway line is intended to remain unlit and retained as a foraging and commuting flight line for bats. The hours of the use of lighting would also be conditioned.

*Image: padel courts booking order*



87. The wall in the carpark has been removed and a planted retaining slope is in-situ.
88. An unlicenced method statement condition and a wildlife friendly lighting condition is recommended. The unlicenced method statement condition would need to confirm that sports lighting shall be off from

08:00-21:00 Monday to Saturday and 08:00-20:30 on Sundays and Bank Holidays between the dates of 11 May to 8 June and between the dates of 11 July to 17 August.

It is also recommended that permission be granted subject to a condition relating to details of 3 bat boxes on trees.

89. An objector raised concerns to a light curfew proposed by the council's ecologist

for the proposed padel courts. Objectors state that despite Dulwich Sports Club being made aware in 2017 that the north west of the site was likely to be used as a commuting, foraging and potentially roosting area for bats, a bat survey has not been done for this application. Objectors also note that Cherryfield Ecology / applicant did not provide any input from a bat specialist and the proposed floodlighting of the padel courts would not allow the foraging and commuting route of the that section of the railway line to remain unlit. An objector submitted a video taken on '3 April at 19:52 hours from a rear garden of Stradella Road facing SE towards Dulwich Sports Club. In the 20 second clip, there are 8 passes of bats emerging at dusk. As there has not been a bat survey conducted, it is difficult to know which species forage, commute and potentially roost close to Dulwich Sports Club but my understanding is that due to their size, flight pattern and time of emergence at dusk, these are likely to be noctules. Any floodlights are likely to be detrimental to emerging bats' behaviour. Please, therefore, can the curfew time be in line with dusk for the months that bats are active. For example, in April, that would likely be 19.45 and as early as 18.45 for end of September.'

90. The council's ecologist reviewed the video and advised that the proposed prior to occupation condition requiring the submission of a lighting design strategy for biodiversity would be appropriate. This condition would identify those areas/features that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging. This condition would also ensure that the proposed external lighting would be subject to a curfew and that it would not have a detrimental impact on bats by how and where external lighting will be installed and operated. The applicant questioned the need for such a condition as full details of the lighting proposed, times, and effect on ecology have already been submitted for council review. Officers however consider that this condition is necessary because bats are known to be active in vicinity of the development site.

### *Foxes, birds and insects*

91. Objectors raised concerns that the noise and light pollution will impact on the fox den, believed to be adjacent to the current Croquet lawn 3 – the site proposed for the Padel courts, and encourage Planning Officers to consult with animal specialists on this concern.
92. The applicant advised that there is no evidence of any current fox dens on the Dulwich Sports Club and have the following response to an objection from local residents that there is a possible fox den on the other side of the fence, on what is Network Rail property:
93. 'Cherryfield ecology visited the DSC site in February 2024 to conduct a full ecological survey and did not identify a fox den or fox activity on site at that time, suggesting that a den could have been vacated by then, or has been created since.'
94. On 15 November 2024 the club's onsite groundsmen, in conjunction with senior club management, carried out a detailed search of the area where it was suggested the fox den may be – on Network Rail land, neighbouring the DSC

site. It is an area where it is thought a fox was living in 2023. Areas behind the fences and walls in that part of the ground were thoroughly checked – as best possible without trespass on Network Rail property. The area shows no sign of current fox den activity, and leaves and other materials deposited in the area have not been disturbed for some time. It is concluded, based on their knowledge of the site, and presence working there on most days throughout the year, that there are no active fox dens either on, or in the immediate vicinity of the area proposed for the development of the padel courts.'

95. Our ecologist advised that there is no need to consult with animal specialists and recommended measures to protect mammals on site during construction should be described within a construction environmental management plan condition. The applicant agreed to this.

#### *Light pollution*

96. The applicant believes light spill outside the proposed padel courts would be very restricted using modern cowled LED lighting. It would be less than the light spillage from street lights and would be switched off earlier in the evening.
97. Objectors raised concerns that any substantial interference with the area round the club house will remove habitats for bird life and insects and that no light mitigation measures, which are readily available due to the known impact of Padel courts, have been proposed.
98. Officers note that the ecology report has recommended mitigation and compensation/enhancements for birds and invertebrates. Bird boxes and invertebrate boxes are recommended for condition along with native planting.
99. It is recommended that permission be granted subject to conditions relating to details of 2 invertebrate boxes and 5 bird boxes.

#### **Biodiversity Net Gain**

100. In England, Biodiversity Net Gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990 (inserted by the Environment Act 2021). This statutory framework is referred to as 'biodiversity net gain' in Planning Practice Guidance to distinguish it from other or more general biodiversity gains.
101. The council's ecologist advise this should be included within the BNG documentation. Updates in the 'Ground Site / Block Plan' and 'letter report' should be included within BNG documentation.
102. The applicant recognises the request to show how the extra areas of biodiverse planting offered on the amended site plan drawing change the BNG calculations. However, the applicant states that it is clear that the percentage improvement will only increase from the current 18.48%, which is 8.48% higher than the minimum.
103. Updates in the 'Ground Site / Block Plan' and 'letter report' have been included

within the amended BNG documentation.

### Biodiversity Net Gain Applicable Sites

104. The proposed development does not fall within any of the BNG exemptions or any transitional arrangements and is therefore required to deliver BNG on site.

105. Biodiversity Gain Hierarchy

106. Planning authorities must take into account how the Biodiversity Gain Hierarchy (set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015) has been applied and, if it has not been applied, the reason or absence of a reason when determining the application.

107. The sets out a list of priority actions:

- first, in relation to onsite habitats which have a medium, high and very high distinctiveness, the avoidance of adverse effects from the development and, if they cannot be avoided, the mitigation of those effects; and
- then, in relation to all onsite habitats which are adversely affected by the development, the effect should be compensated by prioritising the enhancement of existing onsite habitats, creation of new onsite habitats, allocation of registered offsite gains and finally the purchase of biodiversity credits.

### *Onsite BNG*

108. The draft Biodiversity Report submitted by the applicant has stated that the mandatory 10% BNG can be achieved onsite. This is in accordance with the Biodiversity Hierarchy.

109. • The data below has been taken from the documents Biodiversity Net Gain Metric and Biodiversity Gain Plan submitted with the application.

- The baseline value of onsite habitats was calculated to be 5.56 habitat units and 0.59 hedgerow units.
- The on-site measures propose to deliver an increase of 0.88 area based biodiversity units to 6.45, which equates to a net percentage change of 1.89%.
- The creation of hedgerows proposes to deliver 0.7 biodiversity units from a baseline of 0.59, which equates to a net percentage change of 17.73%.

110. Updated BNG submitted and added to planning register on 21 March 2025. A railway line is found adjacent to the western end of the site which has been categorised as a Site of Importance for Nature Conservation (SINC). Due to the proximity, officers requested that a buffer is implemented between the cricket pitch and the adjacent SINC to avoid any impacts. 9. The baseline BNG comprise of the Baseline Linear Units: Non-Native Hedgerow; Native Line of Trees (Moderate Condition) and Non-native Line of Trees (Poor Condition). The proposed development will now result in a +18.48% net gain in Habitat Units (increased from 17%) due to extra areas of biodiverse planting offered on the

amended site plan drawing.

### Significant or non-significant BNG assessment

111. Planning regulations require an assessment of whether the proposed habitat works to deliver biodiversity net gain onsite will deliver a significant increase in the biodiversity value of the site, compared to the pre-development biodiversity value. The distinctiveness, condition and size of the biodiversity habitat to be delivered are all considerations which must be balanced.
112. Non-significant enhancements are habitat enhancements whose loss will not significantly decrease the development's biodiversity value.
113. Government guidance (PPG Biodiversity, 2024) on determining whether BNG to be delivered on a development site is 'significant' sets out five factors. These are set out below and the following assessment has been undertaken by the Council's ecologist to determine whether the development is significant or non-significant.

| 114. Does the proposed habitat delivered contain;   | Assessment  |
|---|---|
| Habitats of medium or higher distinctiveness in the biodiversity metric.  | <p>The following area based habitats are being created with medium distinctiveness:</p> <ul style="list-style-type: none"> <li>-Other neutral grassland 1.16 units</li> <li>-Urban trees 0.3 units.</li> <li>-Species rich native hedgerow 0.2 units</li> </ul> |
| Habitats of low distinctiveness which create a large number of biodiversity units relative to the biodiversity value of the site before development.  | <p>The following low distinctiveness habitats propose to deliver:</p> <ul style="list-style-type: none"> <li>modified grassland 0.69 units,</li> <li>introduced shrub 0.01 units.</li> </ul>  |
| Habitat creation or enhancement where distinctiveness is increased relative to the distinctiveness of the habitat before development.   | <p>Other neutral grassland is enhanced which increases distinctiveness from Low to Medium.</p>  |
| Areas of habitat creation or enhancement which are significant in area relative to the size of the development .  | <p>The total site area stated in the metric is 3.17 ha. The largest habitat proposed is 0.174ha of other neutral grassland.</p>   |
| Enhancements to habitat condition e.g. from poor or moderate to good.   | N/A   |
| 115. The BNG to be provided as part of this development is considered significant as set out in the above table. A S106 legal agreement will be required to secure the biodiversity gain for 30 years. A monitoring fee will be required as part of the |   |

S106 agreement to cover the cost of periodic monitoring over 30 years. A Biodiversity Net Gain Plan and Habitat and Management and Monitoring Plan will be required post-approval to set out the management arrangements.

## Designing out crime

116. Objectors raised concerns regarding security and safety.
117. The Metropolitan Police raised no concerns and did not request that conditions are applied.
118. The Metropolitan Police however made the following recommendations which would be included as informatics in the decision notice:
  - Incorporating CCTV in the bicycle storage areas due to the high number of bicycle thefts in London, particularly in the Borough of Southwark. For the CCTV to be effective, lighting that meets the BS 5489-1:2020 standard should also be installed, as both systems should complement each other.
  - CCTV and lighting to the BS 5489-1:2020 standard should also be considered around the perimeter of the Pavilion to enhance security and safety. CCTV will help to deter any potential criminality and ensure that the area is monitored effectively. Additionally, lighting will improve visibility, making the space safer for all users, especially during evening hours.
  - Security-rated windows and doors should be installed on the pavilion's perimeter, including external doors that access property or equipment, meeting at least the PAS24:2002 standard. This will help prevent break-ins and theft, protecting equipment and amenities.
  - Installation of a monitored, data-logging intruder alarm at the Pavilion. This will enhance security and provide a log of anyone entering the building after hours.
119. The applicant confirmed that:
  - 'there are proposals planned to secure the site from the Allyens Club side (new fencing and hedging on their side) which would limit ease of movement across the site. The new pavilion would have night time CCTV, security lights, and have PAS24 secure windows and doors. Ultimately it is Metropolitan Open Land and preventing youths entering the site and hanging around is difficult, but it is something the club would monitor and use the above measures to limit/prevent anti-social behaviour'
  - They are 'planning to invest in 24-hour remote monitoring, which will trigger alerts (but not loud continuous alarms) and visits from security officers if necessary.'
  - They 'will need to implement the security system early in the Development Plan to protect the Padel courts, and it will be installed across the club at that time, i.e. well before the completion of the croquet hub.'
  - The 'pavilion, whilst obviously having lights for darker days, will only be used during daylight, and no after-dark club gatherings will be permitted there.'

Croquet is only played in daylight.'

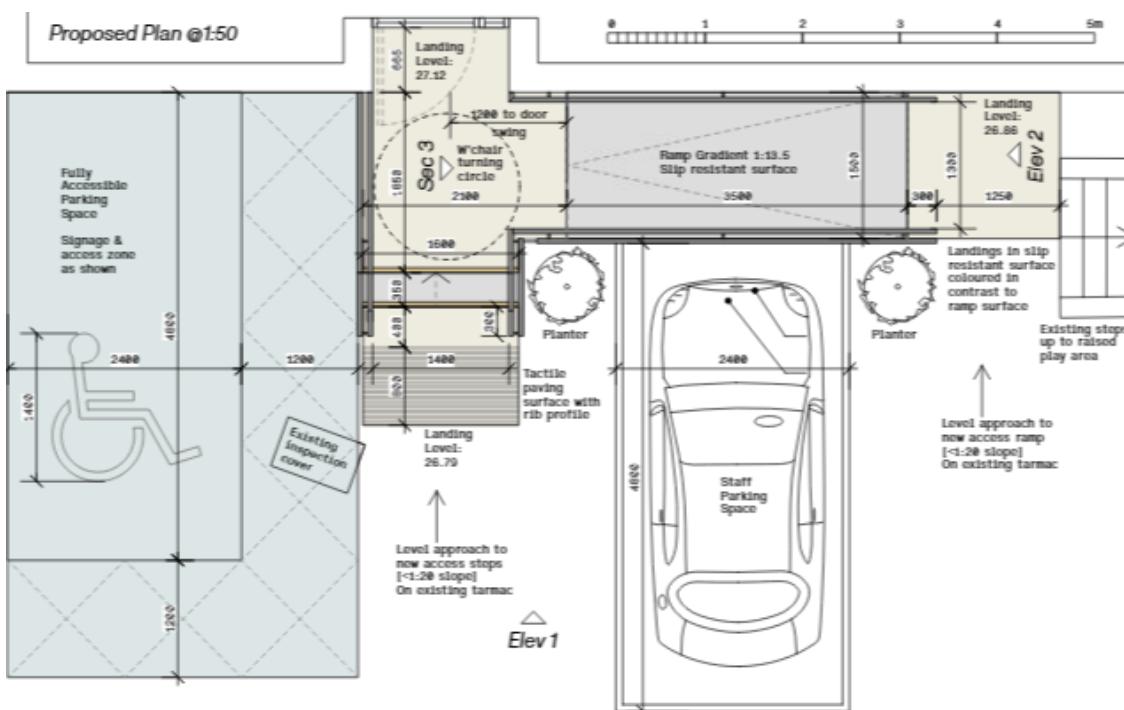
- 'In conjunction with Alleyn's' management, we will be looking at ways to restrict ease of access between the 2 sites as a further security and safeguarding measure.'

## Accessibility

120. The proposed pavilion would have an accessible WC and the covered outdoor seating under the roof overhang would provide clear access to the pavilion for wheelchairs. The resin bound gravel permeable paving would slope up to a flush door threshold with a slope with a gradient of less than 1:20, which would be acceptable.

121. The transport team advised that detailed drawings of any proposed ramps would need to be reviewed and that the applicant must submit detailed plans with gradient, height and ramp direction clearly marked prior to determination. The applicant clarified that the only proposed ramp would be the one to make the Main Pavilion entrance door fully accessible, as detailed on submitted drawings 124\_499\_P1 and 124\_500\_P2. The applicant advised that all other slopes would be set at less than 1:20 slope and would therefore deemed 'level' in terms of Part M of the building regulations.

*Image - Main Pavilion entrance*



122. The transport team also advised that 'gradients must be shown across vehicle, pedestrian and cyclists access routes around the site as the applicant is legally required to follow Document M standards, including M4(2) and M4(3) where conditions are imposed. Document M requirements apply to newly erected dwellings and dwellings undergoing material alteration but do not apply to the extension of a dwelling.' The applicant clarified that the site is essentially flat,

with a couple of minor slopes set at less than 1:20.

123. The transport team also advised that wheelchair users in particular would need to be considered in detail in terms of access to the front door of the proposed pavilion from the back edge of the public highway; and also their passage through internal areas of buildings, to/from Blue Badge Bays which must be provided as level as possible 1:1, and routes to/from larger disabled / adapted cycling parking spaces must also be considered in detail in terms of gradients.' The applicant pointed out that submitted drawings show the disabled parking bay and connection to the proposed building and drawing 124\_130\_P2, the elevations for the new pavilion, describes the less than 1:20 slope to access the entrance doors which would be in compliance with Part M.
124. The existing path from the main pavilion to the new pavilion is artificial grass (astroturf) and is typically 1.2m wide. There are no step level changes, so the path across the site provides access for all users.

*Image: existing path*



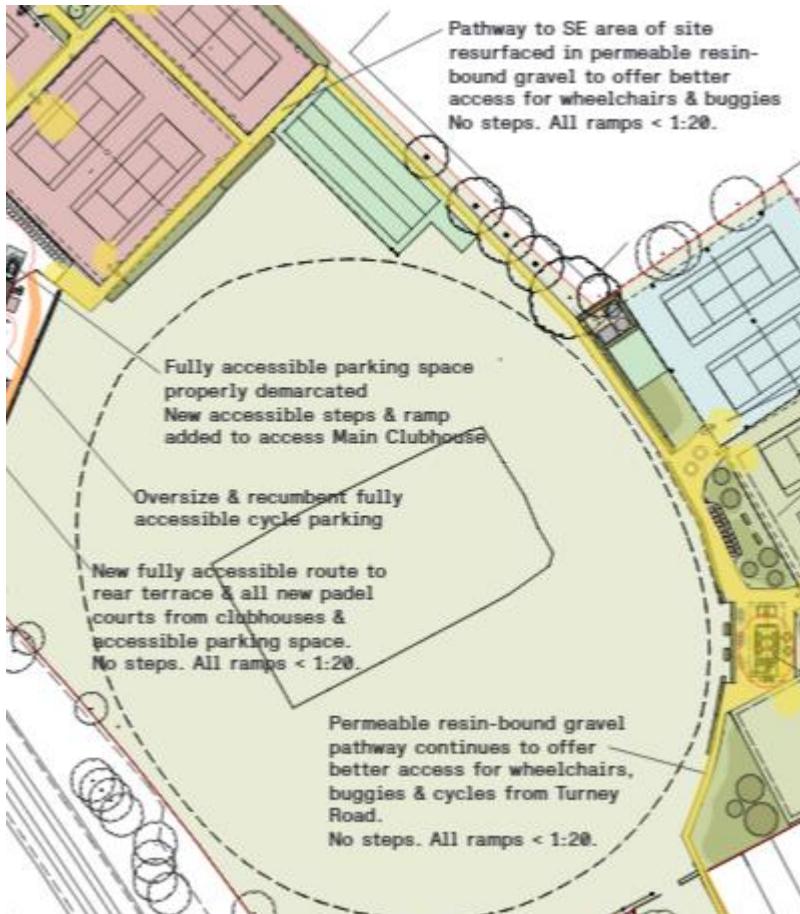
Photo 9: Artificial grass path from Main Clubhouse to SE area & Turney Road pedestrian entrance. Bollard-mounted down lights illuminate path at night whilst controlling light spillage. Existing 4m high protective netting can be seen in the background. A wider path would improve access.



125. The proposal to widen the existing access path from 1.2m to 1.5m and to upgrade it from astroturf to permeable resin-bound gravel would provide

improved access to all users to the south eastern part of the site. The path would have a minimum of 1.5m width from the main clubhouse to the croquet lawns and proposed new pavilion so that mobility scooters etcetera would have good access.

*Image: proposed path (yellow)*



## Fire safety

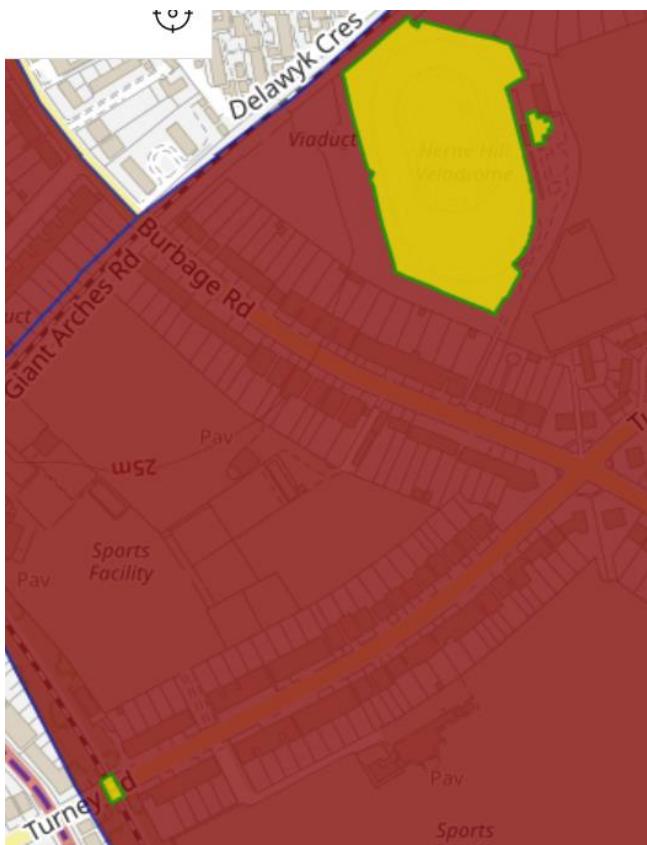
126. Policy D12 (A) of the London Plan (2021) requires that all development must submit a planning fire safety strategy. The fire safety strategy should address criteria outlined in Policy D12 (A).
127. Summary of Information Contained in Planning Fire Safety Strategy
128. Contains information of the new pavilion and identifies suitably positioned unobstructed outside space for the following: Fire appliances access and position; life safety measures including fire alarm system; construction materials to minimise risk of fire spread; means of escape and evacuation strategy; evacuation strategy and periodic review, and access and equipment for fire-fighting.

- 129. Assessment of Planning Fire Safety Strategy
- 130. The details of the measures summarised above will be secured through the Building Control process.
- 131. Paragraph 3.12.9 of Policy D12 explains that Fire Statements should be produced by someone who is “third-party independent and suitably-qualified”. The council considers this to be a qualified engineer with relevant experience in fire safety, such as a chartered engineer registered with the Engineering Council by the Institution of Fire Engineers, or a suitably qualified and competent professional with the demonstrable experience to address the complexity of the design being proposed. This should be evidenced in the fire statement. The council accepts Fire Statements in good faith on that basis. The duty to identify fire risks and hazards in premises and to take appropriate action lies solely with the developer.
- 132. A Fire Statement or Reasonable Exemption Statement has been provided for this proposal. The statement covers matters required by planning policy. This is in no way a professional technical assessment of the fire risks presented by the development.

## **Heritage considerations**

- 133. Objectors raised concerns that the proposal would contravene the guidelines set out in Dulwich Supplementary Planning Document (July 2013): Para 4.2.3 ...we will preserve and enhance the special interest or historic character by not permitting any proposals that have an adverse effect on the historic environment. - lawn sports have been played at this site for over 100 years (since 1867). The cricket field, croquet lawns and lawn tennis areas are unique and historic settings. The proposed development envisages paving over substantial areas and changing the historic setting of the club.
- 134. The Conservation and Urban Design Team had no comments and officers consider that the proposal would not have an adverse effect on the Dulwich Village Conservation Area or the locally listed railway bridge over Turney Road or the Herne Hill Velodrome.

*Image – proximity to locally listed sites*



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

135. Light pollution
136. The number of floodlit tennis courts would increase from 5 to 8 and 5 new floodlit padel courts would be created.
137. Objectors raised concerns that 'light pollution already causes issues for houses on Stradella Road (to the north west) and spills across the open space effecting numerous roads and properties and the expansion of the number of floodlit courts would mean that over 40 players at any one time across all of the proposed courts.
138. The floodlight tennis courts at Alleyns club (across the field to the north east) and on the two courts on the middle of the site have planning approval for the

floodlights with latest time of use as 21:00 hours (20:30 hours at weekends).' Objectors raised concerns that the current proposal is asking for floodlights to be used until 22:00 hours on both the main courts (which they allege never had planning approval for late use) and on the new padel courts. Objectors state that when applying for permission for further floodlit courts in 2017 (adjacent to the Edward Alleyns Tennis Club), the applicant accepted that there should be a start time of 08:00 hours and a 21:00 hours cut-off on weekdays and 20:30 on weekends. Officers note that Planning Reference 02/AP/1056 only conditions a 21:00 hours cut-off time. Objectors point out that that cut-off applies despite the fact that the nearest properties - on Burbage Road - are in fact significantly further away from the relevant courts than is the case with the Stradella Road properties. Officers note Planning Reference 02/AP/1056 is also subject to a condition that the columns be positioned at least 30m away from the boundary with the nearest (Burbage Road) residential properties. The image below indicates the distance between the edge of the proposed padel court and the nearest residential dwelling on Stradella Road, number 63, as approximately 34m.

*Image – proximity of padel courts to closest dwelling on Stradella Road*



139. The applicant confirmed that the site is already floodlit for tennis – until 22:00 at the front of the site and 21:00 at the rear – with a 30-minute evening reduction on Sundays and bank holidays.
140. The planning enforcement team is investigating an alleged breach of planning control (25/EN/0047) in relation to the lighting columns and lights to the 3 tennis courts on the north-west of the site (to the front of the site), adjacent to Giant Arches Road. The applicant advised that these 3 tennis courts have been floodlit since the early 1960's and that the club have played under lights on those courts until 10.30 pm since those days. The alleged breach of planning control took place when the lights were upgrading in 2022 and after upgrading these lights the club imposed a cut-off time of 10.00 pm for them, enforced on their booking system. A Planning Application is in hand for the replacement on the lights installed in November 2022, with a proposal for new lights on lower poles with reduced glare.

141. The applicant confirmed that the proposed operating times of floodlighting for the new Padel Centre and for the additional 3 artificial clay tennis courts would be 08:00 to 22:00.

### Loss of privacy

142. The separation distance between the site and neighbouring properties would not lead to a loss of privacy due to overlooking. The vegetation and railway viaduct would limit view to and from the proposed padel courts and the proposed croquet courts would be in the location of the existing tennis courts and would not lead to a loss of privacy through overlooking of Turney Road properties.

### Proximity to adjoining properties

143. The boundary of the proposed location of Padel courts would be more than 30 metres from all nearby properties on Stradella Road. The distance between the boundary of the proposed location of Padel courts would be approximately 23 metres away from the rear boundary of residential properties along Croxton Road. Officers consider vegetation and the elevated railway line and embankment would provide adequate separation between the site and these properties.

144. The environmental protection team has no objection and recommend approval.

### Noise and vibration

#### *Relocated croquet courts*

145. The environmental protection team has no objection to the relocated croquet courts and refer to paragraph 7.2 in the Padel Noise Impact Assessment: for residents located on Turney Road, there is likely to be a reduction in sports noise due to the removal of the tennis courts in the southeast area of site and replacement with generally quieter Croquet lawns.

#### *Noise and vibration from the proposed floodlit tennis courts and 5 new floodlit paddle courts*

146. The residents of Stradella Road raised concerns with regard the scale of development as the proposed five padel courts would be unprecedented in London for an outdoor padel facility. They note other London sites have fewer courts, often in larger or more isolated areas.

147. The number of floodlit tennis courts would increase from 5 to 8, whilst the total number of tennis courts would reduce from 11 to 10. Numerically the number of croquet courts would be the same, 3, and 5 new floodlit paddle courts would be created. The applicant confirmed that existing tennis courts 1, 2 and 3 (i.e. the tennis courts next to the proposed new tennis and padel courts) have floodlighting available until 22:00 all year round, as has been the case since 1962.

148. Objectors raised concerns that the 5 new padel and relocated tennis courts, have applied for the same hours as the existing tennis courts 1, 2 and 3 (i.e. the

tennis courts next to the proposed new tennis and padel courts) which have floodlighting available until 22:00 all year round. Objectors are concerned that the long hours of operation of the courts would be disruptive and the noise of padel balls would ricochet and reverberate off the glass walls and generate undue noise.

149. The applicant responded to the above objection and state that, 'given the location of the new padel and tennis courts, far from houses, shielded by embankments and railway lines, and the adjacent courts being floodlit until 10pm since 1962, the club sees no reason why the same floodlighting / usage curfew time cannot be applied to the new courts.' The Environmental Protection Team has no objection and refer to paragraph 7.1 in the Padel Noise Impact Assessment: the proposed additional tennis courts in the northwest area of site can be assessed in a more descriptive way, using simplistic qualitative acoustic principles. The Environmental Protection Team also refer to paragraph 7.4 in the Padel Noise Impact Assessment: the existing tennis courts in the northeast area of site are ~20m from the rear gardens of the closest dwellings located on Stradella Road. Noise emissions from these courts are, and would remain, the predominant sports activity noise source audible in this area. The Environmental Protection Team also refer to paragraph 7.5 in the Padel Noise Impact Assessment: the proposed tennis courts will be ~75 metres distant, which means that noise levels from these courts at the rear of gardens Stradella Road are likely to be in the order 10dB lower than the existing courts. Although activity from these courts may still be audible at a much lower level, the overall tennis activity noise is unlikely to be noticeably increased, which itself sites well within the ranges of ambient noise from transportation sources.

*Noise and vibration from the proposed extended hours of floodlighting of tennis courts 6 and 7*

150. It is noted that hours of floodlighting of 2 existing tennis courts (6 and 7) on the south eastern part of the site is 08:00-21:00 Monday to Saturday and 08:00-20:30 on Sundays and Bank Holidays.

This planning application also seeks to extend the floodlit usage of these courts until 21:30 Monday to Saturday (no proposed change to Sundays and Bank Holidays at 8:30pm).

151. Condition 4 of planning application 17/AP/3782 (granted March 2018) for the change of surface of 2 tennis courts (6 and 7) from grass to tarmac and installation of 10 floodlights on columns to match adjacent courts and replacement netting states that:

The floodlighting hereby approved shall be used between 08:00-21:00 Monday to Saturday and 08:00-20:30 on Sundays and Bank Holidays.

Reason:

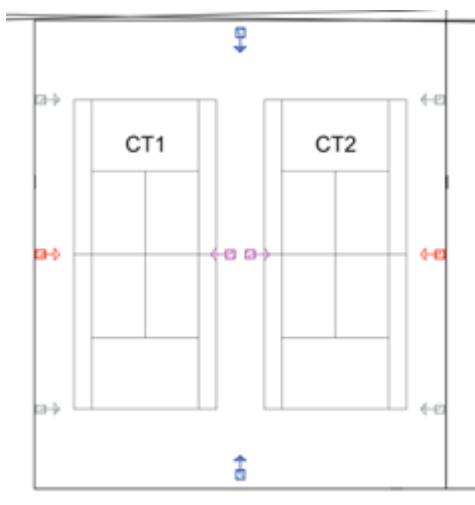
To safeguard the amenity of neighbouring residential properties in accordance with The National Planning Policy Framework 2012, Strategic policies 11 - Open spaces and wildlife and 13 High environmental standards of The Core Strategy 2011 and Saved Policies 3.2 Protection of Amenity and 3.28 - Biodiversity of The Southwark Plan 2007.



*Image: 17/AP/3782 (granted March 2018) 2 tennis courts*



*Image: 17/AP/3782 (granted March 2018) location of 10 floodlight columns*



152. There have been no material changes to courts 6 and 7 or immediate vicinity since planning permission was granted for 17/AP/3782 in March 2018. The environmental protection team confirmed no noise nuisance complaints have been received and officers did not raise an objection to extend the floodlit hours. As courts 6 and 7 are in the centre of the open space officers consider that the extension of floodlit hours would not have a detrimental impact on the amenity of neighbouring properties. The floodlit hours would be conditioned.

#### *Floodlight times permitted in Southwark*

153. The following in terms of floodlight times were locally permitted in Southwark:

- Old College Tennis Club floodlights used from 08:00 to 21:30 as per 21/AP/2615 permission granted February 2022.
- Camber Tennis Club floodlights to 22:30 – at junction of Lordship Lane / South Circular. Planning permission 11-AP-0106 granted April 2011; and

- North Dulwich Tennis Club floodlights run to 21:30 Monday to Saturday.

Planning permission 14/AP/2675 granted November 2014:

08:00-21:00 Monday to Saturday and 08:00-20:30 on Sundays and Bank Holidays between 11 May and 8 June and 11 July and 17 August; and  
08:00 to 21:30 Monday to Saturday and 08:00 to 20:30 on Sundays and Bank Holidays for the remainder of the year.

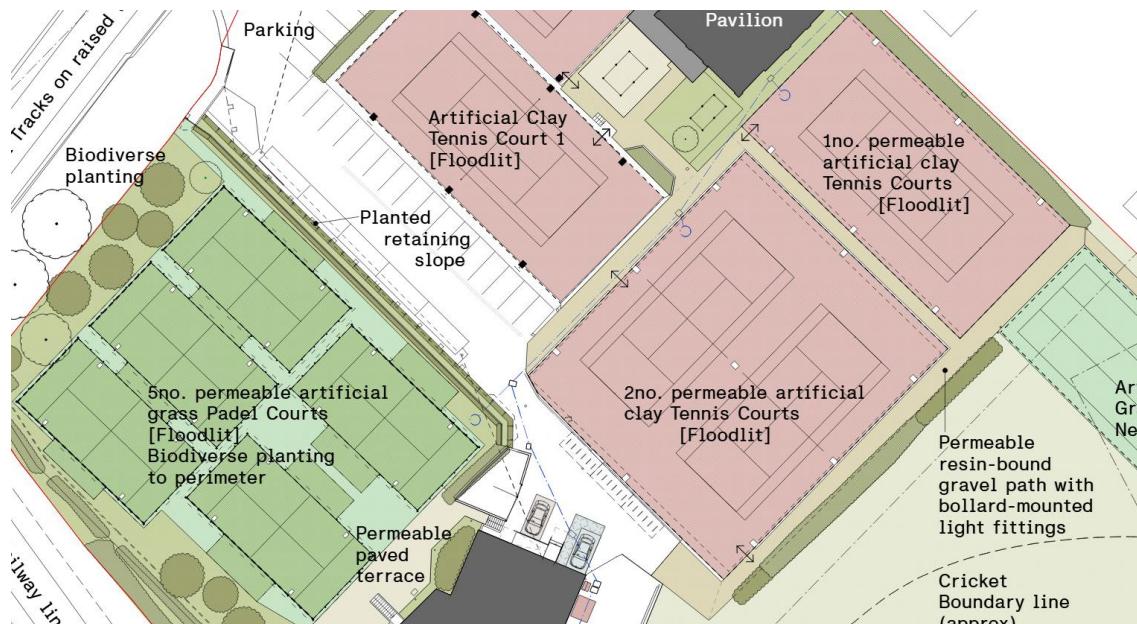
*Start and closing time of play*

154. The applicant notes it appears that a record of any planning granted at that time (1962) no longer exists and tennis has been played until after 10pm on these courts for many years, but post-Covid, the club itself has instigated a 22:00 hours curfew.
155. Objectors allege that play on the existing courts often begins at 06:00.
156. The applicant responded that they are committed to being good neighbours and that play on existing tennis courts is now limited to the following, and this would continue if planning permission were granted: No lights before 8am (so no play in winter before 8am). Play in summer allowed from 7am (i.e. no lights allowed in the early mornings).
157. Objectors raised concerns that as the impact of the proposal could be significant it would require further review and the hours of usage should be reduced until the impact can be reliably assessed e.g. hours should be reduced from the proposed hours 08:00 to 22:00 Monday to Friday, to 09:00-18:00 on all days. An objector also state 'the officer report does not have anything about the closing times of the padel courts. It states no play before 8am, and has an end time for the floodlights, but at the height of summer there would be enough light for play to go on for some time after this. This could be particularly detrimental to sleep and wellbeing. Could a condition be added that the play ends at the end of the flood light hours?'
158. The environmental protection team did not recommend that permission be subject to a closing time condition for the proposed padel courts in summer.

*Proposed floodlight locations*

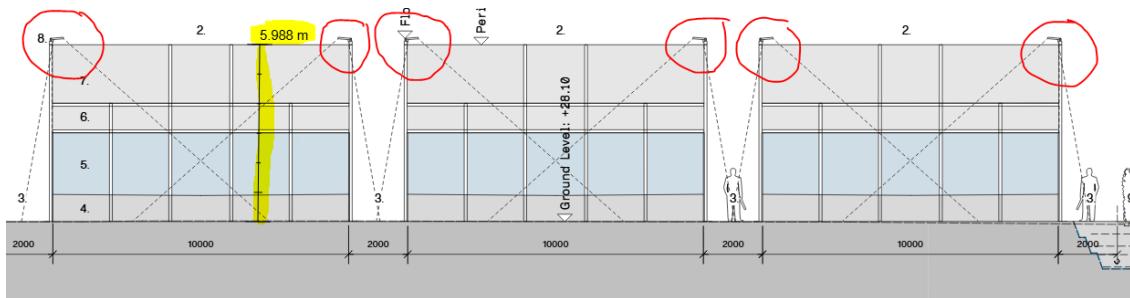
159. The proposed plans show every floodlight location. Black boxes for existing, white boxes for proposed.

### *Image: proposed floodlight locations*



160. The maximum height of the Floodlighting columns would be 6.9m. The columns of the padel floodlights would be approximately 6m, as shown in the proposed cross section drawing below.

*Image: columns of the padel floodlights*



## Noise survey

161. The Environmental Protection Team (EPT) were consulted three times. Initially EPT had no objection and raised no concerns with regards to noise and recommended approval. However, a further review concluded that a Noise Impact Assessment was needed and upon review of the Noise Impact Assessment the Environmental Protection Team recommend that the usage of the padel courts to be limited to the same hours as the existing tennis courts in the rear of the site, i.e. between 08:00-21:00 Monday to Saturday and 08:00-20:30 on Sundays and Bank Holidays.

162. Objectors consider that the noise survey is flawed for the following reasons:

- Because of where the monitoring device was positioned. There is a channelling of noise from the existing courts, through the railway arches and into the rear gardens of Stradella Road. This noise appears to be intensified by the heavy structure of the arches and it is a very concerning that further noise will be created by the proposed application. Sound monitoring point

LT1 was not in' any neighbouring 'garden and was under one of the arches. Therefore, it will not have captured the full effect of the channelled noise which is heard beyond the arches,' and 'The positioning of the Acoustic monitor by the metal containers at ground level under Giant Arches was wrong and the impact of the Arches is to focus the noise from the sports club at the back of and inside the adjacent houses. The sound it reflected off curved part of the upper section of the arches which is the same height as the houses. The conclusions at 6.13 and 8.2 are therefore wrong and should be reassessed with a proper level of noise in mind and a correct positioning of the monitor at LT1 nearer the houses where it is not affected by the storage units.'

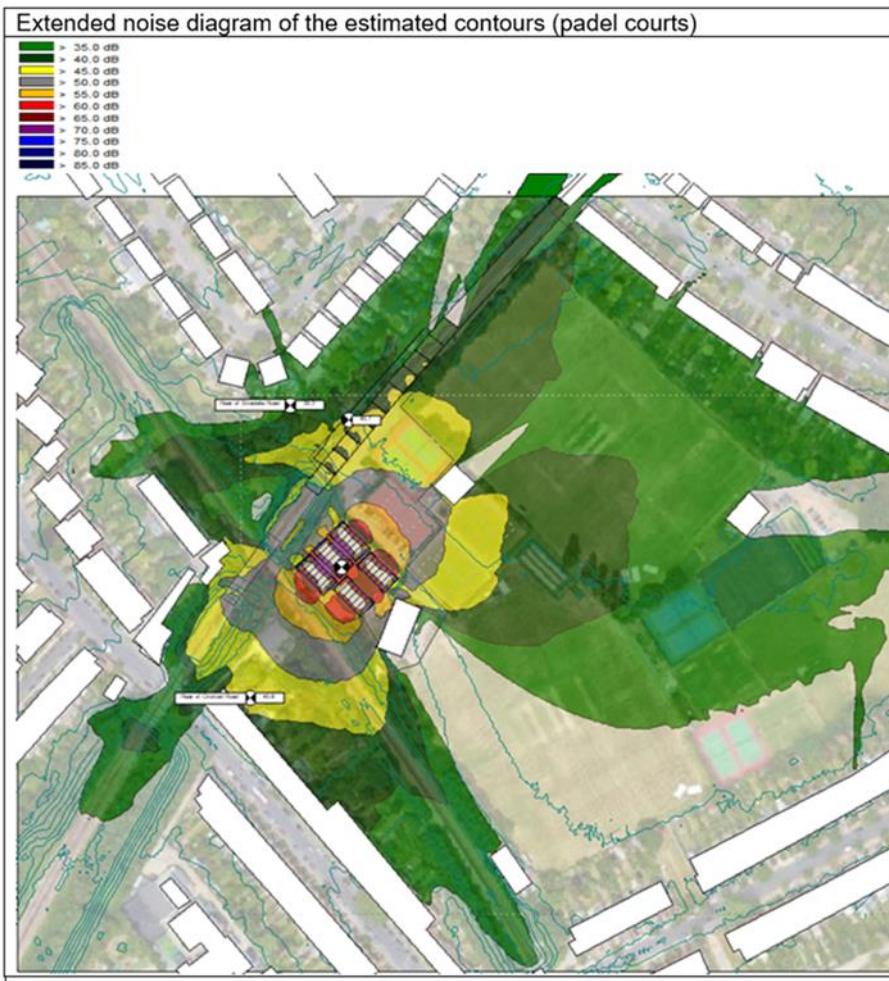
- 'Noise pollution from the padel court impacts will be part of a condition. However, as the recent noise map' (diagram) ' illustrates once again, point LT1 is in the wrong place to monitor the scale of any noise from Dulwich Sports Club for affected properties because it sits on the wrong side of the railway arches. To understand how the heavy brick arches channel and amplify noise into' any neighbouring 'property, the monitoring should have been on affected properties, but the amplification factor appears to have been ignored as well.'
- 'Noise from aircraft and trains' are quoted 'as context to court noise. It seems very likely that aircraft and train noise in its type, intensity and frequency is not the same as court noise. Noise from the proposed development, and the cluster of playing surfaces from multiple courts, would suggest very frequent and impactful levels over much longer periods of time. This by its nature is far more intrusive.'

163. The environmental protection team has no objection and refer to paragraph 7.3 in the Padel Noise Impact Assessment: residents on Croxted Road and Burbage Road are unlikely to perceive any difference, as the distance to the new courts is not significantly different to the ones being removed.

164. In March 2025 the applicant submitted an extended noise diagram of the estimated contours, included in the image below. This represents the worst case scenario, with all five padel courts being simultaneously in use, at the highest anticipated padel activity noise levels. The applicant note that the level of 35dB is equivalent to the lower levels of underlying background noise level that occur during the evening hours.

*Image: extended noise diagram*

165.



166. The environmental protection team was consulted for a third time with regards allegations from the objectors that the noise survey is flawed. The environmental protection team provided a third comment based on the Noise Impact Assessment and new/additional information, the extended noise diagram. EPT confirmed, due to the historic current use of tennis courts 1,2 and 3 up to 22:00 hours, that the proposal should have the same timing condition. EPT therefore recommend the proposed operating times of floodlighting for the new Padel Centre and for the additional 3 floodlit artificial clay tennis courts be 08:00-22:00 Monday to Saturday and 08:00 to 20:30 on Sundays and Bank Holidays, and the proposed floodlit hours of the 2 existing tennis courts (6 and 7) on the south-eastern part of the site from 08:00-21:30 Monday to Saturday. It is noted it is not proposed to change the current hours 08:00-20:30 on Sundays and Bank Holidays.

167. A further objection has been received from Stradella Road residents, raising concerns with regard to Baseline Noise Impact Survey, Noise Mitigation Measures and Noise Monitoring.

#### 168. Baseline Noise Impact Survey:

The modelling was performed using two monitors, one of which was placed under the Victorian railway arch with a regular train service running directly above it.

The survey predicted the noise emitted from the ball hitting the bats/walls. No allowance was made for noise emanating from the players – shouting, laughing etc. In our gardens, we can hear voices from football matches played in SE corner of the field owned by Edward Alleyn club, some distance from the SE corner of DSC site. A match is for 1.5 hours once a week. This application is for up to 20 people on 5 padel courts from 8am until 10pm, which is 98 hours a week. If reports from other padel clubs in London are correct, the courts are likely to be used fully – 14 hours a day, 7 days a week.

CSA state “it is important to note that references to single figure values to represent the noise impact of an activity as variable as a game of any racket sport is a somewhat naïve approach, where there must be an appreciation of the variability and uncertainty” (page 7, CSA assessment).

Given the uncertainty regarding the noise impact of padel and the complexity of the Victorian railway arch structure, please can baseline noise monitoring be performed in abutting gardens prior to commencement of works.’

#### 169. Noise Mitigation Measures:

- CSA state noise levels from a new pitch are “not to exceed the existing noise climate” (page 3, CSA assessment).
- DSC have not proposed any noise mitigation measures. Providers can supply the probable noise reduction of each measure. Such measures include:
  1. Enclosed structure, including roof installation
  2. Alternative Surfaces e.g. rubberised flooring
  3. Specialised acoustic glass or fibreglass for surrounding panels
  4. Acoustic barriers (quoted as decreasing noise from 70dB to 35dB)
- We think Southwark Council should explore noise mitigation measures with DSC prior to installation.

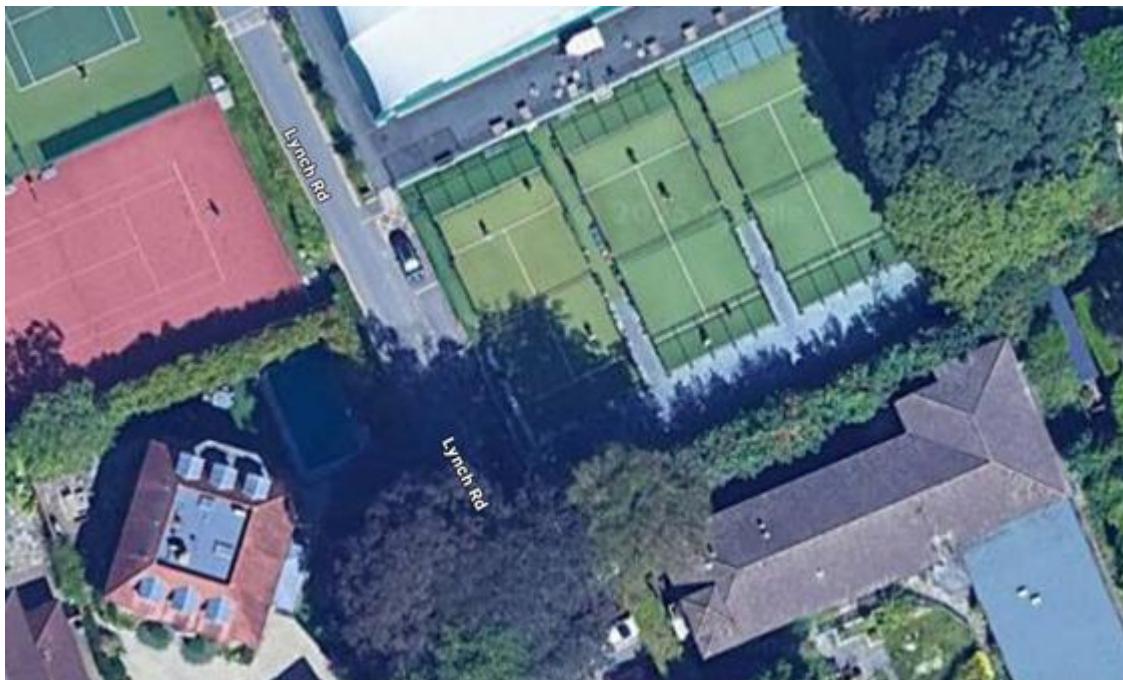
#### 170. Noise Monitoring:

- The residents of Stradella Road are concerned that the applicant is not obligated to mitigate noise or consider neighbours' concerns before installation.
- After installation, we think noise monitoring at neighbouring residents' properties and gardens should be mandated for this application over a time period covering different seasons, days of week and time of day with a clear plan of remedial works if the noise is a nuisance.’

*Padel courts examples of noise in Winchester and Weybridge*

171. Further objections were received from neighbours commenting on the noise report and recent articles regarding the impact of noise from padel courts at a tennis centre in Winchester and a club in Weybridge are going to build an enclosed set of courts.
172. The applicant responded to the above and pointed out that the context of the sites referenced elsewhere is different from the application site, and that any comparison is therefore misleading. The applicant explains the differences between the Winchester situation and the application site as follows:
173. 'Primarily, the proximity of housing to the Winchester site, as shown by the photo below, is the difference. Houses are adjacent to the courts - with only 11m and a straight line of sight from houses to the courts. It is not surprising there have been noise complaints.'

*Image: Winchester reference*



174. At the application site, 'the proposed location of the courts is 8 times further away from the nearest house on Stradella Road. In addition, the railway embankments that surround two sides will further reduce noise levels.'

*Image: the application site*



175. The applicant 'believe the Winchester example, which has been gaining some attention lately, is not a suitable comparison to the Dulwich site.'

*Noise management report condition*

176. The residents of Stradella Road raised concerns with regard lack of transparency and engagement and feel the applicant has withheld information and ignored noise concerns raised previously. They doubt that any future meetings with the applicant would be productive unless the council clearly defines the applicant's responsibilities regarding noise.

177. The residents of Stradella Road made the following pre-installation recommendations: Southwark Council should require the applicant to explore noise mitigation measures, such as:

- Enclosed structures
- Rubberised flooring
- Acoustic panels or barriers

178. The environmental protection team recommend that a condition should be imposed on any decision that the applicant produce a noise management report for approval of the Planning Authority within six months of the planning decision. Objectors request that the applicant liaise with a group of residents bordering Dulwich Sports Club (DSC) to have discussions with them regarding the noise management report condition. The applicant agreed to the request from objectors to meet to discuss the noise management report condition and officers

advised both parties that discussions with regard this condition take place prior to the submission of an application to discharge this condition.

179. The residents of Stradella Road made the following post-installation recommendation:

- Mandate ongoing noise monitoring at nearby properties across different times and seasons, with a plan for remedial action if needed.

## Transport and highways

### Trip Generation

180. Objectors raised concerns that the trip generation assumptions are inappropriate as 'the Transport Statement expressly predicts the daily 376 two-way trips for Padel only and does not include any additional trips for the 3 new floodlit tennis courts. The Report accordingly incorrectly assumes that these figures represent the total increase.' Initially, the applicant did not include the predicted transport impact from the flood-lit courts as they explained that it would be difficult to predict the number of journeys as their usage is during the darker evenings in the winter months. The applicant justified their reasoning for a negligible impact as the number of overall tennis courts would be reducing from 11 to 10. To address the issue raised by objectors, and to provide a more robust number for trip generation, the applicant has now provided the predicted additional trips to include this information in response to the concerns raised.

### Proposed Padel and Flood lit-tennis courts trips

181. The existing development currently generates a total of 702 two-way trips by all modes of transport including 240 two-way trips by car and 56 trips by car drop offs. The Transport Statement predicts that there will be a potential increase in trips from the proposed development, with an additional 120 two-way trips from Padel, 28 car drop offs. The applicant has also included the predicted number of vehicle trips from the proposed floodlit courts which will be used in winter, during the darker evenings (17:30 – 22:00). The applicant notes that this will include an additional 18 two-way vehicle trips to the sports club, and no car drop offs.

### Public transport trips

182. The existing sports club generates total of 49 two-way trips by public transport (bus and train). The estimated additional number of public transport trips from the proposed development consists of 28 trips from the 5 new Padel courts and 3 trips from the new flood-lit courts (this will occur during the darker evenings).

### Cycling trips

183. Existing trips to the sports club includes 252 two-way cycling trips. The applicant predicts that the development will create an additional 141 two-way cycling trips from Padel and 31 cycling trips from the new flood lit courts during the darker evenings.

184. Burbage Road residents state 'Southwark acknowledges that current journey levels on Burbage Road give rise to traffic issues on Burbage Road and that, in particular, excessive motor traffic at peak hours adversely impacts cyclists.'

185. The one-week Traffic Counter from May 2025 shows an increase in cycling on Burbage Road. The Burbage Road Residents Association (BRRA) notes that there has been a 50% increase in cycle traffic from 2023 to 2025. BRRA expressed concern for the safety of cyclists and other non-car users of the road, referencing the 'tipping point' for cyclist safety in a department for transport document and asked for this to be taken into consideration in determining the planning decision. The highways team advise that the Streets for People Delivery Plan (2023) for Dulwich Village identifies Burbage Road as a road on the cycling grid network. Cyclists' safety on Burbage Road however, is a wider ongoing issue outside of the scope of this application.

### Walking trips

186. With regards to walking, the existing club includes 105 two-way trips, 59 two-way trips are proposed from Padel and 11 two-way trips from the flood-lit courts during the darker evenings.

187. Burbage Road residents state 'Southwark acknowledges that current journey levels on Burbage Road give rise to traffic issues on Burbage Road and that, in particular, excessive motor traffic at peak hours adversely impacts pedestrians.'

188. Walking trips generated by the proposed development will not have a material impact on Burbage Road.

### Modal split – Existing and Proposed per day (5 Padel courts and 3 flood-lit courts)

189. The total number of additional trips by all modes of travel for the worst-case scenario, which includes the flood-lit courts during the darker evenings will be 440 two-way journeys. This includes an additional 138 two-way journeys by car and 28 journeys by car drop off. Further details are shown in the table below with the number of 2-way trips for the existing and proposed development:

*Table – modal split per day*

| Transport mode | Existing (2-way trips per day) | Proposed Padel trips (2-way per day) | New Flood-lit tennis courts no. 2-way trips (winter from 5.30pm evening only) | Total proposed additional no. of 2-way trips |
|----------------|--------------------------------|--------------------------------------|---|--|
| Car            | 240                            | 120                                  | 18  | <b>138</b>                                   |
| Car drop-off   | 56                             | 28                                   | 0   | <b>28</b>                                    |
| Walking        | 105                            | 59                                   | 11  | <b>70</b>                                    |

|              |            |            |           |            |
|--------------|------------|------------|-----------|------------|
| Cycling      | 252        | 141        | 31        | 172        |
| Bus /Train   | 49         | 28         | 3         | 31         |
| Motorbike    | 0          | 0          | 1         | 1          |
| <b>Total</b> | <b>702</b> | <b>376</b> | <b>64</b> | <b>440</b> |

### Public Transport Accessibility Level (PTAL)

190. Objectors raised concerns that public transport to the site is limited to one bus and local train services which are adequate most of the time however, there is frequent disruption on the trains. Consequently, LBS Council should consider the increase in journeys by car that will result from this proposal in an area where existing policy is to reduce traffic. Concerns were also raised in relation to the Public Transport Access Level (PTAL) of the site.

191. The site has a Public Transport Access Level (PTAL) of 4, 5 and 1a. PTAL is a scale ranging from 0 to 6b, where 6b represents the greatest level of access to public transport services. Officers consider users of the site arriving by public transport would likely use the nearest available services, i.e. Herne Hill station (approximately 0.6 miles), North Dulwich station (approximately 0.9 miles), West Dulwich station (1.2 miles). There are also local bus stops on Half Moon Lane and Croxted Road which are served by bus services number no. 37, 3, 201 and N3. Although the use of public transport to travel to the sports club is not high (predicted to be 31/440 two-way trips), the transport officer consider the impact on the public transport network during peak hours would be minimal.

### 'Pay and Play' and additional trips by private car

192. Objectors raised concerns that the significant level of outdoor sports provision concentrated in Dulwich means that residents from other parts of the borough, as well as other boroughs in south London, will travel to use the new facilities. Objectors were concerned that the creation of the 5 Padel courts and their use by new members will significantly increase traffic in the borough and around the club as people will be likely to drive to the site. Objectors state the 'Pay and Play' operation would remove the need to join the club to play, which would hugely increase the number of possible players.

### Club Survey

193. Objectors raised concerns that the travel survey was conducted over a week in January 2024 rather than during the busy summer weekends and therefore it is not an accurate representation of the travel behaviours to the sports club. New traffic data was provided in May 2025. The applicant will also provide a Travel Plan which will be conditioned to provide detailed evidence on the modes of travel to the site and behavioural patterns. The Travel Plan should aim to reduce car dependency and encourage sustainable travel.

### Proposed padel trip generation methodology

194. Objectors were concerned with the level of robustness for the trip generation, and they queried why the number of vehicle trips was an over estimation. Initial

comments from our transport team state that due to the relatively unusual land use, there are no relevant TRICS or similar survey sites, the applicant has provided an assessment based on the limited information available.

195. The applicant predicts 50% utilisation for the sport however, the Transport Statement does apply 70% utilisation for the 5 Padel courts. The club has an existing high proportion of family and joint members, and they predict this will be a similar pattern for Padel. Therefore, the applicant has adjusted the number of vehicle trips downwards by 10% to allow to account for people sharing cars.
196. The 70% utilisation is based on the Padel courts being fully utilised during the club's opening time (8am – 10pm). The peak hours of the club are 19:00-21:00, Monday – Sunday, journeys by car are anticipated to be approximately 21 two-way journeys per hour during this period.
197. The applicant has provided a robust assessment of the potential trip generation for the proposed 5 Padel courts. A Padel duration match is on average 60-minutes per game however 90-minute sessions are common. The Transport Statement has based the trip generation for 60-minute sessions for every hour of the day that the club is open (8am-10pm), 14 hours of play per day. The sport requires a maximum of 4 players per game.
198. The predicted trip generation in the Transport Statement does not consider existing members switching from tennis to Padel. Therefore, the assumption is based on everyone playing Padel will be a new member or "pay and play". It is likely that the trip generation figures provided by the applicant are the worst-case scenario.
199. This means that the applicant anticipates Padel will attract 196 players to the club (including "pay and play" and members) will be attracted to the club, which is equates to 392 two-way trips by all modes of travel. After applying the adjustments for multiple occupancy by car and 70% utilisation for the Padel courts, the applicant predicts that there will be a total of 376 two-way journeys by all modes of travel including 120 journeys by car and 28 car drop offs.

### Proposed flood-lit court methodology

200. The applicant has based their trip generation on the usage of the existing flood-lit courts. The number of flood-lit tennis courts will increase from 5 to 8 courts. Any additional car journeys to play tennis will occur outside of the network peak hours and will be seasonal, only occurring during the autumn and winter months. Therefore, the trip generation figures only relate to this period but are included in the overall estimates.

### Traffic Impact on Burbage Road

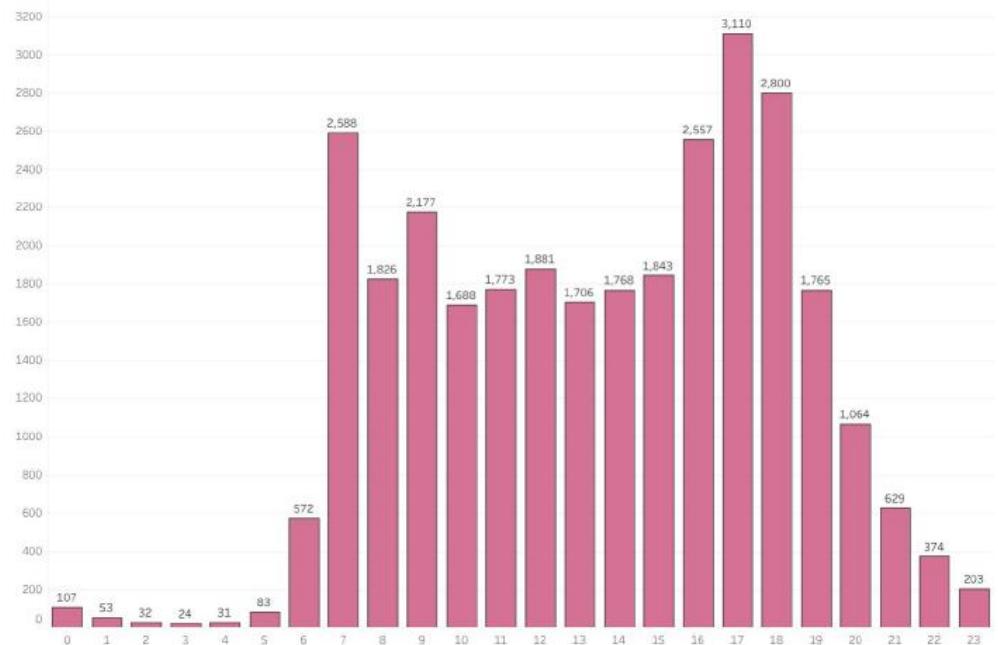
201. Objectors were concerned regarding the amount of traffic generated by the development and the transport impact on Burbage Road. The Burbage Road Residents Association (BRRA) also notes that a traffic survey (costing £10k–£15k) will be funded locally and they expect the applicant to contribute.

202. The Burbage Road Residents Association's (BRRA) key concern relates to the transport impact from the development as existing car traffic on Burbage Road is high, especially during peak hours. The Burbage Road Residents Association (BRRA) are concerned that the proposal would potentially add 2,000–3,000 weekly journeys to Burbage Road. This includes by all modes of travel namely car, walking, cycling and public transport. The applicant predicts approximately 1162 two-way journeys per week from the new development will be by car.

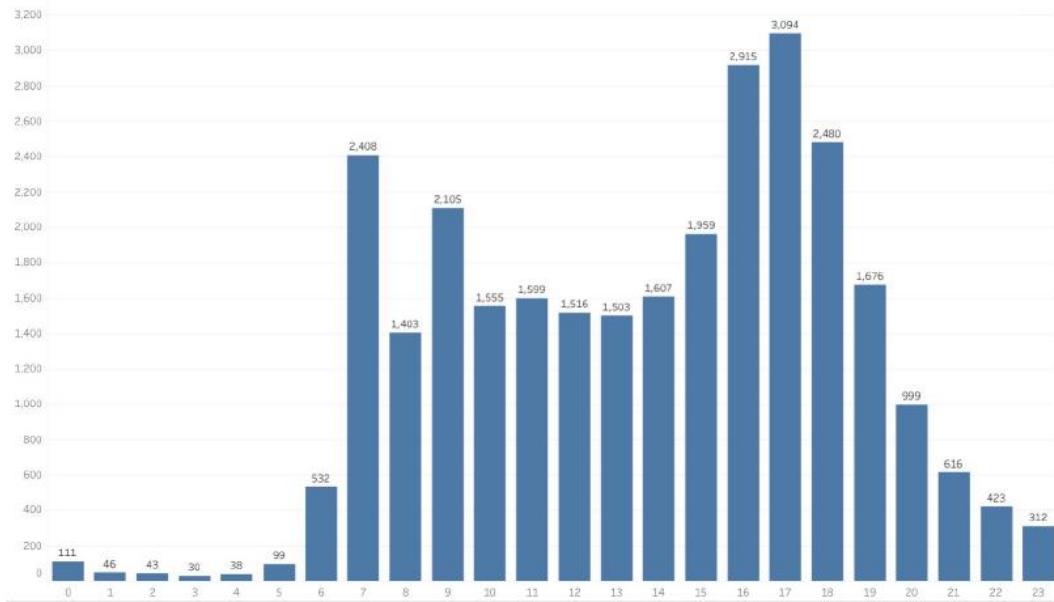
203. Initially data was based on traffic counts from 2023 as this was the most recent data collection. Note that this data was collected by LBS Southwark Highways in 2023. Concerns were raised regarding the validity of the information and Southwark requested the applicant to conduct a 2025 traffic survey to reflect the current situation. The applicant instructed an independent contractor to carry out the traffic survey in May 2025. The results of the 2025 data showed similar patterns and levels of traffic to 2023, which concluded that the traffic flows in the area have remained broadly consistent. The table below shows a comparison between the data from 2023 and 2025

204. Image: Bar charts - show average hourly traffic flows along Burbage Road in 2023 and 2025

May 2023

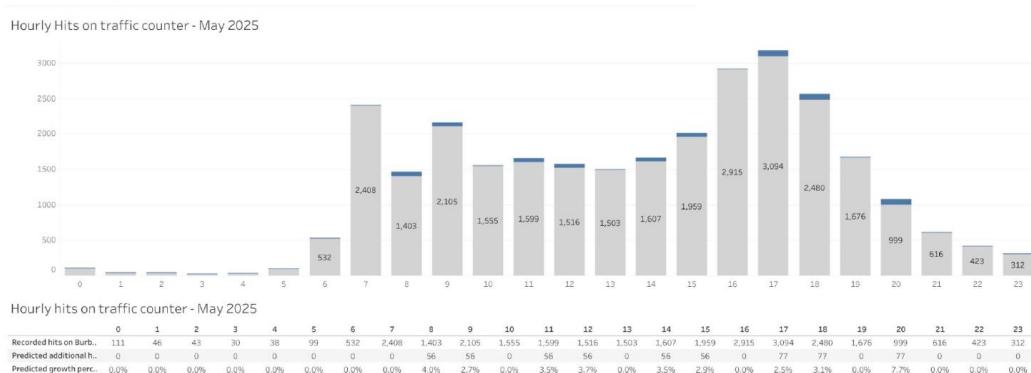


May 2025



The following bar chart shows the typical average hourly traffic flows from 2025 on Burbage Road. This chart includes the proposed increase from Dulwich Sports Club. The grey section of the bar shows the existing traffic levels on Burbage Road and the blue part shows the predicted increase from the proposed 5 Padel courts and 3 flood-lit tennis courts. The number of two-way trips by car and the percentage increase for the existing club and the proposed are also detailed below (see Appendix 6).

*Image: Bar chart - average hourly traffic flows along Burbage Road in 2025 and the impact from the proposed development*



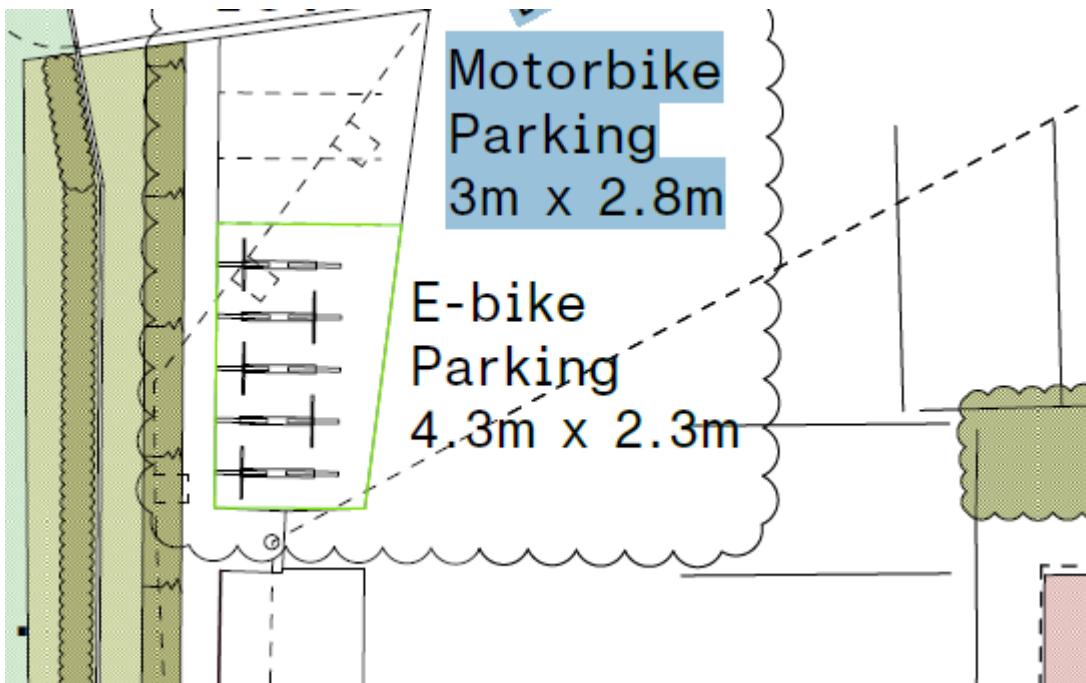
205. On 09.06.25, the applicant presented this data to BBRA, the Transport Team

Officer and the case officer. The applicant explained the recent traffic data which demonstrated that traffic flows were comparable to 2023. Officers agreed with their findings. Following the 2025 data collection, the applicant predicted that the impact from the proposed development will contribute to approximately 4% of weekly traffic on Burbage Road at the Giant Arches entrance as the worst case scenario.

### Travel Plan

206. BRRA have requested to be involved in development of the Travel Plan and contribute towards setting the objectives and targets. DSC welcomed their involvement and confirmed that they will be included and consulted prior to the submission of an application for approval of details of the Travel Plan condition. The applicant has agreed to consider annual monitoring for the Travel Plan at the request of BRRA. Officers have suggested BRRA submit their recommendations for the Council's consideration when reviewing the objectives of DSC Travel Plan, and this was welcomed. LBS Transport Policy will consider the proposals made by BRRA and integrate these into the Travel Plan where reasonable and possible. BRRA were concerned about how car trip targets will be monitored within the Travel Plan. BRRA explained that monitoring the reduction of cars should be assessed using a number instead of the proportion as this would provide more clarity. DSC and BRRA will continue further discussion about how to monitor the reduction in car use. LBS Transport Policy will be involved in the review of all proposals.
207. The applicant agreed to include cycle parking spaces for E-bikes in the Travel Plan to encourage active and sustainable travel. The applicant submitted a drawing with a proposed location, next to the existing car park, for cycle parking spaces for the E-Bikes. The proposed area was not a car parking space, but an area for 3 to 4 motorcycles. Extra space was gained when the new retaining slope replaced the wall. The proposed E-Bike parking space would be used to park for 3-4 motorcycles (existing) and 5 E-bikes, assuming each E-bike space is just over 800mm wide. The Transport Team advised that the area would be adequate to park E-bikes as well as scooters as it would be more than 2m deep and could be increased by using some of the existing parking space allocated for motorcycles to accommodate around 6+ E-bikes / scooters.

Image: proposed cycle parking spaces for E-Bikes



208. A detailed travel plan will be conditioned to set various measures to encourage active and sustainable travel to and from the site. This will provide a more accurate measure of the expected trips and modal split. If data indicates that there is a significant increase in car trips, then the applicant must review their targets to reduce car journeys and increase the number of active travel trips to the site.
209. Officers conclude overall on traffic impact that the traffic team has been consulted and as per paragraph 116 NPPF (subject to conditions) it is considered that the cumulative impacts of the proposal on the road network, following mitigation, would not be severe, taking into account all reasonable future scenarios

#### Vehicle Access / Crossovers/ danger to pedestrians and cyclists

210. Objectors raised concerns that 'the increased number of users/visitors on Giant Arches Road could pose further danger to pedestrians and cyclists on Giant Arches Road. Objectors also raised concerns that Giant Arches Road is home to a storage business, Dulwich Storage Company Ltd. Giant Arches Road is a private road. It is owned by the storage company. People rent space in containers under the arches. For obvious reasons, very few people walk to carry bulky items to or from their unit. Storage customers park their vans and cars next to the containers to load or unload, in or out of their storage space. That can happen between 7am-11pm every day, which adds to the number and type of users. The crossover point on the pavement between Giant Arches and Burbage Road is often treacherous. Visibility coming out of Giant Arches Road is restricted as on one side you cannot see past the structure of the bridge and there is no bevelled or 'angled view' on the other. At that point the junction might then have to be made into an official kerbed junction, forcing pedestrians to stop and then to cross a road junction - effectively depriving them of priority and

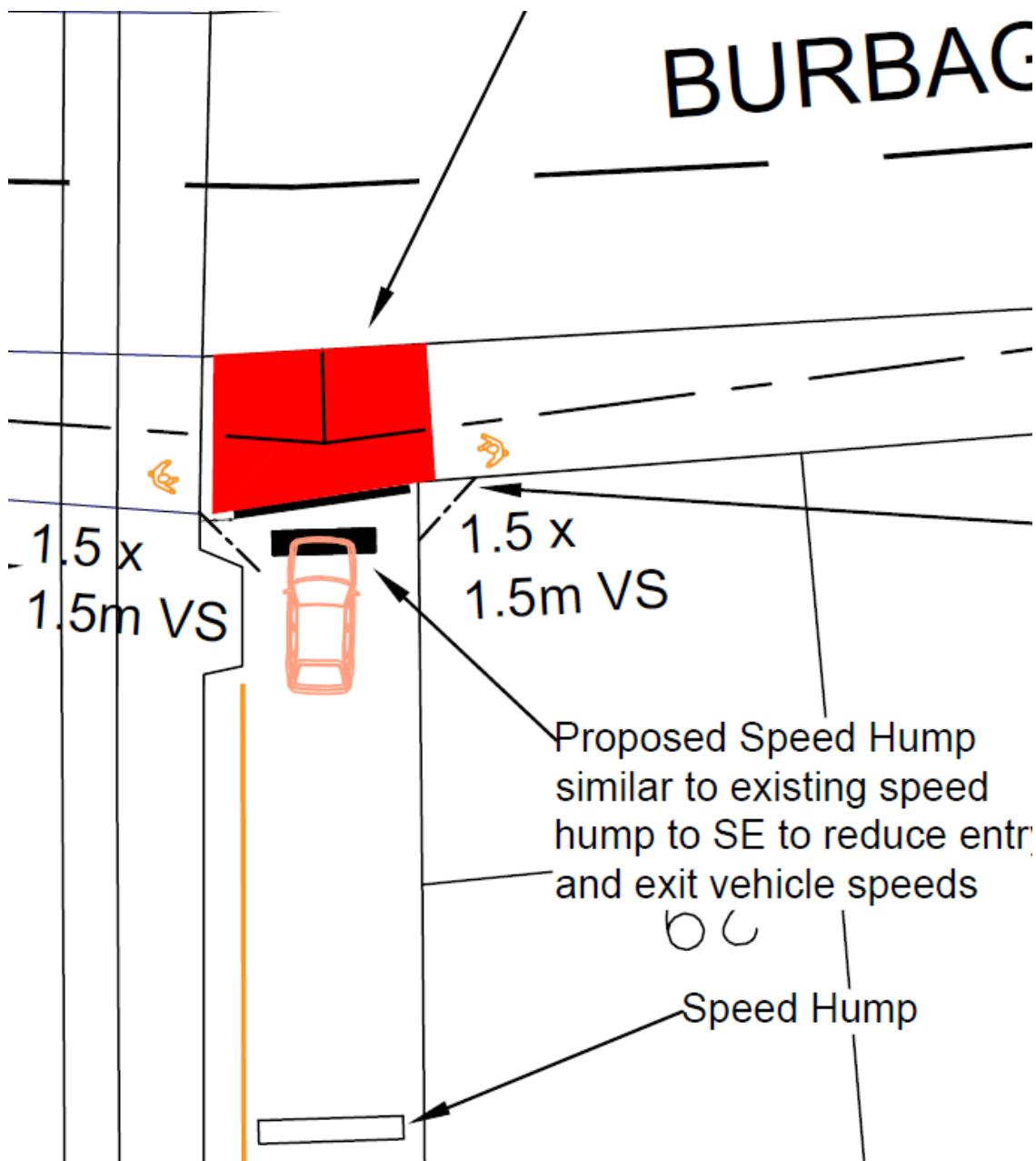
handing it to cars instead. This would be a backwards step in terms of encouraging healthy walking and cycling journeys.'

211. It was initially proposed that the vehicle access and crossover to Giant Arches Road would remain as existing. The Transport Team advised that no new vehicle crossovers may be introduced to the site. Due to intensification of the site, the applicant has responded to our pre-application letter and they have agreed to update the existing crossover on Giant Arches Road to meet the following policy requirements. At vehicle crossovers, pedestrian sightlines of 1.5m x 1.5m are required either side of the opening in the boundary (NOT within the opening), with no features higher than 0.6m within this area. The applicant submitted a plan with vehicle sightlines of at least 2.4m x 43m for 30mph roads. It is noted the sightlines, both long and short, are all already existing, with no alterations needed. The applicant must also follow the guidance laid out in Manual for Streets. The proposed pedestrian sightlines have been reviewed and the Highways Team has no objection.

*Image: adopted highway in purple and private road in grey (Giant Arches Road)*



Image: proposed sightlines and highway works



212. Giant Arches Road is a private road and there is an existing speedhump close to the junction with Burbage Road. The plan above shows the addition of a second speedhump in proximity of the sightlines. The introduction of an additional speed hump would have a beneficial impact on vehicle speeds along Giant Arches Road. The applicant advise that the owner of Giant Arches Road agrees to the installation of the second speedhump and as this is a private road this would be covered in the S106 legal agreement.

213. The Highways Team advised that:

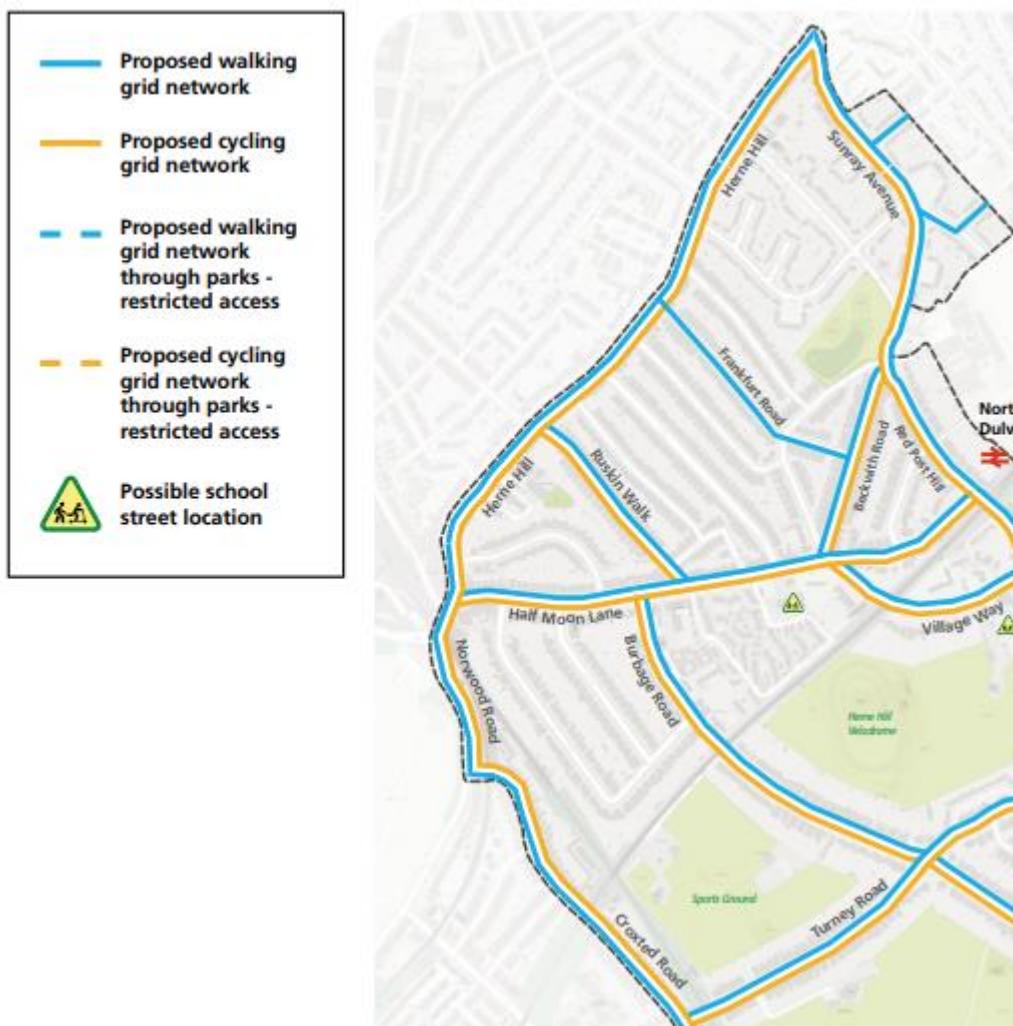
- The Applicant will be required to enter into a S278 agreement with the Highway Authority to allow for the modification of the public highway, as proposed in DSC ENTRANCE PLAN 21481-01 – change in surface treatment to better delineate presence of vehicles; exact specification to be confirmed with London Borough of Southwark at detailed design.

- The applicant/developer will be required to rectify any damaged footways, kerbs, inspection covers, gully pits and street furniture due to the construction of the development; and

Permission includes an informative advising the applicant the highway works will be required to include upgrading the current conditions at the entrance to Giant Arches Road in line with the standards set out in Southwark Streetscape Design Manual (SSDM). Appropriate agreement/licensing must be in place before such works commence. Prior to works commencing on site (including any demolition), a joint condition survey should be arranged with Southwark Highway Development Team to catalogue condition of streets and drainage gullies. Please contact [HighwaysDM@Southwark.gov.uk](mailto:HighwaysDM@Southwark.gov.uk) to arrange.

214. The Highways Team advised that Burbage Road is on the cycling grid network, as illustrated in the image below, as referred to in the Streets for People Delivery Plan July 2023.

Image: Burbage Road is on the proposed cycling grid network



## Servicing and deliveries

215. The applicant states that 'Veolia and First Mile are Waste Collection Providers at DSC. Collections are on a weekly basis. The predicted small increase in extra waste from the new facilities can be accommodated within the capacity of the existing refuse bins. Therefore, no change is proposed to the waste collection process or frequency. Refuse collections are made between 11:30pm and 06:00am outside of club opening hours. Therefore, the car park is not in use and lorries can encroach onto car parking spaces to make their turn.'

216. Officers raise no issues in this regard.

## Refuse / recycling storage arrangements

217. Refuse/ recycling arrangement is to remain as existing. The Transport Team advised that commercial waste must be managed privately.

## Pedestrian Access

218. The Transport Team advised that 'a segregated pedestrian access should be provided where possible from the back edge of the public highway to the front door of the proposed pavilion. The pedestrian access must be a minimum of 1.2m width and segregated from any areas with vehicular movement.'

219. Objectors raised concerns that the 'access road is also shared by users of Dulwich Storage Company and that there have been times where storage facility customers parked along the road and Sports Club visitor cars mounted the narrow strip of pavement or drove on the pedestrian path to pass the parked cars causing danger to pedestrians. Cyclists are already having to navigate the tight shared road which will be impacted further with more visitor traffic.'

220. The applicant however clarified that there would be no proposed change to the pedestrian route along Giant Arches Road – it is segregated by painted markings – and it is owned by another party with the club possessing a right of access over it.

221. Objectors raised concerns that the car parking area at the club is a very small narrow area, also used for pedestrian and cycle access to the club. Many of the pedestrians are children. There is no turning bay for cars to be able to turn round and exit the car park when there are no available parking spaces. This sometimes causes congestion within the car park, as cars attempt to reverse and manoeuvre in the small space available, so they can exit and park on the street. An increase in the number of cars doing that will increase the risk of possible safety issues, with pedestrians (including small children) walking around cars that are trying to reverse and manoeuvre in such a limited small space.

222. The introduction of a 5 new Padel courts would further intensify the site and increase the number of vehicle trips to the site. The applicant has stated that 57% of adult members stated a clear interest in Padel and 45% of junior members which suggests that the sport will be taken up by existing members.

This means that the impact of additional members using the car park will likely not be as predicted in the trip generation. The vehicle tracking in the image below confirm that cars will be able to safely manoeuvre around the site. Officers also note that there is a secondary pedestrian access on Turney Road which is away from the car park on Giant Arches Road.

*Image: vehicle tracking*

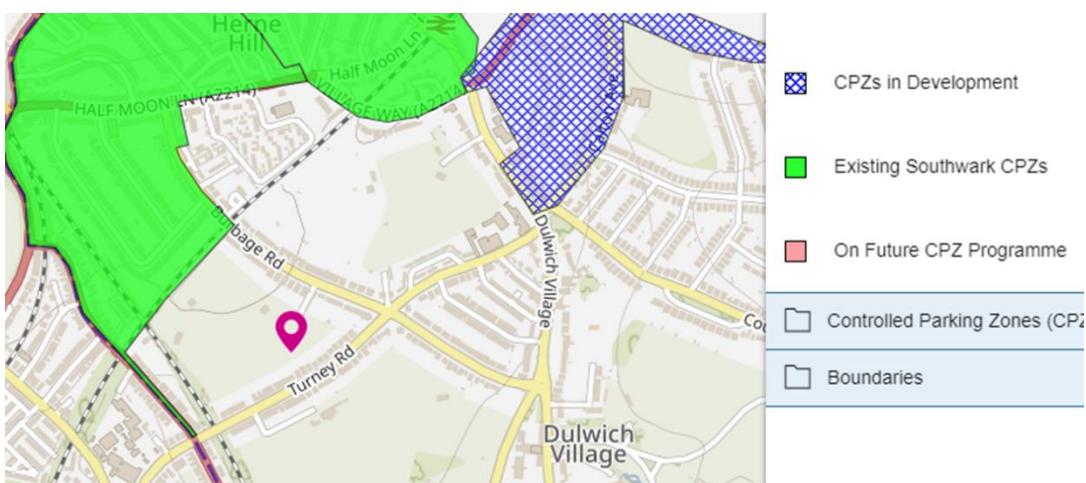


## Car parking

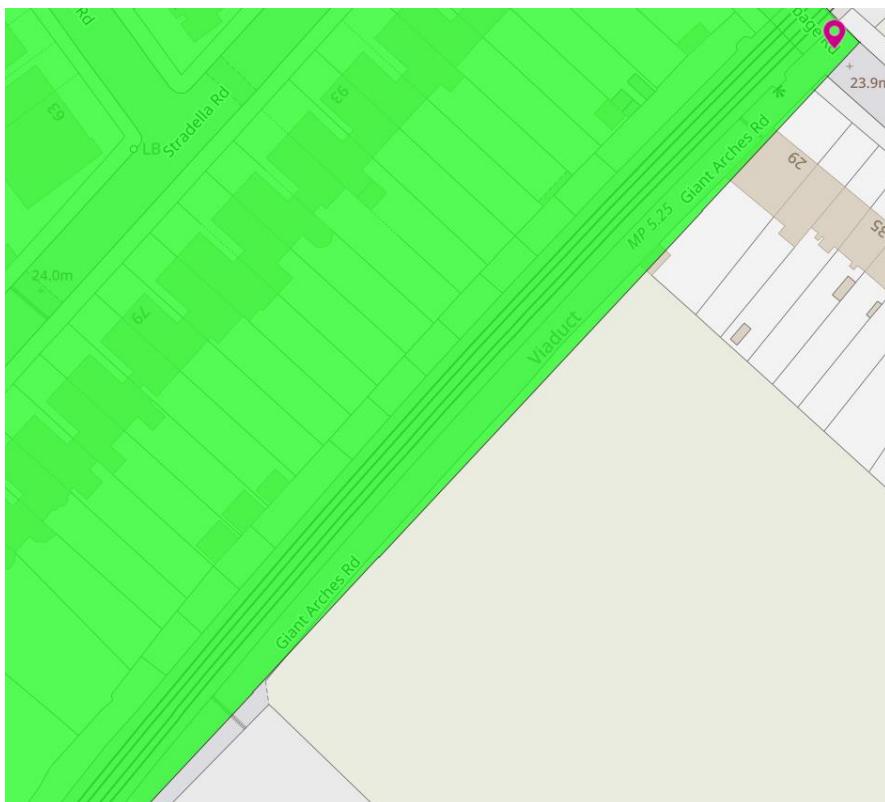
### 223. Controlled parking zone issues

The site is not within a Controlled Parking Zone. As per Southwark Plan Policy P54, on-street parking permits will not be available for residents or businesses in current or future Controlled Parking Zones. This would be included in the S106 legal agreement.

*Image: current Controlled Parking Zones.*



*Image: Giant Arches Road in Controlled Parking Zone*



224. A part of Giant Arches Road and Burbage Road are within the Controlled Parking Zone (Herne Hill), operation Monday to Friday 1200 – 1400. Although Giant Arches Road is in a CPZ, the hours above are not enforceable as it is a private road. The applicant has no enforceable restrictions on Giant Arches Road.

#### On-site car parking

225. The development includes 39 existing standard car parking spaces, of which 5 spaces are outside of the red line site plan and it is on land leased by the club but used by agreement with the owner of the road, the Giant Arches Storage Company. There is no net increase in off-street car parking spaces and as planning policy do not require any additional off-street car parking spaces for the proposed development, the retention of the existing car parking spaces would

be acceptable. The proposed minor alterations to the 1 existing blue badge / fully accessible parking space and 1 existing staff parking space next to the Main Clubhouse would be acceptable.

226. The Burbage Road Residents Association raised the following issues in their objection in March 2025:

'The Transport Statement Table 2.6 gives 'Maximum Parking Accumulation' figures for the DSC car park in the week following the 2024 February half term holiday. To determine whether anything has changed over the last year, the Burbage Road Residents Association conducted a car park vehicle count for the same post half term holiday period in 2025 (Sunday 23 February to Friday 28 February). A count was made once or twice in the day of cars then parked in the car park. Where the count was taken more than once in the day the higher figure has been included. The comparative car count is shown below.

Table: 2024 versus 2025 car count

|  | 2024 | 2025 | Difference<br>Increase/decrease<br>daily | Percentage |
|--|------|------|--|------------|
| Sunday                                 | 18   | 26   | +8                                       | +44        |
| Monday                                 | 9    | 11   | +2                                       | +22        |
| Tuesday                                | 14   | 18   | +4                                       | +29        |
| Wednesday                              | 14   | 20   | +6                                       | +43        |
| Thursday                               | 21   | 20   | -1                                       | -5         |
| Friday                                 | 8    | 25   | +17                                      | +213       |
| Total                                  | 84   | 120  | +36                                      | +43        |
| Overall<br>running<br>daily<br>average | 14   | 20   | +6                                       | +43        |

227. The Burbage Road Residents Association reiterate 'car park use in February is likely to be low and therefore unrepresentative of use for a predominantly outdoor sports club. For obvious reasons no cricket and very little, if any, croquet is played in February. However, comparing one year to the next gives a good indication as to trends. The figures show a 43% increase in the 2025 car park usage over that in 2024.'

228. The Burbage Road Residents Association state 'car park trends are a good proxy for car journey trends. The figures therefore suggest a 43% increase in car journeys to the site in early 2025 compared with early 2024. DSC's traffic projections are based on numbers from the early 2024 survey of members. The behavioural change from 2024 to 2025 has not been factored in or updated so the estimates for additional motor traffic in the Transport Statement are accordingly unrealistically low.' As all motor traffic to the club must pass along Burbage Road, The Burbage Road Residents Association asked the Planning

Committee to ask the club to conduct a fresh member survey to update estimated trip generation figures.

229. The applicant submitted a Technical Note 2 – Access and Transport Issues dated 14 April 2025 in response to the above objection. It is noted both sets of data show that under typical operating conditions the club car park operates with significant spare capacity. The applicant also referred to the installation of an automated traffic counter on Giant Arches Road since July 2024 which confirms that traffic levels at the club have been consistent in the range of 240 two-way vehicle movements per day and have not been increasing over time.
230. Officers advise an ongoing Travel Plan will be conditioned to monitor the number of private car journeys to the site. If the number of car journeys to the site does not reduce, the applicant will need update their travel plan to reduce the number of people travelling to the site by car.

*On-street car parking*

231. Objectors raised concerns due to the existing car park being full often, especially in summer and at weekends, club members have had to park on the street and it is likely that the development would result in a considerable increase in on-street parking in the local area and congestion along Giant Arches Road. The Burbage Road Residents Association raised concerns that 'the extra 2,000 to 3,000 journeys a week to the site resulting from the new Padel centre will inevitably lead to a significant increase in motor traffic to the site and therefore a significant increase in pressure on Burbage Road. While on-site parking is not being increased, as with those occasions where the car park has historically been full, overspill parking will be along Giant Arches Road and on Burbage Road and Stradella Road.'
232. The applicant did not conduct an on-street car parking survey, but have conducted a car parking survey for the existing on-site car park area between February and April 2024. As stated above, the club car park operates with significant spare capacity.
233. Officers did not request an on-street car parking survey as the club car park operates with significant spare capacity. Officers consider that it is unlikely that the proposed development would lead to undue pressure on on-street car parking in vicinity of the site. The applicant agreed to a detailed travel plan which will be conditioned to set various measures to encourage active and sustainable travel to and from the site. This is acceptable and will provide a more accurate measure of the expected trips and modal split. If data indicates that there is a significant increase in car trips, then the applicant will need to review their targets to increase the number of active travel trips to the site.

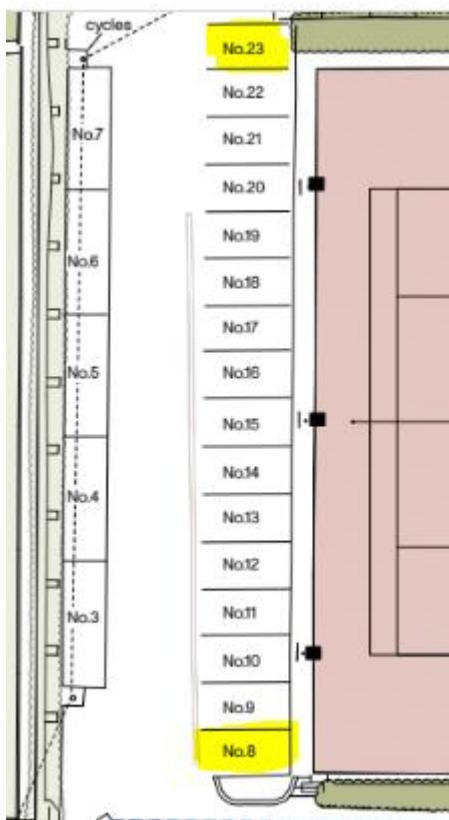
*Blue badge / disabled car parking*

234. Objectors raised concerns that there would be inadequate provision for disabled parking.
235. The transport team note the retention of 1 existing blue badge parking bay and

although no changes are proposed to the parking arrangement, the applicant should investigate if the proportion of blue badge bays can be increased. There is no policy requirement to provide additional blue bay parking bays but any increase in blue badge bays would be welcomed.

236. In response to comments from the transport team the applicant has identified two possible locations for blue badge bays - spaces 8 and 23 as shown on the plan below. However, it appears that these spaces are not wide enough to accommodate blue badge bays.

*Image: location of 2 potential blue badge bays*



### Electric Vehicle Charging Points (EVCPs)

237. The transport team advised that the provision of active EVCPs would be viewed positively. There is however no planning policy requirement that some of the existing car parking be changed to EVCPs. The applicant did however advise that they are willing to consider monitoring demand and install EVCPs at a future date if needed. The applicant advised that the provision of EVCPs was discussed at Dulwich Sport Club committee but rejected as members with electric vehicles did not think it would be beneficial for them:

- Members usually at club for short time 1-2hrs – insufficient to charge a car;
- Very fast chargers could be useful, but are expensive to install and the clubs' electrical capacity is limited.
- The club wants to ensure non-members do not use a club parking space leave their car there to charge – there are no gates on the club as the club do not control the access road.
- Discourage members from parking at the club to charge when not playing.
- Majority of members are very local (over 50% <1 mile) – so the need for charging away from home will be limited.
- Driving of all vehicles to the club are discouraged, and already circa 50% of players do not arrive by car – so demand is likely to be limited.

### Cycle parking and cycling facilities

- 238. There would be 6 full-time staff and 1 long-stay and 6 short stay cycle parking spaces would be provided. The 46 existing cycle spaces would be increased to 66.
- 239. The Burbage Road Residents Association (BRRA) notes there is a need for secure and ample bike parking.
- 240. The proposed cycle parking would be policy compliant, but it is recommended that permission be subject to a condition to submit plans showing the quality of the proposed cycle parking to ensure the correct types of stands would be included.

### Highways works

- 241. The Burbage Road Resident's Association would only support the application if Southwark would, at the same time as approving the Club's planning application, introduce measures that would reduce motor traffic on Burbage Road during the road's weekday afternoon and evening and Saturday peak traffic times. It is noted The Burbage Road Residents Association refer to a motor traffic mitigation meeting to be held between them and the MP for Dulwich and West Norwood, the Cabinet Member for Clean Air, Streets and Waste and Southwark Highways to discuss available options to mitigate the current excessive traffic volume on Burbage Road. The Burbage Road Residents Association also state that 'the output from the ... traffic mitigation meeting is material to deciding how to deal with the dilemma.'
- 242. Neither the transport team nor highways team however consider that the proposal would require any highway works (beyond those proposed in the s278 agreement), as mitigation to the proposed development, along Burbage Road. Officers do however recommend that permission be granted subject to a Travel Plan condition in order that the use of non-car-based travel is encouraged.
- 243. The transport team advised a Section 278 and/or Section 184 agreements may need to be entered into to manage any footway resurfacing or replacement required once works for the proposed development are complete. This would be included in a S106 legal agreement.

### **Environmental matters**

#### Construction management

- 244. The transport team advise that a Construction Environment Management Plan must address how effects of construction on the environment will be avoided, minimised or mitigated. This will be conditioned. The applicant must also demonstrate how construction using public highways can be safely accomplished and how vehicular movements will be minimised and controlled to reduce danger to vulnerable road users.

#### Flood risk and sustainable urban drainage

- 245. Objectors raised concerns that the eventual removal of most of the 30+yr old leylandii hedge, that is known to absorb and drain large amount of water will affect the drainage of the lower part of the club. Coupled with the planned terracing and concreting of over 21,000sq feet of green playing courts, it will increase the likelihood of flooding of the adjacent cricket and football pitch.
- 246. Objectors also raised concerns that the green spaces on the site already suffer from excess surface water after rainfall in winter and that this was not considered in the flood report. Objectors raised concerns that increased hardstanding and probable increase rainfall from climate change will make this worse and that building on the perimeter of the site will increase the risk of flooding. Objectors request a planning condition that planning officers review and sign off on the permeable materials to be used in the courts. Whilst officers do not recommend a specific 'permeable materials' condition this matter would be assessed by default as part of the recommended flood risk condition which relates to sustainable drainage schemes and all drainage systems for the infiltration of surface water drainage into the ground.
- 247. Although the site is within a Critical Drainage Area the council's flood risk team did not comment but officers note that the Drainage Strategy states that 'the Environment Agency (EA) mapping for Flood Risk, shows the site to be located within Flood Zone 1. Flood Zone 1 is an area with a less than 0.1% chance of flooding from rivers (fluvial flooding) and/or the sea (tidal flooding) in any given year.
- 248. The flood risk assessment and drainage document states attenuation storage are proposed to be within the sub-base of the proposed permeable surfaces. The total proposed attenuation storage provided by the permeable surfaces subbases onsite is 295.29m<sup>3</sup>. Surface water will be discharged into nearby surface water sewers. A geo-cellular tank is proposed to provide attenuation from the runoff of the new pavilion. The attenuation tank will have a plan area of 3m<sup>2</sup> with a depth of 0.4m and a porosity of 0.95 giving a volume of 1.14m<sup>3</sup>. It is proposed that the runoff caused by this development be managed using sustainable drainage systems (SuDS), as a way of providing SuDS benefits and reduce the runoff from the increase of built area. Officers consider that whilst the principles and installation of sustainable drainage schemes are to be encouraged, it is recommended that permission be subject to a pre-occupation / use condition of any part of the proposed development to ensure that there is no resultant unacceptable risk of pollution to controlled waters. The recommended flood risk condition states 'whilst the principles and installation of sustainable drainage schemes are to be encouraged, no drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority prior to the use of any part of the development, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters.

### Air quality

- 249. Objectors raised concerns that the increase in younger people who will drive to the site would lead to an increase in pollution.

250. The environmental protection team has no objection and did not raise vehicular trips to the site as an issue and recommend approval.

### Light pollution

251. The total number of floodlit tennis courts would increase from 5 to 8 and the 5 proposed padel courts would also be floodlit.

252. Objectors raised concerns that the hours of usage should be reduced until the impact can be reliably assessed e.g. the hours should be 9am-6pm.

253. Objectors state at present, there are three floodlit tennis courts on Giant Arches Road which already have an adverse impact on neighbouring properties. An expanded use of floodlights across more of the site and with late use beyond 9pm, would cause an unacceptable level of light pollution.

254. Objectors point out that the existing floodlight columns appear to be around 9-10m high, as compared with just 6.7m for the floodlit courts nearer the Edward Alleyn Tennis Club (see 02/AP/1056). Permission for floodlights with a height of 10m appears to have been previously refused in 2001 (see Planning Reference 01/AP/0804). Before any further development of the club goes ahead, there needs to be proper scrutiny of the lighting proposals and the implications - including for neighbouring families - of any new permissions not being in accordance with Planning Reference 02/AP/1056 (both as to cut-off time and maximum permitted height).

255. Objectors also state that the proposal would contravene the guidelines set out in Dulwich Supplementary Planning Document (July 2013): Para 3.2 Evening and night time uses will be controlled to keep a good balance of uses and protect the amenity of residential areas. The installation of 5 padel courts with long hours of operation would be very disruptive by their night lighting.

256. Objectors consider that the submitted reports are desktop exercises so supplemental information is needed.

257. The environmental protection team has no objection and did not raise any light pollution issues, and did not advise that supplemental lighting information is needed and recommend approval. Officers recommend that permission be subject to a condition that the floodlighting hereby approved shall be used between 08:00-22:00 Monday to Saturday and 08:00-21:30 on Sundays and Bank Holidays.

### **Energy and sustainability**

258. Policy P70 (Energy) of the Southwark Plan 2022 states that all development must minimise carbon emissions on site in accordance with the energy hierarchy: Be Lean, Be Clean and Be Green.

259. The applicant states that 'following the fabric first approach, the high levels of insulation, coupled with cross ventilation, the proposed building would require no

cooling services and only minimal heating. High efficiency infrared electric panel heaters are proposed. They can be switched on/off as required as it will be used intermittently throughout the day. Solar panels to the west facing roof were considered but rejected as on sunny days occupancy levels would likely be low, and the overall level of electricity usage will be low, so the return on Photo Voltaic panel costs would not be viable. Likewise an Air Source Heat Pump was considered, but as the use of the small building will be intermittent there is no requirement for continuous heating: turning ASHP on/off for instant heat is inefficient. No fuel burning or pollutant emitting plant is proposed.'

260. The three step Energy Hierarchy has been explored and demonstrated good CO2 savings on-site.

### **Planning obligations (S.106 agreement)**

261. IP Policy 3 of the Southwark Plan and Policy DF1 of the London Plan advise that planning obligations can be secured to overcome the negative impacts of a generally acceptable proposal. IP Policy 3 of the Southwark Plan is reinforced by the Section 106 Planning Obligations SPD 2015, which sets out in detail the type of development that qualifies for planning obligations. The NPPF emphasises the Community Infrastructure Levy Regulation 122 which requires obligations be:

- Necessary to make the development acceptable in planning terms.
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

262. Following the adoption of Southwark's Community Infrastructure Levy (SCIL) on 1 April 2015, much of the historical toolkit obligations such as Education and Strategic Transport have been replaced by SCIL. Only defined site specific mitigation that meets the tests in Regulation 122 can be given weight.

| Planning Obligation | Mitigation  | Applicant Position |
|---------------------|---|--------------------|
| BNG significant     | Secure the biodiversity gain for 30 years. A monitoring fee to cover the cost of periodic monitoring over 30 years. A Biodiversity Net Gain Plan and Habitat and Management and Monitoring Plan will be required post-approval.   | Agreed             |
| Highway works       | Section 278 agreements to: <ul style="list-style-type: none"> <li>• Upgrade the current conditions at the entrance to Giant Arches Road on the public highway, as proposed in DSC ENTRANCE PLAN 21481-01: change in surface treatment to better delineate presence of vehicles; exact specification to be confirmed with London Borough of Southwark at detailed design;</li> </ul> | Agreed             |

|                 |   |        |
|-----------------|---|--------|
|                 | <ul style="list-style-type: none"> <li>Rectify any damaged footways, kerbs, inspection covers, gully pits and street furniture due to the construction of the development.</li> </ul> |        |
|                 | Installation of speedhump along Giant Arches Road as proposed in DSC ENTRANCE PLAN 21481-01   | Agreed |
| Parking Permits | On-street parking permits will not be available businesses in current or future CPZs  | Agreed |

263. In the event an agreement has not been completed by 6 November 2025, the committee is asked to authorise the director of planning and growth to refuse permission, if appropriate, for the following reason:

264. In the absence of a signed S106 legal agreement there is no mechanism in place to mitigation against the adverse impacts of the development through contributions and it would therefore be contrary to IP Policy 3 Community infrastructure levy (CIL) and Section 106 planning obligations of the Southwark Plan 2022; and Policy DF1 Delivery of the Plan and Planning Obligations of the London Plan 2021; and the Southwark Section 106 Planning Obligations and Community Infrastructure Levy SPD 2015.

### **Mayoral and borough community infrastructure levy (CIL)**

265. Section 143 of the Localism Act states that any financial contribution received as 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 invests in London as a whole, primarily Crossrail. Southwark's CIL will provide for infrastructure that supports growth in Southwark.

266. In this instance, based on information provided by the applicant, this proposed single storey building (9.5m x 4.3m) consist of less than 100sqm of GIA, and therefore is not a CIL chargeable development.

### **Other matters**

267. Objectors raised concerns about the financial position of the club and the impact of potentially not being able to play croquet, due to the implementation of the planning permission.

268. The finance of the applicant is not a planning matter.

269. Objectors raised concerns that there is not enough information on the application.

270. This is noted, but the objector did not specify which information is missing. officers consider that adequate information has been submitted to make an informed assessment of the proposed development.

271. Objectors raised concerns about general dislike of the proposal.

272. This is noted.

## **Community involvement and engagement**

273. The local planning authority displayed site notices on the 8 January 2025, published a press notice on the 27 June 2024 and sent consultation letters to neighbouring properties on the 27 June 2024, 24 September 2024, 8, 30 and 31 January 2025 and the 11 and 14 February 2025.

274. Objectors raised concerns that no account taken of visitors to the club, who are not members. These can be people taking part in matches, or the children being delivered to tennis and cricket lessons. As non-members of the club they will not have been consulted.

275. Objectors raised concerns that they only heard about these development plans when the formal application was submitted to Southwark

276. An objector along Stradella Road advised that the Stradella Road residents committee saw the plans and were asked not to discuss them with residents.

277. Objectors raised concerns that Stradella Road residents did not receive a neighbour notification letter from the Southwark Council - only certain houses on Burbage Road received these and not houses on Stradella Road and Croxted Road.

278. The local planning authority displayed site notices on Stradella Road and Croxted Road on the 8 January 2025. Consultation letters were sent by email and post to neighbouring properties on Stradella Road and Croxted Road on the 30 and 31 January 2025, the 11 and 14 February 2025.

279. Community involvement and engagement by the applicant:

- May 2023

All club members were emailed initial plans, background information, and a set of frequently asked questions and answers about the ground development proposals. Concurrently, the same information was sent to the local residents' associations for the two streets adjacent to the site: Turney Road and Burbage Road. The club management at Edward Alleyns Sports Club, the applicant's immediate neighbour sharing the MOL, has been informed of all proposals as the plans have been developed.

- June 2023  
DSC President met with Burbage Road Residents Association (BRRA) Chair to share pre-application development plans.
- 19 June 2023  
Open Consultation Meeting held at the club on for club members and local residents. Feedback from the meeting together with the written correspondence was compiled by the club, summarised along with responses, and issued/returned to consultees in July.
- Summer 2023:  
Turney Road Residents Association AGM hosted at the club and initial plans presented and distributed.
- 11 August 2023  
A pre-application submission was made to Southwark Planning Department. The designs were discussed over email and an online meeting was held on 10 October 2023 before a formal written response was received on 24 October.
- 25 February 2024  
Engagement with Stradella Road - representatives from applicant's Development Plan team attended a meeting of the Stradella Road Residents Association. The plans were presented and discussed, and no significant concerns were noted given the high rail viaduct between the road and site.
- 2 April 2024  
Engagement with Burbage Road Residents Association on Traffic Issues - following the preparation of a Transport Statement and Travel Plan by an independent consultant, the draft documents were submitted to the Burbage Road Residents Association for comment.
- 19 April 2024  
Comments were received from Burbage Road Residents Association on Traffic issues. These were discussed at a meeting with some elements of the Transport Statement and Travel Plan documents being developed and revised.
- May 2024  
The applicant hosted Stradella Road residents to view site.
- July 2024  
Dulwich Society visited the site.

- 4 May 2025  
Meeting with BRRA to discuss traffic data.
- May 2025  
Meeting with Stradella Road Residents Association Chair and resident.
- May 2025  
Concerns from Turney Road residents surfaced; meeting held with two residents.
- 28 May 2025: Objections emerged; open meeting held with Turney Road residents.
- 1 June 2025  
Stradella Road Residents Association Chair and resident visited Sundridge Park.
- June 2025: Joint meeting with Burbage Road Residents Association and planning officers to discuss data from two automatic traffic counters installed in May 2025.

### **Consultation responses from external and statutory consultees**

Network Rail:

280. Recommend that permission would be subject to the following informative: The applicant / developer is requested by Network Rail to engage Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing.

The Metropolitan Police:

281. Raised no concerns and did not request that conditions are applied.

### **Consultation responses from internal consultees**

Community Infrastructure Levy Team:

282. This proposed single storey building (9.5m x 4.3m) consist of less than 100sqm of GIA, and therefore is not a CIL chargeable development.

Highways Team:

283. Initial comments:

The Applicant will be required to enter into a S278 agreement with the Highway Authority to allow for the modification of the public highway, as proposed in DSC

## ENTRANCE PLAN 21481-01.

- 284. The highway works will be required to include upgrading the current conditions at the entrance to Giant Arches Road in line with the standards set out in Southwark Streetscape Design Manual (SSDM). Appropriate agreement/licensing must be in place before such works commence.
- 285. The applicant/developer will be required to rectify any damaged footways, kerbs, inspection covers, gully pits and street furniture due to the construction of the development.
- 286. A Construction Management Plan should be submitted and approved by the council prior to the implementation of the development.
- 287. Prior to works commencing on site (including any demolition), a joint condition survey should be arranged with Southwark Highway Development Team to catalogue condition of streets and drainage gullies. Please contact [HighwaysDM@Southwark.gov.uk](mailto:HighwaysDM@Southwark.gov.uk) to arrange.

## Highways Team: Further comments 17 June 2025

- 288. Burbage Road is on the cycling grid network, so it needs to be safe for cyclists as stated in the The Safer for People delivery plan for Dulwich Village.

## Urban Forester:

- 289. The Arboricultural Impact Assessment is acceptable, however landscaping details and a detailed Arboricultural Method Statement should be secured by condition.
- 290. The report notes:

There are 42 subject trees and 3 groups of trees. Officers note that there are 6 hedges. None of the trees are of A (high) value, 19 trees and 2 groups of B (moderate) value, 22 trees, 1 group and 5 hedges of C (low) value, and 1 tree of U (unsuitable for retention) value. The value of the sixth hedge is not known. Four sections of low-value hedge are to be removed as part of the proposal. Works are proposed within the root protection area of some trees to be retained and specialist methods of design and construction are proposed as mitigation. Tree protection measures have been specified which are achievable and sufficient to protect trees during the proposed works.

The protection of the retained trees during the construction stage may require a detailed Arboricultural Method Statement (AMS). This report provides recommendations for protection to demonstrate how this can be achieved. The overall impact of the development on trees is low, providing the findings and recommendations in the report are followed.

- 291. Please agree PTC67B - Trees - Protection Measures Detailed and also add AG02D - Landscape
- 292. Prior to works commencing, including any demolition, an Arboricultural Method

Statement shall be submitted to and approved in writing by the Local Planning Authority.

- a) A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site, including any demolition, changes to ground levels, pruning or tree removal.
- b) A detailed Arboricultural Method Statement showing the means by which any retained trees on or directly adjacent to the site are to be protected from damage by demolition works, excavation, vehicles, stored or stacked building supplies, waste or other materials, and building plant, scaffolding or other equipment, shall then be submitted to and approved in writing by the Local Planning Authority. The method statements shall include details of facilitative pruning specifications and a supervision schedule overseen by an accredited arboricultural consultant.
- c) Cross sections shall be provided to show surface and other changes to levels, special engineering, foundation or construction details and any proposed activity within root protection areas or the influencing distance (30m) of local trees required in order to facilitate demolition, construction and excavation.

- 293. The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations contained in the method statement. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority.
- 294. All Arboricultural Supervisory elements are to be undertaken in accordance with the approved Arboricultural Method Statement site supervision key stages (BS: 5837 (2012)) for this site, as evidenced through signed sheets and photographs.
- 295. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations; BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf); EAS 01:2021 (EN) - Tree Pruning Standard; EAS 02:2022 (EN) - Tree Cabling/Bracing Standard; EAS 03:2022 (EN) - Tree Planting Standard. NHBC 4.2.13 Tables for Foundations Near Trees

Reason: To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework; Policies G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021); Policies G5 (Urban greening) and G7 (Trees and woodland) of the London Plan (2021); Policy P13 (Design of Places), Policy P56 (Protection of Amenity), Policy P57 (Open Space), Policy P60 (Biodiversity) and P61 (Trees) of the Southwark Plan (2022).

Transport Team:

Cycle Parking

296. At the pre-app stage, we requested confirmation of the number of full time staff and the GEA of the site within the red line boundary. The applicant has confirmed there will be 6 full-time staff for 600sqm GEA. The applicant will be providing 1 long stay and 6 short stay cycle parking spaces. Furthermore, in addition to the 46 existing cycle spaces and the applicant proposes an additional 10 spaces. This is acceptable; however, the applicant will need to provide plans to show the quality of the cycle parking including the types of stands. The applicant must submit updated/detailed cycle store plans, prior to determination.

297. As per LCDS Chapter 8, the form of cycle parking must accord to the following: maximum of 75% of all cycle parking spaces to be within two-tier racks. Where two-tier racks are provided, a 2.5m wide aisle width must be accommodated within the cycle store and there must be a minimum floor to ceiling height of 2.6 metres. A minimum of 25% of the total long-stay cycle parking spaces must be in Sheffield stand form with a minimum of 1200mm clear space between stands, or 600mm clear space to one side. Sheffield stands must be of classic flat-top specification - 'Sheffield-type stands', including any round stands, are not acceptable as they do not allow for locking of the wheel and frame. 5% of Sheffield stands must be designed to accommodate disabled, adapted and cargo bicycles with at least 1800mm clear space between stands, or 900 clear space to one side. Vertical and semi-vertical racks are never acceptable forms of cycle parking as they are not inclusive of those with reduced mobility or strength. If there is no access to the cycle store from street level, a lift with appropriate capacity or a ramp of the correct length and gradient must be provided for ease of access.

298. Long-stay cycle stores must be secured with a lockable door, fully weatherproof and enclosed on all sides. Overhead cover only is not adequate for long-stay cycle parking. Cycle stores must be lit and fully accessible by all users, with access routes of no less than 1.5m width (1.2m can be provided in conversions or over short-distances), and doorways of no less than 1.2m. Doors on routes to cycle stores should be power assisted. Visitor cycle parking should be provided within the public realm of the scheme (medium-large schemes) and within the red line boundary of smaller sites where possible. Where the latter is not possible, a contribution toward the provision of on-street visitor cycle parking in proximity to the proposed development will be sought, or this can be provided on-street in an agreed location via a S278 agreement.

The applicant is providing a bike maintenance stand and fixed pump. This is viewed positively in terms of quality of cycle parking provision and Travel Plan objectives. Compliance Condition: To be secured with a compliance condition. This means that Transport Policy will need to agree detailed cycle store plans prior to determination. Reason: London Plan Policy T5, Southwark Plan Policy P53, London Cycle Design Standards Chapter 8, DfT LTN/120, Southwark Air Quality Action Plan Action 7.8, Streets for People objectives 3, 5 and 8, Southwark Council Delivery Plan.

299. Car Parking:  
The development includes 38 existing standard car parking space. There is no net increase in car parking spaces, this is acceptable.

300. Parking Permits:

As per Southwark Plan Policy P54, on-street parking permits will not be available for residents or businesses in current or future CPZs.

Reason: London Plan Policy T6, Southwark Plan Policy P54, Southwark Air Quality Action Plan Action 7.5, Streets for People objectives 1 and 3, Southwark Council Delivery Plan.

301. Blue Badge Parking:

The development has 1 existing blue badge bay which will remain. This is acceptable.

302. Vehicle Access / Crossovers:

Vehicle access and crossover to remain as existing. No new vehicle crossovers may be introduced to the site. Due to intensification of the site, the applicant has responded to our pre-application comments and they have agreed to update the existing crossover on Turney Road to meet the policy requirements below. At vehicle crossovers, pedestrian sightlines of 1.5m x 1.5m are required either side of the opening in the boundary (NOT within the opening), with no features higher than 0.6m within this area. This must be demonstrated on a submitted plan for review. Vehicle sightlines of at least 2.4m x 25m for 20mph roads or 2.4m x 43m for 30mph roads must also be demonstrated on a submitted plan for review.

Applicants must also follow the guidance laid out in Manual for Streets and Southwark's DS.132 and DS.114 when designing a crossover for a residential or commercial premise.

Reason: Southwark Plan Policy P50 and P51, Manual for Streets and Southwark's DS.114 and DS.132, Streets for People objective 4, Air Quality Action Plan (Action 7.5), Southwark Council Delivery Plan.

303. Pedestrian Access:

The pedestrian access is to remain as the existing. However the applicant proposes to enhance the existing access this is supported and should be in accordance with Southwark Plan Policy P50/P51. Note that a segregated pedestrian access should be provided where possible from the back edge of the public highway to the front door of the block. The pedestrian access must be a minimum of 1.2m width and segregated from any areas with vehicular movement. Reason: Southwark Plan Policy P50, Southwark Plan Policy P51, Streets for People objective 4, Southwark Council Delivery Plan.

304. Trip Generation:

The trip generation states that the majority trips will be on foot or bicycle and 50% of the users live within a mile of the site. Furthermore, the Transport Statement states that the new development will result in 9 additional two way vehicle trips during the weekday peak hours. The transport impact on the network is negligible.

305. Construction Environment Management Plan:

Due to the sensitive location of the site, a Construction Environment Management Plan must address how effects of construction on the environment will be avoided, minimised or mitigated. This can be conditioned.

The applicant must also demonstrate how construction using public highways

can be safely accomplished and how vehicular movements will be minimised and controlled to reduce danger to vulnerable road users. Due to the sensitive location and size of the scheme, penalties will be meted out to transport operators not complying with the routeing of construction vehicles and delivery slots. Reason: Southwark Plan Policy P50, Streets for People objective 10, Southwark Air Quality Action Plan Action Actions 2.1, 2.2, 2.5 and 2.7, Southwark Council Delivery Plan.

306. S278:

A Minor Section 278 and/or Section 184 agreements may need to be entered into to manage any footway resurfacing or replacement required once works for the proposed development are complete. Please consult Highways on this element.

307. Refuse / Recycling:

Refuse/ recycling arrangement is to remain as existing. Commercial waste must be managed privately. Reason: Waste Management Guidance Notes and Waste Management Strategy Extension 2022 - 2025.

308. Accessibility:

Transport Policy will need to review detailed drawings of any proposed ramps. The applicant must submit detailed plans with gradient, height and going of ramp clearly marked prior to determination. Gradients must be shown across vehicle, pedestrian and cyclists access routes around the site. The applicant is legally required to follow Document M standards, including M4(2) and M4(3) where conditions are imposed. Document M requirements apply to newly erected dwellings and dwellings undergoing material alternation but do not apply to the extension of a dwelling. Wheelchair users in particular will need to be considered in detail in terms of access to the front door of the block from the back edge of the public highway; and also their passage through internal areas of buildings, to/from Blue Badge Bays which must be provided as level as possible 1:1, and routes to/from larger disabled / adapted cycling parking spaces must also be considered in detail in terms of gradients. Reason: Accordance to Document M noting sections 1A, 2A and 3A for approaches to the dwelling. To meet the requirements of London Plan Policy T6.1 H(5). Southwark Plan Policy P55 ensures the mobility needs of disabled/mobility impaired people are provided consistently, conveniently, and to a high standard.

309. Transport Team April 2025 comments:

310. The site has a Public Transport Access Level (PTAL) of 4, 5 and 1a. PTAL is a scale ranging from 0 to 6b, where 6b represents the greatest level of access to public transport services. Officers consider users of the site arriving by public transport would likely use the nearest available services, i.e. Herne Hill station (approximately 0.6 miles), North Dulwich station (approximately 0.9 miles), West Dulwich station (1.2 miles). There are also local bus stops on Half Moon Lane and Croxted Road which are served by bus services number no. 37, 3, 201 and N3. Although the use of public transport to travel to the sports club is not high (predicted to be 31/440 two-way trips), the Transport Officer consider the impact on the public transport network during peak hours would be minimal

## Transport Team 18 June 2025 comments:

311. As long as the area is 2m deep, and can accommodate around 6+ bikes / scooters, officers consider this will be fine for this site. Retention of motorcycle spaces is not material as motorbikes are still generally fossil-fuelled and do contribute to air quality issues on major routes.  
Trip rates – the numbers make sense.

## Environmental Protection Team:

312. Initial comment - No objection and recommend approval.

313. Subsequent comments - a site specific noise report is necessary, because the generic report is only for 2 courts with eight players and the application is for 5 padel tennis courts and extra three tennis courts, so it is difficult to assess the noise impact of the proposal. The acoustic report, will need to survey the current background noise levels, and assess the impact of the extra courts on the local noise levels. The report will also consider the impact of the expansion of the courts and the increase patronage at the club during the summer, including the use of the outside terraces.

314. December 2024:  
Satisfied with the latest acoustic report -reference AS13644.241111.NIA. The usage of the padel courts to be limited to the same hours as the existing tennis courts. A condition should be imposed on any decision that the applicant produce a noise management report for approval of the Planning Authority within six months of the planning decision.

315. March 2025:  
Confirm, due to the current planning permission is allowing the tennis courts up to 22:00 hours, that the new tennis courts, should have the same timing condition.

316. 18 June 2025:  
Reviewed suggested noise condition and suggest:

16. Within six months of the date of this consent, the applicant shall submit in writing and obtain the written approval of the Local Planning Authority to a noise management plan, including:

- Evidence that they have liaised with the Stradella Road Residents Association,
- Submission of a plan to show locations of activities within the application site.
- A worst-case validation assessment to show that the operation of the padel courts, confirms the predicted assessment in the Clarkes Saunders Acoustics, Report Reference AS13644.241111.NIA. If the assessment identifies a significant impact, a scheme of noise mitigation measures to be submitted to the planning authority, for approval within six months of the padel courts being operational
- A complaints procedure policy.

The development shall continue to operate in accordance with the approved noise management plan.

Reason: In the interest of the amenity and privacy of adjoining occupiers, in accordance with the National Planning Policy Framework (2024), London Plan 2021: Policies GG1 (Building strong and inclusive communities), GG3 (Creating a healthy city), D3 (Optimising site capacity through the design-led approach), D5 (Inclusive design), and Policies Policy P56 (Protection of amenity); and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

Conservation and Urban Design Team:

317. No comment.

Ecologist:

318. Initial comment

319. The site is designated as Burbage Road Playing Fields Metropolitan Open Land. The site is adjacent to the Sydenham Hill and West Dulwich Railside Site of Importance for Nature Conservation.

320. Policy P60 states that:

Development must contribute to net gains in biodiversity through:

1. Enhancing the nature conservation value of Sites of Importance for Nature Conservation (SINCs), Local Nature Reserves (LNRs), designated ancient woodland, populations of protected species and priority habitats/species identified in the United Kingdom, London or identified and monitored in the latest adopted Southwark Nature Action Plan; and
2. Protecting and avoiding damage to SINCs, LNRS, populations of protected species and priority habitats/species; and
3. Including features such as green and brown roofs, green walls, soft landscaping, nest boxes, habitat restoration and expansion, improved green links and buffering of existing habitats.

321. Buffer planting is therefore recommended along the western border that is shared with the SINC.

322. The submitted artificial lighting assessment appears to show 20 lux on trees and vegetation. Lighting should be designed to avoid any increase in lighting levels on the adjacent SINC or nearby vegetation along the railway corridor at the north of the site. Lighting should comply with the Bats and Artificial Lighting at Night ILP Guidance Note 2023.

323. It is suggested that a light curfew is imposed.

The Ecological Appraisal recommends that the removal of the wall in the

carpark and any works close to Building 2 are undertaken under an unlicensed method statement due to the proximity of roosting features within Building 2. The Ecological Appraisal recommends a supervised destructive search of the debris piles/compost heaps onsite.

324. BNG

The baseline value of onsite habitats was calculated to be 5.56 habitat units and 0.59 hedgerow units. The on-site measures propose to deliver an increase of 0.88 area based biodiversity units to 6.45, which equates to a net percentage change of 15.89%. The creation of hedgerows proposes to deliver 0.7 biodiversity units from a baseline of 0.59, which equates to a net percentage change of 17.73%. Further discussions on BNG and significance are to be scheduled with the case officer.

325. Recommended conditions

PT014- Bat Friendly Lighting

OR20- Bat lighting curfew for sports ground

PTC11- Construction Environmental Management Plan (CEMP)

AGW06- Bat boxes on trees x 3

AGW09- Invertebrate boxes x 2

AGW13- Native planting

Bird boxes x5

326. Recommended informative

Nesting birds

327. Further comments:

328. Any updates to the landscaping plan or block plan should be reflected in the BNG documentation as necessary.

329. The ecology letter report Bats and Lighting Dulwich Sports club states that: Provided the proposed lighting is of a warm light spectrum (maximum 3000k) and complies with the proposed curfew of 8am-10pm, the lighting is considered to have a negligible impact on foraging and commuting bats. The linear railway line is intended to remain unlit and retained as a foraging and commuting flight line for bats. An unlicenced method statement is also recommended within the ecological reports, with recommended condition wording provided below.

330. Recommended additional/updated conditions:

The following updated wildlife friendly lighting condition is recommended for inclusion:

331. Prior to occupation, a lighting design strategy for biodiversity shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- a) identify those areas/features that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and

- b) show how and where external lighting will be installed and operated (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority. Prior to the new development being first brought into use/occupied a bat friendly Lighting Plan shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure compliance with the Habitats Regulations and the Wildlife & Countryside Act (1981), (as amended), and because bats are known to be active in vicinity of the development site.

332. Recommended wording for unlicenced method statement:

Prior to the commencement of development an unlicenced method statement for the protection and/or mitigation of damage to bats during construction works including management responsibilities, shall be submitted to and approved in writing by the Local Planning Authority. The unlicenced method statement for bats shall be carried out in accordance with a timetable for implementation as approved.

Reason: To comply with the Habitat and Species Regulations 2010 and Wildlife & Countryside Act (1981) (as amended).

333. PTC11- Construction Environmental Management Plan (CEMP)

AGW06- Bat boxes on trees x 3  
 AGW09- Invertebrate boxes x 2  
 Bird boxes x5

334. Recommended informative:

Nesting birds

### **Community impact and equalities assessment**

335. The council must not act in a way which is incompatible with rights contained within the European Convention of Human Rights

1. The council has given due regard to the above needs and rights where relevant or engaged throughout the course of determining this application.

336. The Public Sector Equality Duty (PSED) contained in Section 149 (1) of the Equality Act 2010 imposes a duty on public authorities to have, in the exercise of their functions, due regard to three "needs" which are central to the aims of the Act:

2. The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
3. The need to advance equality of opportunity between persons sharing a relevant protected characteristic and persons who do not share it. This involves having due regard to the need to:
  - Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
  - Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
  - Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low

The need to foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to tackle prejudice and promote understanding.

337. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.
338. The Local Planning Authority has a duty to give consideration to what impact proposed development will have on anyone with protected characteristics. Officers believe the proposal may impact on protected characteristics – age and disability. The application would promote equality across protected characteristic groups as the development would be available to use by people of any race, age, gender reassignment, who are pregnancy and on maternity, with a disability, sexual orientation, religion or belief, any sex, married and in partnership. Protected characteristic groups – age and disability - may be negatively affected by the proposal due to the distance of the croquet pavilion and croquet lawns from the car park. All protected characteristics - race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership – would be negatively affected by the proposal as the racket sports at the club would be disrupted during the implementation and construction of the development.
339. The equalities impact assessment state that 70 of the 1,103 adult members play croquet. The estimated age demographic for croquet members shows that there are 63 members (90% of its total membership) being over 50 years of age, with that number remaining high at 41 members (59% of its total membership) being over 70 years of age. This age demographic confirms that croquet is a sport generally played by older people with no active junior members. The table below shows the age demographic of members:

Table – age demographic

| Sports Section | Number of Adult Members | Members aged < 50 | Members aged 50+ | % Over 50  | Members aged 60+ | Members aged 70+ | Members aged 80+ |
|----------------|-------------------------|-------------------|------------------|------------|------------------|------------------|------------------|
| Cricket        | 230                     | 203               | 27               | 13%        | 12               | 4                | 0                |
| Tennis         | 463                     | 313               | 150              | 32%        | 71               | 16               | 5                |
| Squash         | 340                     | 247               | 93               | 27%        | 49               | 16               | 3                |
| Croquet        | 70                      | 7                 | 63               | 90%        | 58               | 36               | 5                |
| <b>TOTAL</b>   | <b>1,103</b>            | <b>770</b>        | <b>333</b>       | <b>30%</b> | <b>190</b>       | <b>62</b>        | <b>13</b>        |

340. Objectors raised concerns that 'age discrimination is a problem with the plan as it reduces the facilities available for croquet which serves a different and under provided for demographic.' Objectors raised concerns that 'croquet courts would reduce from current 3 lawns to 2 and a half lawns. This proposal adversely effects croquet users who will lose three lawns and a small practice area.'

341. There are currently 3 Croquet lawns. The proposed croquet hub would constitute 2 new full competition size lawns and a smaller practice lawn. The applicant advises that there would be no reduction to the size of 2 of the croquet lawns themselves, but the 3rd croquet practice lawn would be smaller, and the remaining adjacent grass tennis courts would be available as a 3rd croquet lawn for competitions. The existing upper croquet lawn is not currently fully accessible, nor is the croquet store or related WC, whereas with the new layout everything would be fully accessible. The proposed sports pavilion would provide croquet members access to an accessible WC and an open plan kitchenette and social space.

342. Objectors raised concerns that 'the existing parking is adjacent to the existing croquet lawns and that this would no longer be the case as the existing single disabled parking place would far away from the new proposed croquet lawns. Croquet players are the most likely to need disabled parking.' Objectors also raised concerns that there needs to be a disability impact assessment regarding access for those with mobility issues prior to the proposal being accepted. For example, if there should be an increase in blue badge parking spaces. Objectors raised concerns that many of the members of the croquet section are elderly (about 6 over 80 years of age) and some are disabled to the extent that they are not able to walk any significant distance.

343. The applicant envisage that a golf cart / mobility buggy would be available to transport people with reduced mobility between the car park and the new croquet hub.

344. Objectors also raised concerns that the provision of a golf buggy appears to be not clearly thought through and is unlikely to be adequate. There are questions to be asked as to how it will be managed. Where will it be housed? Who will have access to it?'

345. Officers recommend that the management of the provision of a golf cart / mobility buggy, to be available to transport people with reduced mobility between the car park and the new croquet hub, be secured through condition.

346. Objectors raised concerns that 'Southwark should prevent Dulwich sports club from destroying the existing croquet lawns until they have provided the intended

alternative facilities, lawns and hut with toilet and storage, near Turney road. If the proposal is given the go ahead, a condition of the approval should be that the proposed pavilion with toilet facilities should be built as soon as possible and within a set time frame.'

347. The applicant advise that they have already agreed as part of their project plan, to start to build an international standard, fully drained croquet lawn in the new location, starting around the same time the padel is under construction. This would be complete and available for play before work starts to turn the remaining croquet lawns into tennis courts. This will be covered by the Construction Environmental Management Plan (CEMP) condition. This means that the croquet club would have at least one superior lawn, for play all the time. Meanwhile the applicant will make the adjacent grass tennis courts available to croquet players to ensure they have sufficient playing space when 1 lawn is not sufficient. Although funds do not permit the completion of the full new mini pavilion at the start of the project, the applicant have committed to providing adequate temporary shelter, storage and toilet facilities by the new croquet lawn/s until such time as the new facility can be built. The applicant has committed to building the new facility as soon as possible. The applicant confirmed that croquet representatives on the Club Council have agreed that these are satisfactory arrangements, on the understanding that all sports members will experience disruption while the project is underway.

### **Human rights implications**

348. 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.

349. This application has the legitimate aim of providing additional sports facilities. 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.

### **Positive and proactive statement**

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

351. The council provides a pre-application advice service that is available to all applicants in order to assist applicants in formulating proposals that are in accordance with the development plan and core strategy and submissions that are in accordance with the application requirements.

### **Positive and proactive engagement: summary table**

|  |     |
|--|-----|
| Was the pre-application service used for this application? | YES |
|--|-----|

|     |
|-----|
| YES |
| YES |

|  |     |
|--|-----|
| If the pre-application service was used for this application, was the advice given followed?   | YES |
| Was the application validated promptly?  | YES |
| If necessary/appropriate, did the case officer seek amendments to the scheme to improve its prospects of achieving approval?                         |     |
| To help secure a timely decision, did the case officer submit their recommendation in advance of the agreed Planning Performance Agreement date? No. |     |

## CONCLUSION

352. The provision of additional sporting facilities for the local community is seen as a benefit and officers conclude that the proposal complies with the development plan overall. It is recommended that planning permission be granted, subject to conditions and the timely completion of a S106 Agreement.

## BACKGROUND DOCUMENTS

| Background Papers  | Held At   | Contact   |
|--|---|---|
| Southwark Local Development Framework and Development Plan Documents | Planning and Growth Directorate<br>160 Tooley Street<br>London<br>SE1 2QH | Planning enquiries telephone:<br>020 7525 5403<br>Planning enquiries email:<br><a href="mailto:planning.enquiries@southwark.gov.uk">planning.enquiries@southwark.gov.uk</a><br>Case officer telephone:<br>0207 525 0254<br>Council website:<br><a href="http://www.southwark.gov.uk">www.southwark.gov.uk</a> |

## APPENDICES

| No.        | Title   |
|------------|---|
| Appendix 1 | Recommendation (draft decision notice)        |
| Appendix 2 | Relevant planning policy                      |
| Appendix 3 | Planning history of the site and nearby sites |
| Appendix 4 | Consultation undertaken                       |
| Appendix 5 | Consultation responses received               |
| Appendix 6 | Bar chart traffic                             |

**AUDIT TRAIL**

| <b>Lead Officer</b>   | Stephen Platts, Director of Planning and Growth       |                   |
|---|---|-------------------|
| <b>Report Author</b>  | Andre Verster, Team Leader (Major and New Homes Team) |                   |
| <b>Version</b>  | Final   |                   |
| <b>Dated</b>  | 18 June 2025  |                   |
| <b>Key Decision</b>   | No  |                   |
| <b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b> |   |                   |
| Officer Title   | Comments Sought                                       | Comments included |
| Strategic Director, Resources   | No  | No                |
| Strategic Director, Environment, Sustainability and Leisure             | No  | No                |
| Strategic Director, Housing   | No  | No                |
| <b>Date final report sent to Constitutional Team</b>                    |   | 18 June 2025      |

## APPENDIX 1

## Recommendation

This document shows the case officer's recommended decision for the application referred to below.

This document is not a decision notice for this application.

|                         |  |                    |             |
|-------------------------|--|--------------------|-------------|
| <b>Applicant</b>        | Susie Giles<br>Dulwich Sports Club Council | <b>Reg. Number</b> | 24/AP/1532  |
| <b>Application Type</b> | Minor application                          | <b>Case Number</b> | PP-13092263 |
| <b>Recommendation</b>   | GRANT permission                           |                    |             |

## Draft of Decision Notice

**planning permission is GRANTED for the following development:**

Construction of outdoor playing facilities and a sports pavilion at Dulwich Sports Club  
Dulwich Sports Club Giant Arches Road London Southwark

**Conditions**

1.

**In accordance with application received on 24 May 2024 and Applicant's Drawing Nos.:**

Proposed Plans

Plans - Proposed 124\_040 P2 received

Plans - Proposed 124\_499 P1 received

Plans - Proposed 124\_021 P1 received

Plans - Proposed 124\_031 P1 received

Plans - Proposed 124\_100 P2 received

Plans - Proposed 124\_101 P2 received

Plans - Proposed 124\_130 P2 received

Plans - Proposed 124\_131 P2 received

Plans - Proposed 124\_500 P2 received

Plans – Proposed 124\_021 P2 received

Other Documents

Site location plan 124\_010 P1 received

**Time limit for implementing this permission and the approved plans**

2. The development hereby permitted shall be begun before the end of three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act (1990) as amended.

**Permission is subject to the following Pre-Commencements Condition(s)**

Arboricultural Method Statement

3. Prior to works commencing, including any demolition, an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority.
  - a) A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site, including any demolition, changes to ground levels, pruning or tree removal.
  - b) A detailed Arboricultural Method Statement showing the means by which any retained trees on or directly adjacent to the site are to be protected from damage by demolition works, excavation, vehicles, stored or stacked building supplies, waste or other materials, and building plant, scaffolding or other equipment, shall then be submitted to and approved in writing by the Local Planning Authority. The method statements shall include details of facilitative pruning specifications and a supervision schedule overseen by an accredited arboricultural consultant.
  - c) Cross sections shall be provided to show surface and other changes to levels, special engineering, foundation or construction details and any proposed activity within root protection areas or the influencing distance (30m) of local trees required in order to facilitate demolition, construction and

excavation.

The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations contained in the method statement. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority.

All Arboricultural Supervisory elements are to be undertaken in accordance with the approved Arboricultural Method Statement site supervision key stages (BS: 5837 (2012)) for this site, as evidenced through signed sheets and photographs.

In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations; BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf); EAS 01:2021 (EN) -Tree Pruning Standard; EAS 02:2022 (EN) - Tree Cabling/Bracing Standard; EAS 03:2022 (EN) - Tree Planting Standard. NHBC 4.2.13 Tables for Foundations Near Trees

Reason: To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2024; Policies G1 (Green Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021); Policies G5 (Urban greening) and G7 (Trees and woodland) of the London Plan (2021); Policy P13 (Design of Places), Policy P56 (Protection of Amenity), Policy P57 (Open Space), Policy P60 (Biodiversity) and P61 (Trees) of the Southwark Plan (2022).

#### Construction Environmental Management Plan

4. No development shall take place, including any works of demolition, until a written Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall oblige the applicant, developer and contractors to commit to current best practice with regard to construction site management and to use all best endeavours to minimise off-site impacts, and will include the following information:
  - A detailed specification of demolition and construction works at each phase of development including details of the project plan to complete the croquet lawn

and have it available for play before work starts to turn the remaining croquet lawns into tennis courts.

- Site perimeter continuous automated noise, dust and vibration monitoring;
- Engineering measures to eliminate or mitigate identified environmental impacts e.g. hoarding height and density, acoustic screening, sound insulation, dust control measures, emission reduction measures, location of specific activities on site, etc.;
- Arrangements for a direct and responsive site management contact for nearby occupiers during demolition and/or construction (signage on hoardings, newsletters, residents liaison meetings, etc.);
- A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme; Site traffic - Routing of in-bound and outbound site traffic, one-way site traffic arrangements on site, location of lay off areas, etc.;
- Site waste Management - Accurate waste stream identification, separation, storage, registered waste carriers for transportation and disposal at appropriate destinations; and
- A commitment that all NRMM equipment (37 kW and 560 kW) shall be registered on the NRMM register and meets the standard as stipulated by the Mayor of London.

To follow current best construction practice, including the following:

- Southwark Council's Technical Guide for Demolition & Construction at <https://www.southwark.gov.uk/construction>;
- Section 61 of Control of Pollution Act 1974;
- The London Mayors Supplementary Planning Guidance 'The Control of Dust and Emissions During Construction and Demolition';
- The Institute of Air Quality Management's 'Guidance on the Assessment of Dust from Demolition and Construction' and 'Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites';

- BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Noise';
- BS 5228-2:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites. Vibration';
- BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground-borne vibration;
- BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting; and
- Relevant Stage emission standards to comply with Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999 as amended & NRMM London emission standards (<https://nrmm.london>).

All demolition and construction work shall be undertaken in strict accordance with the approved CEMP and other relevant codes of practice, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that occupiers of neighbouring premises and the wider environment do not suffer a loss of amenity by reason of pollution and nuisance, in accordance with the National Planning Policy Framework (2024); Policy P50 (Highway impacts), Policy P56 (Protection of amenity), Policy P62 (Reducing waste), Policy P64 (Contaminated land and hazardous substances), Policy P65 (Improving air quality) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

#### Unlicenced method statement (bats)

5. Prior to the commencement of development an unlicenced method statement for the protection and/or mitigation of damage to bats during construction works including management responsibilities, shall be submitted to and approved in writing by the Local Planning Authority. The unlicenced method statement for bats shall be carried out in accordance with a timetable for implementation as approved.

Reason: To comply with the Habitat and Species Regulations 2010 and Wildlife & Countryside Act (1981) (as amended).

## Travel Plan

6. a) Prior to the commencement of the uses hereby approved, the applicant shall submit in writing and obtain the written approval of the Local Planning Authority to a Travel Plan written in accordance with TfL best guidance at the time of submission, including:

- evidence that they have liaised with the Burbage Road Residents Association, a baseline travel survey and setting out the proposed measures to be taken to encourage the use of modes of transport other than the car by all users of the building, including staff and visitors.

b) At the end of the first year of operation of the approved Travel Plan, a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

c) At the end of the third year of operation of the approved Travel Plan a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

d) At the end of the fifth year of operation of the approved Travel Plan a detailed survey showing the methods of transport used by all those users of the building to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise in accordance with any such approval given.

e) At the end of every subsequent year, until a point when the travel objectives as identified in the approved Travel Plan are met, a detailed survey showing the methods of transport used by all those users to and from the site and how this compares with the proposed measures and any additional measures to be taken to encourage the use of public transport, walking and cycling to the site shall be submitted to and approved in writing by the Local Planning Authority and the development shall not be carried out otherwise than in accordance with any such approval given.

Reason: In order that the use of non-car-based travel is encouraged in accordance with the National Planning Policy Framework (2024); Policy T6 (Car parking) of the London Plan (2021); Policy P54 (Car parking) of the Southwark Plan (2022).

**Permission is subject to the following Pre-Occupation Condition(s)****Lighting design strategy**

7. Prior to use or occupation of the development hereby approved, a lighting design strategy for biodiversity shall be submitted to and approved in writing by the local planning authority. The strategy shall:

- identify those areas/features that are particularly sensitive for bats and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
- show how and where external lighting will be installed and operated (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places. All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority. Prior to the new development being first brought into use/occupied a bat friendly Lighting Plan shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure compliance with the Habitats Regulations and the Wildlife & Countryside Act (1981), (as amended), and because bats are known to be active in vicinity of the development site.

**Cycle facilities**

8. Before the first occupation of the development hereby approved, details of the cycle facilities, including the types of stands, shall be submitted to and approved in writing by the local planning authority. Thereafter, such facilities shall be made available to the users of the development and retained and maintained in perpetuity.

Reason: To ensure that satisfactory safe and secure bicycle parking is provided and retained for the benefit of the users and occupiers of the building in order to encourage the use of alternative means of transport and to reduce reliance on the use of the private car in accordance with the National Planning Policy Framework (2024); Policy T5 (Cycling) of the London Plan (2021); and Policy P53 (Cycling) of the Southwark Plan (2022).

**Sustainable drainage**

9. Whilst the principles and installation of sustainable drainage schemes are to be encouraged, no drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority prior to the use of any part of the development, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with the National Planning Policy Framework (2024). Infiltrating water has the potential to cause remobilisation of contaminants present in shallow soil/made ground which could ultimately cause pollution of groundwater.

**Permission is subject to the following Grade Condition(s)**

10. HARD AND SOFT LANDSCAPING

Before any above grade work hereby authorised begins, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion of the development. Details shall include:

- 1) a scaled plan showing all existing vegetation and landscape features to be retained with proposed trees, hedging, perennial and other plants;
- 2) proposed parking, access, or pathway layouts, materials and edge details;
- 3) location, type and materials to be used for hard landscaping including specifications, where applicable for:
  - a) permeable paving
  - b) tree pit design
  - c) underground modular systems
  - d) sustainable urban drainage integration

- e) use within tree Root Protection Areas (RPAs);
- 4) typical cross sections;
- 5) a schedule detailing sizes and numbers/densities of all proposed trees/plants;
- 6) specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and
- 7) types and dimensions of all boundary treatments.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority.

The landscaping shall not be carried out otherwise than in accordance with any such approval given and shall be retained for the duration of the use. Any trees, shrubs, grass or other planting that is found to be dead, dying, severely damaged or diseased within five years of the completion of the building works OR five years of the carrying out of the landscaping scheme (whichever is later), shall be replaced in the next planting season by specimens of the equivalent stem girth and species in the first suitable planting season.

Unless required by a separate landscape management condition, all soft landscaping shall have a written five-year maintenance programme following planting.

Works shall comply to BS: 4428 Code of practice for general landscaping operations, BS: 5837 (2012) Trees in relation to demolition, design and construction; BS3998: (2010) Tree work - recommendations, BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf); EAS 03:2022 (EN) - Tree Planting Standard.

Reason:

So that the Council may be satisfied with the details of the landscaping scheme, in accordance with: the National Planning Policy Framework 2024; Policies SI 4 (Managing heat risk), SI 13 (Sustainable drainage), G1 (Green

Infrastructure, G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; Policy P13 (Design of Places), Policy P14 (Design Quality), Policy P56 (Protection of Amenity), Policy P57 (Open Space), Policy P60 (Biodiversity) and P61 (Trees) of the Southwark Plan (2022).

#### Native planting

11. Details of native planting as part of the landscape strategy/plan shall be submitted to and approved in writing by the Local Planning Authority prior to any above grade or superstructure works commencing on site.

Ideally the landscape planting should contain a minimum of 60% of plants on the RHS perfect for Pollinators list.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with the National Planning Policy Framework (2024); Policy: G5 (Urban greening) and G6 (Biodiversity and access to nature); of the London Plan (2021); Policy P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

#### Bird boxes

12. Details of open fronted and 18mm hole bird boxes shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

No less than two open fronted bird boxes and three 18mm hole bird boxes shall be provided and the details shall include the exact location, specification and design of the bird boxes. The boxes shall be installed on mature trees or on buildings prior to the first occupation of the site.

The bird boxes shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the nest/roost features and mapped locations and the Local Planning Authority agreeing the submitted plans, and once the nest/roost features are installed in full in accordance to the agreed plans.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with National Planning Policy Framework (2024); Policy G1 (Green Infrastructure), Policy G5 (Urban Greening), Policy G6 (Biodiversity

and access to nature) of the London Plan (2021); Policy P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022)

#### Material samples

13. Prior to above grade works commencing (excluding demolition and archaeological investigation), material samples/sample panels/sample-boards of all external facing materials to be used in the carrying out of this permission shall remain on site for inspection for the duration of the building's construction and approved in writing by the Local Planning Authority; the development shall not be carried out otherwise than in accordance with any such approval given.

Reason: In order to ensure that these samples will make an acceptable contextual response in terms of materials to be used, and achieve a quality of design and detailing in accordance with the National Planning Policy Framework (2024), Policy D4 (Delivering good design) of the London Plan (2021) and Policy P13 (Design of places) and Policy P14 (Design quality) of the Southwark Plan (2022).

#### **Permission is subject to the following Special Condition(s)**

##### Bat boxes

14. Details of bat boxes on trees shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

No less than 3 bat boxes shall be provided and the details shall include the exact location, specification and design of the habitats. The bat boxes shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained.

The bat boxes shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the roost features and mapped locations and the Local Planning Authority agreeing the submitted plans, and once the roost features are installed in full in accordance to the agreed plans.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in

accordance with the National Planning Policy Framework (2024); Policy G1 (Green Infrastructure), Policy G5 (Urban Greening), Policy G6 (Biodiversity and access to nature) of the London Plan (2021); Policy P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

#### Invertebrate boxes

15. Details of 2 invertebrate boxes shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site.

No less than 2 invertebrate boxes shall be provided and the details shall include the exact location, specification and design of the habitats.

Invertebrate boxes shall be installed with the development prior to the first occupation of the building to which they form part or the first use of the space in which they are contained.

The invertebrate boxes shall be installed strictly in accordance with the details so approved, shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the invertebrate features and mapped locations and the Local Planning Authority agreeing the submitted plans, and once the invertebrate features are installed in full in accordance to the agreed plans.

Reason: To ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with the National Planning Policy Framework (2024); Policy G1 (Green Infrastructure), Policy G5 (Urban Greening), Policy G6 (Biodiversity and access to nature) of the London Plan (2021); Policy P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

#### Noise management report

16. Within six months of the date of this consent, the applicant shall submit in writing and obtain the written approval of the Local Planning Authority to a noise management plan, including:

- Evidence that they have liaised with the Stradella Road Residents Association,
- Submission of a plan to show locations of activities within the application site.
- A worst-case validation assessment to show that the operation of the padel courts, confirms the predicted assessment in the Clarkes Saunders Acoustics, Report Reference AS13644.241111.NIA. If the assessment identifies a significant impact, a scheme of noise mitigation measures shall be submitted to the planning authority, for approval within six months of the padel courts being operational.
- A complaints procedure policy

The development shall continue to operate in accordance with the approved noise management plan.

Reason: In the interest of the amenity and privacy of adjoining occupiers, in accordance with the National Planning Policy Framework (2024), London Plan 2021: Policies GG1 (Building strong and inclusive communities), GG3 (Creating a healthy city), D3 (Optimising site capacity through the design-led approach), D5 (Inclusive design), and Policies Policy P56 (Protection of amenity); and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

Management report of the provision of a golf cart / mobility buggy

17. The applicant shall produce a management report of the provision of a golf cart / mobility buggy, to be available to transport people with reduced mobility between the car park and the new croquet hub, for approval of the Planning Authority within six months of the planning decision.

Reason: 'In the interest of accessible design, in accordance with the National Planning Policy Framework (2024) and Policies SP2, p14 (Design quality), P45 (Healthy developments), P47 (Community uses) and P56 (Protection of amenity) and of the Southwark Plan (2022).

**Permission is subject to the following Compliance Condition(s)**

Floodlit tennis and padel courts

18. The usage of the floodlit tennis, with exception of courts 6 and 7, and padel courts shall be limited to 08:00-22:00 Monday to Saturday and 08:00 to 20:30 on Sundays and Bank Holidays.

Reason: In the interest of the visual amenity of the area, the amenity and privacy of adjoining occupiers, in accordance with the National Planning Policy Framework (2024) and Policy P56 (Protection of amenity) of the Southwark Plan (2022).

Floodlit tennis courts 6 and 7

19. The usage of the floodlit tennis courts 6 and 7 shall be limited to 08:00-21:30 Monday to Saturday and 08:00-20:30 on Sundays and Bank Holidays.

Reason: In the interest of the visual amenity of the area, the amenity and privacy of adjoining occupiers, in accordance with the National Planning Policy Framework (2024) and Policy P56 (Protection of amenity) of the Southwark

Plan (2022).

Cricket netting

20. The proposed cricket netting shall only be raised during the playing season and demounted outside the playing season.

Reason: In the interest of the visual amenity of the area, the amenity and privacy of adjoining occupiers, in accordance with the National Planning Policy Framework (2024) and Policy P56 (Protection of amenity) of the Southwark Plan (2022).

## Informatics

1 Network Rail:

The applicant / developer is requested by Network Rail to engage Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing.

2 The Metropolitan Police recommend the installation of:

- CCTV in the bicycle storage areas and lighting that meets the BS 5489-1:2020 standard;
- CCTV and lighting to the BS 5489-1:2020 standard around the perimeter of the Pavilion;
- Security-rated windows and doors on the pavilion's perimeter, including external doors that access property or equipment, meeting at least the PAS24:2002 standard, and
- A monitored, data-logging intruder alarm at the Pavilion. This will enhance security and provide a log of anyone entering the building after hours.

3 The highway works will be required to include upgrading the current conditions at the entrance to Giant Arches Road in line with the standards set out in Southwark Streetscape Design Manual (SSDM). Appropriate agreement/licensing must be in place before such works commence. Prior to works commencing on site (including any demolition), a joint condition survey should be arranged with Southwark Highway Development Team to catalogue condition of streets and drainage gullies. Please contact [HighwaysDM@Southwark.gov.uk](mailto:HighwaysDM@Southwark.gov.uk) to arrange.

4 All wild birds, nests, eggs and young are protected under the Wildlife & Countryside Act 1981 (as amended). The grant of planning permission does not override the above Act. All applicants and sub-contractors are reminded

that persons undertaking site clearance, hedgerow removal, demolition works etc. between March and August may risk committing an offence under the above Act and may be liable to prosecution if birds are known or suspected to be nesting. The Council will pass complaints received about such work to the appropriate authorities for investigation. The Local Authority advises that such work should be scheduled for the period 1 September-28 February wherever possible. Otherwise, a qualified ecologist should make a careful check before work begins.

## Relevant planning policy

### National Planning Policy Framework (NPPF, 2024)

The revised National Planning Policy Framework ('NPPF') was published on 12 December 2024 which sets out the national planning policy and how this needs to be applied. The NPPF focuses on sustainable development with three key objectives - economic, social and environmental.

Paragraph 231 states that the policies in the Framework are material considerations which should be taken into account in dealing with applications.

The relevant chapters from the Framework are:

Chapter 2 Achieving sustainable development  
 Chapter 8 Promoting healthy and safe communities  
 Chapter 11 Making effective use of land  
 Chapter 12 Achieving well-designed places  
 Chapter 13 Protecting Green Belt land  
 Chapter 16 Conserving and enhancing the historic environment

### The London Plan (2021)

On 2 March 2021, the Mayor of London published the London Plan 2021. The spatial development strategy sets a strategic framework for planning in Greater London and forms part of the statutory Development Plan for Greater London. The relevant policies are:

Policy D4 Delivering good design

- Policy D12 Fire safety
- Policy HC1 Heritage conservation and growth
- Policy G2 London's Green Belt
- Policy G3 Metropolitan Open Land
- Policy G6 Biodiversity and access to nature
- Policy G7 Trees and woodlands
- Policy T5 Cycling
- Policy T6 Car parking
- Policy SI2 Minimising greenhouse gas emissions
- Policy S1 12 Flood risk management
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car parking

### Southwark Plan (2022)

The Southwark Plan 2022 was adopted on 23 February 2022. The plan provides strategic policies, development management policies, area visions and site allocations which set out the strategy for managing growth and development across the borough from 2019 to 2036. The relevant policies are:

- Policy P13 Design of places
- Policy P14 Design quality

- Policy P20 Conservation areas
- Policy P53 Cycling
- Policy P54 Car parking
- Policy P56 Protection of amenity
- Policy P57 Open space
- Policy P60 Biodiversity
- Policy P61 Trees
- Policy P64 Contaminated land and hazardous substances
- Policy P65 Improving air quality
- Policy P68 Reducing flood risk
- Policy P69 Sustainability standards
- Policy P70 Energy

**SPDs**

Of relevance in the consideration of this application are:

- Heritage SPD 2021
- Dulwich SPD 2013

Other documents:

Safer for People delivery plan for Dulwich Village July 2023

## APPENDIX 3

## History of the site and nearby sites

|   | Status     |
|---|------------|
| <b>15/AP/3469</b><br>T1: Goat Willow - Reduce by 30% up to 5m in length following stem split.<br>T2: Goat Willow - Reduce by 30% up to 5m in length following stem split.   | 21/09/2015 |
| <b>15/AP/4967</b><br>G.1 Sycamore Acer pseudoplatanus and Common Ash Fraxinus excelsior x 12 saplings growing over croquet practice lawn south-western side: Section fell to near ground level and clear debris.<br>G.2 Sycamore saplings x 11 growing over north-western corner area: Section fell to near ground level and clear debris.<br>G.3 False Acacia Robinia pseudoacacia, Common Privet Ligustrum vulgare, Sycamore saplings and Common Ash saplings growing along north-western border area: Prune back False Acacia foliage to stem, hard prune back Privet foliage, fell Sycamore and Common Ash saplings.<br>No trees above 20cm diameter to be removed.   | 19/01/2016 |
| <b>17/AP/0681</b><br>H1- 1 x Large Castlewellan hedge to reduce to the height of chain link fence and cut back to allow chain link to be upright, to trim back front face (inside chain link fence.) to cut the upper part of the hedge on the inside of the chain link, to clip lower front face (inside chain link fence) .<br>H2 - 1 x Castlewellan hedge located by the gate with the code to cut back from the chain link fence to give a minimum clearance of 1 approximately 1 meter. . 1 x Leylandii Hedge located directly behind the Large Castlewellan hedge above to reduce in height to the finished height of the Castlewellan Hedge (height of chain link fence) Croquet Area .<br>H3- 1 x Castlewellan Hedge (North West Side) to reduce in height to the Height of adjacent hedge. Rear Of Tennis Court Area Between court and Properties on Turney Road .<br>G1 - A selection of self-seeded Sycamores located between the chain link and the fence to carefully dismantle to as close to ground level as possible and to treat the stumps with an appropriate herbicide to prevent regrowth. | 27/03/2017 |

|  |   |
|--|---|
| <b>17/AP/3782</b><br>Change of surface of 2 tennis courts from grass to tarmac and installation of 10 floodlights on columns to match adjacent courts and replacement netting.   | GRANTED-<br>Change of Use Application<br>12/03/2018 |
| <b>17/AP/3980</b><br>Upgrading of the existing cricket nets using a more sturdy construction. It increases the dimensions to ensure that the cricket nets are DDA compliant. The original dimensions were 25.5m (l) x 11.1m (w) and the proposed dimensions are 32.3m (l) x 14.0m (w)  | Granted<br>07/12/2017                               |
| <b>18/AP/3580</b><br>Group of 8 Leyland Cypress (H3). To dismantle these trees, reducing the main stems to as low as prevailing site conditions will allow. Growing out of control and close to building. Replace with low hedge of hawthorn and holly.<br><br>Group of 7 Leyland Cypress (H2). Dismantle these trees. These trees present a danger to the building as they are growing out of control and very close to building. Replace with low hedge of hawthorn and holly.<br><br>Holm Oak (T1). A self seeding sapling close to building foundations. Dismantle this tree. Treat the stump to prevent regrowth.<br><br>2 False Acacias (T2) & (T3). T2 Roots starting to emerge through croquet lawn. Cut roots from tree leading to the croquet lawn .<br><br>T3 Tree leaning at 40 degree angle to vertical. Dismantle this tree to ground level. To grind the stump of each tree to approximately 15cm below existing ground level.<br><br>Row of Sycamore Saplings (R1) Dismantle selected saplings with trunks less than 750mm diameter to ground level and treat stumps to prevent regrowth. This will allow more sunlight to reach the croquet lawn. | 05/12/2018  |
| <b>19/AP/7599</b><br>G1 Group of 11 Sycamore trees. Crown lift to 5m in height and crown thin by 20%.  | Granted TCA<br>29/01/2020                           |
| <b>20/AP/1915</b><br>2x Sycamore - Removal,<br>2x Robinia - Removal,<br>2x Sycamore - 2m lateral reduction   | Granted TCA<br>20/08/2020                           |

|  |                           |
|--|---------------------------|
| <b>21/AP/3740</b><br>1 x Cherry 2m lateral reduction,<br>3 x Sycamore for removal (15ft tree height max) and<br>3 x Sycamore 2m lateral reduction. | Granted TCA<br>03/12/2021 |
|--|---------------------------|

**APPENDIX 4****Consultation undertaken****Site notice date:** 08/01/2025**Press notice date:** 27/06/2024**Case officer site visit date:** 07.08.2024**Neighbour consultation letters sent:** 14/02/2025**Internal services consulted**

LBS Transport Policy Team

LBS Ecology Officer

LBS Environmental Protection Team

LBS Highways Development &amp; Management

LBS Ecology Officer

LBS Design and Conservation Team

Flood Risk Management &amp; Urban Drainage Team

LBS Waste Management Team

LBS Urban Forester

LBS Transport Policy Team

LBS Building Control Division

LBS Community Infrastructure Team

**Statutory and non-statutory organisations**

Network Rail

Metropolitan Police Service (Designing Out Crime)

**Neighbour and local groups consulted:**

95 Stradella Road London Southwark

83 Stradella Road London Southwark

79 Stradella Road London Southwark

77 Stradella Road London Southwark

Flat 89 Stradella Road London

57 Stradella Road London Southwark

105 Stradella Road London Southwark

59 Stradella Road London Southwark

85 Stradella Road London Southwark

Abbeyfield House 89 - 91 Stradella Road London

81 Stradella Road London Southwark

73 Stradella Road London Southwark

63 Stradella Road London Southwark

103 Stradella Road London Southwark

Flat 91 Stradella Road London

69 Stradella Road London Southwark

25 Burbage Road London Southwark

99 Stradella Road London Southwark

97 Stradella Road London Southwark

93 Stradella Road London Southwark

87 Stradella Road London Southwark

75 Stradella Road London Southwark

71 Stradella Road London Southwark

65 Stradella Road London Southwark

61 Stradella Road London Southwark

101 Stradella Road London Southwark

83 Turney Road London Southwark

109 Turney Road London Southwark

29 Turney Road London Southwark

131 Turney Road London Southwark

85 Turney Road London Southwark

Ground Floor Flat 83 Turney Road London

135 Turney Road London Southwark  
 105 Turney Road London Southwark  
 First Floor Flat 83 Turney Road London  
 39 Turney Road London Southwark  
 31 Turney Road London Southwark  
 63 Turney Road London Southwark  
 57 Turney Road London Southwark  
 125 Turney Road London Southwark  
 117 Turney Road London Southwark  
 111 Turney Road London Southwark  
 103 Turney Road London Southwark  
 45 Turney Road London Southwark  
 91 Turney Road London Southwark  
 77 Turney Road London Southwark  
 71 Turney Road London Southwark  
 93 Turney Road London Southwark  
 89 Turney Road London Southwark  
 87 Turney Road London Southwark  
 81 Turney Road London Southwark  
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 75 Turney Road London Southwark  
 73 Turney Road London Southwark  
 69 Turney Road London Southwark  
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 133 Turney Road London Southwark  
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 101 Turney Road London Southwark  
 47 Turney Road London Southwark  
 43 Turney Road London Southwark  
 41 Turney Road London Southwark  
 37 Turney Road London Southwark  
 35 Turney Road London Southwark  
 33 Turney Road London Southwark  
 67 Turney Road London Southwark  
 48A Burbage Road London Southwark  
 56 Burbage Road London Southwark  
 50 Burbage Road London Southwark  
 37 Burbage Road London Southwark  
 31 Burbage Road London Southwark  
 45 Burbage Road London Southwark

48 Burbage Road London Southwark  
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 41 Burbage Road London Southwark  
 39 Burbage Road London Southwark  
 35 Burbage Road London Southwark  
 33 Burbage Road London Southwark  
 29 Burbage Road London Southwark  
 54 Burbage Road London Southwark  
 52 Burbage Road London Southwark  
 91 Stradella Road London Southwark  
 Rear Of 186 Croxted Road London  
 188 Croxted Road London Southwark  
 182 Croxted Road London Southwark  
 152 Croxted Road London Southwark  
 196A Croxted Road London Southwark  
 27 Turney Road London Southwark  
 176 Croxted Road London Southwark  
 146A Croxted Road London Southwark  
 172 Croxted Road London Southwark  
 164 Croxted Road London Southwark  
 156 Croxted Road London Southwark  
 148 Croxted Road London Southwark  
 192 Croxted Road London Southwark  
 186 Croxted Road London Southwark  
 178 Croxted Road London Southwark  
 First Floor Flat 27 Turney Road London  
 196B Croxted Road London Southwark  
 170B Croxted Road London Southwark  
 146B Croxted Road London Southwark  
 150 Croxted Road London Southwark  
 198 Croxted Road London Southwark  
 194 Croxted Road London Southwark  
 190 Croxted Road London Southwark  
 184 Croxted Road London Southwark  
 180 Croxted Road London Southwark  
 174 Croxted Road London Southwark  
 168 Croxted Road London Southwark  
 166 Croxted Road London Southwark  
 162 Croxted Road London Southwark  
 160 Croxted Road London Southwark  
 158 Croxted Road London Southwark  
 154 Croxted Road London Southwark  
 146 Croxted Road London Southwark  
 Nellys Nursery Dulwich Sport Ground  
 102 - 106 Turney Road  
 192A Croxted Road London Southwark  
 Under The Willow Nursery 198A Croxted  
 Road London

**APPENDIX 5****Consultation responses received****Internal services**

LBS Transport Policy  
 LBS Ecology  
 LBS Environmental Protection  
 LBS Highways Development & Management  
 LBS Design & Conservation Team  
 LBS Urban Forester  
 LBS Transport Policy  
 LBS Community Infrastructure Levy Team

**Statutory and non-statutory organisations**

Network Rail  
 Metropolitan Police Service

**Neighbour and local groups:**

136 Woodward Road East Dulwich  
 SE22 8UR  
 275 Croxton Road London SE1 7DG  
 35 Burbage Road London SE24 9HB  
 66 Wood Vale London SE23 3ed  
 36 Winterbrook Road Herne Hill London  
 36 Winterbrook Road Herne Hill London  
 53 Court Lane London SE21 7DP  
 46 northway road London SE59an  
 44 Gilkes Crescent London SE21 7BS  
 99 Stradella Road London SE249HL  
 12 Henslowe Rd 12 Henslowe Road,  
 London, SE22 0AP  
 63 Winterbrook Road London SE24 9HZ  
 78 Burbage Road London SE24 9HE  
 86 Burbage Road London SE24 9HE  
 5A Fiveways Road Fiveways Road  
 London  
 99, STRADELLA ROAD, SE24 9HL  
 23 Lowden Road London SE24 0BJ  
 16 Ondine Road Flat 1 London  
 57 Stradella Road London SE24 9HL  
 50 Winterbrook Road London  
  
 82 Alleyn Road LONDON SE21 8AH  
  
 11 Pickwick Road London SE21 7JN  
 5 Frank Dixon Way London SE21 7BB  
 39 Poplar Walk London SE24 0BX  
 33 Noyna Road London SW17 7PQ  
 168 Ferndale Road London  
 87 Rosendale Road West Dulwich SE21  
 8EZ  
 1 Carver Road London SE24 9LS  
 34 Winterbrook Road London SE24 9JA  
 136 Oglander Road London  
 39 Telford Avenue Lambeth, SW2 4XL  
 87 Rosendale Road London SE21 8EZ  
 53 Court Lane London SE21 7DP  
 42 Avondale Rise London SE15 4AL  
 49D Shakespeare Road, SE24 0LA  
 6 Frank Dixon Way London SE21 7BB  
 444 Lordship Lane Dulwich London  
 50 Staffordshire Street, SE15 5TJ  
 168 Ferndale Road London SW4 7RY  
 3 Holmdene Avenue London SE24 9LB  
 54 Narbonne Avenue London SW4 9JT  
 7 Stradella Road, Herne Hill, London  
 Herne Hill London  
 8 Tollgate Drive London SE21 7LS  
 194 Croxton Road London SE21 8NW

9 Stradella Road London SE24 9HN  
 61 Copleston Road London SE15 4AH  
 27 Ardbeg Rd LONDON SE24 9JL  
 Flat 7 134 Herne Hill London  
 72 Thornlaw Road London SE27 0SA  
 86 St Michaels Rd Aldershot GU12 4JW  
 9 Deepdene Road Camberwell SE5 8EG  
 63 Stradella Road London SE24 9HL  
 67 Fawnbrake Avenue London SE24 0BE  
 67 Stradella Road London  
 67 Stradella Road Herne Hill London  
 17 Walkerscroft mead West Dulwich London  
 33 Noyna Road Wandsworth, London SW17 7PQ  
 74 Tulse Hill London Sw22pt  
 27 Wood Vale London SE23 3DS  
 60 Gubyon Avenue London SE24 0DX  
 6 Elmwood Road, London SE24 9NU  
 111 Court Lane London SE21 7EE  
 24 Stradella Road London SE249HA  
 86 St Michaels Road Aldershot GU12 4JW  
 57 Stradella Road London SE24 9HL  
 10 Taybridge Road London sw11 5ps  
 75 Turney Road London SE21 7JB  
 26 Trinity Rise London SW2 2QR  
 153 Grove Lane London SE5 8BG  
 158 Cranston Road London SE23 2EY  
 179 Devonshire Way Croydon CR0 8BZ  
 69 Stradella Road London SE24 9HL  
 Cathryn 9 Deepdene Road Camberwell  
 41b Herne Hill rd London Se218dy  
 22 Brailsford Road London SW2 2TD  
 8 Northway Road London SE5 9AN  
 233 Norwood Road London SE24 9AG  
 100 Landells road London Se22 9ph  
 30 Jennings Road London SE22 9JU  
 96 Strathbrook Road London SW16 3AZ  
 67 KENSINGTON AVE THORNTON HEATH CR7 8BT  
 20 Red Post Hill London SE24 9JQ  
 22 Thornton Avenue Streatham London  
 24 Crofton Road London Se58nb  
 38 Rainbow St LONDON  
 164 Turney Road London SE217JJ  
 121 Ivydale Road London SE15 3DT

4 Dunstans Road London SE22 0HQ  
 Flat 7 62 Queen's gate London  
 Turney Road London SE217JB  
 211 Amesbury Ave London SW2 3BJ  
 38 Rainbow St London  
 191 Rosendale Road London SE21 8LW  
 85 Shakespeare Road London SE240PX  
 127 Turney Road Dulwich Village London  
 48 Stradella Road London SE24 9HA  
 38 Rainbow Street London SE5 7TD  
 19 craneford way London Tw27sb  
 56 overhill road East dulwich Se22 0ph  
 26 Trinity Rise London  
 39 Lowther Hill Forest Hill London  
 28 Woodcombe Crescent, SE23 3BG  
 59 Turney Road London Southwark  
 56 Braxted Park Streatham Common London  
 63 Turney Road London SE217JB  
 86 Camberwell Grove London SE5 8RF  
 Kelmore Grove 2 Kelmore Villas London  
 65 Turney road London SE217JB  
 61 Turney Road London SE21 7JB  
 136 court lane dulwich London  
 17b Wyneham Road Herne Hill SE24 9NT  
 65 Underhill Road London SE22 0QR

22 Winterbrook Road London SE24 9JA  
 22 Honor oak rise London SE23 3RA  
 8 Tollgate Drive London SE21 7LS  
 33 Rattray Road, London SW2 1BA  
 11 Langtry Court Cougate Street London  
 9a Sandbourne Road London SE4 2NP  
 Tiverton Lodge Dulwich Common London  
 48 Stradella Road London SE24 9HA  
 43 Court Lane Dulwich LONDON  
 18 Trossachs Road London SE22 8PY  
 Flat 17 Stafford Mansions, 138 Ferndale Road London  
 7 Chalford Road West Dulwich London  
 9 Brantwood Road Herne Hill SE24 0Dh  
 First Floor Flat, 50 Ferndale Road London SW47SF  
 24 Tamarind Yard Kennet street London

7 Dovercourt Road London Southwark  
 8 St Margarets rd London SE4 1YU  
 2 Spenser Road London Se24 0nr  
 145 Rosendale Road London Se21 8he  
 72 Copleston Road London SE154AG  
 Flat 5, 138 Knollys Road, SW162JU  
 3 Lords Close London SE21 8JH  
 17 Pellatt Road London SE22 9JA  
 112 Brook Drive London SE11 4TQ  
 71 Calton Avenue London SE21 7DF  
 28 Chaucer Rd, Garden Flat Herne Hill London  
 23 Winterbrook Road Turleigh London  
 Flat 1, 47 Red Post Hill ,SE24 9JJ  
 77 Stradella road London SE24 9hl  
 60 Gubyon Avenue Flat C London  
 75 Tulsemere Road London SE27 9EH  
 30 Marsden Road London SE15 4EE  
 29 Stuart Road London SE153BE  
 13, Burbage Road London SE249HJ  
 168 Ferndale Road London  
 57 Stradella Road London SE24 9HL  
 119 Hargwyne St London SW9 9RH  
 6 elmwood road london se24 9nu  
 215 East Dulwich Grove Se22 8sy  
 54 Dekker Road London  
 65 Stradella Road LONDON SE24 9HL  
 62 Cedar Close West Dulwich London  
 Flat 17 Effra Mansions Crownstone Road London  
 47, UNION ROAD UNION ROAD LONDON  
 54 Narbonne Avenue London SW4 9JT  
 17 Dunoon Road London SE23 3TD  
 34 Lings Coppice London SE21 8SX  
 48 Stradella Road London SE24 9HA  
 124 Sydenham Road London Se265jy  
 12 Cosbycote avenue Herne hill London  
 99 College Road London SE21 7HN  
 11 Lysons Walk London SW15 5EG  
 Flat 46 1 Grove place London  
 9 London W4 4EA  
 94 Burbage Road London LONDON  
 15 Elfindale Road London SE24 9NN  
 14 Colyton Road London SE22 0NE  
 44 Lindsay Drive London HA3 0TD  
 86 Burbage Road LONDON SE24 9HE  
 27 Winterbrook road London Se249hz

64 Dulwich Village London SE21 7AJ  
 12 Gubyon Ave London SE24 0DX  
 57 Stradella Road London SE24 9HL  
 105 Landells Road London SE229PH  
 Apartment 17 Yorks house, SW9 8GG  
 22 Winterbrook Road London SE24 9JA  
 25 Rouse Gardens London SE21 8AF  
 57 Darfield Road London SE4 1ES  
 49D Shakespeare Road, SE24 0Laa  
 21 Dulwich Village London SE21 7BT  
 70 Turney Road London SE21 8LU  
 97 Lennard Road BECKENHAM BR3 1QS  
 19 Hambalt Road Clapham SW4 9EA  
 245 Rosendale Road London SE21 8LR  
 22 Vancouver Road Forest Hill SE23 2AF  
 50 Stradella Road London SE24 9HA  
 1 Essex Mews London SE19 1AS  
 27 Ardbeg Road Dulwich  
 12 Sunray Avenue London SE24 9PY  
 15 Byne Road Sydenham London  
 25 Carden Road London London  
 24 Winterbrook Road London  
 6 Home Meadow Mews,SE22 0EA  
 71 Stradella Road London SE24 9HL  
 36 Hayes Grove London  
 52 Gubyon Ave London SE24 0DX  
 45a Ashbourne Grove London Se22 8rn  
 34 tierney road London sw24qs  
 93 Clarence Ave London SW4 8LQ  
 24 Frankfurt Road London SE24 9NY  
 5 marham gardens London SW18 3JZ  
 31 Abbotswood Road, SE22 8DJ  
 136 Woodwarde Road East Dulwich SE22 8UR  
 28 Lovelace Road London SE21 8JX  
 58 Lamberhurst Road London SE270SE  
 9 townley rd london Se228sw  
 71 Camberwell Grove London  
 83 Stradella Road London  
 502 Fennel Apartments 3 Cayenne Court London  
 41 Lings Coppice London SE21 8SX  
 26 Trinity Rise London SW22QR  
 47 red post hill London Se24 9jj  
 1 Gilkes Crescent London SE21 7BP

132 Court Lane Dulwich SE21 7EB  
 6 glengarry road london se228pz  
 8 REDAN TERRACE Redan Terrace  
 London  
 36 Brantwood Road London SE24 0DJ  
 17 Courtmead Close London SE24 9HW  
 7 Woodhall Avenue Dulwich London  
 243A Underhill Road LONDON SE22  
 0PB  
 194 Clive Road London SE21 8BS  
 11 Chesterfield Grove London SE22  
 8RP  
 8 Ildersly Grove London Se24 8eu  
 59 Stradella Road Herne Hill London  
 61 Baldry Gardens Streatham SW16  
 3DL  
 119 Helix Road London SW2 2JR  
 45 Westgate Road Beckenham BR3 5DT  
 70 Mayall Road London Se24 0pj  
 444 Lordship Lane Dulwich SE22 8NE  
 17 Courtmead Close Burbage Road Lo  
 53 Court Lane London SE21 7DP  
 6 Burbage Road London SE249HJ  
 FLAT 3 30 WEST END LANE London  
 36a Fieldhouse house Road ,SW12 0HJ  
 45 Lancaster Avenue West Norwood  
 78 Honor Oak Road London SE23 3RR  
 105 Strathyre Avenue 105 London  
 72 Copleston Rd London SE15 4AG  
 11 Holmdene Avenue London SE24 9LB  
 17 Walkerscroft Mead West Dulwich  
 27 Hillcourt Road London SE220PF  
 51 Durning Road London SE19 1JP  
 82b South Croxton Road, Se218bd  
 330b crystal palace road london se22 9jj  
 2 Lakeside Beckenham BR3 6LX  
 First Floor Flat - FLAT 3 85 Gipsy Hill  
 London  
 45 Telford Avenue London SW2 4XL  
 89 Alleyn Road London  
 20 Frewin Road London SW183LP  
 99 College Rd Dulwich SE21 7HN  
 Garden Flat, 61 Kennington Oval, SE11  
 5SW  
 28 Ferrers Road London SW16 6JQ  
 16 Scutari Road London SE22 0NN  
 27 Hillcourt Road London SE220PF  
 60 Holborn Viaduct London EC1A 2FD

116 Turney Road London Se217JJ  
 79 Burbage Road London SE24 9HB  
 9 Brantwood Road Herne Hill London  
 2 Kingsmead Road London SW2 3JB  
 Flat 5, 138 knollys road 138 Knollys road  
 London  
 43 Court Lane LONDON SE21 7DP  
 Flat 1, 154 Clive road London SE21 8BP  
 2a Oakhill Road London SW15 2QU  
 16 Glengarry Road London SE22 8PZ  
 64 Grove Park Denmark Hill London  
 31a Spenser Road Herne hill  
 45A Barry Road Southwark, SE22 0HR  
 1 Priestfield Rd Forest hill London  
 8 St. Margarets Road London SE4 1YU  
 444 Lordship Lane London SE22 8NE  
 Flat 5 Shepherds Court Farnham  
 107 South Croxton Road, SE21 8AX  
 136 Woodwarde Road, SE22 8UR  
 19 Holmdene Ave Southwark, London  
 SE24 9LB  
 5 Winterbrook Road London SE24 9hz  
 48 Mallinson Road London SW11 1BP  
 15 Byne Road Sydenham SE26 5JF  
 196 Friern Road London  
 84 Garthorne Rd London SE23 1EN  
 15 Forrester Path London SE26 4SE  
 48 Mitford Road London N194HL  
 131 St Asaph Road London SE4 2DZ  
 113 Reaston Street London SE14 5BB  
 Flat 1, 53 Manor Avenue,SE4 1TD  
 30c, Cheltenham Rd, London  
 15 Frank Dixon Way, Dulwich, London  
 134 Court Lane Dulwich LONDON  
 12 Eastlands Crescent 12 Dulwich  
 Eastlands Crescent London  
 36 Linwood Close Apartment London  
 13 tarbert rd London Se228qb  
 2B Court Lane London SE21 7DR  
 17 Woodsyre London SE26 6SS  
 140 Woodwarde Road, SE22 8UR  
 13 Townley Road London SE22 8SR  
 32 Gubyon Avenue London SE240DX  
 10a Spurling Road London SE22 9AE  
 226 Turney Road London SE21 7JL  
 4 Holmdene Avenue London SE24 9LF  
 2, Friendly Street, London SE8 4DT  
 93 Hayter Road 93 London

31 Telford Avenue London SW2 4XL  
 Woodland Rd, Gipsy Hill, SE19 1NT, 38  
 17 TRENT ROAD LONDON SW2 5BJ  
 75 Stradella Road London SE249HL  
 55 Therapia Road London SE22 0SD  
 101 Stradella Road London SE24 9HL  
 38A Sutherland Square, SE17 3EE  
 25 Rouse Gardens Sydenham Hill  
 SE218AF  
 119 herne Hill London SE24 9LY  
 109 Rosendale Road London SE21 8EZ  
 2 Warmington Road London SE24 9LA  
 10 Bell Meadow Dulwich Wood Avenue  
 London  
 136 Oglander Road London  
 27 Wood Vale London SE23 3DS  
 111 Court Lane London SE21 7EE  
 58 Gipsy Hill London SE19 1PD  
 Alderman House 1e Gautrey Road  
 Peckham  
 160 Burbage Road, SE21 7AG  
 67 Kensington Avenue, Thornton Heath  
 4, Flaxman Road LONDON SE5 9DH  
 105 Friern Road London SE22 0AZ  
 36 Therapia Road London SE22 0SE  
 Apt74 3 Nightingale lane London  
 44 Court Lane London SE21 7DR  
 22 Winterbrook Road London SE24 9JA  
 103 Stradella Road London SE24 9HL  
 83 stradella road London SE24 9hl  
 5 Marham Gardens London SW18 3JZ  
 31 Burbage rd London SE249HB  
 107 South Croxeted Road , SE21 8AX  
 101 Stradella Road London SE24 9HL  
 107 South Croxeted Road, SE21 8AX  
 103 Stradella Road London SE24 9HL  
 49 stradella Road london se24 9hl  
 39 Burbage Road London SE24 9HB  
 FLAT 3, 30 WEST END LANE NW6 4PA  
 11 Elmwood Road London SE24 9NU  
 57 burbage road london SE24 9HB  
 27 Winterbrook Road London Southwark  
 59 Burbage Road Southwark,SE24 9HB

45A Barry Road London SE22 0HR  
 71 Stradella Road London SE24 9HL  
 115 Dulwich Village London SE21 7BJ

**APPENDIX 6**

**Chart - average hourly traffic flows along Burbage Road in 2025 and the impact from the proposed development**

Weekly hits on traffic counter - May 2025

## Recorded hits on Burbage Road

29,069

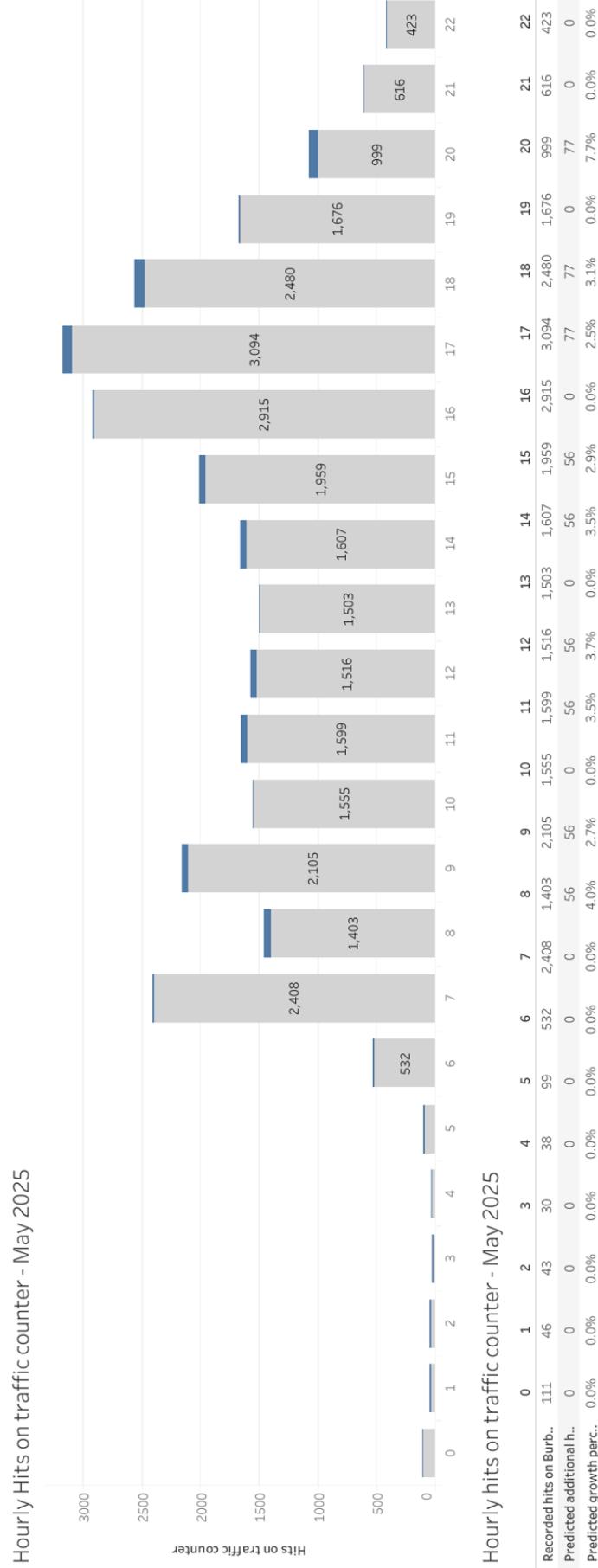
Hourly Hits on traffic counter - May 2025



## Expected additional

567

2.0%



## Predicted growth percentage

2.0%

OPEN

COMMITTEE:

**PLANNING COMMITTEE (SMALLER APPLICATIONS)**

NOTE:

Original held in Constitutional Team; all amendments/queries to Beverley Olamijulo, Constitutional Team, Tel: 020 7525 7234

MUNICIPAL YEAR 2025-26

**OPEN**

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| Councillor Jane Salmon (Vice-Chair)                       | 1 |  |
| Councillor Sabina Emmanuel                                | 1 | <b>COMMUNICATIONS TEAM (Electronic)</b>                            |
| Councillor Sam Foster                                     | 1 |  |
| Councillor Nick Johnson                                   | 1 | Eddie Townsend   |
| Councillor David Parton                                   | 1 |  |
| Councillor Richard Livingstone ( <b>electronic copy</b> ) |   | <b>LEGAL TEAM (Electronic)</b>                                     |
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| Councillor Darren Merrill (reserve)                       |   | <b>CONSTITUTIONAL TEAM</b>   |
| Councillor Victoria Mills (reserve)                       |   |  |
| Councillor Emily Tester (reserve)                         |   | Beverley Olamijulo   |
| Councillor Joseph Vambe (reserve)                         |   |  |
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|   |   | List Updated: 23 June 2025   |