

## Planning Committee (Smaller Applications)

Tuesday 6 May 2025

7.00 pm

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

### Membership

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

### Reserves

Councillor Renata Hamvas  
Councillor Emily Hickson  
Councillor Richard Leeming  
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: 25 April 2025



## Planning Committee (Smaller Applications)

Tuesday 6 May 2025  
7.00 pm  
Ground Floor Meeting Rooms - 160 Tooley Street, London SE1 2QH

### Order of Business

Item No.	Title	Page No.
1.	<b>APOLOGIES</b>	
	To receive any apologies for absence.	
2.	<b>CONFIRMATION OF VOTING MEMBERS</b>	
	A representative of each political group will confirm the voting members of the committee.	
3.	<b>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.	
4.	<b>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.	
5.	<b>MINUTES</b>	1 - 3
	To approve as a correct record the minutes of the meeting held on 25 March 2025.	
6.	<b>DEVELOPMENT MANAGEMENT</b>	4 - 8
	<b>6.1. SOUTH DOCK MARINA, ROPE STREET, LONDON SE16 7SZ</b>	9 - 95

6.2.	<b>DULWICH SPORTS CLUB. GIANT ARCHES ROAD LONDON SE24 9HP</b>	96 - 207
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**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 sub-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: 25 April 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. **As meetings are usually livestreamed, speakers should not disclose any information they do not wish to be in the public domain.**
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  
Planning and Growth Directorate  
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 25 March 2025 at 7.00 pm at G02 meeting rooms, 160 Tooley Street SE1 2QH

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**PRESENT:** Councillor Cleo Soanes (Chair)  
Councillor Jane Salmon (Vice-Chair)  
Councillor Sam Foster  
Councillor Richard Livingstone

**OFFICER SUPPORT:** Dennis Sangweme (Assistant Director, Development Management)  
Sean Gomes (Development Management)  
Kamil Dolebski (Planning Lawyer)  
Beverley Olamijulo (Constitutional Officer)

### 1. APOLOGIES

Apologies for absence were as received from Councillors Sam Dalton, Sabina Emmanuel, and Adam Hood.

### 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

There were none.

## 5. MINUTES

That the minutes for the planning Committee (Smaller Applications) meeting held on 25 February 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 ADVENTURE PLAYGROUND, PECKHAM RYE PARK, HOMESTALL ROAD

#### Planning application reference 24/AP/1811

Report: See pages 9 to 40 of the agenda pack and addendum pages 1 – 4.

#### PROPOSAL

*Installation of new play equipment (to replace existing), play safety surfacing, pathways, outdoor furniture, soft landscaping and tree planting within Peckham Rye Park.*

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

There were no objectors present who wished to address the committee.

The applicant 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.

There were no ward members present who wished to address the committee.

A motion to grant the application subject to conditions and an additional 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:**

That planning permission be granted subject to the conditions and additional condition regarding mature trees that should be included in the habitat monitoring plan.

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

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

Report: See pages 11 to 99 of the agenda pack

The Chair announced that the planning application had been withdrawn by the applicant in order to seek further clarification and consultation with residents.

The meeting ended at 7.50 pm

**CHAIR:**

**DATED:**

<b>Meeting Name:</b>	Planning Committee (Smaller Applications)
<b>Date:</b>	6 May 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 23 May 2012	Constitutional Team 160 Tooley Street London SE1 2QH	Virginia Wynn-Jones 020 7525 7055
Each planning committee item has a separate planning case file	Development Management 160 Tooley Street London SE1 2QH	Planning Department 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 Beverley Olamijulo, Constitutional Officer		
<b>Version</b>	Final		
<b>Dated</b>	23 April 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>			24 April 2025



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<b>Meeting Name:</b>	Planning Committee (Smaller Applications)
<b>Date:</b>	6 May 2025
<b>Report title:</b>	<p><b>Development Management planning application:</b> Application 23/AP/3273 for: Full Planning Application</p> <p><b>Address:</b> South Dock Marina, Rope Street, London, SE16 7SZ</p> <p><b>Proposal:</b> 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.</p>
<b>Ward(s) or groups affected:</b>	Surrey Docks
<b>Classification:</b>	Open
<b>Reason for lateness (if applicable):</b>	Not Applicable
<b>From:</b>	Director of Planning and Growth
<b>Application Start Date:</b> 27.11.2023	<b>Application Expiry Date:</b> 30.04.2025
<b>Earliest Decision Date:</b>	

## RECOMMENDATIONS

1. That planning permission be granted subject to conditions and the applicant entering into an appropriate legal agreement.
2. In the event that the requirements of paragraph 1 above are not met by 6 August 2025, the director of planning be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 194.

## EXECUTIVE SUMMARY

3. Permission is sought for the redevelopment of the South Dock Marina boatyard site to provide new boatyard workshops and facilities, a new 50 tonne crane, additional workshop and studio space for small businesses, a café, community event space, welfare facilities for residential berth holders and ancillary disabled car parking, cycle storage and refuse storage. Landscaping and access improvements are also proposed as part of the redevelopment.
4. The proposal does not increase the size of the boatyard site, does not impact the Thames Path which runs along the eastern and northern boundaries of the site, does not proposed any works to the River Thames, and does not impact access to the waterway.
5. The application is being determined at the Planning Committee (Smaller Applications) as the proposal is over 1000sqm and more than 5 relevant objections have been received.
6. During the determination of the application local residents have raised concern regarding the principle of the proposed development, particularly the affordability of the new workspaces. It is proposed that 80% of the new workspace would be affordable with a 30% discount on market rent, and existing businesses would be given first right of refusal. This exceeds the 10% requirement of the Southwark Plan (2022) Policy P31 (Affordable workspace).
7. Design and Conservation officers have confirmed that none of the boatyard buildings or structures are of historic or architectural merit. The site and surroundings are not within a conservation area.
8. The development would bring a more organised layout and orderly appearance to the site, but would retain its open, industrial character. The new buildings would be of an improved build quality and would maintain the industrial character, and would remain comfortably scaled for its context. The inclusion of a café would add public interest and activity to its riverside frontage. The development would preserve the setting of the listed lock and a nearby parish boundary marker, and would be an improvement within the wider townscape with buildings and layout of an improved architecture and urban design quality. No objection is raised on design or heritage grounds.
9. The proposal is not considered to detrimentally impact the amenity of nearby residential properties. The proposal would improve vehicular and pedestrian access to the site.
10. The proposal would result in the loss of 8no. trees on the site, however mitigation in the form of a financial contribution towards the planting of 33no. new trees within the vicinity of the site would be secured as part of the legal agreement.
11. Concern has been raised by the Environment Agency in relation to the impact of proposed development on the tidal flood defence. Following the submission of a river wall survey and structural calculations, that demonstrate that existing river wall can be raised and would be able to withstand future loading in a climate change scenario, the Environment Agency confirmed on 24 March 2025 that their concerns have been addressed and that their objection has been

withdrawn.

12. Subject to conditions, the proposal is considered to be acceptable. It is therefore recommended that planning permission be granted, subject to conditions and the timely completion of a legal agreement.

## BACKGROUND INFORMATION

### Site location and description

13. The application site relates to South Dock Marina boatyard, the area containing the crane for movement of boats to the west on Calypso Way and part of the Thames Path. The application site covers an area of 1.019 hectares.
14. The boatyard is located on the southern bank of the River Thames and forms part of the South Dock Marina complex which includes South Dock and Greenland Dock. There is one vehicular access to the boatyard via Calypso Way at the northern end of the site. The Thames Path runs along the eastern and northern boundaries of the site adjacent to the River Thames.
15. The boatyard comprises a large area of hardstanding. On the northern side are several temporary structures and containers used for boat maintenance and workshops. In the centre of the site is a WC/shower block which is used by residential berth holders. At the southern end is a car park and a number of containers providing approximately 1451sqm of workshop space for the boatyard, small businesses, and storage. There are a group of mature trees within the centre of the site and mature trees along the eastern and southern boundaries.



Image: Existing site location plan



Image: Existing aerial photo

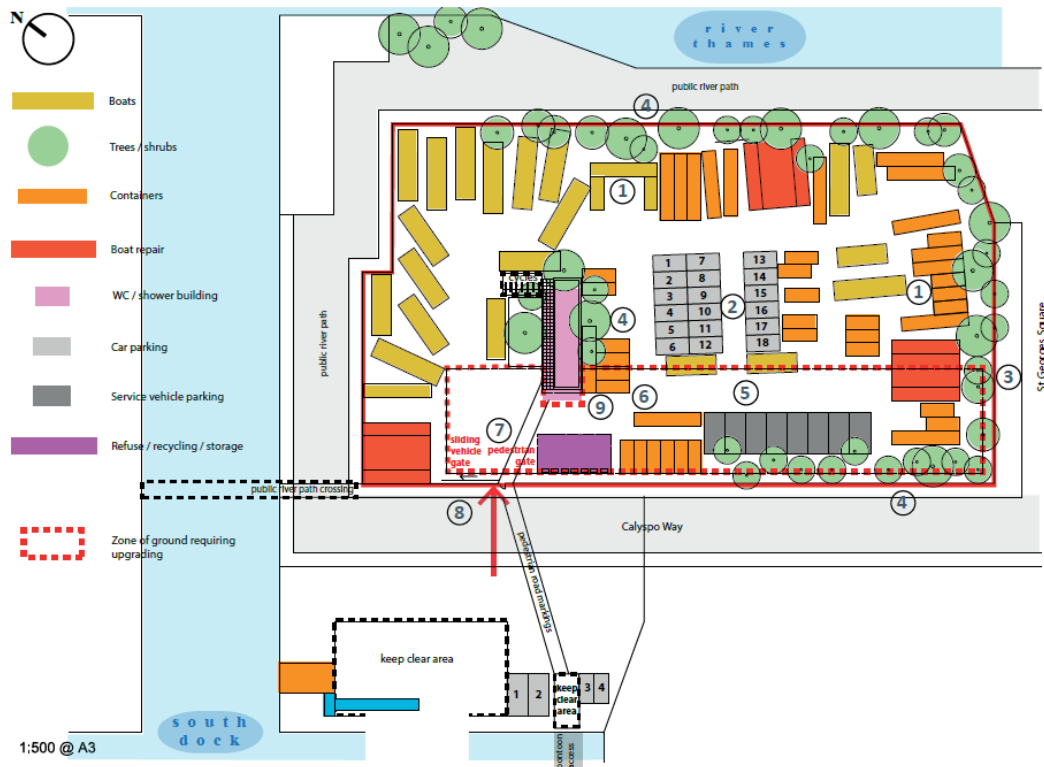


Image – Existing boatyard layout

16. The surrounding area comprises a mixture of residential uses and the wider South Dock Marina complex which includes 135 residential house boats on South Dock to the west. The Harbourmasters Office is located to the north of the boatyard.



17. The site is subject to the following designations:

- Rotherhithe Area Vision Boundary
- Rotherhithe and Surrey Docks Neighbourhood Plan Area
- North Southwark and Roman Roads Archaeological Priority Area
- Thames Policy Area
- Air Quality Management Area
- Canada Water Action Area
- Canada Water Opportunity Area
- Flood Zones 2 and 3

### **Details of proposal**

18. Full planning permission is sought for the redevelopment of South Dock Marina Boatyard. The aim of the proposal is to create a safer layout for the boatyard in response to current health and safety issues that exist on the site including; unsafe access to workshops, lack of escape routes, and conflict between vehicular and pedestrian traffic and access in the boatyard.

19. The proposal incorporates the following works:

#### Boatyard (north):

- Repairs to the existing hardstanding
- Repairs and renewal of underground drainage
- Reorganisation of underground and surface run services
- Reorganised boatyard and erection of 2no. new unheated workshops (622sqm)
- New gantry and staircase to provide safe access for boat repairs
- New staff facilities
- 5no. covered boat repair areas
- New fencing dividing the northern boatyard and southern workshop parts of the site
- New refuse facilities and area for chemical storage.

#### Workshop uses (south):

- Separate access from Calypso Way
- New welfare facility block for berth holders (separate male, female, disabled and gender-neutral facilities).
- Repairs to the existing hardstanding providing entrance ramps and step free access to the welfare block
- New workshop space totalling 762 sqm
- New café (21sqm), community event space (40sqm) publicly accessible disabled WC, landscaping and pedestrian access from the Thames Path.
- New cycle parking.

#### Service Yard (west):

- New hardstanding
- New lighting
- New fencing
- charging points

- New substation
- New storage containers
- New recycling centre.

Crane area:

- Provision of new crane which can lift boats up to 50 tonnes
- New pontoon to assist the safe transfer of boats
- Re-configuration of existing parking area to provide safe arrangement for when crane is in use
- New car parking area including 2no. disabled spaces and electrical-vehicle charging points.

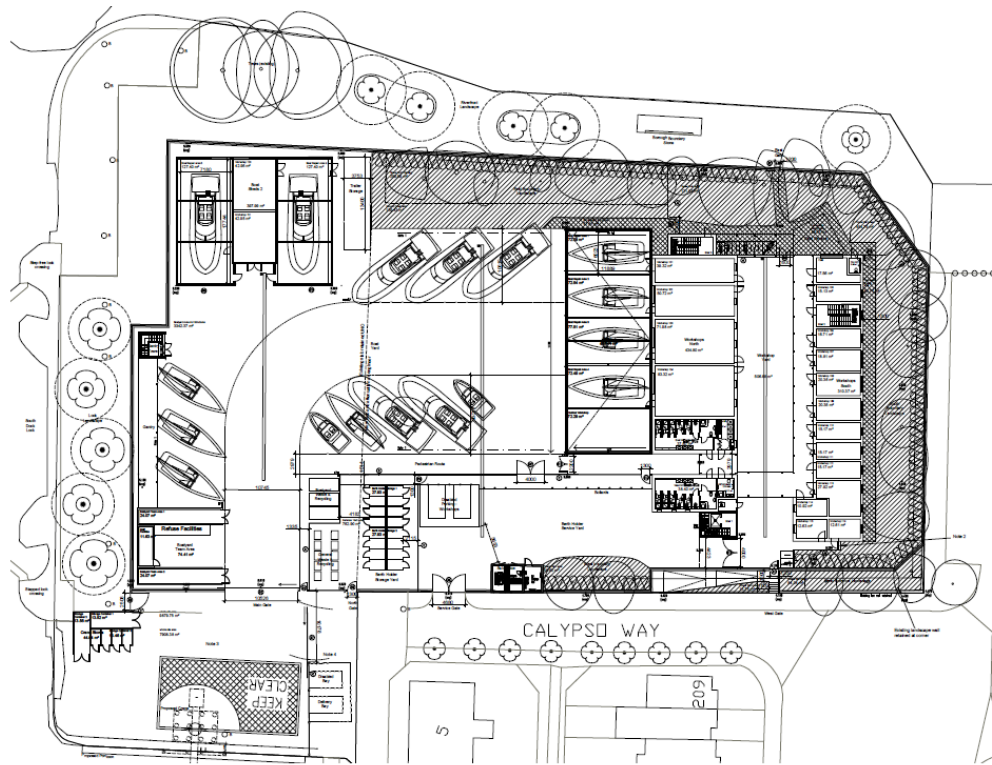


Image – Proposed ground floor layout

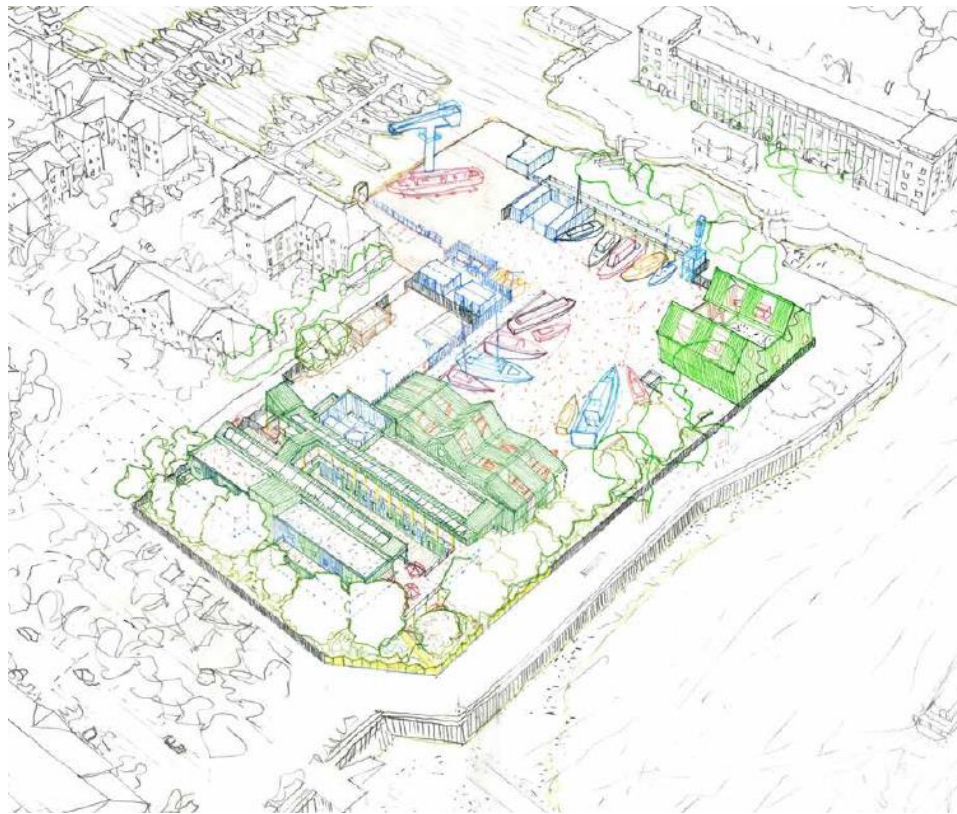


Image – Sketch of the proposed site

### Amendments to the application

20. During the determination of the application there have been a number of changes following further consultation with boatyard and marina stakeholders, a change to modular construction, and requests from consultees. These include:
- Reconfiguration of the proposed workshop space.
  - Incorporation of green roofs and walls to the workshop buildings to increase UGF.
  - Additional information in relation to affordable workspace and business relocation.
  - The project is being driven by the need to address health and safety issues on the site. In the initial consultation in December 2023 local residents requested that a copy of the health and safety report was provided by the applicant, this was provided in February 2025 and formed part of the new documents that were reconsulted on.
  - Updated technical reports.

## **Community involvement and engagement**

### **Development Consultation Charter**

21. In accordance with the Statement of Community Involvement and Development Consultation Charter adopted on 6 December 2022, an Engagement Summary has been submitted with the application. This provides a summary of the engagement that has been undertaken by the applicant with local residents and

stakeholder groups. It is noted that an Early Engagement Strategy was not submitted with the full planning application. An Early Engagement Strategy sets out the approach to engagement and does not provide any detail of the engagement results. It is a fact-based audit of who will be contacted and via what methods. It is not a validation requirement for an Early Engagement Strategy to be submitted with a full planning application, and this is usually provided at the pre-application stage.

22. In accordance with the Development Consultation Charter, a detailed Engagement Summary was submitted and engagement (including pre-application engagement prior to the application being submitted on 27 November 2023) was undertaken as follows:

- 6 October 2022 and 19 May 2023: Briefing report presented to Cabinet Members for Leisure, Parks, Streets and Clean Air.
- December 2022, February, April and May 2023: Stakeholder focus group meetings
  - Attendees included: project manager, harbour master, architect, representatives from SDBMHA, boatyard businesses and Windsock Estate.
- 19 June 2023: email to residential berth holders and boatyard businesses regarding the open day. Information board displayed within the site.
- 27 June 2023: in person event held at the boatyard.
- June - October 2023: project information provided on dedicated website.
- 7 July 2023: letter distribution to local residents.
- 26 July 2023: in person event held at the boatyard.
- 14 November 2023: information update to stakeholders and invitation to design workshop.
- 28 November 2023: community meeting at Surrey Docks Water Sports Centre.
- 29 November 2023: Marina and Boatyard tenants engagement meeting.
- 4 December 2023: design workshop with businesses.
- 5 December 2023: all stakeholders invited to design workshop.
- 20 November 2024: design update given to berth holders at Surrey Dock Water Sports Centre (a copy of drawings presented at this event have been provided as a separate addendum).
- 7 December 2024: design update given to berth holders at Surrey Dock Water Sports Centre (a copy of drawings presented at this event have been provided as a separate addendum).

23. In summary:

- 13 engagement events were held by the applicant
- 113 people attended engagement events
- 76 comments were received during the engagement events.

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

24. The initial consultation was carried out from 07.12.2023 – 30.12.2023 this included displayed site notices and sending letters to local residents.
25. Following receipt of amended information in February 2025 re-consultation was undertaken from 04.02.2025 – 26.02.2025. This included displaying site notices and sending letters to local residents.
26. In total 133 representations have been received, 6 in support of the proposed development and 127 objecting to the proposed development.
27. A summary of the representations in support of the proposal are as follows:
  - There has been adequate engagement
  - The boatyard has already improved significantly including the clearing of abandoned boats and poor-quality objects the proposal will improve this further
  - The boatyard is not a residential development it is industrial/commercial and there is strong opposition to anything that allows residential use.
28. A summary of the representations objecting to the proposal following the December 2023 consultation:

Principle of development:

- If Southwark Council is limited in finances to afford building the envisioned Marine Centre of Excellence capable of supporting existing businesses and accommodating the needs of the boat-dwelling community, it should, instead of building a poorly designed substitute despised by all, concentrate on investing in much needed amenities of the South Dock Marina and aligning the existing Boatyard with current H&S requirements.
  - A ban of staying on board on the yard will make it unaffordable for people to maintain their boats which is crucial for safely living afloat.
  - It is requested that a copy of the Health and Safety Report is provided.
  - There is no fire safety risk reason as to why such substantial works are required.
  - The application seeks to turn undeveloped land into developed land that is suitable for further development.
29. Design, scale and massing:
    - Includes architectural features whose use is not fully justified and the scale of structures seem misleading
    - Existing barrel vaulted shower/WC/laundry block with its distinctive glass block large clerestory windows will be lost
    - Should only be one shipping container in height to preserve views.

30. Landscaping and ecology:

- Loss of trees on the site
- Alternative layouts could be explored which would retain the trees and building
- Loss of the community garden space
- There are existing bats in the trees which haven't been considered
- More greening and real ecological improvements should be proposed.

31. Transport, highways and access:

- Not enough disabled parking is proposed
- The proposal would result in the loss of car parking on the site.

32. Affordability of new workspace

- The boatyard will look like a very different place with less boats being worked on and non-relevant businesses operating from the workspaces
- The new workspace is not affordable for existing businesses.

33. Other matters:

- Lack of community engagement
- Consultation has been too little and too late.

## 34. Further comments received following February 2025 re-consultation:

Design, scale and massing

- The proposed boat shed 2 is too large and in the wrong location on the site
- The flag sculpture is too high and not aesthetically appropriate
- Industrial appearance which is inappropriate for the riverside setting
- Loss of views of the Thames
- Poor quality design.

35. Impact on the Thames Path

- Impact on the safety of the Thames Path – security measures should be integrated.

36. Loss of community uses

- The café is unviable as currently proposed
- The community space is poor quality and would result in the loss of the existing community garden.

37. Affordability of new workspace

- A 30% rent reduction still represents a rent increase of 660% for a container on the site.

38. Impact on residential berth holders

- As residents can no longer live in their homes when under maintenance it will result in less safety across the marina and homelessness of residential berth holders who are having work carried out on their boats.

39. Other matters

- Lack of genuine engagement.
- Favours commercial interests over wellbeing of current community members and neighbourhood.
- Contradict the principles and goals outlined in Southwark Council's 2030 vision.
- The proposal is misrepresented as a health and safety initiative.

40. In addition to individual comments being received from local residents, three representations have been received from local stakeholder group South Dock Marina Berth Holders Association and Southwark Law Centre.

41. Summary of issues raised in the 20 December 2023 letter:

- Failure to have regard to the development plan including Southwark Plan Policies P31 and P33 and London Plan Policies SI 2, SI 16 and SI 17
- The Development Consultation Charter has not been complied with. An engagement plan and engagement summary have not been provided
- The Equalities Impact Assessment is insufficient
- Concern regarding the consultation process and risk of predetermination
- The council have not provided justification as to why the existing containers need to be removed
- The council must adhere to the 'Best Value Duty' which requires consultation with taxpayers, service users and interested parties, but also includes consideration of "environmental and social value". The council's approach has failed to meet this.

42. Letter of representation received 4 March 2025 from SDMBHA. A summary of the issues raised are as follows:

- SDMBHA have prepared their own alternative proposal for the redevelopment of the site
- In all of the engagement sessions the designs and plans were presented as non-negotiable 'facts' and the project team has dismissed legitimate concerns and suggestions. Plans have not been made available and consultation sessions have been offered at inconvenient times and at short notice
- The proposals fails to realise the boatyard's significant potential to meet the community's needs
- The refurbishment of the existing welfare block has never been meaningfully explored
- The proposal describes the works as 'refurbishment' – this is considered to be a form of misrepresentation
- The total ban on residents living in their homes during maintenance work on

their vessels in the boatyard is unacceptable and will force residents into homelessness as alternative accommodation is unaffordable. The consequences of this new measure renders maintenance on boats prohibitively expensive and inaccessible to all but the most wealthy and putting everyone's safety at risk

- The business model is flawed
- The proposal will result in the loss of community space which is extremely important as the number of people living and working in the marina and using the boatyard on a permanent full-time basis is over 300.
- The needs of houseboat dwellings were raised during the examination of the Southwark Plan in 2020. This has not been actioned.
- The fixed gantry is impractical and dangerous. The standard practice is to have moveable stairs which can be used to serve vessels of many different sizes and types.
- Current boatyard small businesses are unable to afford the large increase in rents and will be forced to close.

43. Letter of representation received 6 March 2025 from SDBMHA. A summary of the issues raised are as follows:

- Displacement of boatyard business owners is a direct result of the Proposed Redevelopment and it should also be considered as a material planning consideration.
- No evidence that the removal of the containers is necessary from a health and safety perspective.
- Policy breaches – the planning statement is missing key policies and they are not considered in any meaningful detail. This includes the following:
  - Southwark Plan Policy P31 – discussions with Boatyard Business Owners have been poor and have not included opportunity to meaningfully shape the affordable workspace proposals.
  - Southwark Plan Policy P33 – The BRS fails to provide the level of detail required under P33. The full details must be provided now, it would be unlawful to grant full planning permission when key aspects are not yet confirmed.
  - Southwark Plan Policy P57 – the application does not acknowledge the loss of Other Open Space. Community use of the space has occurred for over 20 years.
  - London Plan Policy SI 2 - Retention of the containers would massively reduce embodied emissions by avoiding the need for the modular units to be constructed. However, the application documents fail to consider the carbon benefits of this approach
  - London Plan Policy SI 16 and 17 – the proposal offers nothing my way of education and training and threatens to undermine the unique community spirit and 'ecosystem' of the marina.
- Legal issues – The Proposed Redevelopment was designed before planning policy was even considered, and any attempt to comply with policy has been a superficial, post-event attempt to push the scheme through.
- Best Value Duty - The council marina team have refused to accept this duty even applies, let alone put it into effect. The failure to meet this duty is a material planning consideration.



- Equalities and Human Rights - A further EQIA has now been submitted. It is a great improvement from the initial EQIA but still fails to meet the standard required by the PSED.
- Consultation – No early engagement strategy was ever produced. Engagement events have been poorly advertised and frequent attempts to establish meaningful dialogue have been denied by the council marina team. The proposal fails to meet the requirements under the Development Consultation Charter.

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

44. 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 5.

## **KEY ISSUES FOR CONSIDERATION**

### **Summary of main issues**

45. 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
  - Design and heritage
  - Landscaping, trees and urban greening
  - Ecology and biodiversity
  - Fire Safety
  - Archaeology
  - Impact of proposed development on amenity of adjoining occupiers and surrounding area
  - Transport and highways
  - Flood risk and proximity to the River Thames
  - Land contamination
  - Air quality
  - Light pollution
  - Energy and sustainability
  - Planning obligations (S.106 undertaking or agreement)
  - Mayoral and borough community infrastructure levy (CIL)
  - Consultation responses from internal and external consultees
  - Community impact, equalities assessment and human rights
46. These matters are discussed in detail in the 'Assessment' section of this report.

### **Legal context**

47. 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.

48. 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**

49. 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 4. Any policies which are particularly relevant to the consideration of this application are highlighted in the report.

## **ASSESSMENT**

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

50. The proposal seeks to redevelop and reconfigure the existing boatyard site to provide a dedicated area for boatyard activities, new workshop and studio space for businesses, welfare facilities for residential berth holders, a café, community use and ancillary facilities. Each of the proposed land uses are assessed in detail below.
51. Given the proximity of the boatyard to the River Thames an assessment of the impact on the principle of the proposed development on the river and waterways has also been undertaken in the section below.

### **Commercial uses**

52. The site is located in the Canada Water Opportunity area. Southwark Plan (2022) Policy P30 'Office and business development' requires development in opportunity areas to retain or increase the amount of employment floorspace on development sites.
53. London Plan Policy SD1 'Opportunity Areas' seeks to ensure that opportunity areas fully realise their growth and regeneration potential.
54. London Plan Policy E2 'Providing suitable business space' seeks to support the provision, and where appropriate, protection of a range of B Use Class business space, in terms of type, use and size, at an appropriate range of rents, to meet the needs of micro, small and medium-sized enterprises and to

support firms wishing to start-up or expand. It goes on to state that development of B Use Class business space should ensure that the space is fit for purpose having regard to the type and use of the space.

55. The proposed employment floorspace will be used as a mix of boatyard workshops, storage, light industrial, studio and office floorspace. There is currently 1451sqm of existing employment floorspace on the site this is proposed to increase to 1868sqm which would accord with the aims of Southwark Plan Policy P30 and London Plan Policy SD1 which seeks to increase the amount of employment floorspace within Opportunity Areas.
56. Given the increase in employment floorspace on the boatyard site, it has been confirmed by the applicant that the new development has sufficient units for all existing businesses to be accommodated within the new employment floorspace. It has also been confirmed that the specification of the new workspaces has been developed in consultation with the existing businesses on the site which would accord with the aims of London Plan Policy E2.
57. In order to protect the amenity of nearby residential properties and to ensure that the principal use of the as a working boatyard is not undermined, it is considered appropriate to restrict the Class E use on site this is detailed further in paragraph 141 of this report.

### Affordable workspace

58. Southwark Plan (2022) Policy P31 'Affordable workspace' states that developments proposing 500sqm GIA or more employment floorspace must:
  1. Deliver at least 10% of the proposed gross employment floorspace as affordable workspace on site at discount market rents; and
  2. Secure the affordable workspace for at least 30 years
  3. Provide affordable workspace of a type and specification that meets current local demand; and
  4. 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
  5. 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.
59. London Plan Policy E3 'Affordable workspace' is also applicable and seeks to support the provision of affordable workspace which is defined as workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural or economic development purpose.

60. An Affordable Workspace Statement has been submitted by the applicant which provides further details in relation to the proposed affordable workspace provision on site. In summary it is proposed that:
- 80% of workspaces will be charged at a 30% discount market rent
  - All existing business owners will qualify for a discounted transition rent
  - All existing businesses will receive priority opportunity to lease new business premises at the boatyard. 3, 5, 10 or 15 year leases are available.
61. There has been significant public interest in the affordability of the new workspace at South Dock Marina and evidence has been submitted by the applicant to explain how the proposed discount market rent has been calculated. The Affordable Workspace Statement states that an assessment was undertaken in 2023 and indicated that businesses at the boatyard would attract a market valuation of approximately £25-30 per square foot. This estimate was based on current rental prices for new commercial units in Southwark. A rent reduction of 30% upon market rent will be applied to the leases for businesses that operate boat servicing, repairs and marina related services. Policy P31 does not specify the discount market rent that must be applied to affordable workspaces, nevertheless given the public interest in the affordability of the new workspaces at the boatyard it is considered appropriate to secure the 30% market rent reduction in the S106 Legal Agreement as part of the Affordable Workspace Strategy.
62. In regards to the quantum of affordable workspace, it is proposed that 80% of the workspaces will be affordable which would exceed the requirement of Policy P31. Given the importance of retaining the boatyard and it's the specialist trades in perpetuity, it is considered appropriate to secure a higher level of affordable workspace (80%) in the S106 Legal Agreement for a period of at least 30 years exceeding the minimum requirement of part 1 of Southwark Plan Policy P31.
63. The discount market rent is proposed to retain the existing specialist trades that operate from the boatyard. The applicant has explained that the leases will restrict business operations to boat servicing and repairs and marina related services. To ensure that existing specialist trades are protected and prioritised in accordance with part 4 of Policy P31 the Affordable Workspace Strategy, which will be secured in the S106 Legal Agreement, will include a requirement for existing businesses to be given first right of refusal to the new affordable workspace.
64. During the period of transition of existing businesses moving into the new workshop/studio facilities it is proposed that rents will be stepped as follows: 50% in Year 1, 75% in Year 2 and 100% in Year 3. This letting strategy is supported by officers and would be secured in the S106 Legal Agreement as part of the Affordable Workspace Strategy.
65. A summary of the engagement that has been undertaken has been submitted by the applicant which has directly informed the amended plans which have updated the layout of the proposed workshops and studios to ensure they meet the requirements of existing specialist trades.

66. Overall, the proposed development provision of 80% affordable workspace on the site would exceed the requirements of Southwark Plan Policy P31 and would also accord with the aim of Southwark Plan strategic policy SP4 which seeks to make sure Southwark has a strong, green and inclusive economy where all existing and new residents, businesses and workers benefit.

### Business Relocation Strategy

67. Southwark Plan Policy P33 'Business Relocation' states that:

1. *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.*
2. *All business relocation strategies must include:*
  - *Existing amount of non-residential floorspace (GIA) separated by use class, including vacant units and yards. This should include any floorspace demolished; and*
  - *Schedule of existing businesses operating on the site including business sector, estimated number of employees and lease terms; and*
  - *Proposed levels of non-residential floorspace (GIA) and yard space, separated by use class, business sector and estimated number of employees; and*
  - *Details of engagement with existing businesses on site regarding re-provision of premises or relocation options; and*
  - *Details of engagement with the council, local agents, businesses, business associations and workspace providers to secure occupiers for new employment space.*
3. *Where existing businesses are accommodated in new development the strategy should include:*
  - *Specific business requirements including servicing, fit out and ownership or lease terms; and*
  - *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*
  - *Options for temporary relocation should consider the cost and practical arrangements for businesses where multiple moves may not be feasible.*
4. *Where existing businesses are proposed to be relocated the strategy should include:*
  - *Reasons why existing businesses cannot be located on site; and*
  - *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*

- *Identification of alternative premises in Southwark. Where no suitable premises exist, premises should be identified in adjacent boroughs; and*
  - *Statements from existing businesses should they wish to cease trading rather than relocate; and*
  - *Collaboration with other landowners to establish whether suitable workspace for existing businesses could be accommodated in different phases of the development programmes.*
68. It has been confirmed by the applicant that the new development has sufficient units for all existing businesses to be accommodated within the new employment floorspace, nevertheless there will be disruption to the existing businesses during construction. Therefore, the applicant has submitted a business relocation strategy document which provides details of the proposed arrangements for existing businesses during construction works.
69. The business relocation strategy document confirms that all existing businesses have been invited to attend engagement sessions to discuss the proposal and share information regarding the new leases for units. Similarly, existing businesses have been consulted during the design process to respond to their requirements and design proposals.
70. A draft phasing plan has been provided in the Design and Access Statement which shows that during the construction period space will still be provided within the boatyard for essential boat repairs. Temporary units will be made available adjacent to the boatyard, the exact layout and location of the temporary units will be secured via condition.
71. To facilitate the continued function of the businesses which are temporarily relocated it has been confirmed that fees will remain as existing.
72. The applicant has confirmed that some businesses do not wish to rent new space within the boatyard, in these cases it is proposed that assistance will be offered to the business owners in relocating the existing containers to a new location anywhere in the UK or assistance provided to help with the disposal of the container.
73. Given the local interest in ensuring that existing businesses are supported during the construction works and within the new development, it is recommended that an up-to-date Business Relocation Strategy is submitted for approval prior to any works commencing on site. This would be secured in the S106 Legal Agreement.

### **Impact on the River Thames and waterways:**

74. The site is located immediately adjacent to the River Thames and the Thames Path runs along the eastern and northern boundaries of the application site. Given its close proximity to the river Southwark Plan Policy P25 'River Thames' is applicable. Policy P25 states that:
1. Development within the Thames Policy Area must:
    - Establish or continue the River Thames Path along the water frontage;

and

- Maintain the integrity and alignment of the riverbank and create new access points to the River Thames; and
  - Maintain and enhance the existing facilities that support and increase the use and enjoyment of the river and the activities associated with the Thames in the Thames Policy Area, including:
    - *Access points to and alongside the river, including stairs, piers and the Thames Path;*
    - *Docks, including protection against partial or complete infilling;*
    - *Mooring facilities;*
    - *Facilities for passenger, freight and tourist traffic;*
    - *Sport and leisure facilities;*
    - *Heritage assets on the foreshore and within the river.*
2. Integrate successfully with the water space in use, appearance and physical impact; and
  3. Provide landmarks that are of historical, cultural and social significance along the river, including orientation points and pleasing views without causing undue harm to the cohesiveness of the water's edge; and
  4. Successfully relate scale, materials, colour and richness of detail, not only to direct neighbours but also to buildings on the opposite bank and those seen in the same context with the river, or within borough or London Views Management Framework views. This should take into account how the river meanders and the impact this can have on how buildings may be seen together. New tall buildings should be set at least one block back from the river bank; and
  5. Maintain, remediate and improve flood defence walls for developments adjacent to the River Thames. Development adjacent to defences and culverts should demonstrate that their development will not undermine the structural integrity or detrimentally impact upon its intended operation; and
  6. Avoid unacceptable harm or impacts on navigation, biodiversity, heritage assets or the existing character of the Thames Policy Area if proposing new mooring facilities; and
  7. Not extend developed land, build over the river, or result in a continuous line of moored craft; and
  8. Consider the use of the River Thames as an alternative means of transport during construction.
75. London Plan Policy SI 14 'Waterways – Strategic role' states that development proposed should address the strategic importance of London's network of linked waterways, including the River Thames and should seek to maximise

their multifunctional social, economic and environmental benefits.

76. London Plan Policy SI 15 'Water transport' part B states that existing boatyard sites should be protected and development proposals to increase their capacity or range of services should be supported. Alternative use of a boatyard site should only be accepted if the facilities of the site are re-provided at a site with equivalent or enhanced facilities in greater London.
77. Policy SI 16 'Waterways' states that:
- a) *Development proposals should protect and enhance waterway infrastructure.*
  - b) *Development proposals should protect and enhance, where possible, water-related cultural, educational and community facilities and events, and new facilities should be supported and promoted, but should take into consideration the protection and other uses of the waterways.*
  - c) *Office note - Not relevant to proposal*
  - d) *Development proposals adjacent to waterways should protect and enhance, where possible, existing moorings. The provision of new moorings and/ or required facilities (such as power, water and waste disposal) should be supported if they are:*
    - 1) *off-line from main navigation routes, in basins or docks, unless there are negative impacts on navigation or on the protection of the waterway (see Policy SI 17 Protecting and enhancing London's waterways)*
    - 2) *appropriately designed including the provision of wash mitigation, where necessary*
    - 3) *managed in a way that respects the character of the waterways.*
  - e) *Existing access points to waterways (including slipways and historic steps) and alongside waterways (including paths) should be protected and enhanced*
  - f) *Development proposals along waterways should protect and enhance inclusive public access to and along the waterway front and explore opportunities for new, extended, improved and inclusive access infrastructure to/from the waterways.*
  - g) *Development proposals should improve and expand the Thames Path and the towpaths, improve alignment with the waterway where relevant, enhance them as walking routes, and provide better linkages to the transport network. This will require collaboration with relevant partners including London boroughs, the PLA, the Canal and River Trust, the Environment Agency and Natural England, as well as landowner, developer and community representatives. These paths will be public and not private spaces.*
78. London Plan Policy SI 17 'Protecting and enhancing London's waterways' states that "development proposals that facilitate river restoration, including



opportunities to open culverts, naturalise river channels, protect and improve the foreshore, floodplain, riparian and adjacent terrestrial habitats, water quality as well as heritage value, should be supported. Development proposals to impound and narrow waterways should be refused.

- a) *Development proposals should support and improve the protection of the distinct open character and heritage of waterways and their settings.*
- b) *Development proposals into the waterways, including permanently moored vessels, should generally only be supported for water-related uses or to support enhancements of water-related uses.*
- c) *Development proposals along London's canal network, docks, other rivers and water space (such as reservoirs, lakes and ponds) should respect their local character, environment and biodiversity and should contribute to their accessibility and active water-related uses"*

Parts D, E and F not relevant to proposal

- 79. Concern has been raised by local residents and interested stakeholders regarding the compliance of the proposed development with the Southwark Plan and London Plan waterway policies.
- 80. The proposed development does not extend the current area of the site, does not interrupt the route of the existing Thames Path, and proposes no works to the access points to the water ways/slipways, use, accessibility or water-related uses. The proposal would not impact the continued functioning of the River Thames, water frontage or waterways and therefore complies with London Plan Policies SI 14, SI 16 and SI 17.
- 81. London Plan Policy SI 17 states that development proposals along London's Rivers should respect their local character and heritage. The impact of the proposal on the character of the River Thames is discussed further in the design and heritage section of this report.
- 82. South Dock Marina is currently the only permanent crane and boatyard facility in central London. The applicant has explained that there is currently a waiting list of around 30 boats and often has to turn away new enquiries as the current crane is only able to lift boats up to 20 tonnes. The proposal seeks to increase and improve the quality of the boatyard workshop and ancillary workshop/studio space on the site, this includes:
  - *Dedicated and permanent covered workshops for the repair of boats which can be used for general survey and repair work, blasting and painting.*
  - *Improved staff facilities and access including a permanent gantry.*
  - *Improved space for the storage and movement of boats away from the residential berth holder welfare facilities.*
  - *Upgrades to the drainage and hard surfaces on the site which would reduce flood and contamination risk.*

- *Upgrade of the existing crane which will allow it to lift boats up to 50 tonnes.*
83. The proposal therefore accords with the aims of Southwark Plan Policy P25 which seeks to maintain and enhance the existing facilities that support and increase the use and enjoyment of the river, and London Plan Policy SI 15 which seek to protect and increase the capacity or range of services within existing boatyards.
  84. Concern has been raised by local residents in relation to the provision of the new permanent gantry as it would not be suitable for smaller vessels. The applicant has provided a response to this concern explaining that the fixed gantry is proposed at a height that would be suitable for the repair of boats of an average height. Space will be available elsewhere for smaller boats that can be accessed using the warehouse ladders provided on site. Officers consider this to be an acceptable arrangement and would still provide sufficient on site facilities for the boatyard for the maintenance of boats.
  85. It has also been confirmed by the Port of London Authority that the principle of the redevelopment of the site is supported and accords with the London Plan policies which seek to protect existing boatyard sites. The Port of London Authority has also confirmed that the proposal does not include any works to the Tidal Thames.

### Proposed café and community use

86. Southwark Plan Policy P47 'Community Use' states that development will be permitted where new community facilities are provided that are accessible for all members of the community. The proposal incorporates a small community events room measuring 40sqm located on the first floor of the studio/workshop space on the southern part of the site. The inclusion of a community space is supported by officers. A community use management plan will be secured in the S106 Legal Agreement.
87. Concern has been raised by the local stakeholder group as to how accessible the community use will be and whether it complies with the aims of London Plan Policy SI 16 which seeks to encourage "water-based educational programmes". The applicant has explained that there is currently no formally agreed community space within the boatyard. Instead, the space is used on an ad-hoc basis. The proposal includes space which will be available for community events, it is recommended further details of the community offering and potential to support educational programmes is included as part of the community use management plan.
88. The proposal also includes a small café measuring 21sqm on the first floor of the studio/workshop space on the south-east corner of the site, adjacent to the riverwalk and close to the public open space and river stairs of St George's Square. The inclusion of a small café is supported by officers and would provide additional facilities for those working at the boatyard, residential berth holders, local residents and the wider community. There is also the potential for some of the raised planters/garden space outside of the new café to be

adopted by residents/stakeholders under a formal agreement with the council as landowner. This would be a separate agreement between interested parties and the landowner.

89. Finally, concern has been raised that the proposal would result in the loss of a small area in the centre of the site which contains planters and flower pots on the area of hardstanding immediately adjacent to the welfare facilities block. Objectors have claimed that this area qualifies as Other Open Space, as defined in Southwark Plan Policy P57 as this area has been used on an ad hoc basis by berth holders as a community garden and for small ad-hoc events. A security fence extends around the entire site and there are no public routes/access to the site. The primary use of the site is a working boatyard with workshops and a parking area. Officers therefore do not consider the site to qualify as open space for the purpose of Policy P57. As highlighted above, a community use management plan will be secured in the Legal Agreement for the proposed community space on site.

### Welfare facilities for residential berth holders

89. It is proposed that the existing welfare block in the centre of the boatyard is replaced with new welfare facilities on the southern part of the site with a dedicated pedestrian access from Calypso Way.
90. Concern has been raised by local residents regarding the loss of the existing welfare facilities block and how access will be provided during construction. Similarly, there are also concerns regarding the quantum of facilities for residents.
91. There are currently 200 berths within South Dock and Greenland Dock. WCs and showers are provided in three separate blocks and there is currently no disabled access to the WCs or showers. There is only one laundry facility which is currently located in the boatyard. There are no policy requirements for a minimum quantum of facilities, however the Yacht Harbour Association does provide minimum guidance. As shown in the table below, the proposed will provide an increased number of toilets, showers, disabled access facilities and laundry facilities compared to the existing on-site provision.

	Male WC	Urinal	Male Shower	Male DDA inc shower	Female WC	Female shower	Female DDA inc shower	Unisex DDA	Washer	Dryer
Existing boatyard	3	3	3	0	3	3	0	0	2	2
Proposed boatyard	3	0	3	1	3	3	1	1	4	4

92. The principle of providing new welfare facilities on the site is supported by officers and would ensure that essential facilities are provided for the existing residential berth holders. It is recommended that access arrangements to the welfare facilities are submitted as part of the CEMP condition to ensure that residential berth holders are not impacted during construction works.

## Conclusion on principle of land use

93. Overall, the principle of the proposed development is considered to accord with the aims of Southwark Plan and London Plan Policies.

## **Environmental impact assessment (EIA)**

94. A concern was raised in the public consultation as to whether the proposed development could fall within Schedule 2, Category 10(g) 'Construction of harbours and port installations including fishing harbours' and therefore constitute EIA development.
95. The proposal relates to works only to the boatyard and does not comprise the construction of a harbour or port, however the proposed development could be considered to fall within the 'Urban Development Project' category. Although the development would not exceed any of the 'Urban Development Project' thresholds the Regulations make it clear that proposals can be screened in any event because they could have significant environmental effects.
96. A request for an Environmental Impact Assessment Screening Opinion was submitted on 18.07.2024 and it was concluded is that the proposed development is not likely to have significant effects on the environment by virtue of factors such as its nature, size, or location. Any environmental impact would be adequately assessed through technical reports submitted with the planning application and appropriate mitigated via condition. It was therefore considered that the proposal would not require an EIA.

## **Design and heritage**

97. Overall, the Design and Conservation Officer has concluded that the proposed scheme is welcomed from a design perspective, providing a rational layout and more orderly appearance to the site, as well as an improved architecture.
98. Currently, the boatyard has an untidy, if not ramshackle appearance, comprising a loose arrangement of open storage, work sheds and shipping containers, none of which is of architectural or historic merit beyond the industrial character it brings to the waterside location. The demolition of the sheds and removal of the containers is not resisted on design grounds.
99. In the proposals, the boatyard is re-organised into discrete zones, delineating the crane operation area and a main section for boat repairs and storage; an area for welfare facilities and related waste storage; and a further section for small units for small-scale manufacturing and repair workshops or marine-related businesses, a café and a flexible events unit.
100. The site itself remains mainly open, with a large central area of hard landscaping used for boat transfer, manoeuvring and open boat storage. Around this is sited three sections of open work sheds and workshops for boat repairs, which feature mainly industrial-style hangars of varying sizes. The welfare facilities and waste storage are located to the front of the site, adjacent

to Calypso Way. This comprises a small single storey washhouse and laundry facility; bin enclosures for waste and recycling; and 8 small storage lockers, all corralled into a discrete area with gated access onto Calypso Way.

101. The new workshops/studios, café, and events unit are positioned on the southern part of the site, and are provided in two rows of modular units, laid out perpendicular to the river and Calypso Way, providing 16 workshops and the café at ground floor and a further 10 workshops and the community/events unit at first floor level. The upper units are accessed by a stair tower at each end (including a lift in the western tower) and a central staircase, and covered walkways.
102. The proposed layout is sensible, making for a more formal arrangement that reduces the extent to which berth-holders and visitors enter the main operational part of the boatyard. The welfare facilities are placed within easy access of the marina, whilst the new workshops are sited towards the neighbouring residential development in St George's Square, where the layout and scale align with the terraced housing blocks (see below). Each of the sections is fenced, with controlled access from the surrounding public realm and between each of the sections.
103. Importantly, the site layout does not interfere with the Thames Path, which continues to run along the riverbank, around the site's perimeter. The new café is located in the southeast corner of the site, adjacent to the riverwalk and close to the landscaped public open space and river stairs of St George's Square, where it can be readily accessed by the general public. The small café will bring a welcome publicly accessible facility onto the riverfront, which tend to be sporadic along this stretch of the pathway, activating the public realm. The café is set amongst the retained perimeter planting, adding to its attraction.
104. Regarding the proposed architecture, the main work sheds have relatively straight forward built forms that provide simple sheltered workspace. The sheds comprise corrugated cementitious-boarded facades and are open to one side, with a multi-pitch M-shaped roof form for the main shed that rises to a tall central apex that features a central round window opening for some visual interest (workshed #1). Its designs are not dissimilar to a traditional covered market (e.g. Borough Market). The second large shed (workshed #2) comprises two tall pitched roofs with an intervening flat roof section. Both worksheds have a profiled material finish suggesting more of an industrial language, supporting the character of the working yard.
105. In terms of scale, the sheds are large, but mainly in footprint rather than height. The larger of the hangar-like structures measures approx. 32 x 19m with its openings c.8m tall. Its pitched roof has an apex height that reaches 10.3m at its central apex. The other has a footprint of approx.. 24 x 19m, and a steeper roof with an apex height of 11.2m. The sheds are located relatively central to the site (workshed #1) and adjacent to the lock (workshed #2) and therefore are seen within the generally open landscape formed by the adjoining apron area and the backdrop of the river and lock rather than within the immediate context

of the surrounding residential properties. The scale of the sheds is large, but are typical of riverfront industrial buildings and would not be experienced as out of context or particularly overbearing in the wider waterway setting.

106. The smaller workshops are of modular construction that resembles a box-park style development, but with a more industrial appearance, using the same corrugated cementitious material finishes as the larger sheds. The development provides two ranges of units over two storeys. The upper floor units have deck access and are linked by open-tread metalwork staircases and grilled walkways with metalwork railings that add to the robust, industrial character. The units have flat roofs. The walkways are open-sided, protected by metalwork balustrades and covered with a mono-pitched roof. The overall roof profile is generally uniform, although the staircases feature a steeply angled mono-pitch roof that add an accent finish to the building's silhouette. Each unit has a single metal entrance door and small window, with a mix of round and picture window openings across the elevations, but are intended to be flexible spaces, allowing some adaptation. The units are mainly inward-facing within the development. The modular design is low-tech, but has an engaging character.
107. The complex includes an open tower structure, located adjacent to the pedestrian gate on Calypso Way and which carries the site name sign. A further tall structure is located riverside, close to the lock entrance, and features painted Royal Navy signals and a slender lantern-light that highlight the site and add to nautical theme.
108. The structures are 11.2m in height with modest footprints, and add visual interest to the scheme, helping to signpost the boatyard from the river and inland in an apt manner. The structures are incidental and not overbearing or visually disruptive, with their open and lightweight appearance. The detailed designs (incl. signage) should be controlled by condition to ensure the designs are of sufficient quality and do not result in undue clutter.
109. In terms of scale, the discrete workshop complex measures covers an area 46m in length and 31m in width, although the massing is articulated into the two 2-storey ranges, breaking down its volume. The general roofline measures 8.5m above grade, extending higher for the stair towers, which with their angled roofs reach 11.2m in height. Though slightly taller than the neighbouring residential blocks in St George's Square, the complex would remain comfortably scaled for its context, particularly given its setback from the site's perimeter boundary and the wide intervening public realm. Moreover, the layout of the two-storey workshops parallel with the residential blocks works well to frame intervening plaza space, making for a more coherent townscape.
110. Regarding material finishes, the proposals show the cementitious panelling coloured to form a patchwork pattern of greens and blues that run across the elevations of the work sheds and workshops, providing additional visual interest and helping to co-ordinate the development's appearance. The material is robust and easy to use and maintain. The corrugated appearance of the material finish is generally welcome, whilst the use of colour appears jaunty.

The final colour choice and pattern can be reserved by condition. The proposals also include the use of clear polycarbonate cladding in localised areas for the main stair, gantry, lantern-light and towers. Whilst transparent, the material is of low-grade in terms of material quality. Furthermore, the designs could benefit from the use of perforated metal panelling, which would achieve a similar transparency, whilst adding further visual texture and industrial character. The use of the polycarbonate and the additional and/ or alternative use of perforated metalwork should be reviewed as part of the condition.

111. The scheme looks to retain the current arrangement of soft perimeter landscaping around the southern portion of the site, albeit tidied, including the replacement of some tree and shrubbery cover. The current landscaping is informal and likely dates from the 1970s, following the demolition of the former warehouse, but helps to bring an element of greenery to this part of the riverfront. Its general retention is welcome, helping to soften the townscape and appearance of the new workshops.
112. The current fencing will be replaced with new metalwork railings that will include sliding and swing gates for vehicle and pedestrian access. The upgrading of the current perimeter fencing is welcome, being dilapidated in places. The detailed designs of the replacement fencing should be controlled by condition to ensure a good quality design that allows for good visual transparency and avoids too target-hardened/ aggressive appearance (e.g., no metalwork palisade or razor-wire tops).
113. Lastly, regarding the new crane, it remains of broadly similar in height (14m) and reach (16m) as the current crane, but of increased girth, which is not surprising given its increased tonnage. There is no townscape concern regarding the replacement structure, with the crane's distinct profile reading part-and-parcel of the boatyard's industrial, riverfront character.
114. Regarding any heritage impacts, the site does not contain any listed buildings or structures and is not within a conservation area. Indeed, there are no nearby conservation areas and as such, the development does not impact upon any conservation area setting. In terms of the Grade II listed boundary marker, its setting is its riverside location on the parish boundary between St Mary Rotherhithe (LBS) and St Paul Deptford (LB Lewisham), which remains unchanged. The boatyard forms the general backdrop when viewing the boundary marker and wall head-on, although this section of the boatyard is not part of its original setting, being the site of the demolished warehouse. Nonetheless, the immediate view of the boundary marker and wall with railings and perimeter planting behind also remains unchanged, albeit with new railings and tidier landscaping. The visual impact is neutral, if not marginally positive, preserving the historic setting.
115. The other historic asset is the Grade II listed South Lock and its associated structures (granite pavement, ashlar block walls, capstans and mooring posts). Its historic setting has changed in part with the demolition of the earlier nearby warehouses and the replacement lock office, although its riverfront setting and

backdrop of the South Dock remain. The waterside setting would remain unchanged. The boatyard forms part of the historic setting to an extent, albeit partly on land created by the clearance of an earlier dock office before the 1960s. Nonetheless, the generally open and industrial character of the boatyard (including the replacement crane and sheds) would continue. Overall, the townscape impact on the setting would be neutral, if not marginally positive with the more orderly layout and improved quality of the sheds. That said, the demolition and replacement of the crane will require engineering works close to the edge of the listed dock and may require additional foundation work with the crane's increased tonnage. Whilst no information has been submitted, this work may affect the adjacent lock's granite pavement and ashlar block walls. A condition should therefore be attached to confirm details of the construction works and to ensure that there is no harmful impact on the lock and its structures (incl. granite pavement). On this basis, the proposals would preserve the Grade II listed lock and its setting.

### Conclusion on design and heritage issues

116. The proposals are for the renewal of a Thames-side boatyard located at the entrance to the South Dock and its Grade II listed lock. The former commercial dock is now used as a marina, with its boats serviced by the boatyard, and is surrounded by mainly residential estates constructed following the closure and regeneration of the Surrey Dock complex during the 1980s/90s. The boatyard is a longstanding commercial boatyard that has expanded to include adjacent land, albeit none of the boatyard's buildings and structures are historic or architectural merit. The site and surroundings are not within a conservation area.
117. The yard has an informal, dilapidated and cluttered appearance. The proposals would replace the crane and upgrade the open boat repair sheds; replace the adapted shipping containers with a two-storey complex of modular workshop units; and replace a welfare block in a matching design. The development would bring a more organised layout and orderly appearance to the site, but would retain its open, industrial character. The new buildings would be of an improved build quality and would maintain the industrial character, and would remain comfortably scaled for its context. The inclusion of a café would add public interest and activity to its riverside frontage. The development would preserve the setting of the listed lock and a nearby parish boundary marker, and would be an improvement within the wider townscape with buildings and layout of an improved architecture and urban design quality. That said details of the crane's erection are required to ensure the lock structure itself is not unduly affected. Subject to this and conditions confirming the detailed material finishes of the new buildings, no objection is raised on design or heritage grounds. The proposal is therefore considered to accord with the aims of Southwark Plan (2022) Policies P13, P14, P18, P19, P21, P25 and London Plan (2021) Policies D3, D4, HC1, and SI 17.

### **Landscaping, trees and urban greening**



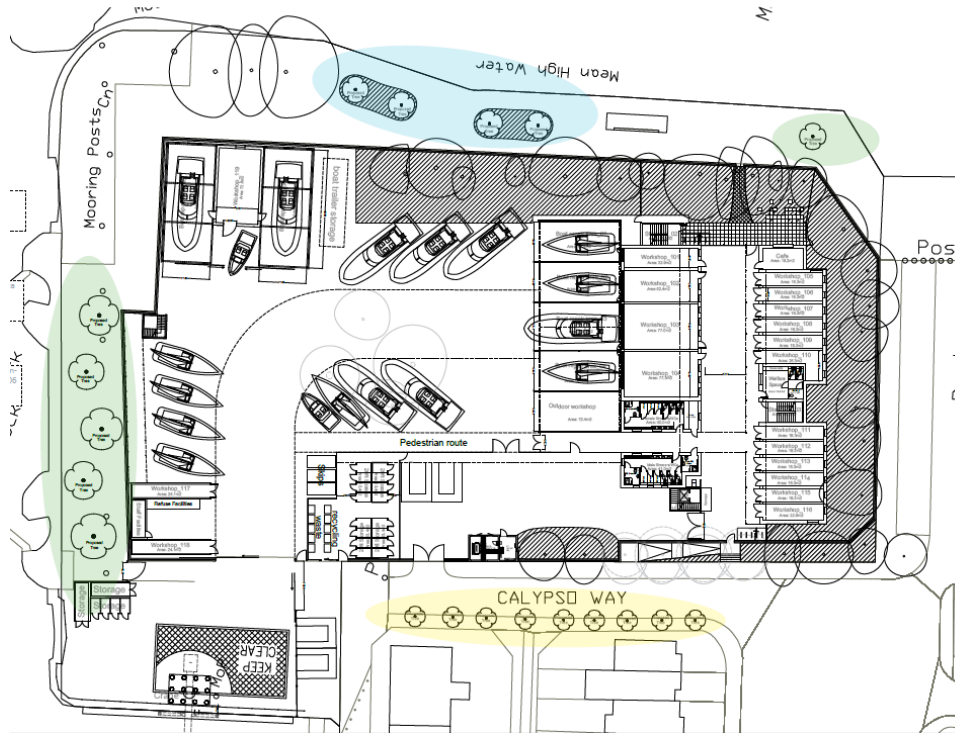


Image: Proposed landscape layout.

Green highlight refers to single trees proposed along the Thames Path, blue highlight refers to grouped trees with new habitat areas under the trees, yellow highlight refers to new street trees.

### Tree planting and landscaping

118. The proposed development requires the removal of 8no. trees (T3-T6 & T32-T36) comprising of 5 Category B Poplar, 2 Category B Birch, 1 Category B Sycamore and 1 Category C Birch. Removal of trees (T3-T6) and shrubs (S11) from the west boundary is required to facilitate the construction of a new pedestrian entrance with stairs and disabled access ramp. Trees in the centre (T32-T36) are removed to facilitate the redesign of the boatyard, and to provide sufficient access and parking for the boats. The Councils Urban Forester has commented that the removal will result in a moderate visual impact on the local area, such that suitable mitigation via new planting within the vicinity is acceptable.
119. It is proposed that 33 trees will be planted to mitigate the loss of the existing trees. 10 would be planted within the application red line along the Thames Path and 23 within the wider vicinity of the application site (9 shown on the proposed landscape drawing above). The indicative location of the proposed trees is shown on the proposed landscape 0462-CVA-XX-XX-DR-A-01006. A financial contribution of £50,820.00 has been agreed with the councils Urban Forester and tree services team for the new tree planting and will be secured in the S106 Legal Agreement.

### Urban Greening Factor

120. London Plan (2021) Policy G5 states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. A target score of 0.3 should be met for commercial development.
121. The initial proposed landscaping plans showed that the development would achieve a UGF of 0.184, contrary to London Plan Policy G5. A revised proposal has been submitted which incorporates larger areas of green roofs on the new workshop buildings, landscaping around the edge of the site and green wall. These changes have increased the UGF score to 0.311 and therefore the proposed development would now comply with the aim of London Plan Policy G5.

## **Ecology and biodiversity**

122. The site lies in the proximity of priority habitat mudflats at the River Thames SINC as well as the South Dock and Greenland Dock SINC. The current site contains a number of mature trees and the proposal involves the removal of 8no. trees within the site along with shrubs and vegetation.
123. A Preliminary Ecological Assessment (June 2023) concluded that a climbed bat survey of tree T36 should be undertaken, and that T15 and T23 have bat potential. A climbed tree bat survey was undertaken on 27<sup>th</sup> July 2024. It was concluded that no potential bat roosting features were identified within T26, that T15 and T23 would not be affected by the proposed development and that no further surveys relating to bats are required prior to tree removal. The climbed tree bat inspection report has been reviewed by the Councils Ecology Officer who has confirmed that they agree with the conclusions and that no further investigations are required.
124. As part of the amendments to landscaping and greening on the site additional green walls in the form of a trellis with native climbing plants and biodiverse green roofs which incorporate native species have been included on the proposed workshop buildings which would accord with the aims of London Plan Policy G5 and Southwark Plan Policy P60.
125. Appropriate wildlife friendly planting should be incorporated within designs to include a mix of native and pollinator friendly shrub and herbaceous species as well as additional native tree planting. A condition is recommended to ensure that details are submitted to demonstrate that native species are incorporated into the proposed soft landscaping detailed plans.
126. In relation to lighting as the site is situated in the proximity of priority habitat mudflats at the River Thames SINC as well as the South Dock and Greenland Dock SINC. In order to comply with Southwark Plan 2022 P60 and London Plan 2021 G6, Lighting should be carefully designed to ensure there is no increased light spill on these SINC's. Extended buffer planting at the boundaries and

measures to ensure no contaminant run-off during both construction and site use should be in place. It is recommended that a bat friendly lighting condition is attached to any consent.

127. The proposal would incorporate invertebrate features, bat boxes and bird boxes. It is recommended that conditions are attached to ensure details are submitted of the proposed locations for these biodiversity features to ensure the development provides the maximum possible provision towards creation of habitats and valuable areas for biodiversity in accordance with London Plan Policy G1 (Green Infrastructure), Policy G5 (Urban Greening), Policy G6 (Biodiversity and access to nature) and Policies P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

### **Biodiversity Net Gain**

128. The application was submitted prior to 12 February 2024 when Biodiversity Net Gain was introduced therefore there is no requirement for the proposed development to deliver mandatory BNG.

### **Fire safety**

129. Fire safety details have been submitted in accordance with Policy D12 (Fire safety) of the London Plan (2021). The fire strategy outlines:
- A fire alarm system will be provided in the workshop/studio units.
  - Each workshop/studio will have multiple or single exits with a maximum of travel distance of 18m. First floor units will exit via the first-floor staircase or via the fire evacuation lift.
  - Construction and materials will conform with Building Regulations.
  - Vehicular access to the site will be from Calypso Way.
130. 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.
131. A Fire 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.

### **Archaeology**

132. The site is located within an archaeological priority area therefore prior to any works commencing on site the applicant will need to provide a written scheme of investigation for an archaeological watching brief that includes the necessary desk-based assessment. Archaeological conditions have therefore been recommended.

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

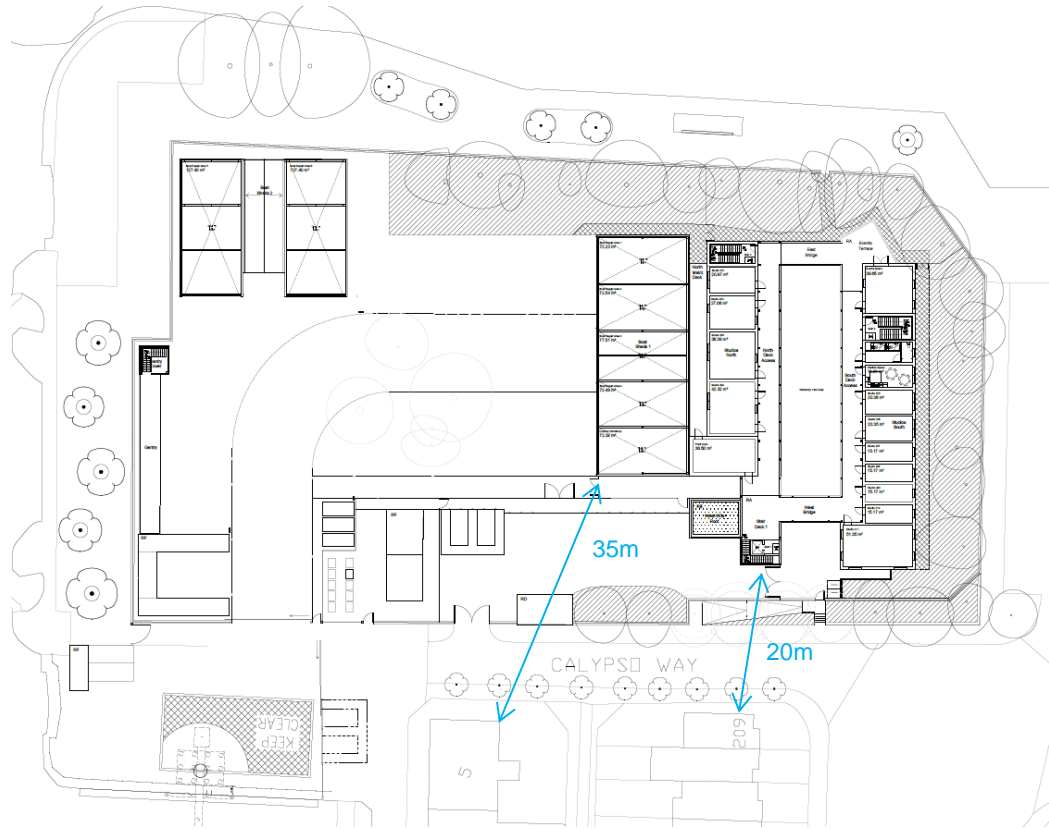


Image: showing the proposed site plan and separation distances from the nearest residential properties

133. The nearest buildings to the application site are:

- No. 5 Windsock Close (block of flats)
- No. 209 Plough Way
- No 320 Plough Way (over 30m to the south-west on St George's Square)

The marked up proposed site plan drawing show that the two nearest properties No. 5 Windsock Close and No. 209 Plough Way would be located c. 20m and 35m to the west of the nearest buildings proposed on the application site. Given the considerable distance between the nearest residential properties and the proposed boatyard buildings it is not considered that a daylight and sunlight impact assessment is required, instead an assessment has been undertaken by officers in accordance with the 2015 Residential Design Standards SPD (2011).

134. There are four windows on the eastern elevation of No. 5 Windsock Close facing the application site and two windows at No. 209 Plough Way. The

windows at No. 5 Windsock Close windows are small windows which serve bathrooms. The windows at No. 209 Plough Way serve a hallway and stairwell. Given the considerable distance between the nearest residential properties and as the closest windows facing the application site do not serve habitable rooms it is not considered that the proposed development would adversely impact the amenity of the nearest residential properties.

### Overshadowing of amenity spaces

135. As highlighted above, the proposed buildings are located c. 20m away from the nearest residential properties and c.35m from the nearest residential garden at No. 209 Plough Way. Given the separation distance the proposed development is not considered to cause adverse overshadowing on the nearby by private gardens.
136. Local residents have raised concern regarding the impact of the proposed development on the Thames Path which runs along the eastern and northern boundaries of the site.
137. The Metropolitan Police have been consulted on the application. They have commented that due to the bespoke nature of this development and the proposed modular construction methods, they do not believe that this development is suitable for Secured By Design certification. However, they would be happy to meet with the design team to discuss potential crime and anti-social behaviour issues that are present in this area and ways to mitigate against these using the built environment. It is recommended that informative is attached to any consent recommending the applicant team to engage with the Metropolitan Police in relation to the safety improvements (including CCTV), boundary treatments and passive/informal surveillance of the site.
138. In relation to the proposed buildings, the workshop buildings on the southern part of the site would be setback between 6-8m with landscaping and trees acting as a buffer between the site boundary and the Thames Path. The nearest proposed boatyard building Workshop 2 would be located approximately 1m from the north-eastern edge of the site which is adjacent to the Thames Path.
139. Workshop 2 would have a maximum height of 11.2m. It is acknowledged that this would be a large workshop building, however, there are already containers, large boats, and temporary workshop structures located in this part of the boatyard. The new workshop is needed to provide dedicated workshop space for the continued use of the site as a working boatyard. The Thames Path in this location measures a minimum c. 7.8m in width and has it's open towards the river, therefore whilst the building would cause some enclosing effect it is not considered the adversely impact the amenity of those using the Thames Path. Highways Officers have requested that as part of the S278 works the existing street lighting columns are updated in line with current LBS standards.

### **Noise and vibration**

140. The proposal does not propose any changes to use of the existing site as it will continue to operate as a boatyard. There is a net increase in workshop space

on the site which is proposed to be used for Class E use, a small café and community event space will also be provided. A noise impact assessment has been submitted with the planning application which concludes that the proposal will not cause adverse noise or vibration, however it is recognised by officers that the additional uses proposed on the site could have an impact on the amenity of residents in the vicinity of the site.

141. It is therefore proposed that a condition is attached restricting the uses of the proposed workshops to ensure that they are compatible with the boatyard site the following parts of Class E will not be allowed:
- a) *for the display or retail sale of goods, other than hot food, principally to visiting members of the public*
  - b) *for the sale of food and drink principally to visiting members of the public where consumption of that food and drink is mostly undertaken on the premises,*
  - d) *for indoor sport, recreation or fitness, not involving motorised vehicles or firearms, principally to visiting members of the public,*
  - e) *for the provision of medical or health services, principally to visiting members of the public, except the use of premises attached to the residence of the consultant or practitioner,*
  - f) *for a creche, day nursery or day centre, not including a residential use, principally to visiting members of the public.*

142. In relation to the proposed café it proposed that a condition is attached to ensure any kitchen extraction and ventilation equipment is maintained. A community use management plan will be secured in the S.106.

143. In relation to hours of use and servicing and delivery hours it is recommended by EPT officers that these are restricted to ensure that the amenity of residents is not adversely impacted. The following hours are proposed:

The use of the boatyard and workshops hereby permitted shall not be carried on outside of the hours 07:00-22:00 on all days.

Any deliveries or collections to the commercial warehouse units shall only be between the following hours:

- 08:00 - 20:00 Monday to Friday,
- 09:00 - 18:00 Saturday and
- 10:00 - 16:00 on Sundays and Public Holidays.

### Impact on residential berth holders

144. As part of the proposed redevelopment of the boatyard the existing welfare facilities used by residential berth holders will be relocated to the southern part of the site. It has been confirmed in paragraph 89 that the quantum of welfare facilities (toilets, showers, laundry) will increase as part of the new proposal. Likewise, accessible DDA compliant toilets and showers will be provided along with baby changing facilities and a gender-neutral toilet and shower. There will be some disruption to the access to the welfare facilities during construction, it

is recommended that details of arrangements for access and alternative provision are provided as part of the CEMP condition.

145. Local residents have raised concern regarding the proposed plans to change current arrangements whereby residential berth holders are currently allowed to continue living on their boats whilst maintenance and repairs are carried out in the boatyard. Whilst there are no policy requirements in relation to the residential occupation of boats during maintenance/repair works, officers have asked the applicant to clarify why this arrangement is changing. The following response has been received:

- *The historic practice of residents continue to live on their boats whilst under repair at the boatyard has been identified as a high risk due to the risks of falling from height.*
- *Once lifted from the water for repairs, boats are moved onto the boatyard hardstanding area where they can only be accessed by ladder or steps. The average height to residential boats access from ground level is approximately 3 meters.*
- *Accidental falls from this height onto hardstanding can lead to serious injury or death.*
- *This is a particular concern where residents are returning home to their boats in the evening, after dark, when the boatyard is closed and unstaffed. There is added potential that single person suffering serious injury and unable to raise the alarm could remain unassisted for several hours.*
- *Whilst conducting boat repairs safety precautions, such as the use of appropriate footwear or ensuring ladders are properly stabilised for access can be monitored by staff during site operating hours. These safety measures may not be observed by residents returning home from work in the evening when residing on boats at the site.*

## **Transport and highways**

146. The application site is located in PTAL 1b (low) public transport accessibility.

### **Vehicular access**

147. Current vehicular access to the site is from Calypso Way with one access into the site used by vehicles, pedestrians and cyclists. Part of the rationale for the proposed development is to provide separate access for vehicles and pedestrians and to separate the uses within the site.
148. The applicant has proposed a new crossover on Calypso Way which will be used by Blue Badge holders and deliver/servicing vans up to 4.6t. Tracking has been provided for a 4.6t van and large vehicle which accords with adopted policy.
149. The proposed vehicular gate on Calypso Way will also be used by larger 16m lorries. Concern was initial raised regarding how larger vehicles will use this space as it appeared that they would interfere with the Keep Clear markings.

Further information has been provided by the applicant to confirm that the area is privately owned by Southwark Council and that details of how vehicles use this space will be provided as part of the Delivery and Service Management Plan condition.

150. As only 1 vehicular crossover is permitted per site, Transport Policy Officers have requested that the existing crossover on Calypso Way is removed and returned to full kerb height footway. This will be secured as part of the S278 agreement.

### Trip generation

151. The applicant has submitted trip generation details for delivery and servicing, but not for users of the site. Transport Policy Officers requested that due to the low PTAL rating of the site, the applicant must conduct a trip generation exercise to understand the development's impact on the transport network. The trip generation exercise should be based upon the specific uses and should determine the number of trips by users of the site in peak times.
152. An updated Transport Assessment has been provided which provides further information in relation to trip generation. It is clarified that the proposal relates to the 'reconfiguration and upgrade of the site' rather than redevelopment. The floorspace is increasing slightly from 1451sqm to 1868sqm. This is considered to be a minor increase, and therefore existing vehicle trips are unlikely to change in number and frequency. It is noted that car parking is being removed from the site with only two disabled bays being provided for the boatyard. This will therefore assist in significantly reducing private car trips to the site.
153. In relation to delivery and servicing trip frequency it has been confirmed that there are currently approximately 3-8 LGVs during peak hours and on 40t articulated lorry per week. The frequency of trips will not change as a result of the proposed development.

### Car parking and blue badge spaces

154. The proposal removes the existing car parking within the boatyard and therefore the new boatyard site be car-free which accords to adopted policy.
155. Concern has been raised by local residents in relation to the quantum of disabled car parking within the new boatyard site. The applicant has proposed 2no. Blue Badge bays which accords with adopted policy. Spaces must be to BS:8300 vol-1 standards (as required by London Plan Policy T6.1 H(5)), with hatched buffer zones on both sides and to the rear of each space. Gradients within Blue Badge parking bays and their associated hatched buffer zones need to be avoided and maintained at 1:1. Gradients on access routes from these parking spaces must also be indicated. A condition has been recommended requiring details to be provided.

### Car parking permits

156. The application site lies within a CPZ (Rotherhithe and Surrey Docks). As the development will be car-free on street parking permits will not be available for



businesses in current or future CPZs. This will be secured in the S106 Legal Agreement.

### Electrical Vehicle Charging Points

157. Electric Vehicle Charging Points (EVCPs) are required to London Plan standards, which as of 2023 are 20% active and 80% passive provision, considering all parking spaces. The applicant has proposed EVCPs for both Blue Badge Bays. This accords to adopted policy. It is recommended that a condition is attached requiring at least one of the EVCP spaces to be active.

### Servicing and deliveries

158. The applicant has proposed 2 delivery and servicing bays and a 15 minute dwell time for smaller vehicles arriving between 8:00 and 11:00. In the event that several vehicles arrive within a few minutes of one another, this arrangement could be problematic. Further information is required as to how the 15 minute dwell times will be enforced on site to prevent an accumulation of vehicles on Calypso Way, which is an adopted highway. It is therefore recommended that a delivery and service management plan is secured via condition.

### Refuse storage arrangements

159. Commercial waste will be managed privately. The proposed site plan shows dedicated refuse storage areas for the proposed boatyard and workshops uses. This arrangement is considered acceptable.
160. The proposal does involve the relocation of the existing residential berth holders refuse and recycling storage. During construction this will be relocated within the boatyard site to ensure that residents still have access to refuse facilities. It is proposed that the new location will be separated from the boatyard and within close to the new welfare facilities. It is recommended that details of the temporary arrangement are provided as part of the CEMP condition.

### Cycle parking and cycling facilities

161. A range of uses are proposed on the site, the following cycle parking standards therefore apply:
- For café use, the required amount of cycle parking is 1 space per 175sqm GEA (minimum 2 spaces). For this proposal, the required amount of long-stay cycle parking is therefore 2 long stay spaces. 2 visitor spaces must also be provided to meet requirements of 1 visitor space per 20sqm GEA (minimum 2 spaces).
  - For office use (Class E), the required amount of cycle parking is 1 space per 45sqm GIA (minimum 2 spaces). For this proposal, the required amount of long-stay cycle parking is therefore 5 long stay spaces. 2 visitor spaces must also be provided to meet requirements of 1 visitor space per 250sqm GIA (minimum 2 spaces).

- For general industrial, storage and distribution use, the required amount of cycle parking is 1 space per 500sqm GEA (minimum 2 spaces). For this proposal, the required amount of long-stay cycle parking is therefore 2 long stay spaces. 2 visitor spaces must also be provided to meet requirements of 1 visitor space per 500sqm GIA (minimum 2 spaces).
162. The total required amount of cycle parking is 9 long stay spaces and 6 short stay spaces. All spaces must be in Sheffield stand form with minimum 1200mm between stands. 1 space must be designed to accommodate disabled, adapted and cargo bicycles with at least 1800mm clear space between stands or 900mm clear space to one side.
163. There is adequate space within the site to provide the necessary cycle parking facilities. It is therefore recommended that details are secured via condition.

### Gradients and site levels

164. Concern was initially raised by Transport Policy Officers as the submitted plans did not show gradients and site levels within the site. The applicant has submitted an amended site plan which show gradients for vehicle, pedestrian and cycle routes.

### Construction management

165. Due to the scale of the proposals, a Demolition Plan and a Construction Environment Management Plan must address how effects of construction on the environment will be avoided, minimised or mitigated. Bespoke details required in relation to the proposed development are as follows:
- 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.
  - How pedestrian movement will be managed during construction
  - The location of temporary buildings during construction
  - How access to the Thames Path will be managed during construction
  - How access to welfare facilities will be maintained for residential berth holders during construction.
  - How any impact on the River Thames will be managed during demolition and construction.
166. Due to the sensitive location and size of the scheme, penalties will be issued to transport operators not complying with the routing of construction vehicles and delivery slots.

### **Flood risk and proximity to the River Thames**

167. The NPPF 2024 states that planning decisions must take into account the current and long-term implications for flood risk in order to minimise the vulnerability of communities and improve resilience. Where development is

necessary in higher risk areas, development should be made safe for its lifetime without increasing flood risk elsewhere. Certain steps need to be followed when reaching a planning decision on development in higher risk areas, with risks managed through suitable adaptation measures. The advice of flood risk management authorities also needs to be taken into account (NPPF, 166).

168. The development site is located in Flood Zone 3 as identified by the Environment Agency flood map. Zone 3 is highest risk, which indicates a high probability of flooding and is split into Zone 3(a) which represents a high probability of flooding and 3(b) which represents the functional floodplain. The Southwark flood risk team (LLFA) have been consulted on the application and confirmed that the site is within Flood Zone 3(a) and immediately adjacent to 3(b)
169. The application site also lies within 16m of the River Thames therefore the Environment Agency have been consulted on the application.

### Sequential Test and Exception Test

170. A sequential test forms part of a flood risk assessment (either strategic or site-specific). It directs development towards the least vulnerable areas for flood risk by assessing the risk from all sources of flooding, now and in the future, taking account of the impacts of climate change. The application site is located in Flood Zone 3 which is the highest probability of flooding. The proposed development falls within the category of Water Compatible Development; ship building, repairing and dismantling, docks, marinas and wharves. The London Borough of Southwark Strategic Flood Risk Assessment 2017 Figure 4-1 provides a sequential test process for identifying the suitability of a site for development. This process has been followed and it is concluded that whilst the application site is within Flood Zone 3 there are no other alternative boatyard sites within the Borough.
171. The Exceptions Test is not required in this case as the proposed development is water compatible development in Flood Zone 3(a).

### Drainage Strategy

172. The initial proposed drainage strategy was reviewed by the LLFA. Concern was raised in relation to the drainage hierarchy and run off rates. An updated drainage strategy was submitted which provided further clarification regarding the drainage design. The LLFA have confirmed that the amended strategy is acceptable subject to conditions to ensure that full details of the proposed surface water drainage systems incorporating Sustainable Urban Design Systems (SuDS) and a drainage verification report are submitted.

### Relationship with the River Thames and flood defence

173. The Environment Agency were consulted on the application in November 2023.

An objection was raised for the following reasons:

1. Inadequate Flood Risk Assessment – no assessment had been made of the current condition of the defences adjacent to the site and their residual lifetime. Therefore, the EA were unable to assess whether the development would be protected from flooding and safe to users for its lifetime. It was recommended that the applicant submits a survey and condition report to demonstrate that the flood defences are either sufficient for the lifetime of the development (75 years), or otherwise propose a scheme to bring the tidal defences to required condition.
  2. Thames Tidal Flood Defence Raising Strategy – the proposed works are adjacent to the existing Thames Tidal Flood Defences, the applicant had not demonstrated the feasibility of, nor considered raising the existing flood defences to future required Thames Estuary 2100 Plan (TE2100) level of 6.2m AOD. It was confirmed by the EA that the raising works do not need to happen as part of the development, however the applicant needs to demonstrate that the raising are possible. A revised FRA is therefore required which demonstrates that the scheme will not preclude raising activities.
  3. Ecology enhancements – the estuary edge on the eastern edge of the site has not been included within ecology enhancements. A condition assessment of the wall must be submitted to ensure the wall lasts the lifetime of the development and if any works are required to extend its life there would be an expectation for ecological enhancements and biodiversity net gain to be factored into the works.
174. A condition survey of the Tidal Flood Defence has been undertaken by the applicant (dated 17 January 2025) and was submitted to the Environment Agency for review. The Environment Agency provided further comments in February 2025 still maintaining their objecting to the proposed development as there were still concerns with the condition of the flood defence, the proposed defence raising and proposed offset.
175. Additional information was provided by the applicant on 6 March 2025 and the Environment Agency were reconsulted. The additional information included a further River Wall Extension Calculation, investigation sketch and details of the raising of the flood defence. The Environment Agency confirmed on 24 March 2025 that it has been adequately demonstrated that the existing sheet pile wall will have a design life commensurate with the development subject to long-term monitoring and a maintenance plan condition to manage any concern over the residual life of the flood defence structure.
176. The applicant also provided structural calculations that demonstrate that the flood defence can withstand future loading in a climate change scenario and details of the proposed fixings to affix the new upstands to the exiting wall have been provided so that in line with TE2100 Policy the crest height of the river wall can be raised to the level of 5.70m AOD by 2050 and 6.20m AOD by 2090.
177. The investigation sketches have also demonstrated that there will be adequate space from the river wall to the development and at least 3m of offset provided

from the most landward extent of the tie rods to the development.

178. The Environment Agency have confirmed that the information provided has addressed their concerns and that their objection is removed.

### **Land contamination**

179. Given the historic use of the site and as ground works are proposed, it is recommended that an intrusive site investigation and associated risk assessment is undertaken to full characterise the nature and extent of any contamination of soils and ground water on the site. A condition has therefore been recommended to ensure these details are submitted.

### **Air quality**

180. The application site is located within an Air Quality Management Area and an air quality assessment has been submitted. The assessment has shown that the proposed development is air quality neutral. In terms of construction, the site has been designated as 'high risk' and mitigation is proposed for dust control. Details of dust and pollution control will be secured as part of the proposed CEMP condition.

### **Light pollution**

181. As highlighted above, the site is situated in the proximity of priority habitat mudflats at the River Thames SINC as well as the South Dock and Greenland Dock SINC. In order to comply with Southwark Plan 2022 Policy P60 and London Plan 2021 Policy G6, Lighting should be carefully designed to ensure there is no increased light spill on these SINC's. It is therefore recommended that a bat friendly lighting condition is attached to any consent.

### **Energy and sustainability**

182. Southwark Plan Policy P70 'Energy' states that development must minimise carbon emissions on site in accordance with the energy hierarchy. Major development must be net zero carbon.
183. London Plan Policy SI 2 'Minimising greenhouse gas emissions' states that major development should be net zero-carbon and should minimise emissions in accordance with the energy hierarchy. Policy SI 2 requires major development to include an energy strategy to demonstrate how the zero-carbon target will be met within the framework of the energy hierarchy. Policy SI 2(3) also requires a minimum on-site reduction of at least 35 per cent beyond Building Regulations for major development. However, despite the proposed new floorspace being over 1000sqm, the proposed heated space is less than 1000sqm (only 230sqm of heated first floor workshop/studios) and therefore the development is not required to comply with Building Regulations Part L (2021). The proposed development would also not meet the requirement to comply with BREEAM as the total heated commercial floorspace would be under 500sqm.

184. An energy statement demonstrating how emissions have been minimised in accordance with the energy hierarchy has been submitted.

Be Lean (use less energy)

185. Be Lean is defined as reducing the building's energy demand by improving the passive energy performance of the building elements/construction. It is proposed that this shall be achieved by:
- Super insulating the external fabric to minimise the space heating demand.
  - Constructing a highly airtight building to achieve an air infiltration rate of 5 m<sup>2</sup>/hr.m<sup>3</sup>
  - Optimising the daylighting by introducing new high performance glazing.
  - Optimising the thermal shading performance of all glazed elements to minimise solar heat gains in summer.
  - Optimising U-Values beyond building regulation requirements

Be Clean (supply energy efficiently)

186. Be Clean is defined as meeting the building's operational demands by utilising efficient technologies and energy management practices. Within the development it is proposed that:
- Low energy lighting will be used
  - The installation of presence detection in communal areas.
  - The introduction of heat recovery ventilation strategies.
  - The installation of power factor correction on the new electrical mains supply.
  - The installation of water efficient fittings to reduce water consumption and the energy consumption associated with the generation of hot water.
  - The installation of tenant energy and water sub-metering to allow tenant's to target savings.

Be Green (Use low or carbon zero energy)

187. Be Green is defined as the utilisation of renewable carbon energy sources to provide the low carbon generation of heat and electricity. During the determination of the application a number of low carbon technologies have been considered, it has been concluded that decentralised Air Source Heat Pumps will be utilised along with PV panels on the roofs of the proposed workshop/studios.

Re-use of existing buildings and structures on site

188. London Plan (2021) Policy SI 7 'Reducing waste and supporting the circular economy' seeks to encourage waste minimisation and waste prevention through the reuse of materials.
189. Concern has been raised by local stakeholders that the proposal has not considered why the existing containers on the site cannot be reused and why the existing welfare block cannot be repurposed.

190. The applicant has explained that retrofitting the existing containers will be difficult and it would not be possible to use the existing containers in the proposed modular structure for the new workshop/studio space. Similarly, the existing welfare block is in need of urgent repair, a feasibility study was undertaken to review the potential refurbishment options, however it was concluded a new welfare block would be most appropriate due to the condition, location and negative impact on the efficient use of the site of the existing building. The updated Sustainability Statement Rev 02 dated May 2024 confirms that the applicant/contractor will where possible recycle boat repair and building work materials including structure steel work, timber, pipework, and mechanical fixings and joints. Equipment such as lighting, electrical accessories, meters, security equipment, fire alarms and CCTV equipment will also be reused. Where possible materials will be sourced locally to reduce travel distances. Overall, the proposed green strategy is considered to accord with the aims of London Plan Policy SI 2 and SI 7.

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

191. 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
192. 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.

193.	<b>Planning Obligation</b>	<b>Mitigation</b>	<b>Applicant Position</b>
	Affordable workspace	<p>Affordable workspace strategy securing the following:</p> <ul style="list-style-type: none"> <li>• 80% of employment floorspace to be affordable for 30 years</li> <li>• To support existing businesses who will move from paying license fees for their containers/workspaces to council owned rental premises a stepped increase to full rent will be offered: <ul style="list-style-type: none"> <li>○ Year 1: 50%</li> <li>○ Year 2: 75%</li> <li>○ Year 3: 100%</li> </ul> </li> <li>• 3, 5, 10 and 15 year leases to be made</li> </ul>	Agreed

	<p>available</p> <ul style="list-style-type: none"> <li>Existing businesses given first right of refusal</li> <li>The ability to reassess the rental value after 5 years</li> </ul>	
Business Relocation Strategy	Submission of an up-to-date business relocation strategy prior to commencement of any works on the site.	Agreed
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	Financial contribution £7,196.00	Agreed



Contribution		
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194. In the event that an agreement has not been completed by 6 August 2025, the committee is asked to authorise the director of planning 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 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)**

195. 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. The site is located within Southwark CIL Zone 2, and MCIL2 Band 2 Zone. Based on information from CIL form 1 dated 24-Nov-2023, the gross amount of CIL is approximately £37,574 of Mayoral CIL. It should be noted that this is an estimate, and floor areas will be checked when related CIL Assumption of Liability form is submitted after planning approval has been secured.

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

196. Summarised below are the material planning considerations raised by internal and divisional consultees:
197. Design and Conservation:
- No objection subject to conditions, full comments have been provided in the report.
198. Transport Policy:
- No objection subject to conditions, full comments have been provided in the report.
199. Environmental Protection Team:
- No objection subject to conditions in relation to noise, air quality, contamination, construction, hours of use, lighting and ventilation.
200. Archaeology:
- No objection subject to conditions, full comments have been provided in the report.

201. Ecology

- Requested that a climbed bat survey was undertaken
- Concern regarding green infrastructure on the site and encouraged the applicant to reconsider the inclusion of green walls, native plants.
- Requested a condition regarding bat friendly lighting, invertebrate features, bat boxes and bird boxes.

The applicant has provided a climbed bat survey which was reviewed by the Ecology Officer, no objection was raised.

202. Highways Officers:

- No objection, if consent is granted the developer must enter into a S278 agreement to complete the following works:
- Repave the footways including new kerbing fronting the development on Calypso Way using materials in accordance with Southwark's Streetscape Design Manual - SSDM (docks).
- Construct the vehicle crossover on Calypso Way to current SSDM standards.
- Install tree pits surfacing around proposed and existing trees.
- Refresh road markings following kerb installation.
- Upgrade street lighting to current LBS standards and consider the inclusion of new street lighting columns to improve footways
- Repair any damage to the highway during construction

203. Urban Forester:

- Development requires the removal of 8no. trees (T3-T6 & T32-T36) comprising of 5 Category B Poplar, 2 Category B Birch, 1 Category B Sycamore and 1 Category C Birch. Removal of trees (T3-T6) and shrubs (S11) from the west boundary is required to facilitate the construction of a new pedestrian entrance with stairs and disabled access ramp. Trees in the centre (T32-T36) are removed to facilitate the redesign of the boatyard, and to provide sufficient access and parking for the boats. Removal will result in a moderate visual impact on the local area, such that suitable mitigation via new planting within the vicinity is acceptable. A financial contribution of £50,820 must be secured for the new tree planting.
- Recommended conditions in relation to tree protection measures and tree planting.
- The UGF of 0.184 is not policy compliant. The recommendations within the relevant report should be considered to achieve a higher score as part of a revised outline landscape plan.
- An amended landscape proposal has been submitted which now shows that the development will achieve a UGF of 0.311 and therefore would be in accordance with London Plan Policy G5.

204. Planning Policy – Energy and sustainability

- Full comments provided in the report

205. Local Economy:

- The size of the refurbishments would not trigger any employment obligations
- Recommended that first rights of refusal is included as part of the affordable workspace strategy.

206. LLFA:

- Concern was raised in relation to the drainage hierarchy and run off rates.
- An updated drainage strategy was submitted which provided further clarification regarding the drainage design. The LLFA have confirmed that the amended strategy is acceptable subject to conditions to ensure that full details of the proposed surface water drainage systems incorporating Sustainable Urban Design Systems (SuDS) and a drainage verification report are submitted.

### **Consultation responses from external consultees**

## 207. Summarised below are the material planning considerations raised by external consultees:

## 208. London Borough of Lewisham:

- No comment.

## 209. Environment Agency:

- Full comments have been provided in the report.
- Objection withdrawn subject to conditions.

## 210. Metropolitan Police:

- No objection - due to the bespoke nature of this development and the proposed modular construction methods, I do not believe that this development is suitable for SBD certification.
- However, I would be happy to meet with the design team to discuss potential crime and ASB issues that are present in this area and ways to mitigate against these using the built environment. For example:
  - Ensuring there is a sufficiently high and robust external boundary to the site (I would recommend 2.2m) to deter trespass
  - Lighting around the perimeter and the vehicle/pedestrian areas within the site that provides good levels of light in the hours of darkness.
  - Maintaining good potential for passive/informal surveillance of the site.
  - Making use of formal surveillance (CCTV) to monitor the site when it is not in use.

## 211. Port of London Authority:

- In principle the proposed works appear to be in line with London Plan policy SI15 (Water Transport), which states that existing boatyard sites should be protected and development proposals to increase their capacity or range of services should be supported.
- From the application documents there does not be any works proposed in the Tidal Thames itself. To confirm if any temporary works are proposed in, on or over the river as part of the proposal a River Works Licence (RWL)

may be required, and the PLA's Statutory Consents and Compliance team should be contacted via [lic.app@pla.co.uk](mailto:lic.app@pla.co.uk)

- Furthermore, in line with London Plan policy SI15, it is recommended that consideration is given to the use of adjacent waterways including the Thames as part of the demolition and construction stage of the proposed development. This should be included within any associated condition with regard to the demolition/construction stage or the preparation of a Construction Logistics Plan for the scheme, as part of any forthcoming planning permission.

212. Thames Water:

- No objection subject to informatives

## **Community impact and equalities assessment**

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

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

215. 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:

1. The need to eliminate discrimination, harassment, victimisation and any other conduct prohibited by the Act
2. 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
3. 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.

216. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.

217. This development would result in the temporary relocation of existing small independent businesses that operate from the boatyard site. It would also temporarily impact the welfare facilities for residential berth holders. An updated Equalities Impact Assessment has been submitted during the determination of the planning application. This has responded to engagement undertaken by the applicant, site visits by Officers and also formal representations received through formal consultation as part of the planning application process.
218. The positive impacts of the proposed development that have been identified throughout this report:
- Improved disabled access to the site including the provision of a lift to first floor workshops and studios
  - Provision of DDA compliant welfare facilities (WCs and showers) for residential berth holders
  - Provision of a self-contained gender-neutral toilet and shower cubicle.
  - Provision of baby changing facilities within the welfare block which can be used by families with small children
  - Increase of employment floorspace within the boatyard which would provide additional jobs and opportunities for local residents
  - Provision of school visit/community hard hat tour during construction works to raise awareness of the practical application of STEM subjects which would be a positive impact for local secondary school children aged 11-19
  - Additional support will be provided to businesses owned by those with disabilities.
219. Short term negative impacts have been identified:
- Impact on people with protected characteristics who are economically disadvantaged and at risk of hardship due to displacement. The applicant has confirmed that they will provide financial and relocation assistance and discount rent to mitigate these impacts. An up-to-date Business Relocation Strategy will also be submitted prior to any works commencing on site.
  - Impact of construction noise, dust and traffic will be managed through the CEMP condition.
220. Officers are satisfied that equality implications have been carefully considered throughout the planning process and that Members have sufficient information available to them to have due regard to the equality impacts of the proposal as required by Section 149 of the Equality Act 2010 in determining whether planning permission should be granted.

### **Human rights implications**

221. This planning application engages certain human rights under the Human Rights Act 1998 (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.

222. This application has the legitimate aim of redeveloping the existing boatyard and providing additional workshop and studio space, along with safety improvements to the movement of pedestrians and vehicles within the application site. The rights potentially engaged by this application, including the right to a fair trial, the right to peaceful enjoyment of possessions and the right to respect for private life, family life and home are not considered to be unlawfully interfered with by this proposal.

223. **Best Value Duty**

Objectors have referred to the 'Best Value Duty'. Part 1 of the Local Government Act 1999 imposes a general duty on the Council to make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness. The Best Value Duty is a general duty not concerned with specific operational measures (*R(Nash) v Barnet LBC* [2013] EWCA Civ 1004, [51]). In making a scheme-specific decision, there is no duty whenever making any decision, to be satisfied as to best value; nor to have regard to economy, efficiency and effectiveness; nor to explain how regard has been had to economy, efficiency and effectiveness (*R(oao Hawes) v London Borough of Tower Hamlets* [2024] EWHC 3262 (Admin), [41]).

**Positive and proactive statement**

224. The council has published its development plan 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.

225. 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.

226. **Positive and proactive engagement: summary table**

Was the pre-application service used for this application?	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?	YES
To help secure a timely decision, did the case officer submit their recommendation in advance of the agreed Planning Performance Agreement date?	NO

## CONCLUSION

227. Permission is sought for the redevelopment of the South Dock Marina boatyard site to provide new boatyard workshops and facilities, a new 50 tonne crane, additional workshop and studio space for small businesses, a café, community event space, welfare facilities for residential berth holders and ancillary facilities, along with landscaping and access improvements. The principle of development is considered to accord with the aims of the Southwark Plan and London Plan which seeks to increase the provision of employment floorspace within Opportunity Areas.
228. The proposal does not increase the size of the boatyard site, does not impact the Thames Path which runs along the eastern and northern boundaries of the site, and does not impact any access to the waterway in accordance with the aims of the Southwark Plan and London Plan River Thames and waterway policies.
229. A number of representations from local residents have raised concern regarding the affordability of the new workspaces. It is proposed that 80% of the new workspace would be affordable and existing businesses would be given first right of refusal which exceeds the requirement of Southwark Plan Policies. The proposal would also provide improved welfare facilities for the existing residential berth holders.
230. There are no objections to the proposed development on design or heritage grounds. The proposal is not considered to detrimentally impact the amenity of nearby by residential properties. The proposal would improve vehicular and pedestrian access to the site. Improvements to the highways in the vicinity of the site would be secured as part of the S278 agreement.
231. The proposal would result in the loss of 8no. trees on the site, however mitigation in the form of a financial contribution towards the planting of 33no. new trees within the vicinity of the site would be secured as part of the legal agreement. A contribution towards archaeological monitoring would also be secured as part of the legal agreement.
232. Following the submission of additional information the Environment Agency and LLFA have confirmed that they have no objection to the proposed development in relation to flood risk.
233. It is therefore recommended that planning permission be granted, subject to conditions, the timely completion of a legal agreement.

## BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Southwark Local Development Framework and Development Plan Documents	Environment, Sustainability and Leisure Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 0207 525 0254 Council website: www.southwark.gov.uk

## APPENDICES

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

## AUDIT TRAIL

<b>Lead Officer</b>	Stephen Platts, Director of Planning and Growth	
<b>Report Author</b>	Zoe Oakes, Team Leader (Major Applications and New Homes)	
<b>Version</b>	Final	
<b>Dated</b>	16 April 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>
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>		23 April 2025



## 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.

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<b>Applicant</b>	Mr Richard Cottrell Cottrell & Vermeulen Architecture	<b>Reg. Number</b>	23/AP/3273
<b>Application Type</b>	Major application	<b>Case Number</b>	PP-12454881
<b>Recommendation</b>			

## Draft of Decision Notice

**for the following development:**

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.

South Dock Marina Rope Street London Southwark

**In accordance with application received on 24 November 2023 and Applicant's Drawing Nos.:**

SITE LOCATION PLAN received 24/11/2023

Proposed Plans

SOUTH DOCK MARINA DRG 02005 REV P01 received 24/11/2023

PROPOSED DETAIL ELEVATIONS 02006 REV P01 received 24/11/2023

PROPOSED TOWER ELEVATION PLAN DWG 02007 REV P01 received 24/11/2023

PROPOSED BOAT SHED ELEVATIONS 0462-CVA-XX-XX-DR-A-02004 REV P02 received 04/02/2025

PROPOSED WORKSHOP ELEVATIONS B 0462-CVA-XX-XX-DR-A-02003 REV P02 received 04/02/2025

PROPOSED SITE ELEVATIONS 0462-CVA-XX-XX-DR-A-02001 REV P02 received 04/02/2025

DEMOLITION PLAN 0462-CVA-XX-XX-DR-A-01007 REV P03 received 04/02/2025

PROPOSED TREES IN WIDER SITE CONTEXT 0462-CVA-XX-XX-DR-A-01006 REV P02 received 04/02/2025

RED LINE BOUNDARY 0462-CVA-XX-XX-DR-A-01004 REV P03 received 04/02/2025

PROPOSED FIRST FLOOR SITE PLAN 0462-CVA-XX-01-DR-A-01002 REV P06 received 04/02/2025

PROPOSED GROUND FLOOR SITE PLAN 0462-CVA-XX-00-DR-A-01001 REV P06

received 04/02/2025

PROPOSED WORKSHOP ELEVATIONS A 0462-CVA-XX-XX-DR-A-02002 REV P03

received 06/02/2025

#### Other Documents

BLOCK PLAN DWG 01004- P02 received 24/11/2023

DEMOLITION SITE SECTIONS 0462-CVA-XX-XX-DR-A-03002 REV N received 04/02/2025

PROPOSED ROOF SITE PLAN 0462-CVA-XX-RL-DR-A-01003 REV P05 received 04/02/2025

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

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)**

3. No development shall take place, including any works of demolition, until a written 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 consideration of all environmental impacts and the identified remedial measures;
- A detailed plan of temporary buildings and structures on the site during each phase of development;
- A detailed plan showing how access to the Thames Path and other pedestrian routes within the vicinity of the site will be managed throughout each phase of development;
- A detailed plan showing how access to welfare facilities will be managed for residential berth holders during construction;
- 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, and any impact on the River Thames 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).

4. a) Prior to commencement of the development, including any demolition, an intrusive site investigation and associated risk assessment shall be completed to fully

characterise the nature and extent of any contamination of soils and ground water on the site.

b) In the event that contamination is found that presents a risk to future users or controlled waters or other receptors, a detailed remediation and/or mitigation strategy shall be prepared and submitted to the Local Planning Authority for approval in writing. The strategy shall detail all proposed actions to be taken to bring the site to a condition suitable for the intended use together with any monitoring or maintenance requirements. The scheme shall also ensure that as a minimum, the site should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme (if one is required) shall be carried out and implemented as part of the development.

c) Following the completion of the works and measures identified in the approved remediation strategy, a verification report providing evidence that all works required by the remediation strategy have been completed, together with any future monitoring or maintenance requirements shall be submitted to and approved in writing by the Local Planning Authority.

d) In the event that potential contamination is found at any time when carrying out the approved development that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority, and a scheme of investigation and risk assessment, a remediation strategy and verification report (if required) shall be submitted to the Local Planning Authority for approval in writing, in accordance with a-d above.

Reason:

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off-site receptors in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P64 (Contaminated land and hazardous substances), and the National Planning Policy Framework 2024.

5. Prior to commencement of the development, including any demolition, an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority.

a) A pre-commencement meeting shall be arranged, the details of which shall be notified to the Local Planning Authority for agreement in writing prior to the meeting and prior to works commencing on site, including any demolition, changes to ground levels, pruning or tree removal.

b) A detailed Arboricultural Method Statement showing the means by which any retained trees on or directly adjacent to the site are to be protected from damage by demolition works, excavation, vehicles, stored or stacked building supplies, waste or other materials, and building plant, scaffolding or other equipment, shall then be submitted to and approved in writing by the Local Planning Authority. The method statements shall include details of facilitative pruning specifications and a supervision

schedule overseen by an accredited arboricultural consultant.

c) Cross sections shall be provided to show surface and other changes to levels, special engineering or construction details and any proposed activity within root protection areas required in order to facilitate demolition, construction and excavation. The existing trees on or adjoining the site which are to be retained shall be protected and both the site and trees managed in accordance with the recommendations contained in the method statement. Following the pre-commencement meeting all tree protection measures shall be installed, carried out and retained throughout the period of the works, unless otherwise agreed in writing by the Local Planning Authority. In any case, all works must adhere to BS5837: (2012) Trees in relation to demolition, design and construction and BS3998: (2010) Tree work - recommendations. If within the expiration of 5 years from the date of the occupation of the building for its permitted use any retained tree is removed, uprooted is destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.

Reason:

To avoid damage to the existing trees which represent an important visual amenity in the area, in accordance with The National Planning Policy Framework 2024 Parts 8, 11, 12, 15 and 16; Policies G1 (Green Infrastructure), G5 (Urban Greening) and G7 (Trees and Woodlands) of the London Plan 2021; and policies of The Southwark Plan 2022: P56 Protection of amenity; P57: Open space; P58: Open water space; P59: Green infrastructure, P66 Reducing noise pollution and enhancing soundscapes, P13: Design of places; P14: Design quality; P15: Residential design, P20: Conservation areas; P21: Conservation of the historic environment and natural heritage and P60 Biodiversity.

6. Prior to commencement of the development, including any demolition, full details of all proposed tree planting shall be submitted to and approved in writing by the Local Planning Authority. This will include tree pit cross sections, planting and maintenance specifications, use of guards or other protective measures and confirmation of location, species, sizes, nursery stock type, supplier and defect period.

Details of a management plan, responsibilities and maintenance schedules shall be submitted to and approved by the Local Planning Authority.

This shall include an irrigation schedule for all trees to ensure successful establishment.

For stem girths of up to 20cm the schedule shall be a minimum of three years, and five years for stem girths greater than 20cm. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

All tree planting shall be carried out in accordance with those details and at those times. All trees and shrubs will conform to the specification for nursery stock as set out in British Standard 3936 Parts 1 (1992) and 4 (1984). Advanced Nursery stock trees shall conform to BS 5236 and BS: 4428 Code of practice for general landscaping

operations; BS 8545:2014 Trees: from nursery to independence in the landscape; BS: 5837 (2012) Trees in relation to demolition, design and construction; BS 7370-4:1993 Grounds maintenance Recommendations for maintenance of soft landscape (other than amenity turf); EAS 03:2022 (EN) - Tree Planting Standard, and Trees and Design Action Group guidance.

If within a period of five years from the date of the planting of any tree that tree, or any tree planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree of the same species and size as that originally planted shall be planted at the same place in the first suitable planting season., unless the local planning authority gives its written consent to any variation.

Reason:

So that the Council may be satisfied that the proposed tree planting scheme is in accordance with The National Planning Policy Framework 2024 Parts, 8, 11, 12, 15 and 16; 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).

7. Prior to commencement of the development, (excluding demolition to slab level, archaeological evaluation and site investigation works) the applicant shall secure the implementation of a programme of archaeological mitigation works, an archaeological watching brief, in accordance with a written scheme of investigation, which shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the details of the programme of works for the archaeological mitigation are suitable with regard to the impacts of the proposed development and the nature and extent of archaeological remains on site in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

8. a) Prior to commencement of the development (excluding demolition and site investigation works) hereby permitted, the applicant shall submit to and receive the Local Planning Authority's approval of a Public Engagement Programme which shall set out:

- 1) How the field work areas will be hoarded to provide opportunities for passers-by to safely view the excavations;
- 2) Detailed drawings (artwork, design, text and materials, including their location and a full specification of the construction and materials) for the public interpretation and presentation display materials celebrating the historic setting of the site, which will be located on suitably visible public parts of the temporary site hoarding;
- 3) Details of at least one event, such as a heritage trail, that will be held during the field work phase (as a minimum this should state the date/time, duration, individuals involved and advance promotional measures for the event, and provide an outline of the content of the

event);

b) Prior to the commencement of the fieldwork phase, the hoarding shall be installed in full accordance with the LPA-approved details referred to in parts a.1 and a.2 of the condition, and the hoarding shall remain as such and in place throughout the fieldwork phase.

c) During the fieldwork phase, the event (referred to in part a.3) shall be carried out.

d) Before first occupation of any part of the development, detailed drawings (artwork, design, text and materials, including their location and a full specification of the construction and materials) for the public interpretation and presentation display materials celebrating the historic setting of the site, in some form of permanent display case or signage to be installed within a publicly-accessible part of the development hereby approved. The approved display case or signage shall be installed in accordance with the approval and shall not be replaced other than with a display case or signage of similar specification and bearing the same information.

Reason:

To promote the unique setting of the application site and provide information on the special archaeological and historical interest of this part of Southwark, in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

9. Prior to commencement of the development (excluding demolition and site clearance) full details of the proposed surface water drainage system incorporating Sustainable Drainage Systems (SuDS) shall be submitted to and approved in writing by the Local Planning Authority. This includes detailed design, size and location of attenuation units and details of flow control measures. The strategy should achieve a reduction in surface water runoff rates during the 1% Annual Exceedance Probability (AEP) event plus climate change allowance, as detailed in the Flood Risk and Drainage Assessment prepared by Infrastruct CS Ltd (dated 25 March 2024). The applicant must demonstrate that the site is safe in the event of blockage/failure of the system, including consideration of exceedance flows. The site drainage must be constructed to the approved details.

Reason:

To minimise the potential for the site to contribute to surface water flooding in accordance with Southwark's Strategic Flood Risk Assessment (2017) and Policy SI 13 of the London Plan (2021) and Chapter 15 of the NPPF (2024).

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

10. Prior to above ground works commencing, details of open fronted bird boxes shall be submitted to and approved in writing by the Local Planning Authority.

No less than two open fronted 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 open fronted 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)

11. Prior to above ground works commencing, details of bat tubes, bricks or boxes shall be submitted to and approved in writing by the Local Planning Authority.

No less than 2 bat tubes, bricks or boxes shall be provided and the details shall include the exact location, specification and design of the habitats. The bat tubes, bricks or 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 tubes, bricks or 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).

12. Prior to above ground works commencing, details of the biodiversity (green/brown) roof(s) shall be submitted to and approved in writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) shall be:

Intensive green roof or vegetation over structure. Substrate minimum settled depth of 150mm,



Or, extensive green roof with substrate of minimum settled depth of 80mm (or 60mm beneath vegetation blanket) - meets the requirements of GRO Code 2014,

Laid out in accordance with roof plans; hereby approved; and

Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (focused on minimum 75% wildflower planting, and no more than a maximum of 25% sedum coverage).

The biodiversity (green/brown) roof shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

The biodiversity roof(s) shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Discharge of this condition will be granted on receiving the details of the green/brown roof(s) and the Local Planning Authority agreeing the submitted plans, and once the green/brown roof(s) are completed 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 as well as contributing to the Urban Greening Factor requirements of the London Plan (2021) with the aim of attaining a minimum score of 0.3 for commercial developments in accordance with the National Planning Policy Framework (2024); Policy G1 (Green Infrastructure), Policy G5 (Urban Greening), Policy G6 (Biodiversity and access to nature); Policy P59 (Green infrastructure) and Policy P60 (Biodiversity) of the Southwark Plan (2022).

13. Prior to above ground works commencing, details of native planting as part of the landscape strategy/plan shall be submitted to and approved in writing by the Local Planning Authority.

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).

14. Prior to above ground works commencing, details of Bee bricks and/or invertebrate hotels shall be submitted to and approved in writing by the Local Planning Authority.

No less than 2 Bee bricks and/or invertebrate hotels shall be provided and the details shall include the exact location, specification and design of the habitats. Bee bricks

and/or invertebrate hotels 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 Bee bricks and/or invertebrate hotels 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).

15. Prior to above ground works commencing, detailed drawings of a hard and soft landscaping scheme showing the treatment of all parts of the site not covered by buildings (including cross sections, available rooting space, tree pits, surfacing materials of any parking, access, or pathways layouts, materials and edge details), shall be submitted to and approved in writing by the Local Planning Authority.

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

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: Chapters 8, 12, 15 and 16 of 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).

16. Prior to above ground works commencing, a schedule of all external facing materials to be used in the carrying out of this permission shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details approved.

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 Policies P13 (Design of places) and P14 (Design quality) of the Southwark Plan 2022.

17. Prior to above ground works commencing, details of the means of enclosure for all site boundaries shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the details approved and all site boundaries shall be retained and maintained in perpetuity.

Reason:

In the interests of visual and residential amenity in accordance with the National Planning Policy Framework (2024); Policy D4 (Delivery good design) of the London Plan (2021); Policy P13 (Design of Places), Policy P14 (Design Quality), Policy P15 (Residential Design) and Policy P56 (Protection of amenity) of the Southwark Plan (2022)

18. Prior to above ground works commencing, the following details shall be submitted to the Local Planning Authority for its approval in writing:

For each of the buildings hereby approved 1:5/10 section detail-drawings through:

- the façades;
- parapets;
- roof edges;

The development shall not be carried out otherwise than in accordance with any such approval given.

Reason:

In order that the Local Planning Authority may be satisfied as to the quality of architectural design and details in accordance with the National Planning Policy Framework (2024); Policy D4 (Delivering good design) of the London Plan (2021); Policy P13 (Design of places) and Policy P14 (Design quality) of the Southwark Plan (2022).

19. Prior to above ground works commencing, detailed design and foundation/piling method statements for the proposed crane shall be submitted to and approved in writing by the Local Planning Authority.

Reason:

In order that the Local Planning Authority may be satisfied as to the quality of architectural design and details of the proposed crane and to ensure it does not affect the granite pavement around the edge of South Dock, in accordance with the National Planning Policy Framework (2024); Policy D4 (Delivering good design) of the London Plan (2021); Policy P13 (Design of places) and Policy P14 (Design quality) of the Southwark Plan (2022).

20. Prior to above ground works commencing, details of the green walls shall be submitted to and approved in writing by the Local Planning Authority.

The green wall can be either modular system or climbers rooted in soil.

The wall shall not be used as an amenity or sitting out space of any kind whatsoever and shall only be used in the case of essential maintenance or repair, or escape in case of emergency.

The green wall shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason:

To ensure the development provides the maximum possible provision towards Urban Greening and 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).

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

21. Before the first occupation of the development hereby approved, an Signage Strategy shall be submitted to and approved in writing by the Local Planning Authority.

Any illuminated signage shall be statically illuminated and the illumination shall not exceed 600 candelas per sqm, save for any advertisements which face towards residential accommodation where any illumination shall not exceed a surface brightness of 350 candelas per sqm between 2100 - 0700 hours.

The agreed works shall be implemented prior to first use of the development hereby approved and shall be maintained thereafter.

Reason:

In order to ensure that the quality of the design, details, inclusive access and public realm accessibility remain high, in accordance with the NPPF (2024), Policy D4 (Delivering good design), Policy D8 (Public realm) and Policy P14 (Design quality) of the Southwark Plan (2022).

22. Before the first occupation of the development hereby approved, a bat friendly Lighting Plan shall be submitted to and approved by the Local Planning Authority.

The recommended lighting specification using LED's (at 3 lux) because they have little UV. The spectrum recommended is 80% amber and 20% white with a clear view, no UV, horizontal light spread ideally less than 70° and a timer.

If required a 3D plan of the illumination level should be supplied so the Local Planning Authority can assess potential impact on protected species.

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.

23. Before the first occupation of the development hereby approved, details of the proposed cycle facilities (including cycle storage, showers, changing rooms and lockers where appropriate) shall be submitted and approved in writing by the Local Planning Authority. Thereafter, such facilities shall be 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).

24. Before the first occupation of the development hereby approved, the refuse storage arrangements (individuals bin stores, routes to bin stores, bin collection locations, levels and gradients to and from the store, bulky waste storage) as shown on the drawings hereby approved shall be provided and made available to the users of the development. Thereafter, such facilities shall be retained and maintained in perpetuity.

Reason:

To accord with Southwark's requirements for Waste Management and refuse collection arrangements (Waste Management Strategy Extension 2022 - 2025).

25. Before the first occupation of the development hereby approved, the Blue Badge parking arrangements (compliant to current Southwark design standards) as shown on the drawings hereby approved shall be provided and made available to the users of the development. Thereafter, such facilities shall be retained and maintained

in perpetuity.

Reason:

To meet the requirements of Policy T6.1 (Residential Parking) of the London Plan (2021) and Policy P55 (Parking standards for disabled people and the physically impaired) of the Southwark Plan (2022).

26. Before the first occupation of the development hereby approved, details of the installation (including location, type and commissioning certificate) of 2no. electric vehicle charger points shall be submitted to and approved in writing by the Local Planning Authority and the electric vehicle charger points shall be installed prior to occupation of the development and retained in perpetuity.

Reason:

To encourage more sustainable travel in accordance with the National Planning Policy Framework (2024); Policy T6 (Car parking) of the London Plan 2021; Policy P53 (Cycling) and Policy P54 (Car Parking) of the Southwark Plan (2022).

27. Before the first occupation of the development hereby approved, a Delivery and Service Management Plan detailing how all elements of the site are to be serviced shall be submitted to and approved by the Local Planning Authority. The servicing of the development shall be carried out in accordance with the approval given and the Service Management Plan shall remain extant for as long as the development is occupied.

Reason:

To ensure compliance with the Southwark Plan 2022 Policy P49 (Public transport); Policy P50 (Highways impacts); Policy P51 (Walking), and the National Planning Policy Framework 2024.

28. Before the first occupation of the development hereby approved, a drainage verification report shall be prepared by a suitably qualified engineer and submitted to and approved in writing by the Local Planning Authority.

The report shall provide evidence that the drainage system (incorporating SuDS) has been constructed according to the approved details and specifications (or detail any minor variations where relevant) as detailed in the Flood Risk and Drainage Assessment prepared by Infrastruct CS Ltd (ref: 4676-SODO-ICS-XX-RP-C-07.001-P03, dated: 25 March 2024) and shall include plans, photographs and national grid references of key components of the drainage network such as surface water attenuation structures, flow control devices and outfalls. The report shall also include details of the responsible management company.

Reason:

To ensure the surface water drainage complies with Southwark's Strategic Flood Risk Assessment and Policy SI 13 of the London Plan (2021) and Chapter 15 of the NPPF (2024).

29. Before the first occupation of the development hereby approved, a long-term monitoring and maintenance plan for the flood defence structures shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Environment Agency.

The plan should include:

- a visual inspection of the flood defence structures every 5 years;
- the addition of intrusive investigations to establish the condition of the sheet-piled wall, at every third inspection;
- a schedule of inspection deadlines;
- defined trigger criteria requiring the replacement of the different parts of the flood defence.

If the flood defence structures have reached a defined trigger criteria at an inspection deadline, an improvement plan - including a scheme of ecological enhancements such as, but not limited to, examples within the multi-partner Estuary Edges guidance, or following industry best practice if that guidance no longer exists - shall be submitted within 9 months of the inspection deadline to, and approved in writing by, the Local Planning Authority, in consultation with the Environment Agency.

Any such approved improvement plan will then be implemented in full within 18 months of the date of approval by the Local Planning Authority.

Reason:

To protect the development and the surrounding built environment from an increased risk of flooding including with climate change induced sea level rise over the lifetime of the development and to preserve operational access to the flood defences and to preserve operational access to the flood defences in line with the Thames Estuary 2100 plan, National Planning Policy Framework (NPPF) (2024) (Paragraphs 165, 170 and 173), London Plan policy SI 12 Flood Risk Management, and the Southwark Plan (2022) Policies P25 (River Thames) and P68 (Reducing Flood Risk).

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

30. The proposed boatyard, workshop, cafe and community use hereby permitted shall not be carried on outside of the hours 07:00-22:00 on all days.

The welfare facilities for residential berth holders can be accessed at any time.

In the event of a marine emergency the site can be accessed at any time.

Reason:

To safeguard the amenity of neighbouring residential properties in accordance with the National Planning Policy Framework (2024); Policy P56 (Protection of amenity) and Policy P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

31. All components of the extraction system associated with the proposed cafe shall be cleaned, serviced, maintained and replaced at sufficient intervals to prevent

degradation in performance of the system's components affecting surrounding amenity, and fully in accordance with manufacturer's recommendations. Suitable documentary evidence shall be kept and made available to the Local Planning Authority upon request.

Reason:

In order to ensure that any installed ventilation, ducting and ancillary equipment in the interests of amenity will not cause amenity impacts such as odour, fume or noise nuisance and will not detract from the appearance of the building in accordance with the National Planning Framework (2024); Policy P56 (Protection of amenity) and Policy P65 (Improving air quality) of the Southwark Plan (2022).

32. No workshop or studio units hereby approved shall be merged, combined, or consolidated to form a larger unit, without having first obtained express written consent from the council.

Reason:

In order to ensure that the impact of large developments can be properly assessed in terms of harm to the vitality or viability of the site in accordance with The National Planning Policy Framework 2024 and Policy P30 'Office and business development' of the Southwark Plan (2022)

33. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 and any associated provisions of the Town and Country Planning General Permitted Development Order (including any future amendment of enactment of those Orders) the Use Class E workshop and studio floorspace hereby approved shall not be used for Class E (a), (b), (d), (e), and (f) purposes unless otherwise agreed by way of a formal application for planning permission.

Reason:

To safeguard the character and the amenities of the premises and adjoining properties in accordance with the National Planning Policy Framework (2024) and P56 Protection of amenity of the Southwark Plan 2022.

34. Prior to occupation this development shall achieve full compliance with the air quality assessment mitigation measures as detailed in Air Quality Assessment Planning Issue (P02) dated May 2024;

Reason:

To protect future occupiers from poor external air quality in accordance with the National Planning Policy Framework (2024); Policy P56 (Protection of amenity) and Policy P65 (Improving air quality) of the Southwark Plan (2022).

35. Any deliveries or collections to the boatyard or workshop units shall only be between the following hours:

- o 08:00 - 20:00 Monday to Friday,
- o 09:00 - 18:00 Saturday and
- o 10:00 - 16:00 on Sundays and Public Holidays.



**Reason:**

To safeguard the amenity of neighbouring residential properties in accordance with the National Planning Policy Framework (2024); Policy P56 (Protection of amenity); P66 (Reducing noise pollution and enhancing soundscapes) of the Southwark Plan (2022).

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

36. Within one year of the completion of the archaeological work on site, an assessment report detailing the proposals for the off-site analyses and post-excavation works, including publication of the site and preparation for deposition of the archive, shall be submitted to and approved in writing by the Local Planning Authority, and the works detailed in the assessment report shall not be carried out otherwise than in accordance with any such approval given. The assessment report shall provide evidence of the applicant's commitment to finance and resource these works to their completion.

**Reason:**

In order that the archaeological interest of the site is secured with regard to the details of the post-excavation works, publication and archiving to ensure the preservation of archaeological remains by record in accordance with Policy P23 Archaeology of the Southwark Plan (2022) and the National Planning Policy Framework 2024.

37. No Live or amplified music will be played, and no amplifiers or speakers will be installed, changed or used within any part of the hereby approved development until the full details of the proposed equipment and a scheme of sound insulation has been submitted and approved together with a scheme of sound insulation that will demonstrate that the L10 sound from amplified and non-amplified music and amplified speech shall not exceed the lowest L90 5min at 1m from the facade of nearby residential premises at all third octave bands between 63Hz and 8kHz.

Prior to the commissioning of any live or amplified music the approved scheme of sound insulation shall be constructed and installed in accordance with the approval given and shall be permanently maintained thereafter.

Following completion of the construction and installed of the sound insulation scheme a validation test shall be carried out. The results shall be submitted to the LPA for approval in writing. The submission will include:

1. A site plan clearly identifying the location of all installed equipment (amplifiers and speakers)
2. Details of any sound limiters that are proposed including details of the specific limits and settings used to meet the condition criteria.
3. A Site Equipment Register will be provided with the specific details of all equipment such as amplifiers, speakers and limiters and will include the type of equipment, the manufacturer, the model or detail number and include the data of installation.
4. A Live Music Management Plan including the location of live music performance spaces and details of all monitoring and control measures.

No new or alternative music equipment shall be installed or used in any part of the development until the full details have been submitted, approved by the LPA, and the specific equipment details added to the agreed Site Equipment Register. Only equipment that is recorded on the Site Equipment Register may be replaced with like for like.

All work must be carried out by suitably qualified person and the approved noise attenuation and ventilation measures shall thereafter be retained and maintained in working order for the duration of the use in accordance with the approved details.

Reason:

To ensure that the occupiers and users of the proposed development do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities associated with non-residential premises in accordance with the Southwark Plan 2022 Policy P56 (Protection of amenity); Policy P66 (Reducing noise pollution and enhancing soundscapes), and the National Planning Policy Framework 2024.

### **Informatives**

1) 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.

The fire risk assessment/statement covers matters required by planning policy. This is in no way a professional technical assessment of the fire risks presented by the development. The legal responsibility and liability lies with the 'responsible person'. The responsible person being the person who prepares the fire risk assessment/statement not planning officers who make planning decisions.

2) The proposed development is located within 20m of a Thames Water Sewage Pumping Station and this is contrary to best practice set out in Codes for Adoption (<https://www.thameswater.co.uk/developers/larger-scale-developments/sewers-and-wastewater/adopting-a-sewer>). Future occupiers of the development should be made aware that they could periodically experience adverse amenity impacts from the pumping station in the form of odour; light; vibration and/or noise

3) Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

4) There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes>

5) The applicant is recommended to contact the Metropolitan Police Secured by Design Team to discuss potential crime and anti-social behavioural issues that are present in this area and ways to mitigate against these using the built environment

6) The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

- o on or within 8 metres of a main river (16 metres if tidal)
- o on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- o on or within 16 metres of a sea defence
- o involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- o in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact the National Customer Contact Centre on 03702 422 549 or by emailing [enquiries@environment-agency.gov.uk](mailto:enquiries@environment-agency.gov.uk). The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

## Consultation undertaken

**Site notice date:** 05/02/2025

**Press notice date:** 07/12/2023

**Case officer site visit date:** 07/12/2023

**Neighbour consultation letters sent:** 05/02/2025

### Internal services consulted

LBS Design And Conservation Team [Formal Consultation]

LBS Archaeologist

LBS Urban Forester

LBS Environmental Protection Team

LBS Transport Policy Team

LBS Highways Development & Management

LBS Ecology Officer

LBS Local Economy

LBS Planning Policy [Formal Consultation] - General

Flood Risk Management & Urban Drainage Team

LBS Community Infrastructure Team

Flood Risk Management & Urban Drainage Team

### Statutory and non-statutory organisations

Thames Water

Port Of London Authority

Environment Agency

LB Lewisham

Metropolitan Police Service (Designing Out Crime)

Environment Agency

### Neighbour and local groups consulted:

Juliette South Dock Marina Plough Way  
Admiral Vic South Dock Marina Rope  
Street

Flat J 4 Windsock Close London

Selina Kyle South Dock Marina Rope  
Street

Johanna Elisabeth South Dock Marina  
Plough Way

Chantilly South Dock Marina Plough  
Way

Thalassa South Dock Marina Rope  
Street

Flat N 1 Windsock Close London

Flat D 5 Dunnage Crescent London

Morning Elephant South Dock Marina  
Rope Street

Flat F 5 Dunnage Crescent London

Flat 11 101 Rope Street London

Flat F 4 Windsock Close London

Flat C 4 Windsock Close London

Flat B 3 Windsock Close London

326 Rope Street London Southwark

Flat 9 96 Rope Street London

84 South Dock Marina Rope Street  
London

Greenland Pier 308 Rope Street London

Venture South Dock Marina Rope Street

Gainsborough Trader South Dock

Marina Plough Way  
 Gibson Square South Dock Marina Rope Street  
 Pericles South Dock Marina Rope Street  
 No 61 South Dock Marina Rope Street  
 Peace The Boat South Dock Marina Rope Street  
 Flat D 5 Windsock Close London  
 Flat C 5 Windsock Close London  
 Flat A 5 Windsock Close London  
 Flat P 4 Windsock Close London  
 Flat F 3 Windsock Close London  
 Flat 1 101 Rope Street London  
 Flat E 3 Windsock Close London  
 Flat 7 99 Rope Street London  
 Flat 4 99 Rope Street London  
 Flat 5 96 Rope Street London  
 Flat J 1 Windsock Close London  
 Flat B 7 Dunnage Crescent London  
 317 Rope Street London Southwark  
 Orion South Dock Marina Rope Street  
 Dash South Dock Marina Rope Street  
 Counterpoint J South Dock Marina Rope Street  
 Viewfinder South Dock Marina Rope Street  
 La Baronesse South Dock Marina Rope Street  
 Gish South Dock Marina Rope Street  
 Katharine Of London South Dock Marina Rope Street  
 Sheridan South Dock Marina Rope Street  
 Old Moon South Dock Marina Rope Street  
 Condorline South Dock Marina Rope Street  
 Rio Grande South Dock Marina Rope Street  
 Mercury South Dock Marina Rope Street  
 Jacaranda South Dock Marina Rope Street  
 Gruffalo South Dock Marina Rope Street  
 Mischief South Dock Marina Plough Way  
 199 Plough Way London Southwark  
 209 Plough Way London Southwark  
 Flat E 7 Dunnage Crescent London  
 Champagne Moment South Dock Marina Rope Street  
 Astral South Dock Marina Rope Street  
 Henley South Dock Marina Rope Street  
 Hercules South Dock Marina Plough

Way  
 Xochitl South Dock Marina Rope Street  
 322 Rope Street London Southwark  
 26 Princes Court London Southwark  
 Linguard South Dock Marina Plough Way  
 Flat 8 97 Rope Street London  
 319 Rope Street London Southwark  
 Flat G 2 Windsock Close London  
 Flat D 7 Dunnage Crescent London  
 Flat 9 101 Rope Street London  
 Flat 2 101 Rope Street London  
 Flat 6 1 South Sea Street London  
 Tigger South Dock Marina Rope Street  
 Aperture South Dock Marina Rope Street  
 Mv Lunenburg South Dock Marina Rope Street  
 Prometheus South Dock Marina Rope Street  
 Margriet South Dock Marina Plough Way  
 Theodorus South Dock Marina Plough Way  
 Vertrouwen Lockett South Dock Marina Rope Street  
 Jonge Geertje South Dock Marina Rope Street  
 Ann South Dock Marina Rope Street  
 Flat 4 1 South Sea Street London  
 203 Plough Way London Southwark  
 Flat F 5 Windsock Close London  
 Flat B 4 Windsock Close London  
 Flat A 4 Windsock Close London  
 Flat 3 101 Rope Street London  
 Flat 10 100 Rope Street London  
 Flat 9 98 Rope Street London  
 Flat 5 98 Rope Street London  
 Flat 2 98 Rope Street London  
 Flat 6 97 Rope Street London  
 Flat D 2 Windsock Close London  
 Flat A 1 Windsock Close London  
 Flat B 6 Dunnage Crescent London  
 Flat H 5 Dunnage Crescent London  
 Flat G 5 Dunnage Crescent London  
 327 Rope Street London Southwark  
 86 South Dock Marina Rope Street London  
 83 South Dock Marina Rope Street London  
 Mc Longfleet South Dock Marina Rope Street  
 Arcadia South Dock Marina Rope Street  
 Merlin South Dock Marina Rope Street

Lily Louise South Dock Marina Rope Street  
 Kingfisher South Dock Marina Rope Street  
 Blue Trout South Dock Marina Rope Street  
 Molly South Dock Marina Rope Street  
 Pipistrelle South Dock Marina Rope Street  
 Karasand South Dock Marina Rope Street  
 Juno South Dock Marina Rope Street  
 Georgiana South Dock Marina Plough Way  
 Upton Grange South Dock Marina Plough Way  
 Hoop Op Van Zegen South Dock Marina Plough Way  
 195 Plough Way London Southwark  
 Apolina South Dock Marina Rope Street  
 Unicorn South Dock Marina Rope Street  
 The Great Jake South Dock Marina Rope Street  
 Adelka South Dock Marina Rope Street  
 310 Rope Street London Southwark  
 Flat 10 96 Rope Street London  
 Flat 9 100 Rope Street London  
 Flat 6 99 Rope Street London  
 Flat 4 98 Rope Street London  
 Flat 5 97 Rope Street London  
 Flat E 5 Windsock Close London  
 Flat C 1 Windsock Close London  
 Flat 1 1 South Sea Street London  
 201 Plough Way London Southwark  
 Elwi South Dock Marina Rope Street  
 Semolina South Dock Marina Rope Street  
 Fulmar South Dock Marina Rope Street  
 Juno Ohare South Dock Marina Rope Street  
 Dash South Dock Marina Plough Way  
 Agnes South Dock Marina Rope Street  
 Baardvark South Dock Marina Rope Street  
 Boudicca South Dock Marina Rope Street  
 Kaapse Draai South Dock Marina Rope Street  
 Swiss Lady South Dock Marina Rope Street  
 Rubin South Dock Marina Rope Street  
 Project Leaders South Dock Marina

Rope Street  
 Flat M 4 Windsock Close London  
 Flat D 4 Windsock Close London  
 Flat 4 100 Rope Street London  
 Flat 7 96 Rope Street London  
 Flat C 2 Windsock Close London  
 Flat E 1 Windsock Close London  
 7 Windsock Close London Southwark  
 6 Windsock Close London Southwark  
 Flat F 6 Dunnage Crescent London  
 Flat 2 96 Rope Street London  
 30 Princes Court London Southwark  
 320 Rope Street London Southwark  
 314 Rope Street London Southwark  
 Valhalla Rising South Dock Marina Rope Street  
 Dor South Dock Marina Rope Street  
 Wayward South Dock Marina Rope Street  
 Barnacle South Dock Marina Rope Street  
 Pax South Dock Marina Rope Street  
 Mv Elisabeth South Dock Marina Rope Street  
 Tranquility South Dock Marina Rope Street  
 Acamar South Dock Marina Rope Street  
 The Red Dog South Dock Marina Rope Street  
 Mv The Wicked Lady South Dock Marina Rope Street  
 Toucan South Dock Marina Rope Street  
 Sweet Lady South Dock Marina Rope Street  
 Margarita South Dock Marina Rope Street  
 Leontine South Dock Marina Plough Way  
 Flat 6 98 Rope Street London  
 Nimrod South Dock Marina Rope Street  
 Andante South Dock Marina Rope Street  
 Viking Spirit South Dock Marina Rope Street  
 Elixir South Dock Marina Rope Street  
 Flat 10 98 Rope Street London  
 Flat 8 98 Rope Street London  
 Flat 6 100 Rope Street London  
 Flat 7 98 Rope Street London  
 Flat 1 98 Rope Street London  
 Flat 1 97 Rope Street London  
 313 Rope Street London Southwark  
 25 Princes Court London Southwark

Flat L 1 Windsock Close London  
 191 Plough Way London Southwark  
 Blue Steel South Dock Marina Rope  
 Street  
 Hippo South Dock Marina Rope Street  
 Arethusa South Dock Marina Rope  
 Street  
 Flat 8 1 South Sea Street London  
 Flat E 4 Windsock Close London  
 Flat 5 101 Rope Street London  
 Flat 9 99 Rope Street London  
 Flat 8 99 Rope Street London  
 Flat C 3 Windsock Close London  
 Flat H 2 Windsock Close London  
 Flat M 1 Windsock Close London  
 Flat G 1 Windsock Close London  
 Flat B 1 Windsock Close London  
 Flat F 7 Dunnage Crescent London  
 Flat C 6 Dunnage Crescent London  
 92 South Dock Marina Rope Street  
 London  
 85 South Dock Marina Rope Street  
 London  
 Dorothy South Dock Marina Rope Street  
 Collier South Dock Marina Rope Street  
 Bothy South Dock Marina Rope Street  
 Morag Jane South Dock Marina Rope  
 Street  
 Molokia South Dock Marina Plough Way  
 Jonquil South Dock Marina Plough Way  
 Elisabeth South Dock Marina Plough  
 Way  
 205 Plough Way London Southwark  
 Flat 5 1 South Sea Street London  
 Flat K 1 Windsock Close London  
 Flat B 5 Dunnage Crescent London  
 Shandy Luv South Dock Marina Rope  
 Street  
 Flat 3 100 Rope Street London  
 Aquamarine South Dock Marina Rope  
 Street  
 M Y Petja South Dock Marina Rope  
 Street  
 Great Expectations South Dock Marina  
 Rope Street  
 Jump The Tub South Dock Marina  
 Plough Way  
 Flat H 5 Windsock Close London  
 323 Rope Street London Southwark  
 Flat O 1 Windsock Close London  
 Flat D 6 Dunnage Crescent London  
 Flat C 5 Dunnage Crescent London

Gemini South Dock Marina Rope Street  
 Supreme Macaroni South Dock Marina  
 Rope Street  
 Mongoose Of Helford South Dock  
 Marina Rope Street  
 Crian Of Nomis South Dock Marina  
 Rope Street  
 Osprey South Dock Marina Plough Way  
 The Elizabeth Keel South Dock Marina  
 Plough Way  
 Absolute Zero South Dock Marina Rope  
 Street  
 Alison Jane South Dock Marina Rope  
 Street  
 Draepwelle South Dock Marina Rope  
 Street  
 Sharinda South Dock Marina Rope  
 Street  
 Marrakesh South Dock Marina Rope  
 Street  
 Flat 2 1 South Sea Street London  
 Flat K 4 Windsock Close London  
 Flat I 4 Windsock Close London  
 Flat H 3 Windsock Close London  
 Flat 4 101 Rope Street London  
 Flat 3 98 Rope Street London  
 Flat 10 97 Rope Street London  
 Flat 4 97 Rope Street London  
 Flat C 7 Dunnage Crescent London  
 Flat E 6 Dunnage Crescent London  
 Flat E 5 Dunnage Crescent London  
 Flat 4 96 Rope Street London  
 Flat 1 96 Rope Street London  
 29 Princes Court London Southwark  
 312 Rope Street London Southwark  
 Djinskiia South Dock Marina Rope Street  
 Divertimento South Dock Marina Rope  
 Street  
 Dream Hunter South Dock Marina Rope  
 Street  
 Deirdre South Dock Marina Rope Street  
 Phoenix South Dock Marina Rope Street  
 Cyrella South Dock Marina Rope Street  
 Bs69s South Dock Marina Rope Street  
 Alfresco South Dock Marina Rope Street  
 Flying Scotsman South Dock Marina  
 Rope Street  
 Brunel South Dock Marina Rope Street  
 Victoria Tower South Dock Marina Rope  
 Street  
 Ijsbrandt South Dock Marina Rope Street  
 Oude Ida South Dock Marina Plough

## Way

197 Plough Way London Southwark  
 189 Plough Way London Southwark  
 31 Princes Court London Southwark  
 Flat D 3 Windsock Close London  
 Lambrusco South Dock Marina Rope  
 Street  
 Flat G 7 Dunnage Crescent London  
 Bounty South Dock Marina Rope Street  
 Flat H 7 Dunnage Crescent London  
 Courser South Dock Marina Rope Street  
 Flat 5 100 Rope Street London  
 Flat 3 99 Rope Street London  
 Flat O 4 Windsock Close London  
 Flat B 2 Windsock Close London  
 8 Windsock Close London Southwark  
 Flat A 7 Dunnage Crescent London  
 Flat 9 1 South Sea Street London  
 Flat 3 1 South Sea Street London  
 Biscaya South Dock Marina Rope Street  
 Zenon Jorba South Dock Marina Rope  
 Street  
 Enterprise South Dock Marina Rope  
 Street  
 Arrelle South Dock Marina Rope Street  
 Ilanga Umfolo South Dock Marina  
 Plough Way  
 Ecclesjohn South Dock Marina Plough  
 Way  
 Christopher Robin South Dock Marina  
 Rope Street  
 Katy Claire South Dock Marina Rope  
 Street  
 Initio South Dock Marina Rope Street  
 Sea Sovereign South Dock Marina  
 Plough Way  
 Livro South Dock Marina Rope Street  
 193 Plough Way London Southwark  
 Flat 7 1 South Sea Street London  
 Flat G 5 Windsock Close London  
 Flat 8 100 Rope Street London  
 Flat 7 100 Rope Street London  
 Flat 2 99 Rope Street London  
 Flat 1 99 Rope Street London  
 Flat A 5 Dunnage Crescent London  
 318 Rope Street London Southwark  
 324 Rope Street London Southwark  
 Kingsisher South Dock Marina Rope  
 Street  
 Yacht Courser South Dock Marina Rope  
 Street  
 Mercedes South Dock Marina Rope

## Street

Exposure South Dock Marina Rope  
 Street  
 90 South Dock Marina Rope Street  
 London  
 Res Nova South Dock Marina Rope  
 Street  
 Northern Lass South Dock Marina Rope  
 Street  
 Bienstar South Dock Marina Rope Street  
 Julia South Dock Marina Rope Street  
 Dolce Vita South Dock Marina Rope  
 Street  
 Bermuda Breeze South Dock Marina  
 Rope Street  
 Althea Too South Dock Marina Rope  
 Street  
 Tokolosh South Dock Marina Plough  
 Way  
 Kathleen South Dock Marina Rope  
 Street  
 Georgie Bucket South Dock Marina  
 Rope Street  
 Pamela Jeanne South Dock Marina  
 Plough Way  
 Vuelvo Al Sur South Dock Marina Plough  
 Way  
 Whitakers South Dock Marina Plough  
 Way  
 Gretha South Dock Marina Plough Way  
 Escape South Dock Marina Rope Street  
 Flat 11 96 Rope Street London  
 Halcyon Oak South Dock Marina Rope  
 Street  
 Longfleet South Dock Marina Rope  
 Street  
 Beyond These Shores li South Dock  
 Marina Rope Street  
 Ro-ann South Dock Marina Rope Street  
 Flat 10 1 South Sea Street London  
 Flat G 4 Windsock Close London  
 Flat E 2 Windsock Close London  
 Tomcat South Dock Marina Rope Street  
 316 Rope Street London Southwark  
 Flat G 3 Windsock Close London  
 Flat A 6 Dunnage Crescent London  
 Flat 6 101 Rope Street London  
 207 Plough Way London Southwark  
 Flat 6 96 Rope Street London  
 87 South Dock Marina Rope Street  
 London  
 Zingili South Dock Marina Rope Street



Maverick South Dock Marina Rope  
 Street  
 Barracuda Of Arran South Dock Marina  
 Rope Street  
 93 South Dock Marina Rope Street  
 London  
 Vertrouwen Papendrecht South Dock  
 Marina Plough Way  
 Silver Fox South Dock Marina Rope  
 Street  
 Varka South Dock Marina Rope Street  
 Zeeland Sluister South Dock Marina  
 Plough Way  
 South Lock Control Office South Dock  
 Marina Plough Way  
 Flat N 4 Windsock Close London  
 Flat H 4 Windsock Close London  
 Flat 10 101 Rope Street London  
 Flat 1 100 Rope Street London  
 Flat 9 97 Rope Street London  
 Flat 7 97 Rope Street London  
 Flat 3 97 Rope Street London  
 Flat 2 97 Rope Street London  
 Flat 8 96 Rope Street London  
 Flat A 3 Windsock Close London  
 Flat F 2 Windsock Close London  
 Flat A 2 Windsock Close London  
 Flat P 1 Windsock Close London  
 Flat H 1 Windsock Close London  
 27 Princes Court London Southwark  
 315 Rope Street London Southwark  
 311 Rope Street London Southwark  
 325 Rope Street London Southwark  
 321 Rope Street London Southwark  
 Janstar South Dock Marina Rope Street  
 91 South Dock Marina Rope Street  
 London  
 Ramesses Ii South Dock Marina Rope  
 Street  
 General Robert E Lee South Dock  
 Marina Rope Street  
 Alfred Rnlb South Dock Marina Rope  
 Street  
 2020 Osprey South Dock Marina Rope  
 Street  
 The Pearl Of London South Dock Marina  
 Rope Street  
 Benefits Prn South Dock Marina Rope  
 Street  
 Albert Ross South Dock Marina Rope  
 Street  
 Cuban Breeze South Dock Marina Rope

Street  
 Carina South Dock Marina Rope Street  
 Anna Maria South Dock Marina Rope  
 Street  
 Starfish South Dock Marina Rope Street  
 Simunye South Dock Marina Rope  
 Street  
 Rambler South Dock Marina Rope Street  
 Rallus South Dock Marina Rope Street  
 Pegasus South Dock Marina Rope  
 Street  
 Ithaca South Dock Marina Rope Street  
 Obelix South Dock Marina Plough Way  
 Flat 8 101 Rope Street London  
 Valentines Way South Dock Marina  
 Rope Street  
 Flat 2 100 Rope Street London  
 Flat 10 99 Rope Street London  
 Flat B 5 Windsock Close London  
 Flat L 4 Windsock Close London  
 28 Princes Court London Southwark  
 Flat I 1 Windsock Close London  
 Flat F 1 Windsock Close London  
 Flat 3 96 Rope Street London  
 89 South Dock Marina Rope Street  
 London  
 More Mischief South Dock Marina Rope  
 Street  
 Gordonia South Dock Marina Rope  
 Street  
 Beujolais South Dock Marina Rope  
 Street  
 Ilanga Umfuma South Dock Marina Rope  
 Street  
 Blue Dolphina South Dock Marina Rope  
 Street  
 Sokaris South Dock Marina Rope Street  
 Empress South Dock Marina Rope  
 Street  
 Lady Gertrude South Dock Marina Rope  
 Street  
 Smokey South Dock Marina Rope Street  
 Raven South Dock Marina Rope Street  
 Flat 7 101 Rope Street London  
 Flat 5 99 Rope Street London  
 Flat D 1 Windsock Close London  
 Sy Fulmar South Dock Marina Rope  
 Street  
 Roma South Dock Marina Rope Street  
 82 South Dock Marina Rope Street  
 London  
 Mary Jane South Dock Marina Rope

Street

Ramlaitui South Dock Marina Rope

Street

Sammy South Dock Marina Rope Street

Goldberry South Dock Marina Rope

Street

The 10 Bells South Dock Marina Rope

Street

Samantha South Dock Marina Rope

Street

Lesley B South Dock Marina Rope Street

Sea Wedge South Dock Marina Plough

Way

**Re-consultation:**

## APPENDIX 3

### Consultation responses received

#### Internal services

LBS Design & Conservation Team [Formal]  
 LBS Archaeology  
 LBS Urban Forester  
 LBS Environmental Protection  
 LBS Transport Policy  
 LBS Highways Development & Management  
 LBS Ecology  
 LBS Local Economy  
 LBS Planning Policy  
 LBS Flood Risk Management & Urban Drain  
 LBS Community Infrastructure Levy Team  
 LBS Flood Risk Management & Urban Drain

#### Statutory and non-statutory organisations

Thames Water  
 Metropolitan Police Service

#### Neighbour and local groups consulted:

Eccles John Rope Street London	The Pearl of London South Dock Marina,
south dock marina rope st London	Rope Street London
Barracuda of Arran, South Dock Marina	Selina Kyle, South Dock Marina London
Rope Street London	SE16 7SZ
South Lock Control Office South Dock	Flat N 4 Windsock Close London SE16
Marina, Rope Street London	7FL
Flat J4 Windsock Close Surrey Quays	Flat J4 Windsock Close Southwark
The Pearl of London South Dock Marina,	Simunye, South Dock Marina Rope
Rope Street London	Street London
314 Rope Street London Southwark	Lock Office, South Dock Marina, Rope
Gordonia, Greenland Dock, South Dock	Street London SE16 7SZ
Marina office Rope St London	South Dock Rope Street London
South Lock Control Office, Rope Street,	Katharine of London, South Dock Marina
London SE16 7SZ	Rope Street London
South Dock Marina Rope Street London	South Dock Marina London SE167SZ
Mercedes South Dock Marina, Rope	South Dock Marina Lock Office Rope
Street, London	Street Surrey Quays, LONDON
313 Rope St, London SE167TY London	Elfinia South Dock Lock Office London
SE16 7TY	South Dock Marina Rope Street London
MV Selina Kyle South Dock Marina Lock	Ro-An South Dock Marina London
Office, Rope Street London	57 Carleton Road London N7 0ET
South Lock Control Office Rope Street	South Dock Marina Rope Street London
London	South Dock Marina Rope Street London

Dor South Dock Marina, Rope Street  
 London  
 Hoop Op Van Zegen South Dock Marina  
 London  
 South Dock Control Office Rope street  
 London  
 South Dock Lock Office Rope Street  
 London  
 17 The Firs Bath BA2 5ED  
 Ramesses II, South Lock Control Office,  
 South Dock Marina Rope Street London  
 Sammy, South dock marina Rope St  
 london  
 4 Davenham Road Greater Manchester  
 Sale  
 South Lock Control Office, South Dock  
 Marina Rope Street London  
 Curload Farm Stoke St Gregory Taunton  
 29 St. James Terrace St James Terrace  
 Buxton  
 South Dock Marina Rope Street London  
 SOUTH LOCK CONTROL OFFICE  
 South Dock Marina, Rope Street  
 LONDON  
 Wilma Southdock Marina London  
 Prometheus South Dock Marina London  
 South Dock Marina London se167sz  
 South Dock Marina Rope Street London  
 Barn Court The Street Shottisham  
 South Dock Marina London SE16 7SZ  
 1a Hays Court 133 Rotherhithe Street  
 London  
 Vertrouwen Marina Dock Office Rope St  
 Via Email  
 Obelix South Dock Marina Rope Street  
 Berwick Cottage 42 High Street  
 Sixpenny Handley  
 Rubin, South Dock Marina Rope Street  
 London  
 SOUTH LOCK CONTROL OFFICE  
 South Dock Marina, Rope Street  
 LONDON  
 Church Cottage Stoke Fleming  
 Dartmouth  
 Sheridan, South Dock Marina Rope  
 Street London  
 'Janstar', South Dock Marina Rope St  
 London  
 Ijsbrandt, South Dock Marina Rope  
 Street London  
 The Pearl of London South Dock Marina,  
 Rope Street London

Simunye, South Dock Marina Rope  
 Street London  
 South Lock Control Office Rope Street  
 London  
 Dor, South Dock Marina Rope Street  
 London  
 Flat 42 Mandara Place Yeoman Street  
 London  
 Gordonia, Greenland Dock South Dock  
 Marina office, Rope St London  
 321 Rope Street London SE16 7TY  
 Whitaker No5 South Dock Marina, Rope  
 Street London  
 16 Lovell Place Rotherhithe London  
 2 Rainbow Quay London SE16 7UF  
 Hoop Op Van Zegen South Dock Marina  
 Dock Office Rope Street  
 79 Columbia Road London E2 7RG  
 South Dock Marina Rope Street London  
 Barracuda of Arran Southdock Marina  
 Rope Street London  
 Flat 1, 4 Rainbow Quay 4 Rainbow Quay  
 London  
 1 Blackwall Basin Moorings 1 Myers  
 Walk London  
 MV Selina Kyle, Lock Office, South Dock  
 Marina Rope Street London  
 15a Charlton Road London SE3 7EU  
 South Dock Marina Rope Street London  
 Vertrouwen south dock marina, rope  
 street London  
 Lock Control Office, South Dock Marina  
 Rope Street London  
 Greenland Dock London SE16 7SZ  
 Rope Street South Dock Marina London  
 The Flying Scotsman, South Dock  
 Marina Rope Street London  
 Flat 3 96 Rope Street London  
 321 Rope Street, South Dock  
 Rotherhithe  
 Southdock Marina Lock office London  
 Oude Ida, c/o South Dock Marina Lock  
 Office, Rope St London  
 South Dock Marina Rope Street London  
 South Dock Marina, Great Aunt Hilda,  
 rope street Southwark Se16 7sz  
 Beujolais, South Dock Marina Southwark  
 Se167sz  
 South Dock London SE16 7SZ  
 Juno O'Hare South Dock Marina, Rope  
 Street London  
 Flat H 1 Windsock Close London

Apolonia South Dock Marina Rope  
 Street London  
 Roma, South Dock Marina Rope Street  
 London  
 South Dock Marina london se167sz  
 South Dock Marina Rope street London  
 SOUTH LOCK CONTROL OFFICE  
 South Dock Marina, Rope Street  
 LONDON  
 Aperture South Dock Marina London  
 Grian South Dock Marina London  
 Little Orchard, Thorney Road, Kingsbury  
 Episcopi Martock  
 42 Anstey Road Alton GU34 2RB  
 South Dock Marina London SE16 7SZ  
 Dor South Dock Marina, Rope Street  
 London  
 Flat 57 Ensign House Tavern Quay  
 Rope Street London  
 The Pearl of London South Dock Marina,  
 Rope Street Rotherhithe, London  
 Little Orchard, Thorney Road Kingsbury  
 Episcopi MARTOCK  
 Alfred South dock marina London  
 south dock marina office, GISH, Rope  
 street London SE16 7SZ  
 Eccles John South Dock Marina, Rope  
 Street London  
 Longfleet, South Dock Marina Rope  
 Street London  
 'Hercules' South Dock Marina Rope  
 Street London  
 south dock marina rope st london

Barracuda of Arran South Dock Marina,  
 Rope Street London  
 Brunel, South Dock Marina Lock Office  
 Rope Street London  
 Lock Office South Dock Marina Rope  
 Street London  
 MV Selina Kyle, SOUTH LOCK  
 CONTROL OFFICE South Dock Marina,  
 Rope Street London  
 Brunel, South Dock Marina Rope Street  
 London  
 Rope street London SE16 7SZ  
 Prometheus South Dock Marina London  
 Katharine of London South Dock Marina,  
 Rope Street London  
 The Elizabeth Keel Rope Street, South  
 Dock Marina London  
 Mary Jane, South Dock Marina Lock  
 Office Rope Street London  
 10 Mariner House 17 Rupack Street  
 London  
 Flat 6 18 Wickham Road London  
 M/s Gretha South Dock Lock Office,  
 Rope Street London  
 Via Email  
 Zeelands Luister, Lock Office South  
 Dock Marina, Rope Street London  
 321 Rope Street South Dock London  
 Flat a 4 windsock close London Se167fl  
 325 Rope Street Surrey Quays SE16  
 7TY  
 315 Rope Street London SE16 7TY

**Relevant Planning Policies**

The relevant chapters from the National Planning Policy Framework (2024) are:

- Chapter 2 Achieving sustainable development
- Chapter 6 Building a strong, competitive economy
- Chapter 8 Promoting healthy and safe communities
- Chapter 9 Promoting sustainable transport
- Chapter 11 Making effective use of land
- Chapter 12 Achieving well-designed places
- Chapter 14 Meeting the challenge of climate change, flooding and coastal change
- Chapter 15 Conserving and enhancing the natural environment
- Chapter 16 Conserving and enhancing the historic environment

The relevant policies of the London Plan (2021) are:

- Policy GG1 Building Strong and inclusive communities
- GG2 Making the best use of land
- GG5 Growing a good economy
- Policy SD1 Opportunity Areas
- Policy D4 Delivering good design
- Policy D12 Fire safety
- Policy D14 Noise
- Policy E1 Offices
- Policy E2 Providing suitable business space
- Policy E3 Affordable workspace
- Policy E4 Land for industry, logistics and services to support London's economic function
- Policy HC1 Heritage conservation and growth
- Policy G1 Green infrastructure
- Policy G5 Urban greening
- Policy G6 Biodiversity and access to nature
- Policy G7 Trees and woodlands
- Policy SI 1 Improving air quality
- Policy SI 2 Minimising greenhouse gas emissions
- Policy SI 3 Energy infrastructure
- Policy SI 5 Water infrastructure
- Policy SI 7 Reducing waste and supporting the circular economy
- Policy SI 12 Flood risk management
- Policy SI 13 Sustainable drainage
- Policy SI 14 Waterways- strategic role
- Policy SI 16 Waterways – use and enjoyment
- Policy SI 17 Protecting and enhancing London's waterways
- Policy T5 Cycling
- Policy T6 Car parking
- Policy T6.2 Office Parking

- Policy T6.5 Non-residential disabled persons parking
- Policy T7 Deliveries, servicing and construction
- Policy DF1 Delivery of the Plan and Planning Obligations

The relevant policies of the Southwark Plan (2022) are:

- SP4 Green and inclusive Economy
- SP6 Climate emergency
- P13 Design of places
- P14 Design quality
- P18 Efficient use of land
- P19 Listed buildings and structures
- P21 Conservation of the historic environment and natural heritage
- P23 Archaeology
- P25 River Thames
- P28 Access to employment and training
- P30 Office and business development
- P31 Affordable workspace
- P33 Business relocation
- P53 Cycling
- P54 Car Parking
- P55 Parking standards for disabled people and the physically impaired
- P56 Protection of amenity
- P57 Open space
- P58 Open water space
- P59 Green infrastructure
- P60 Biodiversity
- P61 Trees
- P62 Reducing waste
- P63 Land for waste management
- P64 Contaminated land and hazardous substances
- P65 Improving air quality
- P66 Reducing noise pollution and enhancing soundscapes
- P67 Reducing water use
- P68 Reducing flood risk
- P69 Sustainability standards
- P70 Energy

SPD's

## APPENDIX 5

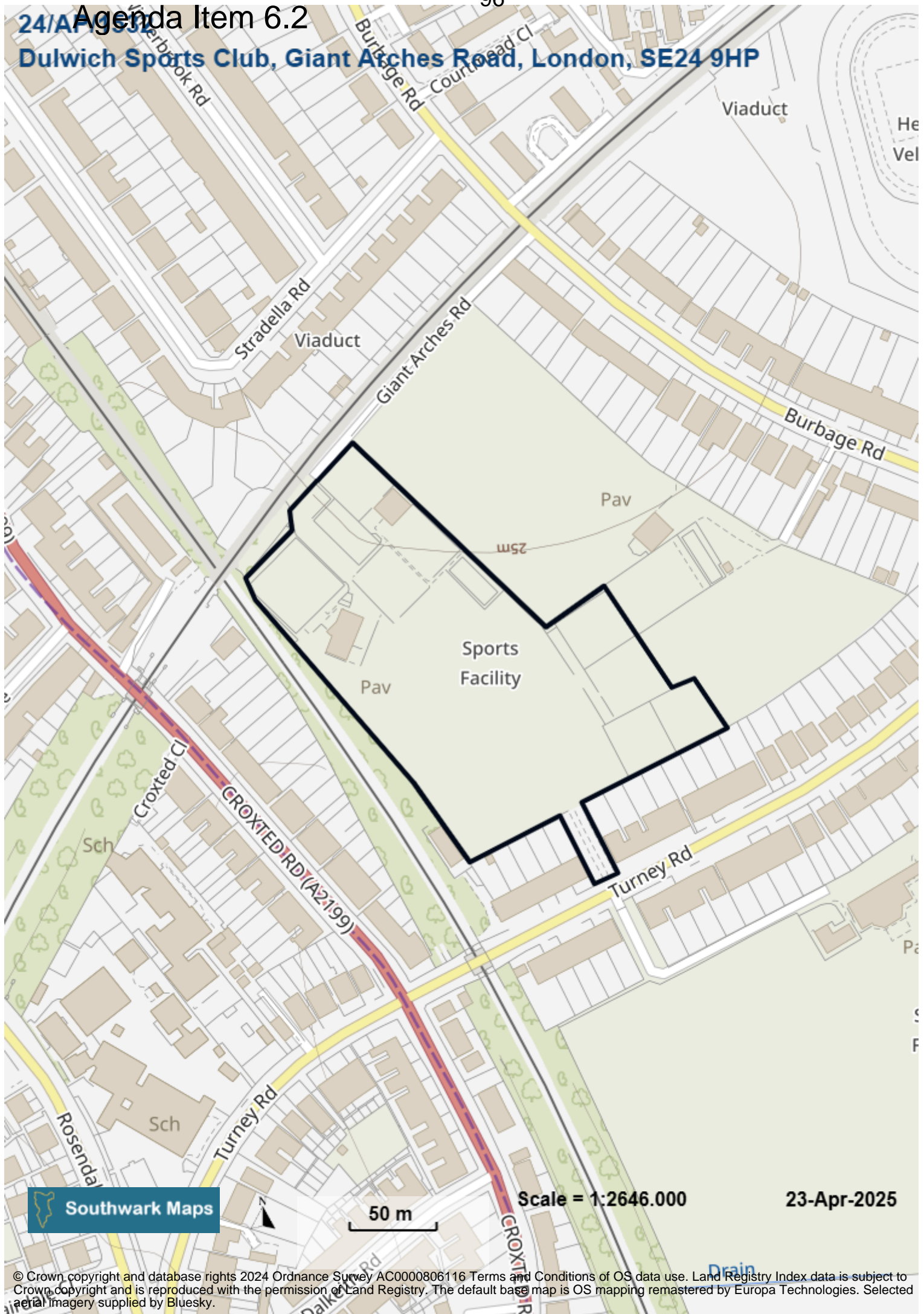
### Relevant planning history

Reference and Proposal	Status
<b>88/AP/9248</b> Development of marina berths up to 200 crafts erection of a four storey workshop building studio building yard Tavern Quay Area 1 (LDDC S/88/248)	GRANTED-Minor Application 06/01/1989
<b>13/AP/0094</b> Internal alterations to an amenity block within the boatyard to install a laundry and the installation of an external door	Granted 03/05/2013
<b>22/AP/3036</b> Variation of Condition 12 pursuant to planning permission LDDC S/96/0021 for 'Variation of condition 12 of LDDC S/88/248 to permit 65% of berths to be used as permanent residencies'. The amendment seeks the following: removal of Condition 12 to permit 100% residential use of vessels in the marina.	Variation Minor Material Change GRANTED 31/01/2023
<b>24/AP/2113</b> Request for Screening Opinion under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) for South Dock Marina, Rope Street, Southwark, London, SE16 7SZ	Screening Opinion 31/07/2024



# Agenda Item 6.2

**Dulwich Sports Club, Giant Arches Road, London, SE24 9HP**



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<b>Meeting Name:</b>	Planning Committee (Smaller Applications)
<b>Date:</b>	6 May 2025
<b>Report title:</b>	<p><b>Development Management planning application:</b> Application 24/AP/1532 for: Full Planning Application</p> <p><b>Address:</b> Dulwich Sports Club, Giant Arches Road London</p> <p><b>Proposal:</b> 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 (if applicable):</b>	Not Applicable
<b>From:</b>	Director of Planning and Growth
<b>Application Start Date:</b> 14/06/2024	<b>Application Expiry Date:</b> 08/08/2024
<b>Earliest Decision Date:</b> 18/07/2024	

## RECOMMENDATIONS

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 November 2025, the director of planning and growth be authorised to refuse planning permission, if appropriate, for the reasons set out in paragraph 234.

## 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 paddle 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 3.17 hectares 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 Railsides 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 operate 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.



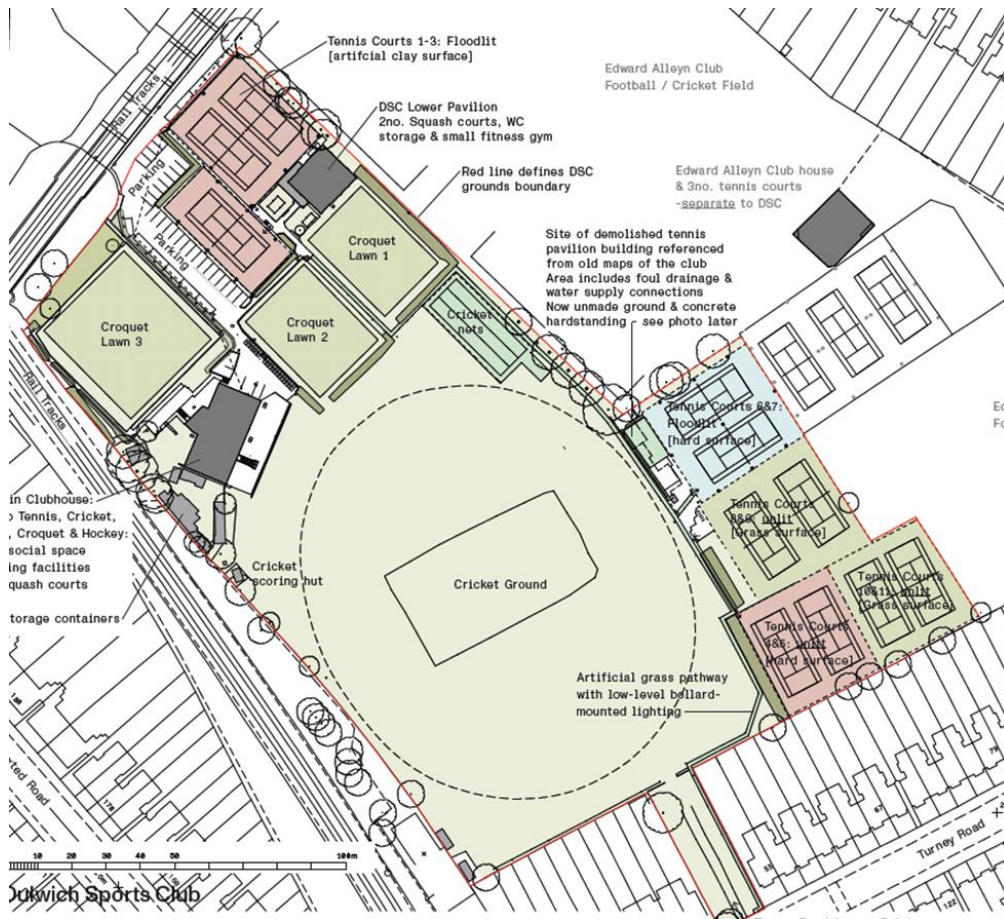
*Image: site location plan*



*Image: Existing site aerial view*



Image: existing layout



T1-B Oak	Category B - moderate quality and value
T1-C Oak	Category C - moderate quality and value
T1-U Oak	Category U - moderate quality and value



Image: 39 existing standard car parking spaces in main car park

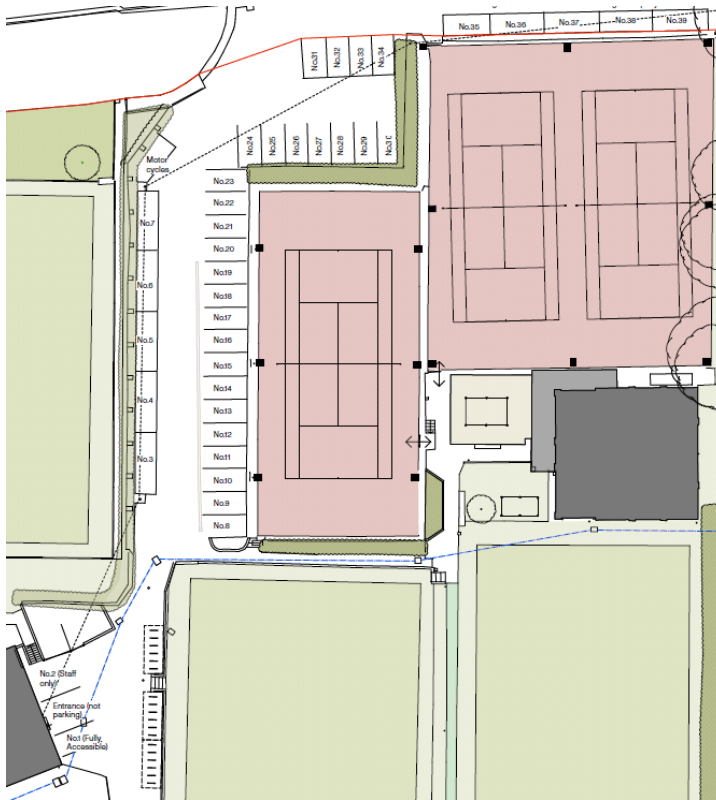
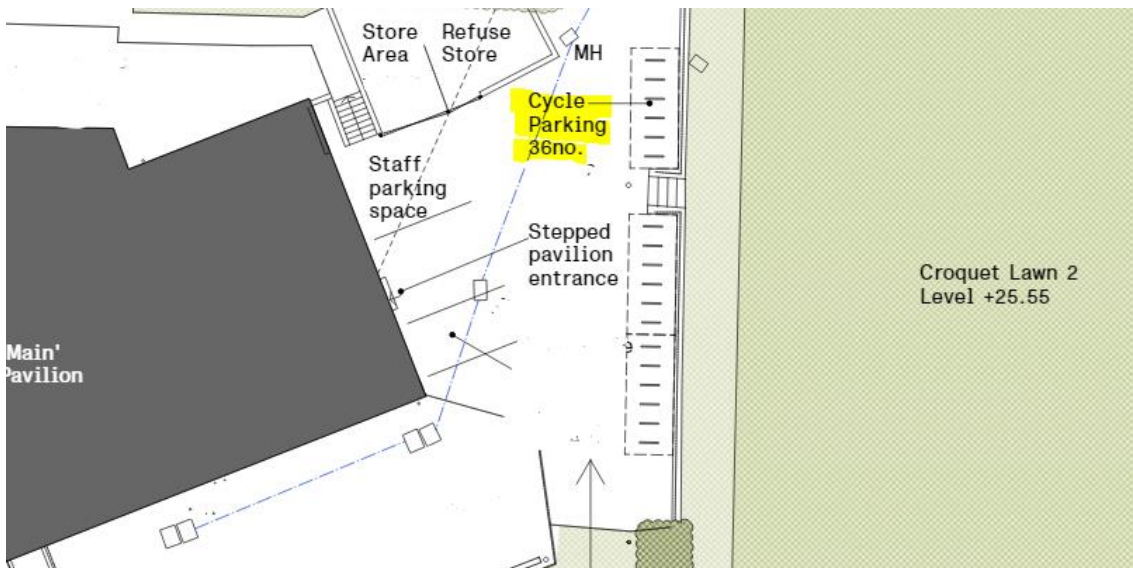


Image: existing 1 car parking space, 1 blue bay space and 36 cycle spaces

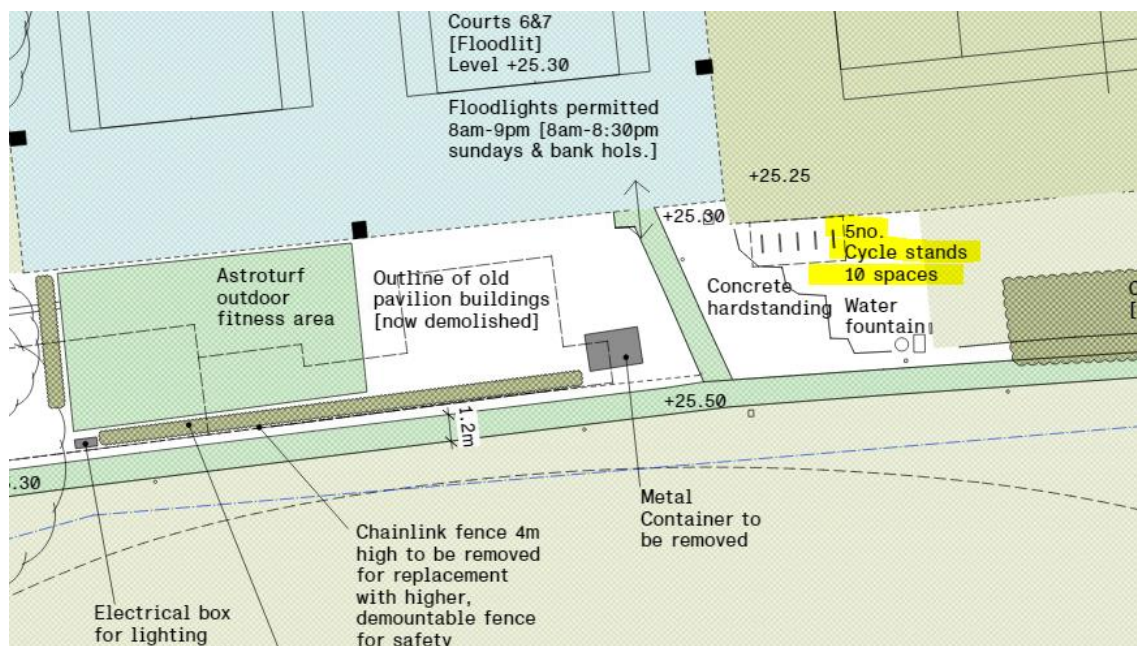




*Image: 1 blue bay car parking space*



*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.

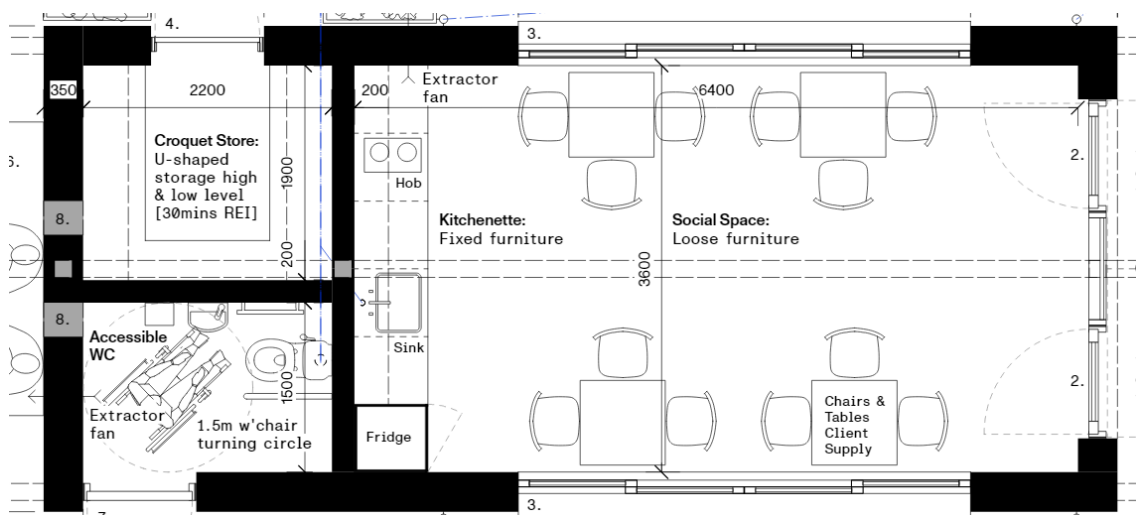
### *New pavilion*

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.

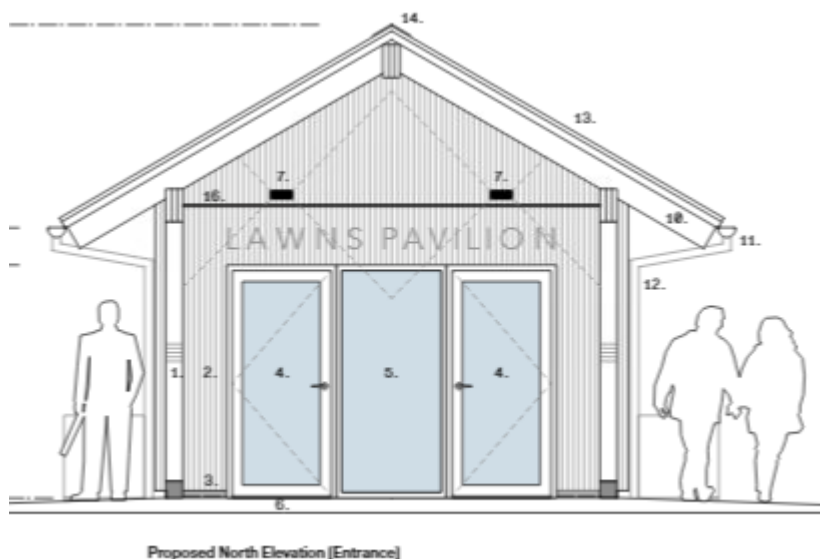
*Image – Proposed pavilion location*



*Image – proposed pavilion plan*



*Image – proposed pavilion north elevation*



### *Outdoor playing facilities*

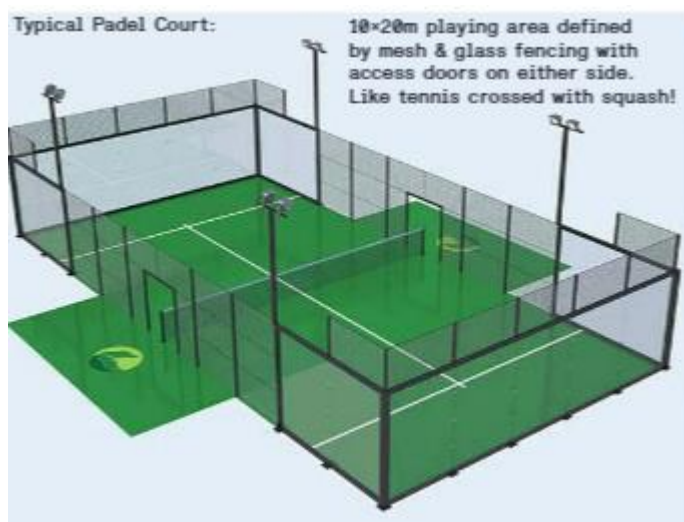
10. The total number of floodlit tennis courts would increase from 5 to 8 and the total number of tennis courts would reduce from 11 to 10. Numerically the number of croquet courts would be the same, 3, and 5 new floodlit paddle courts would be created. The proposed operating times of floodlighting for 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.
11. 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).



*Image: proposed layout*



*Image: proposed padel court*



14. 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*

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

#### *Cricket netting*

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

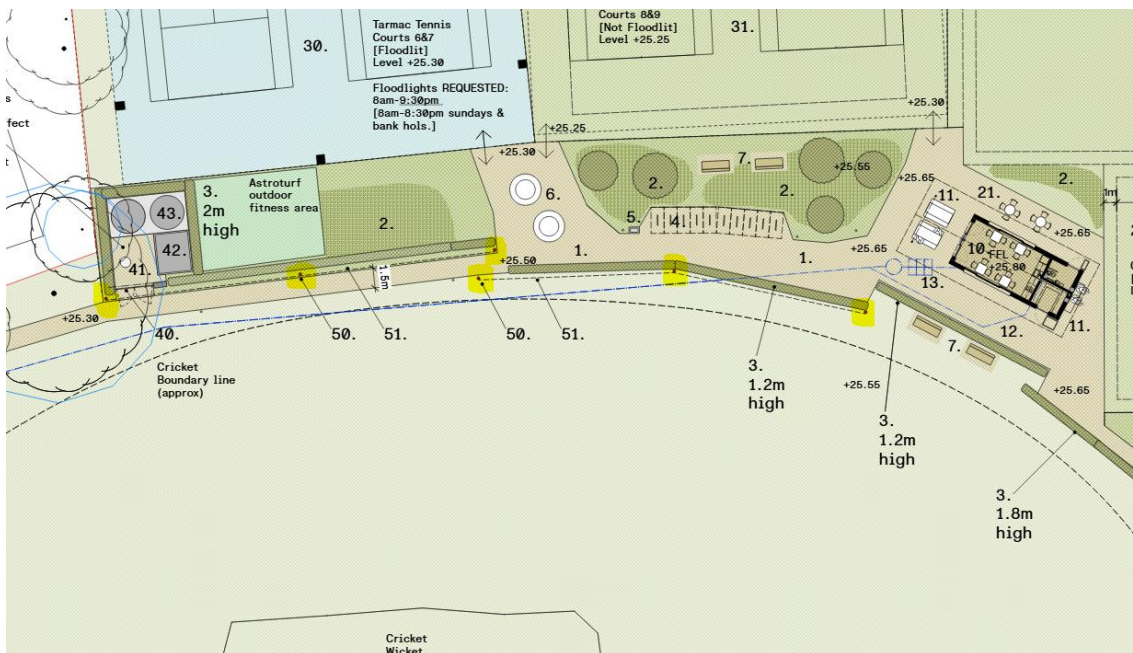


*Image – existing cricket netting*



17. 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.

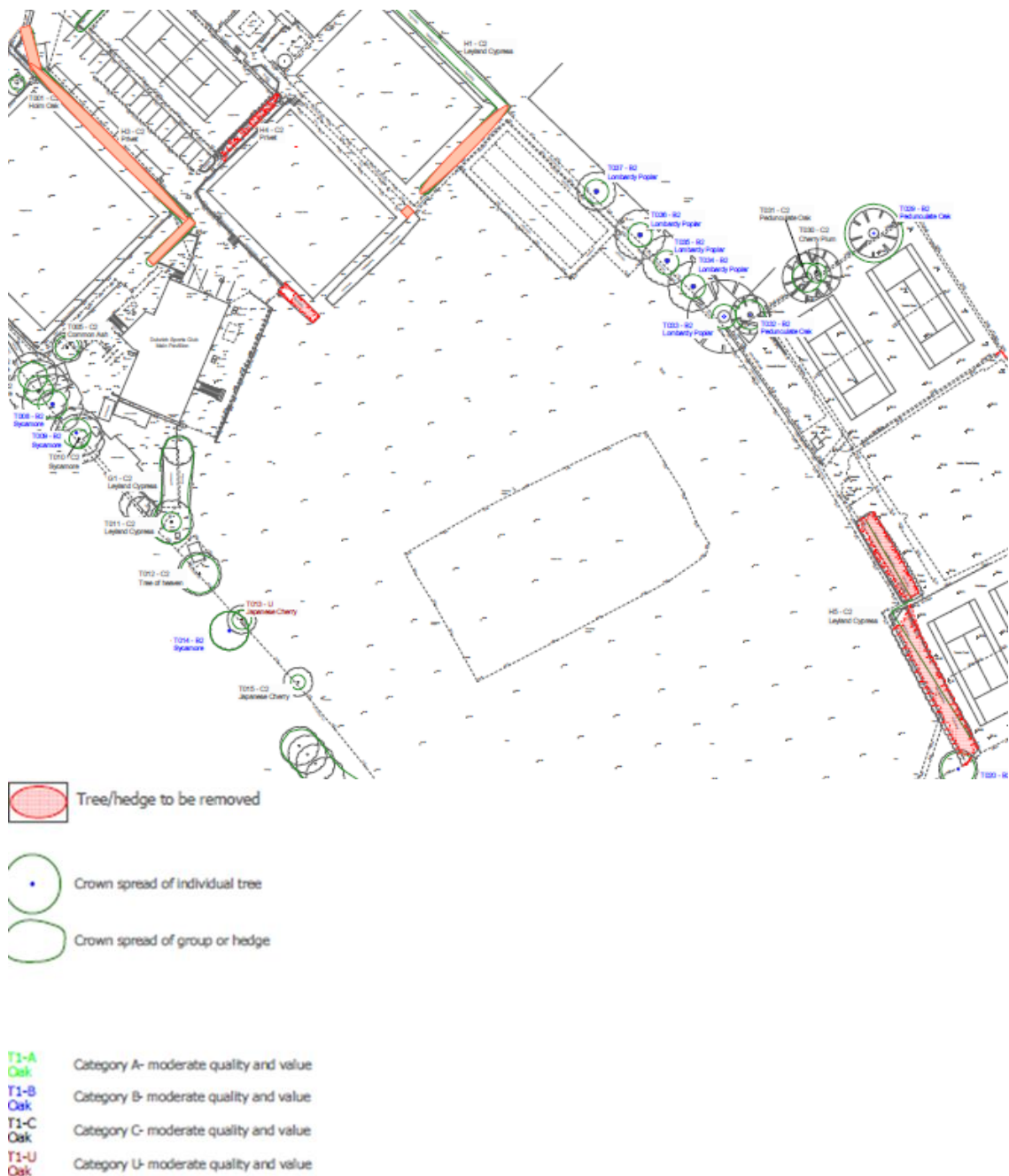
*Image: proposed cricket netting posts (yellow)*



*Hedge removal and impact on trees*

18. 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*

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

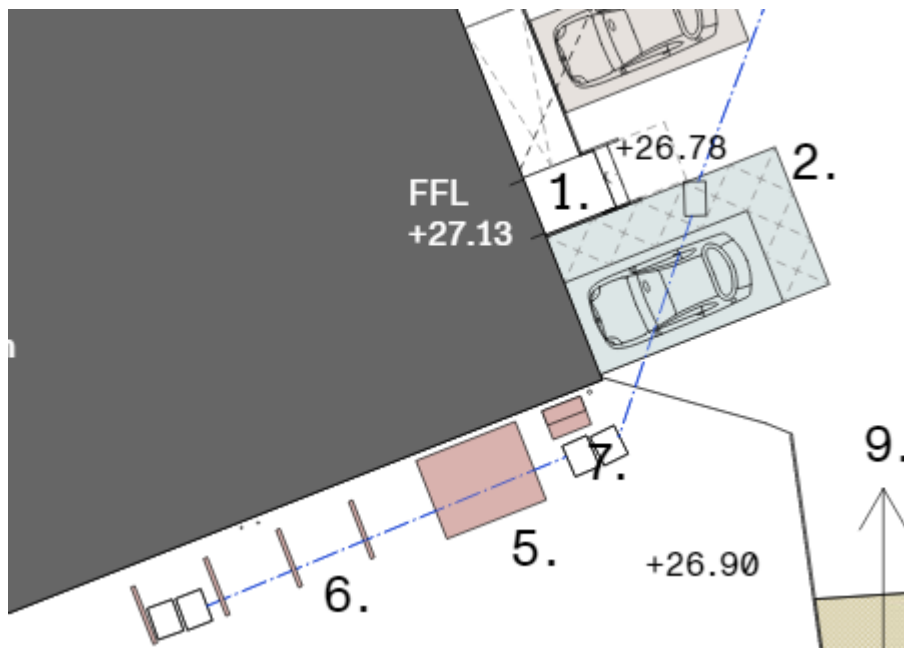
### *Car parking*

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

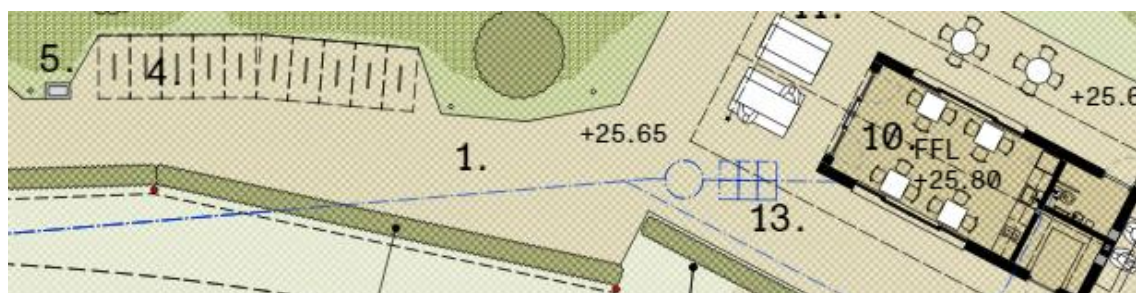
### *Cycle parking*

21. 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*

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

24.
  - 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**

25. 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.
26. 374 comments have been received in response to neighbour notification, comprising 71 objections and 299 support comments.
27. The objections raise the following material planning considerations:
28.
  - 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.

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

- 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**

30. 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.
31. 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**

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

- Principle of the proposed development in terms of land use;
- Affordable workspace
- Environmental impact assessment
- Affordable housing and development viability
- 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

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

### **Legal context**

34. 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 Saved 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.
35. 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**

36. 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.
37. 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

38. 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.
39. Paragraphs 153 and 154 of the NPPF state:
 

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.
40. 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:

- mineral extraction
- engineering operations
- local transport infrastructure which can demonstrate a requirement for a Green Belt location
- the re-use of buildings provided that the buildings are of permanent and substantial construction
- material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and
- development, including buildings, brought forward under a community right to build order or neighbourhood development order.

41. 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.
42. 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.
43. 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.'
44. 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.
45. 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.
46. 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.'
47. 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.

48. 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.
49. 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

50. 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.
51. 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 it's 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.
52. 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

53. 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.
54. 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).
55. 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.
56. 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)?
57. 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

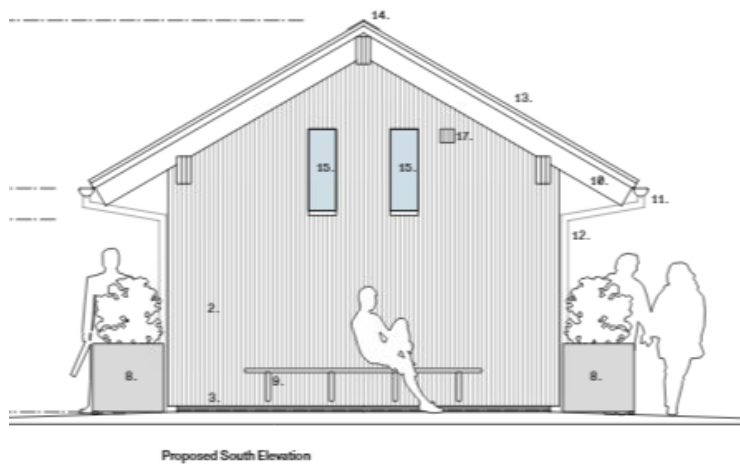
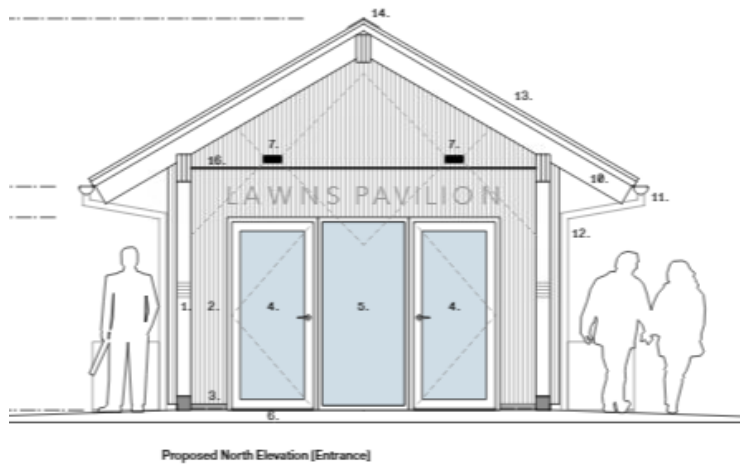
58. Objectors raised concerns that more open space needed on development and that the proposal would contravene the guidelines set out in Dulwich Supplementary Planning Document (July 2013):  
Paragraph 5.4.2 Dulwich is generally not considered to be a suitable area for back-land development...intention 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.

59. 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

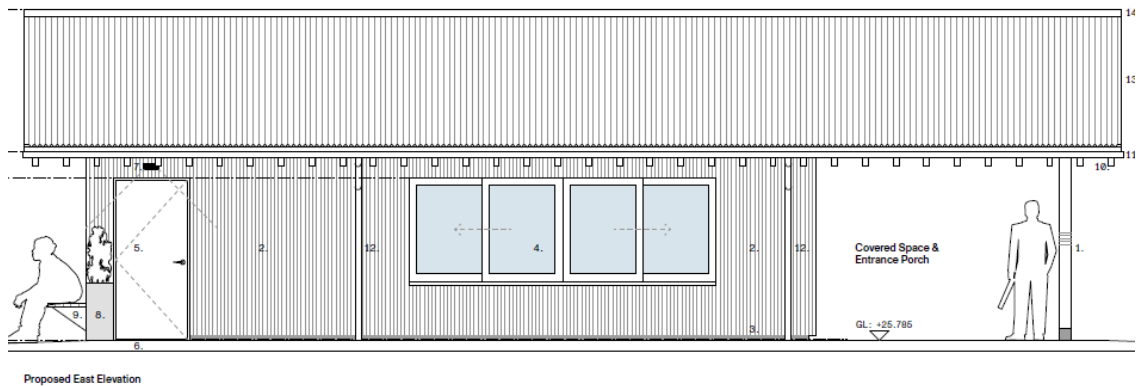
Image: Elevation proposed pavilion



60. Objectors raised concerns with regard the scale, height and massing.
61. 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*



62. 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*

63. 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

64. 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.

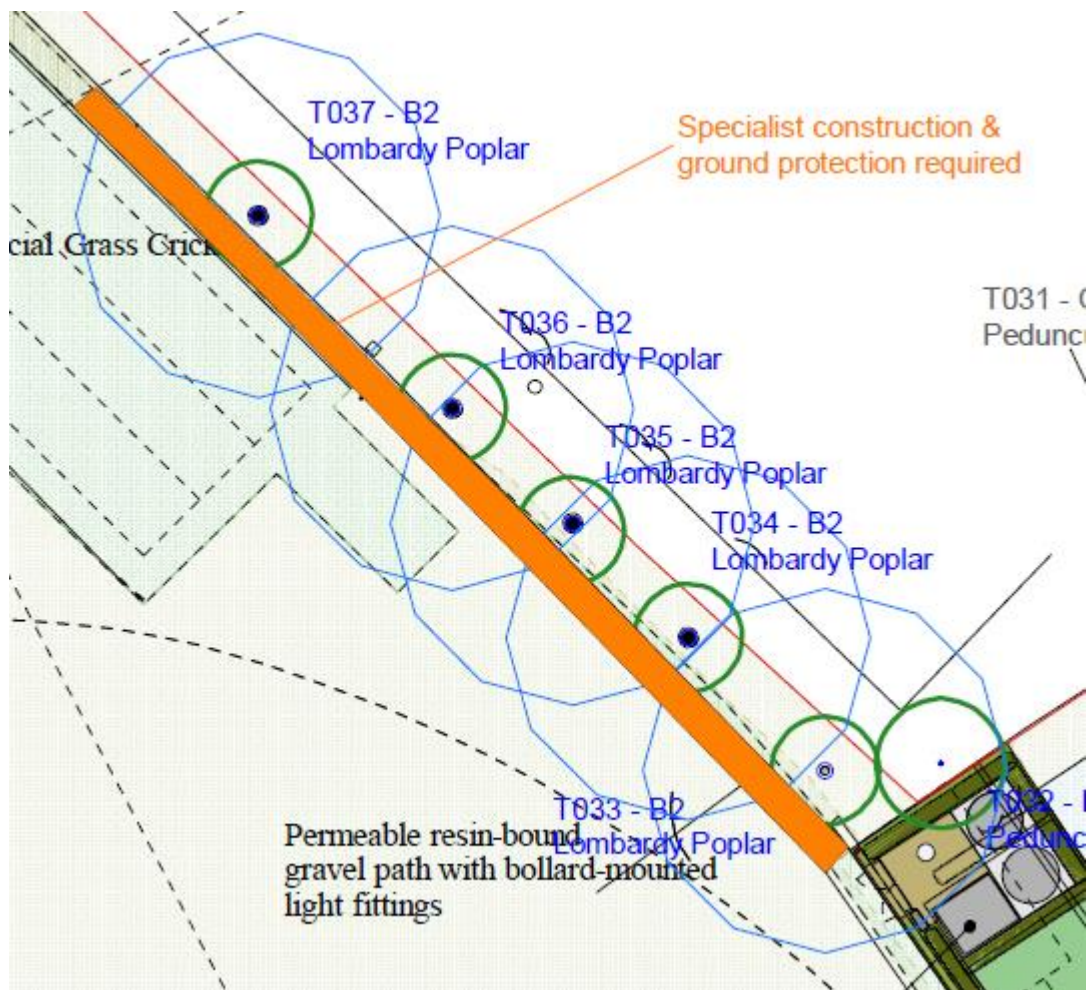
*Image: proposed 10m high cricket netting*



### Landscaping, trees and urban greening

65. 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*



66. *Site of Importance for Nature Conservation (SINC) and green space*
67. 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.
68. 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 (SINC)s, 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 SINC)s, 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.
69. 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*

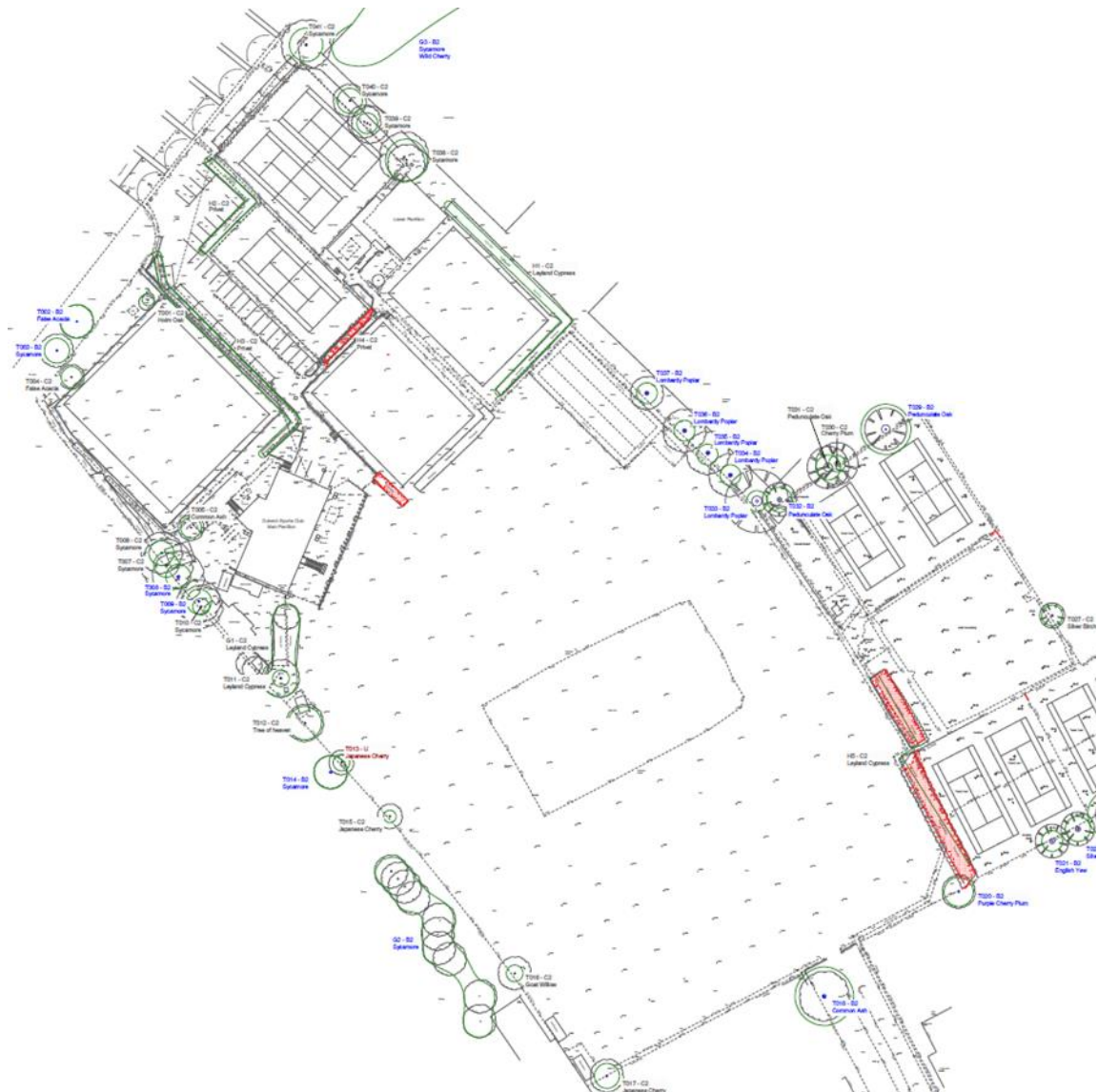
70. Objectors raised concerns that the loss of so much green, lawn area will not be in keeping with the thrust of the planning guidelines' and that that the total area of greenspace will be reduced - not just by the removal of one of the croquet lawns but also the hedge adjacent to it. Objectors raised 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.
71. The council's ecologist advise lawn/grass has a higher ecological value and the retention of this is preferable.
72. 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.

73. 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*



74. 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.

75. 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.
76. 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.

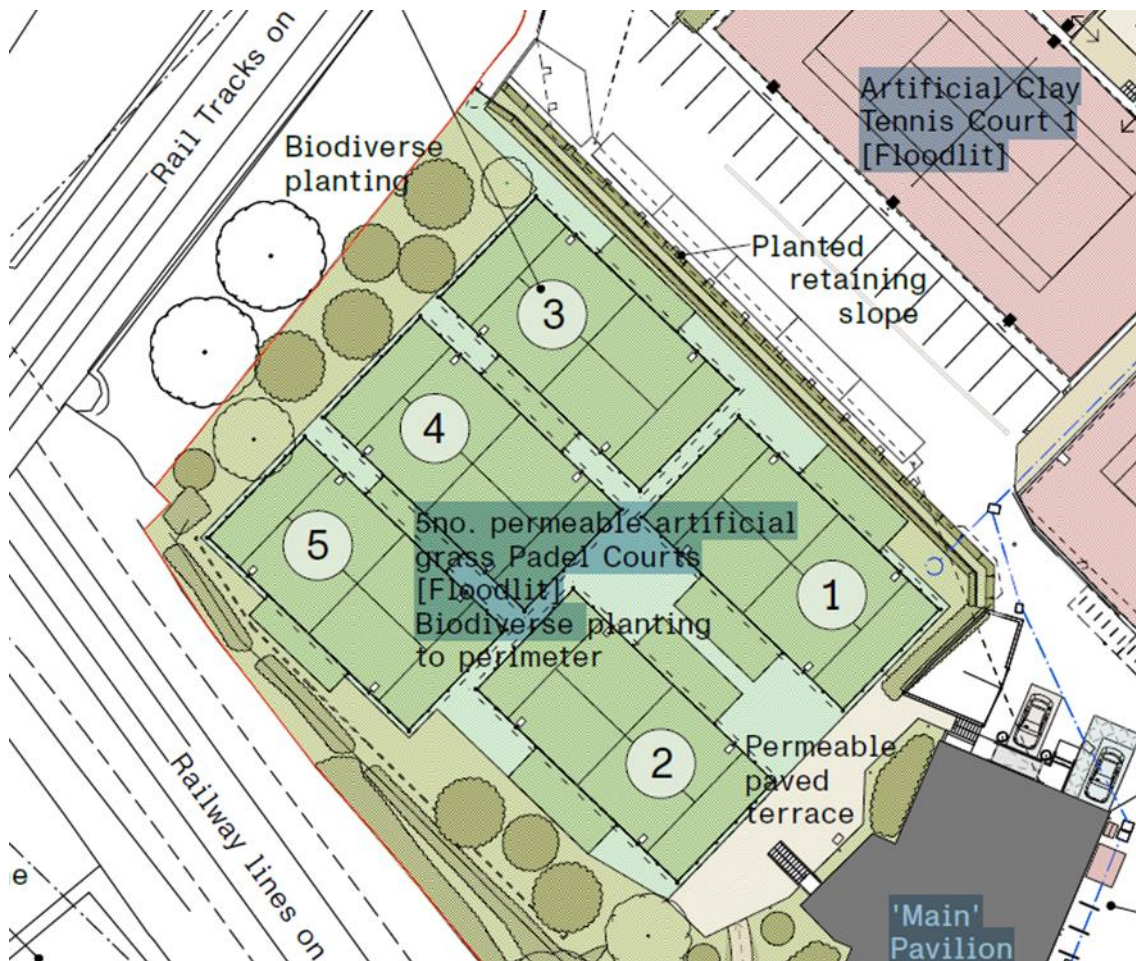
### *Swift boxes and bats*

77. Objectors raised concerns that if Padel does go ahead swift boxes will have to be removed.'
78. The applicant confirmed that as the padel courts would be constructed in open space. As such, no existing swift boxes would be removed.
79. 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.'
80. 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.
81. 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*



82. The council's ecologist advise that the Ecological Appraisal recommends that the removal of the wall in the carpark and any works close to the main pavilion are undertaken under an unlicensed method statement due to the proximity of roosting features within the squash court building and that the Ecological Appraisal recommends a supervised destructive search of the debris piles/compost heaps onsite. This would be conditioned.
83. An unlicensed method statement condition and a wildlife friendly lighting condition is recommended. The unlicensed method statement condition would need to conform 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.
84. 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 '3rd April at 19:52 hours from the garden of 57 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.'

85. 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*

86. 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.
87. 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:
88. '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.
89. 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.’

90. 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*

91. 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.
92. 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.
93. 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.
94. It is recommended that permission be granted subject to conditions relating to details of 2 invertebrate boxes and 5 bird boxes.

### **Biodiversity Net Gain**

95. 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.
96. 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.
97. 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.
98. Updates in the ‘Ground Site / Block Plan’ and ‘letter report’ have been included within the amended BNG documentation.

## Biodiversity Net Gain Applicable Sites

99. 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.
100. Biodiversity Gain Hierarchy
101. Planning authorities must take into account how the Biodiversity Gain Hierarchy (set out in 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.
102. 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*

103. 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.
104. 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 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%.
105. 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

106. 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.
107. Non-significant enhancements are habitat enhancements whose loss will not significantly decrease the development's biodiversity value.
108. 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.
109. **Does the proposed habitat delivered contain;** **Assessment**
- |  |   |
|--|---|
| Habitats of medium or higher distinctiveness in the biodiversity metric.   | The following area based habitats are being created with medium distinctiveness:<br>-Other neutral grassland 1.16 units<br>-Urban trees 0.3 units.<br>-Species rich native hedgerow 0.2 units |
| Habitats of low distinctiveness which create a large number of biodiversity units relative to the biodiversity value of the site before development. | The following low distinctiveness habitats propose to deliver:<br>modified grassland 0.69 units,<br>introduced shrub 0.01 units.  |
| Habitat creation or enhancement where distinctiveness is increased relative to the distinctiveness of the habitat before development.                | Other neutral grassland is enhanced which increases distinctiveness from Low to Medium.   |
| Areas of habitat creation or enhancement which are significant in area relative to the size of the development .                                     | The total site area stated in the metric is 3.17 ha. The largest habitat proposed is 0.174ha of other neutral grassland.  |
| Enhancements to habitat condition e.g. from poor or moderate to good.  | N/A   |
110. 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**

111. Objectors raised concerns regarding security and safety. The applicant confirmed that 'there are occasional youth gatherings on the fields, especially in summer and that these have not caused serious issues.
112. The Metropolitan Police raised no concerns and did not request that conditions are applied.
113. The Metropolitan Police however made the following recommendations which would be included as informatives 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.
114. 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. On top of this there is considerable passive surveillance from the houses on Turney road which have an uninterrupted view of the fields and the proposed new building from upper floor windows. 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.'

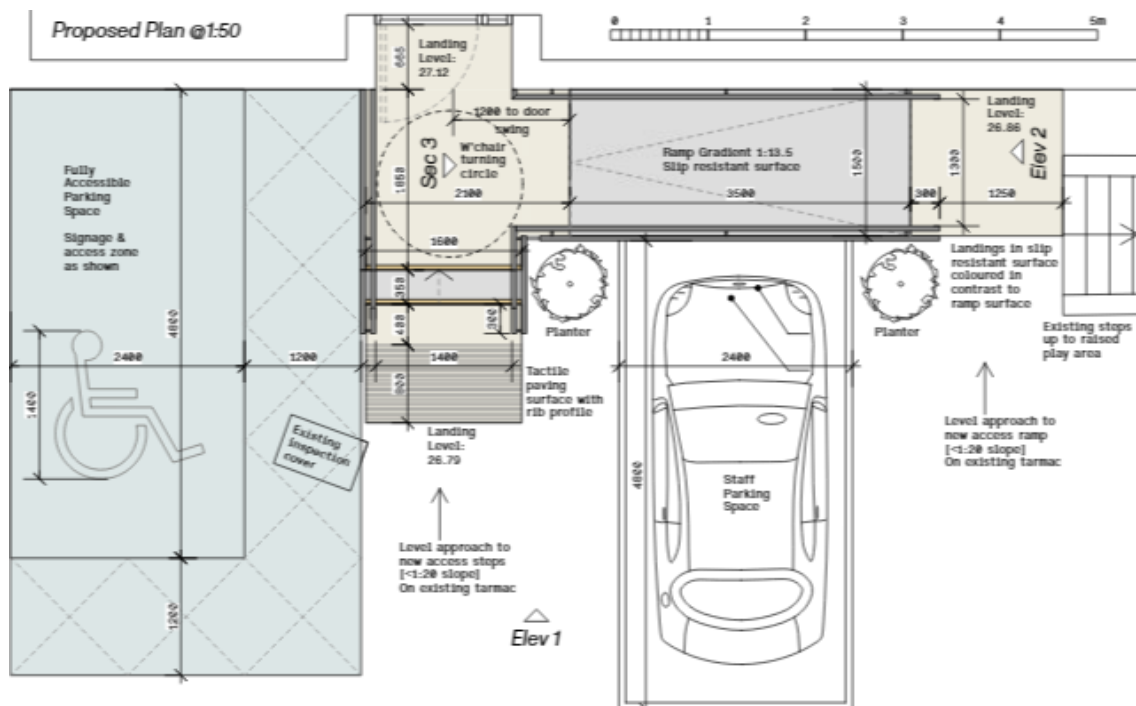
## **Accessibility**

115. 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.

116. 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 be deemed 'level' in terms of Part M of the building regulations.

*Image - Main Pavilion entrance*



117. 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 alternation 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.
118. 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



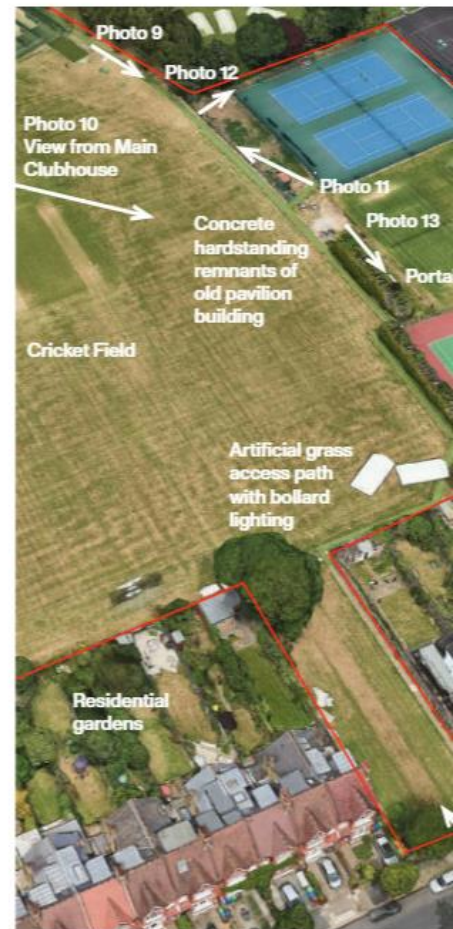
bay and connection to the proposed building and drawing 124\_130\_P2, the elevations for the new pavilion, describes the less than 1:20 slope to access the entrance doors which would be in compliance with Part M.

119. 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*

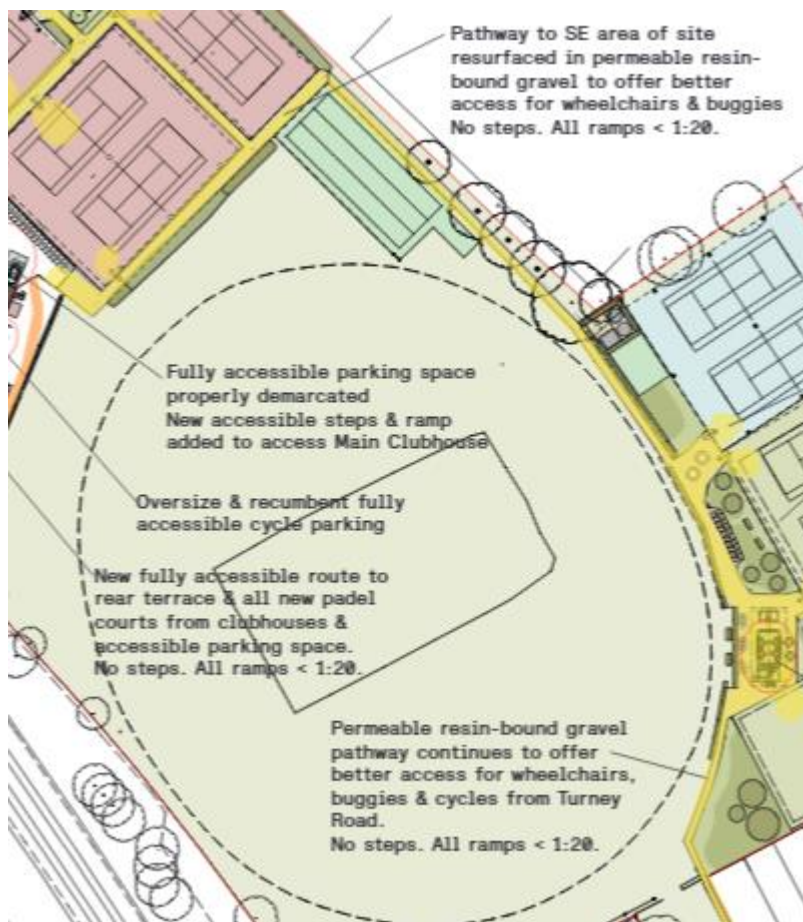


Photo 9: Artificial grass path from Main Clubhouse to SE area & Turney Road pedestrian entrance. Bollard-mounted down lights illuminate path at night whilst controlling light spillage. Existing 4m high protective netting can be seen in the background. A wider path would improve access.



120. 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

121. 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).
122. Summary of Information Contained in Planning Fire Safety Strategy
123. 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.
124. Assessment of Planning Fire Safety Strategy
125. The details of the measures summarised above will be secured through the Building Control process.
126. 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

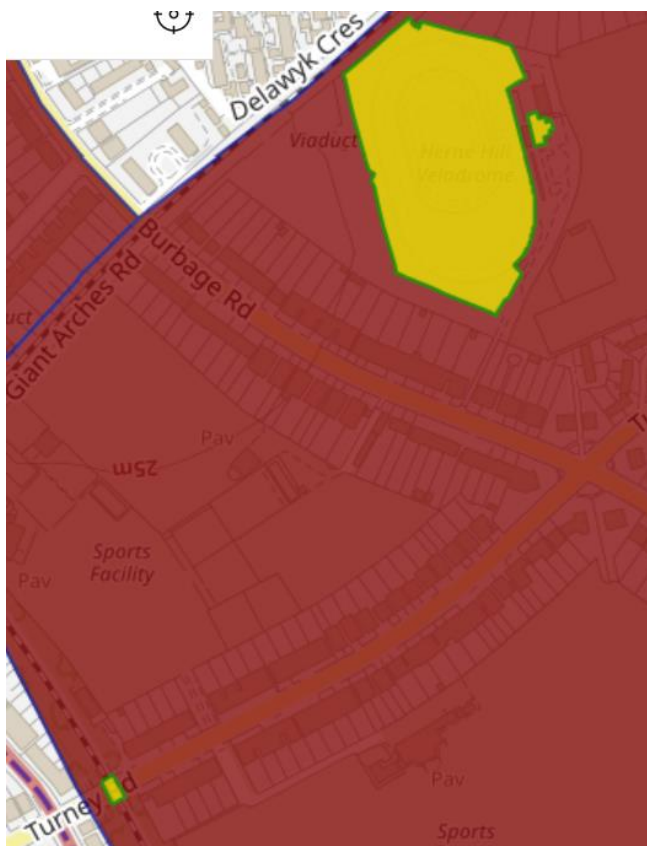
Council by the Institution of Fire Engineers, or a suitably qualified and competent professional with the demonstrable experience to address the complexity of the design being proposed. This should be evidenced in the fire statement. The council accepts Fire Statements in good faith on that basis. The duty to identify fire risks and hazards in premises and to take appropriate action lies solely with the developer.

127. 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**

128. 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.
129. 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**

130. Light pollution
131. The number of floodlit tennis courts would increase from 5 to 8 and 5 new floodlit paddle courts would be created.
132. 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.
133. 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 paddle 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. Officer 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*



134. 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.
135. 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.
136. 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

137. 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

138. 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 Croxted Road. Officers consider vegetation and the elevated railway line and embankment would provide adequate separation between the site and these properties.
139. The Environmental Protection Team has no objection and recommend approval.

## Noise and vibration

140. 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.
141. 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.
142. 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 sits well within the ranges of ambient noise from transportation sources.

143. 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).
144. 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.

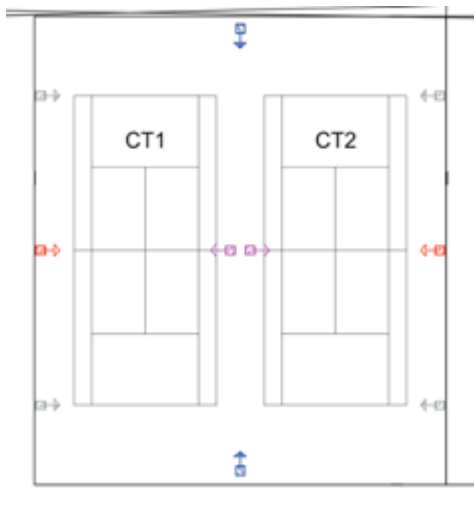
Reason:

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

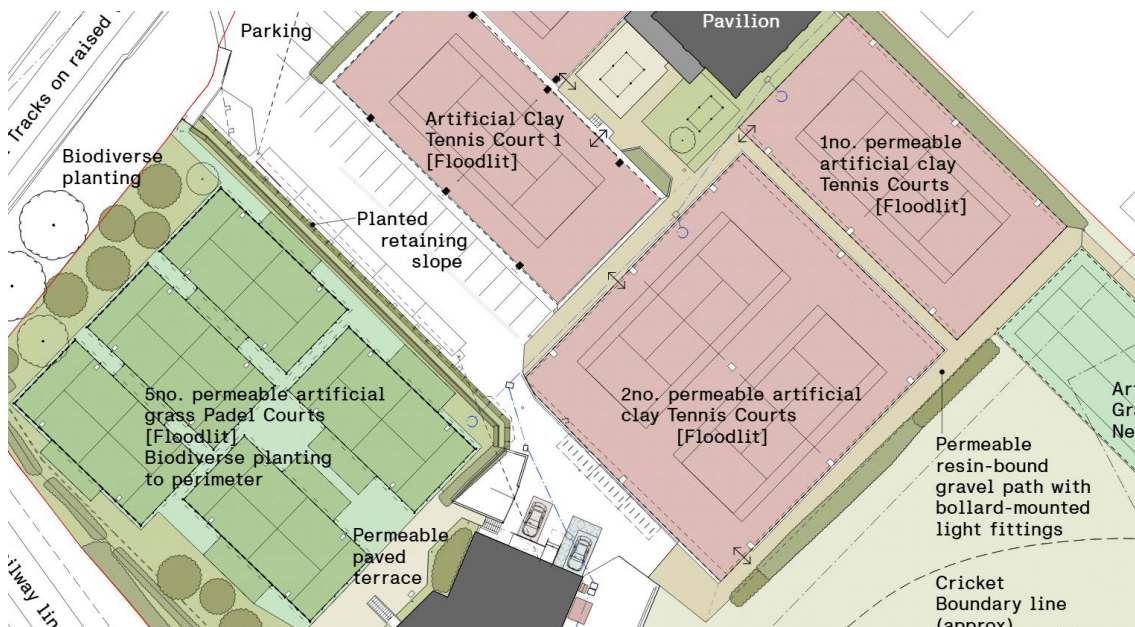


145. There have been no material changes to courts 6 and 7 or immediate vicinity since planning permission was granted for 17/AP/3782 in March 2018. The Environmental Protection Team confirmed no noise nuisance complaints have been received and officers did not raise an objection to extend the floodlit 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.
146. 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 11th May and 8th June and 11th July and 17th 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.
147. 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.
148. Objectors allege that play on the existing courts often begins at 06:00.
149. 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).



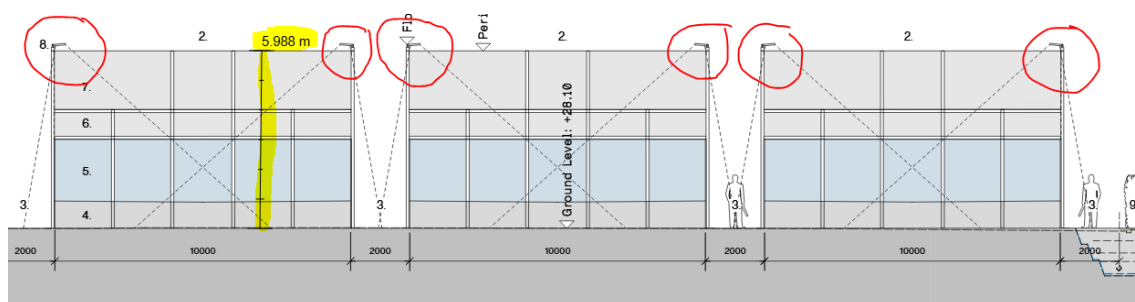
150. Objectors raised concerns that as the impact of the proposal could be significant it would require further review and the hours of usage should be reduced until the impact can be reliably assessed e.g. hours should be reduced from the proposed hours 08:00 to 22:00 Monday to Friday, to 09:00-18:00 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?'
151. The environmental protection team did not recommend that permission be subject to a closing time condition for the proposed padel courts in summer.
152. The proposed plans show every floodlight location. Black boxes for existing, white boxes for proposed.

*Image: proposed floodlight locations*



153. 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*



154. Objectors also consider that the noise survey is flawed '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.' An objection was also received raising concerns that 'noise pollution from the padel 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.'
155. Objectors also raised concerns that the noise report 'quote noise from aircraft and trains as context to court noise in their report. 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.'
156. 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.
157. 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:
158. '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*



159. 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*

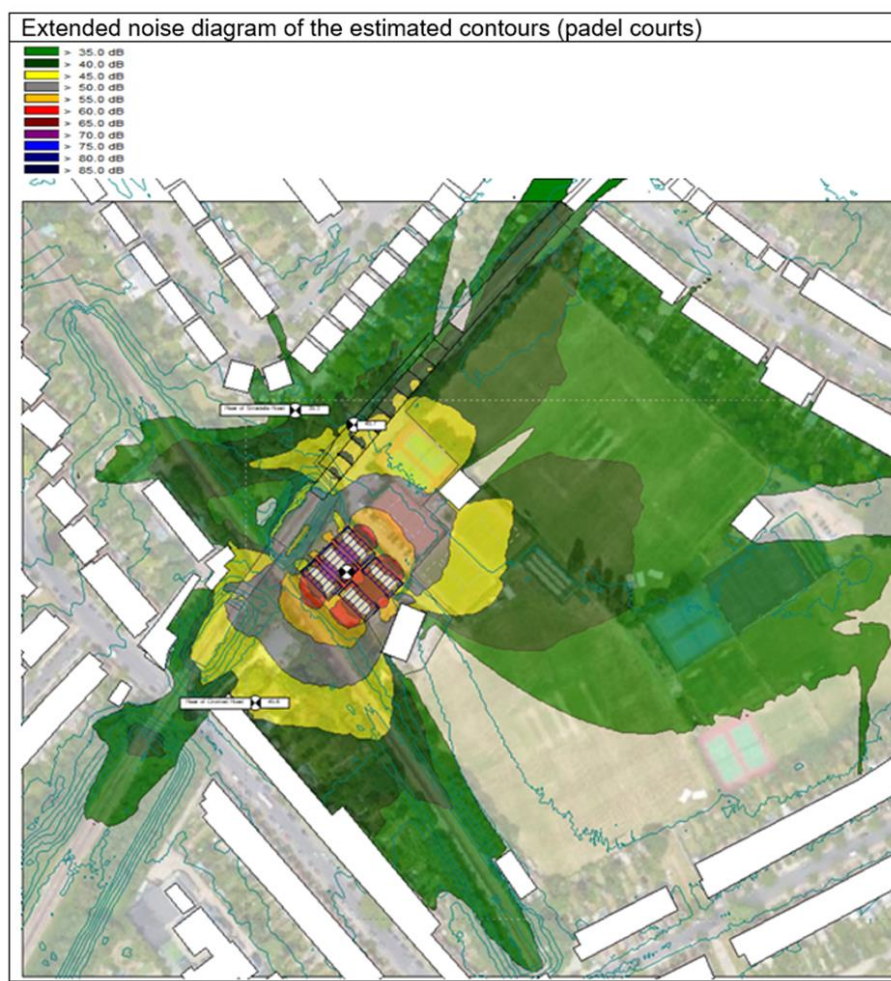


160. The applicant 'believe the Winchester example, which has been gaining some attention lately, is not a suitable comparison to the Dulwich site.'



161. 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.
162. 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.
163. 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*



164. 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.

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 final (third) comment based on the Noise Impact Assessment and new/additional information, the extended noise diagram. EPT confirmed, due to the current planning permission is allowing the tennis courts 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 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. The environmental protection team did not recommend that permission be subject to a closing time condition for the proposed padel courts in summer.

165. 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.

## **Transport and highways**

### **Trip Generation**

166. 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

167. 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

168. 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 and walking trips

169. 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. 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.

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

170. 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	<b>172</b>
Bus /Train	49	28	3	<b>31</b>
Motorbike	0	0	1	<b>1</b>
<b>Total</b>	<b>702</b>	<b>376</b>	<b>64</b>	<b>440</b>

### Public Transport Accessibility Level (PTAL)

171. 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.
172. 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. Although the use of public transport to travel to the sports club is not high (predicted to be 31/440 two-way trips), Officers consider the impact on the public transport network during peak hours would be minimal. The post occupation Travel Plan, to be conditioned, would be able to provide further evidence.

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

173. 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

174. 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. This application is accessed on the information that is presented to officers, the applicant will 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

175. 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.
176. The trip generation was based on the Padel courts being 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.
177. 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.
178. 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.
179. The club 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 by 10% to allow multiple occupancy.
180. 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

181. The applicant has based their trip generation on the usage of the existing flood-lit courts. No additional courts are proposed on the site, the 3 flood-lit courts will only operate during the evenings (mainly in winter). Therefore, the trip generation for this part of the development only relates to this period.

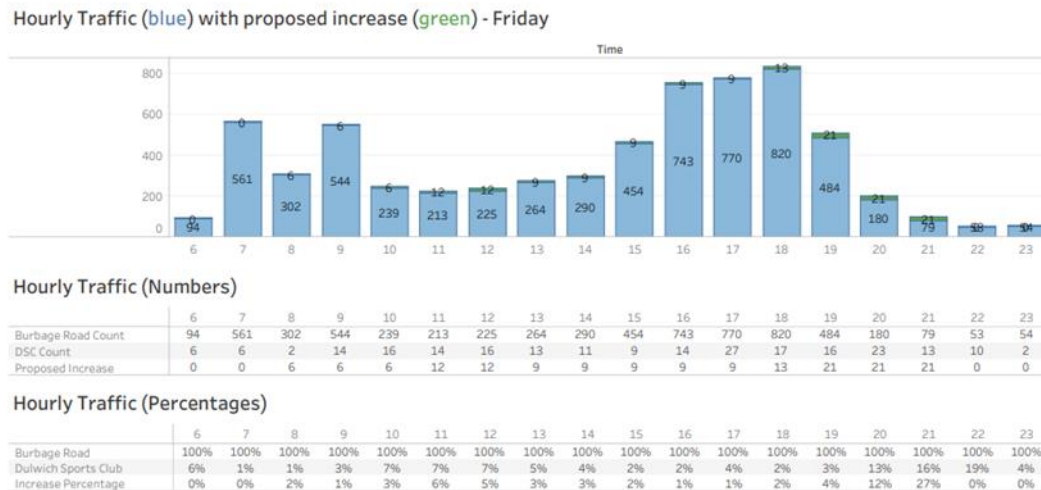
### Traffic Impact on Burbage Road

182. Objectors were concerned regarding the amount of traffic generated by the development and the transport impact on Burbage Road. Data was based on traffic counts from 2023 as this was the most recent data collection. The bar chart below shows a typical hourly traffic flow on a Friday which was the



busiest day on Burbage Road. The blue section of the bar shows the existing traffic levels on the road and the green 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 is also detailed below.

*Image – hourly traffic along Burbage Road (Friday)*



## Travel Plan

183. A detailed travel plan 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 must review their targets to reduce car journeys increase the number of active travel trips to the site.

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

184. 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.'

185. 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)*

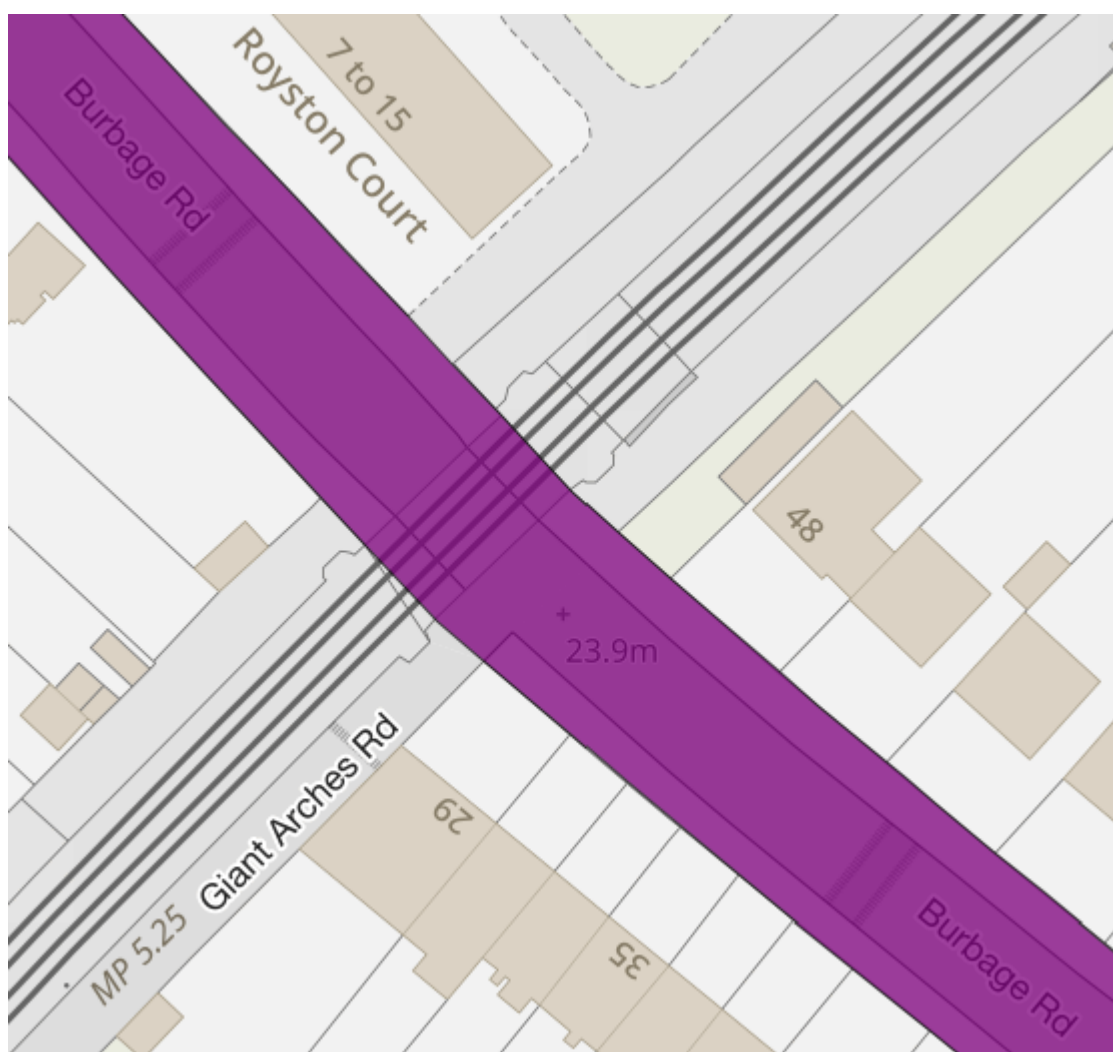
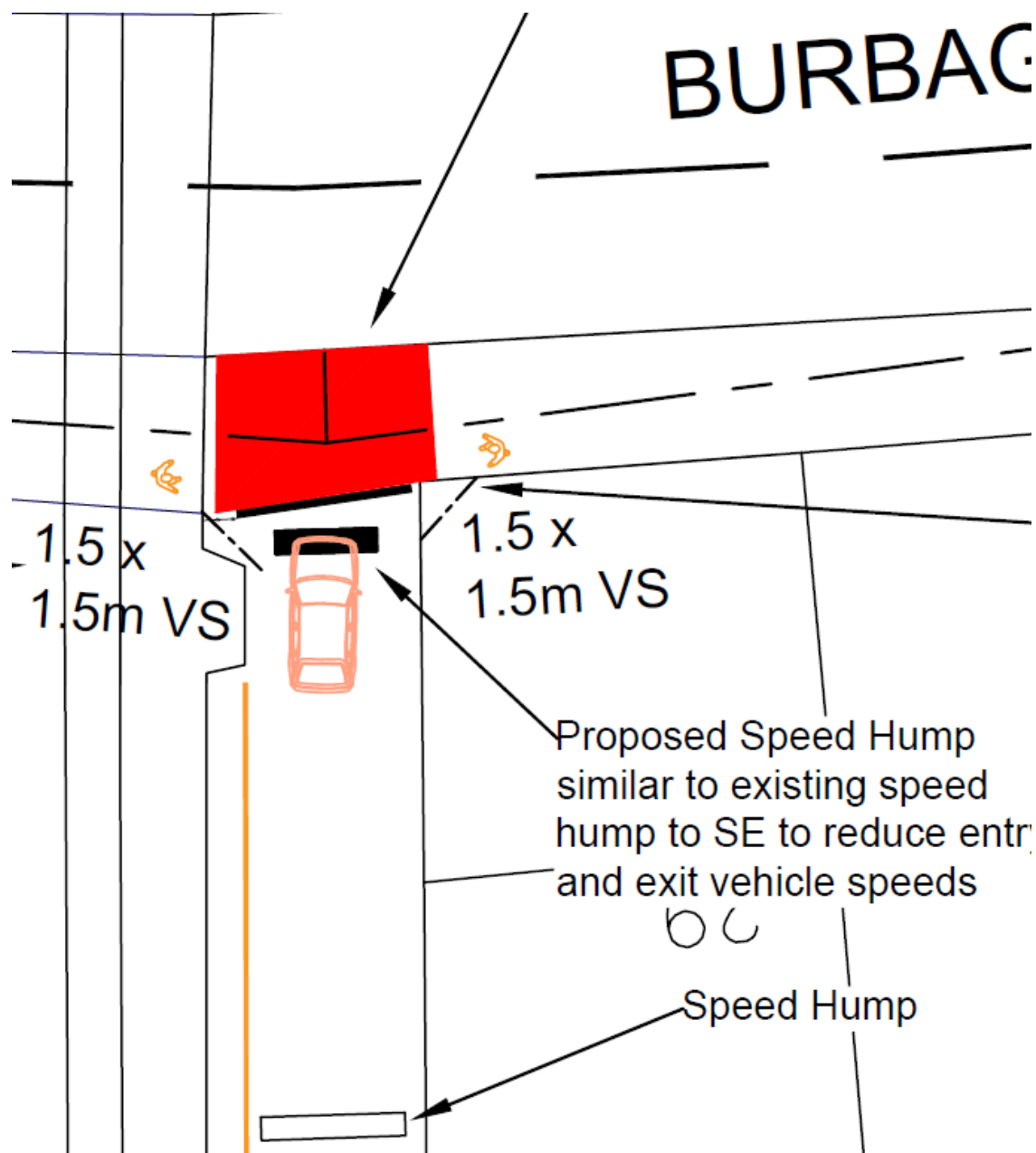


Image: proposed sightlines and highway works



186. 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.
187. 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 to arrange.

### Servicing and deliveries

188. 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.'
189. Officers raise no issues in this regard.

### Refuse / recycling storage arrangements

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

### Pedestrian Access

191. 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.'
192. 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.'
193. 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.

194. 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.
195. 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*



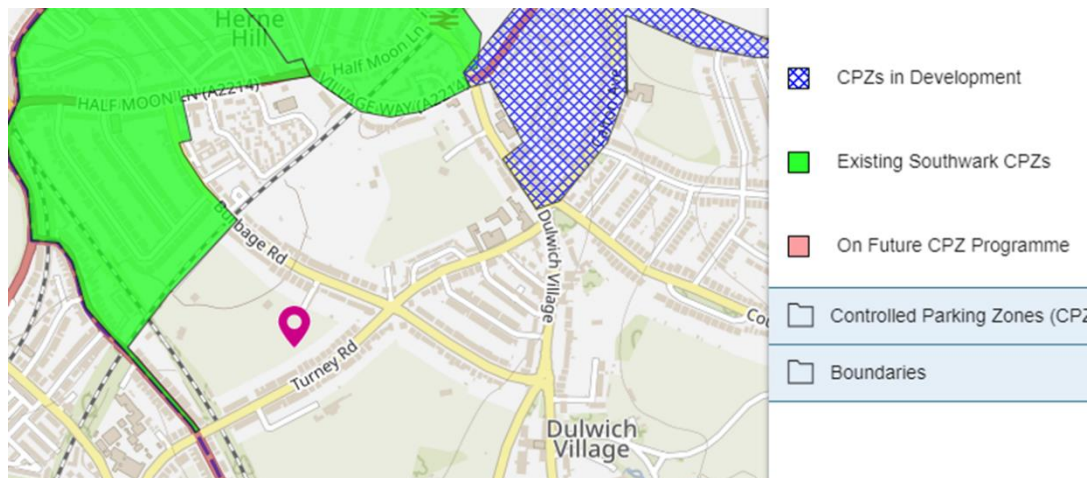
### Car parking

196. *Controlled parking zone issues*

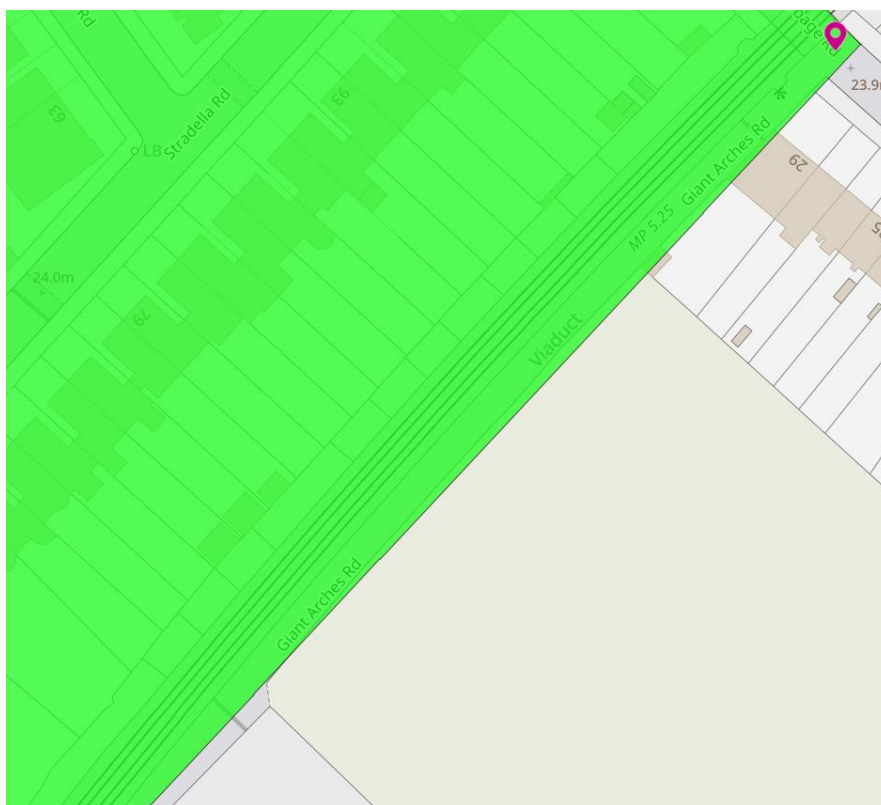


The site is not within a Controlled Parking Zone. As per Southwark Plan Policy P54, on-street parking permits will not be available for residents or businesses in current or future Controlled Parking Zones. This would be included in the S106 legal agreement.

*Image: current Controlled Parking Zones.*



*Image: Giant Arches Road in Controlled Parking Zone*



197. 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

198. 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.
199. 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 23rd of February to Friday 28th 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.

2024 versus 2025 count:

Increase/decrease daily %ages and overall running daily average

	2024	2025	Diff	% age
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%
DailyAV	14	20	+6	+ 43%

200. 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.
201. 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.

202. 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.
203. 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 do 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*

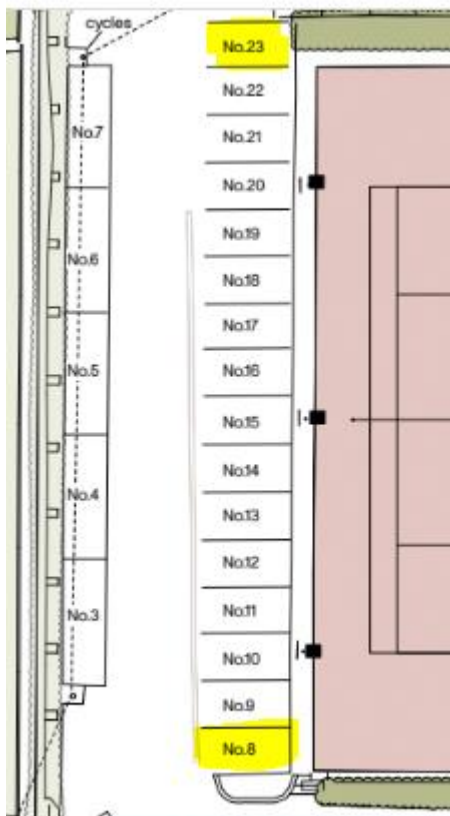
204. Objectors raised concerns due to the existing car park being full often, especially in summer and at weekends, club members have had to park on the street and it is likely that the development would result in a considerable increase in on-street parking in the local area and congestion along Giant 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.’
205. 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 states above, the club car park operates with significant spare capacity.
206. 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*

207. Objectors raised concerns that there would be inadequate provision for disabled parking.
208. 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.
209. 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)**

210. 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% <1mile) – 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

#### 211. Cycle parking

There would be 6 full-time staff and 1 long stay and 6 short stay cycle parking spaces would be provided. Furthermore, in addition to the 46 existing cycle spaces the applicant proposes an additional 20 spaces. This would be acceptable, but it is recommended that permission be subject to a condition to submit plans showing the quality of the proposed cycle parking including the types of stands.

### Highways works

212. 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.'
213. Neither the Transport Team nor Highways Team however consider that the proposal would require any mitigation along Burbage Road.
214. 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

215. 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

216. 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.
217. 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.
218. 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.
219. 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

- 220. Objectors raised concerns that the increase in younger people who will drive to the site would lead to an increase in pollution.
- 221. The environmental protection team has no objection and did not raise vehicular trips to the site as an issue and recommend approval.

### Light pollution

- 222. The total number of floodlit tennis courts would increase from 5 to 8 and the 5 proposed padel courts would also be floodlit.
- 223. 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.
- 224. 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.
- 225. 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).
- 226. 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.
- 227. Objectors consider that the submitted reports are desktop exercises so supplemental information is needed.
- 228. 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

229. 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.
230. 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.’
231. The three step Energy Hierarchy has been explored and demonstrated good CO2 savings on-site.

## Planning obligations (S.106 agreement)

232. 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
233. 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> <li>• Rectify any damaged footways, kerbs, inspection covers, gully pits and street furniture due to the construction of the development.</li> </ul>	Agreed
	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

234. 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:
235. 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)**

236. 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.
237. 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**

- 238. 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.
- 239. The finance of the applicant is not a planning matter.
- 240. Objectors raised concerns that there is not enough information on the application.
- 241. 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.
- 242. Objectors raised concerns about general dislike of the proposal.
- 243. This is noted.

### **Community involvement and engagement**

- 244. 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.
- 245. 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.
- 246. Objectors raised concerns that they only heard about these development plans when the formal application was submitted to Southwark
- 247. An objector along Stradella Road advised that the local residents committee saw the plans and were asked not to discuss them with residents.
- 248. The applicant states in the Design and Access Statement that:
  - In 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.
  - 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.

- 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 Rd 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 as this street provides the main road access to the club. Comments were received and discussed at a meeting on 19 April 2024 with some elements of the documents being developed and revised.

249. 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.
250. The local planning authority displayed site notices on Stradella Road and Croxted Road on 8 January 2025 and sent consultation letters (by email and post) to neighbouring properties on Stradella Road and Croxted Road on 30 and 31 January 2025 and 11 and 14 February 2025.

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

Network Rail:

251. 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:

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

## **Consultation responses from internal consultees**

Community Infrastructure Levy Team:

253. 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:

254. 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.
255. 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.
256. 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.
257. A Construction Management Plan should be submitted and approved by the council prior to the implementation of the development.
258. 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 to arrange.

#### Urban Forester:

259. The Arboricultural Impact Assessment is acceptable, however landscaping details and a detailed Arboricultural Method Statement should be secured by condition.
260. 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.
261. Please agree PTC67B - Trees - Protection Measures Detailed and also add AG02D - Landscape
262. 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.

263. 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.
264. 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.
265. 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 2021 Parts, 8, 11, 12, 15 and 16; 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

266. 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.
267. 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.
268. 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.

269. Car Parking:

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

270. 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.

271. Blue Badge Parking:

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

272. 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.

273. 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.

274. 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.

275. 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 routing 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.

276. 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.

277. 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.

278. 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.

### Environmental Protection Team:

279. Initial comment - No objection and recommend approval.

280. Subsequent comment - 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.

281. 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.
282. 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.
- Conservation and Urban Design Team:
283. No comment.
- Ecologist:
284. Initial comment
285. The site is designated as Burbage Road Playing Fields Metropolitan Open Land. The site is adjacent to the Sydenham Hill and West Dulwich Railsides Site of Importance for Nature Conservation.
286. 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
287. Buffer planting is therefore recommended along the western border that is shared with the SINC.
288. 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.
289. 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.

290. 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.

291. 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

292. Recommended informative

Nesting birds

293. Further comments:

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

295. 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 unlicensed method statement is also recommended within the ecological reports, with recommended condition wording provided below.

296. Recommended additional/updated conditions:

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

297. 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.

298. Recommended wording for unlicensed method statement:

Prior to the commencement of development an unlicensed 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 unlicensed 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).

299. PTC11- Construction Environmental Management Plan (CEMP)  
 AGW06- Bat boxes on trees x 3  
 AGW09- Invertebrate boxes x 2  
 Bird boxes x5

300. Recommended informative:  
 Nesting birds

## **Community impact and equalities assessment**

301. 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.

302. 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.

303. The protected characteristics are: race, age, gender reassignment, pregnancy and maternity, disability, sexual orientation, religion or belief, sex, marriage and civil partnership.
304. 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.
305. 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>

306. 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.'
307. 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.
308. 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.
309. 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.
310. 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?
311. 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.
312. 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.'

313. 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**

314. 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.
315. 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**

316. 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.
317. 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.

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

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

318. It is therefore recommended that planning permission be granted, subject to conditions, the timely completion of a S106 Agreement and referral to the Mayor of London.

**BACKGROUND DOCUMENTS**

Background Papers	Held At	Contact
Southwark Local Development Framework and Development Plan Documents	Environment, Sustainability and Leisure Department 160 Tooley Street London SE1 2QH	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 0207 525 0254 Council website: www.southwark.gov.uk

**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

**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>	12 March 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>
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>			23 April 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.

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

**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

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 2021 Parts, 8, 11, 12, 15 and 16; 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:
  - Measures to protect mammals on site during construction;
  - 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, and consideration of all environmental impacts and the identified remedial measures, including measures to protect



mammals on site during construction;

- 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 (2023); 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).

#### Unlicensed method statement

5. Prior to the commencement of development an unlicensed 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 unlicensed 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).

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

##### Lighting design strategy

6. 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:

- 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.

#### Cycle facilities

- 7. 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 (2023); Policy T5 (Cycling) of the London Plan (2021); and Policy P53 (Cycling) of the Southwark Plan (2022).

#### Travel Plan

- 8.
  - a) Upon opening of the full site with all courts operational, 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 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 consecutive year, until a point when the travel objectives are met by the applicant to reduce private car use and increase sustainable travel.

Reason: In order that the use of non-car-based travel is encouraged in accordance with the National Planning Policy Framework (2023); Policy T6 (Car parking) of the London Plan (2021); Policy P54 (Car parking) 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 (2023). 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: Chapters 8, 12, 15 and 16 of the National Planning Policy Framework 2021; 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 (2023); 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 (2023); 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 (2023), 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 (2023); 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 (2023); 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. The applicant shall produce a noise management report and a management report detailing the provision of a golf cart / mobility buggy (to transport people with reduced mobility between the car park and the new croquet hub), for approval in writing of the Planning Authority within six months of the planning decision.

Reason: In the interest of the amenity and privacy of adjoining occupiers, in accordance with the National Planning Policy Framework (2023), 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 SP2, P1, P7, P8, P12, P31, P33, P46, P47, P56 (Protection of amenity) and P65 of the Southwark Plan (2022).

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

##### Floodlit tennis and padel courts

17. The usage of the floodlit tennis 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 (2023) and Policy P56 (Protection of amenity) of the Southwark Plan (2022).

##### Floodlit tennis courts 6 and 7

18. 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 (2023) and Policy P56 (Protection of amenity) of the Southwark Plan (2022).

##### Cricket netting

19. 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 (2023) and Policy P56 (Protection of amenity) of the Southwark Plan (2022).

## Informatives

### 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

## APPENDIX 3

## Planning history of the site and nearby sites

	Status
<p><b>15/AP/3469</b></p> <p>T1: Goat Willow - Reduce by 30% up to 5m in length following stem split.</p> <p>T2: Goat Willow - Reduce by 30% up to 5m in length following stem split.</p>	21/09/2015
<p><b>15/AP/4967</b></p> <p>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.</p> <p>G.2 Sycamore saplings x 11 growing over north-western corner area: Section fell to near ground level and clear debris.</p> <p>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.</p> <p>No trees above 20cm diameter to be removed.</p>	19/01/2016
<p><b>17/AP/0681</b></p> <p>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) .</p> <p>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 .</p> <p>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 .</p> <p>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.</p>	27/03/2017

<p><b>17/AP/3782</b> 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.</p>	<p>GRANTED- Change of Use Application 12/03/2018</p>
<p><b>17/AP/3980</b> 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)</p>	<p>Granted 07/12/2017</p>
<p><b>18/AP/3580</b> Group of 8 Leyland Cypresses (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.</p> <p>Group of 7 Leyland Cypresses (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.</p> <p>Holm Oak (T1). A self seeding sapling close to building foundations. Dismantle this tree. Treat the stump to prevent regrowth.</p> <p>2 False Acacias (T2) &amp; (T3). T2 Roots starting to emerge though croquet lawn. Cut roots from tree leading to the croquet lawn .</p> <p>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.</p> <p>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.</p>	<p>05/12/2018</p>
<p><b>19/AP/7599</b> G1 Group of 11 Sycamore trees. Crown lift to 5m in height and crown thin by 20%.</p>	<p>Granted TCA 29/01/2020</p>
<p><b>20/AP/1915</b> 2x Sycamore - Removal, 2x Robinia - Removal, 2x Sycamore - 2m lateral reduction</p>	<p>Granted TCA 20/08/2020</p>

<b>21/AP/3740</b> 1 x Cherry 2m lateral reduction, 3 x Sycamore for removal (15ft tree height max) and 3 x Sycamore 2m lateral reduction.	Granted TCA 03/12/2021
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## 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 & Management  
 LBS Ecology Officer  
 LBS Design and Conservation Team  
 Flood Risk Management & 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	25 Burbage Road London Southwark
83 Stradella Road London Southwark	99 Stradella Road London Southwark
79 Stradella Road London Southwark	97 Stradella Road London Southwark
77 Stradella Road London Southwark	93 Stradella Road London Southwark
Flat 89 Stradella Road London	87 Stradella Road London Southwark
57 Stradella Road London Southwark	75 Stradella Road London Southwark
105 Stradella Road London Southwark	71 Stradella Road London Southwark
59 Stradella Road London Southwark	65 Stradella Road London Southwark
85 Stradella Road London Southwark	61 Stradella Road London Southwark
Abbeyfield House 89 - 91 Stradella Road London	101 Stradella Road London Southwark
81 Stradella Road London Southwark	83 Turney Road London Southwark
73 Stradella Road London Southwark	109 Turney Road London Southwark
63 Stradella Road London Southwark	29 Turney Road London Southwark
103 Stradella Road London Southwark	131 Turney Road London Southwark
Flat 91 Stradella Road London	85 Turney Road London Southwark
69 Stradella Road London Southwark	Ground Floor Flat 83 Turney Road London

135 Turney Road London Southwark	48 Burbage Road London Southwark
105 Turney Road London Southwark	47 Burbage Road London Southwark
First Floor Flat 83 Turney Road London	41 Burbage Road London Southwark
39 Turney Road London Southwark	39 Burbage Road London Southwark
31 Turney Road London Southwark	35 Burbage Road London Southwark
63 Turney Road London Southwark	33 Burbage Road London Southwark
57 Turney Road London Southwark	29 Burbage Road London Southwark
125 Turney Road London Southwark	54 Burbage Road London Southwark
117 Turney Road London Southwark	52 Burbage Road London Southwark
111 Turney Road London Southwark	91 Stradella Road London Southwark
103 Turney Road London Southwark	Rear Of 186 Croxted Road London
45 Turney Road London Southwark	188 Croxted Road London Southwark
91 Turney Road London Southwark	182 Croxted Road London Southwark
77 Turney Road London Southwark	152 Croxted Road London Southwark
71 Turney Road London Southwark	196A Croxted Road London Southwark
93 Turney Road London Southwark	27 Turney Road London Southwark
89 Turney Road London Southwark	176 Croxted Road London Southwark
87 Turney Road London Southwark	146A Croxted Road London Southwark
81 Turney Road London Southwark	172 Croxted Road London Southwark
79 Turney Road London Southwark	164 Croxted Road London Southwark
75 Turney Road London Southwark	156 Croxted Road London Southwark
73 Turney Road London Southwark	148 Croxted Road London Southwark
69 Turney Road London Southwark	192 Croxted Road London Southwark
65 Turney Road London Southwark	186 Croxted Road London Southwark
61 Turney Road London Southwark	178 Croxted Road London Southwark
55 Turney Road London Southwark	First Floor Flat 27 Turney Road London
133 Turney Road London Southwark	196B Croxted Road London Southwark
129 Turney Road London Southwark	170B Croxted Road London Southwark
127 Turney Road London Southwark	146B Croxted Road London Southwark
123 Turney Road London Southwark	150 Croxted Road London Southwark
121 Turney Road London Southwark	198 Croxted Road London Southwark
119 Turney Road London Southwark	194 Croxted Road London Southwark
115 Turney Road London Southwark	190 Croxted Road London Southwark
113 Turney Road London Southwark	184 Croxted Road London Southwark
107 Turney Road London Southwark	180 Croxted Road London Southwark
101 Turney Road London Southwark	174 Croxted Road London Southwark
47 Turney Road London Southwark	168 Croxted Road London Southwark
43 Turney Road London Southwark	166 Croxted Road London Southwark
41 Turney Road London Southwark	162 Croxted Road London Southwark
37 Turney Road London Southwark	160 Croxted Road London Southwark
35 Turney Road London Southwark	158 Croxted Road London Southwark
33 Turney Road London Southwark	154 Croxted Road London Southwark
67 Turney Road London Southwark	146 Croxted Road London Southwark
48A Burbage Road London Southwark	Nellys Nursery Dulwich Sport Ground
56 Burbage Road London Southwark	102 - 106 Turney Road
50 Burbage Road London Southwark	192A Croxted Road London Southwark
37 Burbage Road London Southwark	Under The Willow Nursery 198A Croxted
31 Burbage Road London Southwark	Road London
45 Burbage Road London Southwark	

**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 consulted:**

136 Woodwarde Road East Dulwich SE22 8UR	11 Pickwick Road London SE21 7JN
275 Croxted Road London SE1 7DG	5 Frank Dixon Way London SE21 7BB
35 Burbage Road London SE24 9HB	39 Poplar Walk London SE24 0BX
66 Wood Vale London Se23 3ed	33 Noyna Road London SW17 7PQ
36 Winterbrook Road Herne Hill London	168 Ferndale Road London
36 Winterbrook Road Herne Hill London	87 Rosendale Road West Dulwich SE21 8EZ
53 Court Lane London SE21 7DP	1 Carver Road London SE24 9LS
46 northway road London Se59an	34 Winterbrook Road London SE24 9JA
44 Gilkes Crescent London SE21 7BS	136 Oglander Road London
99 Stradella Road London SE24 9HL	39 Telford Avenue Lambeth, SW2 4XL
12 Henslowe Rd 12 Henslowe Road, London, SE22 0AP	87 Rosendale Road London SE21 8EZ
63 Winterbrook Road London SE24 9HZ	53 Court Lane London SE21 7DP
78 Burbage Road London SE24 9HE	42 Avondale Rise London SE15 4AL
86 Burbage Road London SE24 9HE	49D Shakespeare Road, SE24 0LA
5A Fiveways Road Fiveways Road London	6 Frank Dixon Way London SE21 7BB
99, STRADELLA ROAD, SE24 9HL	444 Lordship Lane Dulwich London
23 Lowden Road London SE24 0BJ	50 Staffordshire Street, SE15 5TJ
16 Ondine Road Flat 1 London	168 Ferndale Road London SW4 7RY
57 Stradella Road London SE24 9HL	3 Holmdene Avenue London SE24 9LB
50 Winterbrook Road London	54 Narbonne Avenue London SW4 9JT
	7 Stradella Road, Herne Hill, London Herne Hill London
82 Alleyn Road LONDON SE21 8AH	8Tollgate Drive London SE21 7LS
	194 Croxted 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  
 Kelmores Grove 2 Kelmores 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 Coulgate 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 Woodward 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 Croxted 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 Croxted Road, SE21 8AX  
 136 Woodward 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 Woodward 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 SE24 9HL  
 55 Therapia Road London SE22 0SD  
 101 Stradella Road London SE24 9HL  
 38A Sutherland Square, SE17 3EE  
 25 Rouse Gardens Sydenham Hill  
 SE21 8AF  
 119 herne Hill London SE24 9LY  
 109 Rosendale Road London SE21 8EZ  
 2 Warmingtton 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 SE24 9HB  
 107 South Croxted Road , SE21 8AX  
 101 Stradella Road London SE24 9HL  
 107 South Croxted 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





**OPEN**

**COMMITTEE:**

**NOTE:**

**PLANNING COMMITTEE (SMALLER APPLICATIONS)**

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

**MUNICIPAL YEAR 2024-25**

**OPEN**

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<b>MEMBERS</b>  Councillor Cleo Soanes (Chair) Councillor Jane Salmon (Vice-Chair) Councillor Sam Dalton Councillor Sabina Emmanuel Councillor Sam Foster Councillor Adam Hood  Councillor Richard Livingstone <b>(electronic copy)</b>  <b>Electronic Copies (No paper)</b>  Councillor Renata Hamvas (reserve) Councillor Emily Hickson (reserve) Councillor Richard Leeming (reserve) Councillor Emily Tester (reserve) Councillor Joseph Vambe (reserve)  <b>MEMBER OF PARLIAMENT (Electronic)</b>  Helen Hayes MP Neil Coyle MP Miatta Fahnbulleh MP House of Commons, London, SW1A 0AA	1	<b>PLANNING TEAM</b>  Dennis Sangweme / Stephen Platts	1
	1	<b>COMMUNICATIONS TEAM (Electronic)</b>	
	1	Eddie Townsend	
	1	<b>LEGAL TEAM (Electronic)</b>	
	1	Kamil Dolebski (Law & Governance) Michael Feeney (FTB Chambers)	
	1	<b>CONSTITUTIONAL TEAM</b>	4
		Beverley Olamijulo	
		<b>TOTAL PRINT RUN</b>	11
		List Updated: 25 April 2025	