

Item No.	Classification:	Date:	Meeting Name:
6.2	OPEN	15 December 2010	Dulwich Community Council
Report title:	Development Management planning application: Application 10-AP-1510 for: Full Planning Permission Address: JAMES ALLEN'S GIRLS SCHOOL, 144 EAST DULWICH GROVE, LONDON, SE22 8TE Proposal: Erection of 3-storey plus basement building to provide a community music centre for use by school and local community (Use Class D1).		
Ward(s) or groups affected:	Village		
From:	Head of Development Management		
Application Start Date 15/06/2010		Application Expiry Date 14/09/2010	

RECOMMENDATION

- 1 Grant, subject to conditions.

BACKGROUND INFORMATION

- 2 This application is before Members of the Dulwich Community Council, as it is recommended for approval and more than 3 letters of objection have been received.

Site location and description

- 3 James Allen's Girls School is located on the north-western side of East Dulwich Grove, close to the junction with Green Dale. The school has two separate sites; the main site at 144 East Dulwich Grove is for pupils aged 7-18 years and is divided into the JAGS Middle School (ages 7-11) and the Senior School (ages 11-18). The Preparatory School is for children aged 4-11. There are 1,080 pupils at the school and approximately 200 teaching and non-teaching staff, both full and part-time.
- 4 The original school block is a substantial late 19th century red brick building in the Queen Anne Revival Style, linked to a 1930s red brick Art Deco extension. There are a number of buildings behind this, a railway track, and sports pitches beyond on the rear part of the site. The preparatory school is a contemporary part 2, part 3-storey building located at the junction of East Dulwich Grove with Green Dale. The JAGS sports facilities are located behind the railway track and are accessed from Red Post Hill. The school recently purchased the Sea Cadets Hall on Green Dale which is still used by the community, and for staff parking. Opposite the site on East Dulwich Grove the buildings are predominantly two storey residential properties, and there are dwellings along Green Dale and Red Post Hill.
- 5 The site forms part of the Dulwich Village Conservation Area, the Urban Density Zone and an Air Quality Management Area. The school playing fields are designated Metropolitan Open Land.

Details of proposal

6 Full planning permission is sought for the erection of a 3-storey plus basement building to provide a community music centre for use by the school and the local community (Use Class D1).

7 The building would be located at the front of the site between the preparatory school and the 1930s extension, and would be accessed from East Dulwich Grove. It would be built on an existing car park and part of the preparatory school playground. The building would measure a maximum of 38m wide fronting East Dulwich Grove, 37m deep and 17.5m high fronting East Dulwich Grove (when measured from basement level); there would also be a plant level at the rear of the building. The building would be constructed of brick and glazing with a part green roof, the remainder being a single-ply membrane. In terms of its massing, it would comprise a larger block containing a main auditorium and a smaller, 2-storey block containing a recital hall.

8 The proposed building would provide the following facilities:

9 Music

- 420 person concert hall;
- 100 person recital hall / rehearsal room / classroom;
- Recording studio / percussion suite.

10 Teaching

- 3 rehearsal / teaching / music therapy classrooms;
- 3 music technology computer suites;
- 26 practice rooms;
- Listening room.

11 Circulation

- Foyer;
- Kitchen / bar facility.

12 Administration

- Box office;
- Administration office / music co-ordinator's area;
- Staff office;
- Director of music's office
- JAPS (preparatory school) office;
- Music technician's room;
- Staff common room.

13 The proposed opening hours are as follows:

07:30-22:00 Monday to Friday;
07:30-22:00 on Saturdays;
12:00-22:00 on Sundays.

The school would seek to complete the building in 2012.

Amendments

14

The following revised / additional information has been submitted:

- Existing and proposed parking plans including a parking plan for large events have been submitted. The site of the former Sea Cadets Hall and the sports centre have been outlined in blue to demonstrate that they are within the applicant's ownership;
- An amended travel plan / event management plan has been submitted with further information included in the event management plan;
- A parking statement has been submitted;
- An amended transport statement has been submitted which corrects the proposed parking provision for general school use (this was incorrect in the first transport statement submitted) and includes additional information regarding trip generation.

Planning history

15 There is much planning history to the site, the most recent and relevant being:

07-AP-0757 – Conversion of the pool hall to a dining hall, demolition of changing rooms and erection of a part one, part three and part four-storey extension to provide kitchen, classrooms and other ancillary accommodation. Planning permission was GRANTED in June 2007.

Planning history of adjoining sites

16 None relevant.

KEY ISSUES FOR CONSIDERATION

Summary of main issues

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

- a) the principle of the development in terms of land use and conformity with strategic policies;
- b) environmental impact assessment;
- c) amenity;
- d) transport;
- e) design and impact upon the character and appearance of the Dulwich Village Conservation Area;
- f) trees;
- g) planning obligations;
- h) sustainable development implications.

Planning policy

Southwark Plan 2007 (July)

- 18 SP7 - Arts, culture and tourism
2.2 - Provision of new community facilities
2.3 - Enhancement of educational establishments

- 3.2 - Protection of amenity
- 3.3 - Sustainability assessment
- 3.4 - Energy efficiency
- 3.6 - Air quality
- 3.12 - Quality in design
- 3.13 - Urban design
- 3.15 - Conservation of the historic environment
- 3.16 - Conservation areas
- 3.18 - Setting of listed buildings, conservation areas and world heritage sites
- 3.28 - Biodiversity
- 5.2 - Transport impacts
- 5.3 - Walking and cycling
- 5.6 - Car parking

Residential Design Standards SPD (September 2008)
 Sustainable Design and Construction SPD (February 2009)
 Dulwich Village Conservation Area Appraisal (February 2006)
 Sustainable Transport SPD (March 2010)

London Plan 2008 consolidated with alterations since 2004

- 19 3A.18 - Protection and enhancement of social infrastructure and community facilities
- 3A.24 - Education Facilities
- 3C.C - Sustainable transport in London
- 3D.4 - Development and promotion of arts and culture
- 4A.7 - Renewable energy
- 4B.12 - Heritage conservation

Core Strategy

- 20 The Council submitted the draft Core Strategy to the Secretary of State on 26 March 2010 and the Examination in Public hearings took place in July 2010. The Core Strategy policies should be considered as currently having no weight when determining planning applications as they are awaiting the Inspector's report and his finding of soundness. Applications should continue to be determined pending receipt of the Inspector's report primarily in accordance the saved policies in the Southwark Plan 2007 and the London Plan 2008.
- 21 The Inspector's report on the Core Strategy is expected in December 2010. With a recommendation of soundness from the inspector there will be a very high degree of certainty that the Core Strategy will be adopted and that a number of existing Southwark Plan policies will be replaced. In view of this, on publication of the inspector's report, all core strategy policies should be given significant weight in determining planning applications. Less weight should be given to existing policies which are soon to be replaced. Formal adoption of the core strategy is expected in January 2011.

Planning Policy Guidance (PPG) and Planning Policy Statements (PPS)

- 22 PPS5: Planning for the Historic Environment
- PPG13: Transport
- PPG24: Planning and Noise

Principle of development

- 23 Policy 2.2 of the Southwark Plan 'Provision of new community facilities' states that:

24 Planning permission will be granted for new community facilities provided:

- i) *Provision is made to enable the facility to be used by all members of the community;*

25 It is intended that the music centre would be used by the school and the community, although concerns have been raised that no details have been provided as to how the community use would be secured. Whilst this is noted, the school already offers a range of services and facilities to the local community, and it is anticipated that the existing provision would continue and that the new building would enable further community use in the future.

26 By way of background, the school currently hosts JASSPA (James Allen's Saturday School for Performing Arts) which was established in 1993 and is used by 500 children aged 4-18 from over 80 local schools; 295 individual music lessons are taught at the school each Saturday, a choir and Big Band rehearse at the school, there is a Saturday literacy scheme attended by pupils from 11 local Southwark primary schools, local schools use the swimming pool for galas and swimming lessons, three local schools use the playing fields for no cost, and the JAGS choral society and Community Orchestra run from the site which are open to staff, parents and the local community. In addition, the JAGS sports club is used by approximately 5,000 mainly local people outside of school hours and by local state schools during the school day, and the former Sea Cadets Hall is used by the community for training courses, a youth group and an elderly persons club. Full details of the current community use of the school's facilities are detailed in a typical monthly timetable at page 92 of the Design and Access Statement.

27 It is intended that community access to the proposed building would be during the school day, school holidays, evenings and at weekends, and there would be a dedicated manager to oversee this. Local non-commercial groups would be able to hire spaces either free of charge or at subsidized rates, and external bookings by national organisations for professional concerts would attract commercial rates. Residents have queried the cost of hiring these facilities, but no information is available at this stage.

28 In terms of its detailed design, the building would be fully DDA compliant and would include a lift allowing wheelchair users to use the facilities.

and

- ii) the facility is not detrimental to the amenity of present and future occupiers of the surrounding area in compliance with policies 3.2 and 5.2;*

Refer to the amenity and transport sections of this report.

and

- iii) where developments will generate more than 20 vehicle trips at any one time a transport assessment will be required in compliance with policies 3.3 and 5.2.*

Refer to the transport section of this report.

29 Policy 2.3 of the Southwark Plan 'Enhancement of educational establishments' states that planning permission for a change of use from D class educational establishments will not be granted unless:

- i) Similar or enhanced provision within the catchment area is secured; and*

ii) Opportunities are taken wherever possible to ensure that provision is made to enable the facility to be used by all members of the community.

- 30 The proposal would not involve a change of use from D class and the intended community use is set out above. It is therefore considered that there would be no conflict with policy 2.3 of the Southwark Plan.

Need for the proposed facility

- 31 Concerns have been raised that there is no need for the proposed facility, as there is a 300 seat theatre / performing arts building at the nearby Alleyn's School which is approximately 250m from the site on Townley Road. Whilst this is noted, policy 2.2 does not require the need for the facility to be demonstrated. This has however, been detailed within the application.
- 32 The music facilities for the school are currently spread out across the site in a piecemeal fashion, and the proposed building would house all of the school's music facilities in one place. The music department for the senior school is currently located mainly in the old sports pavilion on the northern part of the site and is not well suited for music, having been adapted from previous residential use, with limited acoustic insulation and teaching space. Several portacabins have been erected on the site to provide additional music teaching space, and the preparatory school music facilities are housed in other temporary portacabins next to the sixth form centre.
- 33 It is anticipated that the building would be used by local choirs, orchestras and ensembles, by local state schools for music lessons, events and performances, music therapy sessions and workshops, by local young people wishing to record their own music, by older people wishing to rediscover their musical talents, and by visiting professional musical ensembles. The supporting information states that many local groups including special schools, local primary and secondary schools and a London orchestra have expressed an interest in using the new facility.
- 34 For the reasons set out above, there are no objections to the principle of the proposed development in landuse terms in this location.

Environmental Impact Assessment

- 35 An objector has queried whether an Environmental Impact Assessment (EIA) has been carried out for the proposed development.
- 36 The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 specify the types of development and circumstances where an EIA may be required. The Regulations are applicable to two types of development: Schedule 1 developments are where an EIA is mandatory and includes developments that would have an obvious and major impact such as power stations. Schedule 2 developments require an EIA if they are likely to give rise to significant effects on the environment by virtue of factors such as size, nature or location. With regard to this proposal Schedule 2 is relevant, under the category of 'Urban Development Project' (Schedule 2 10 (b)) on the basis that the site area exceeds 0.5 hectares (the entire school site including the playing fields measures 7.95 hectares).
- 37 A Screening Opinion was not requested prior to the submission of the application as the scheme is not Schedule 1 development. It does fall within Schedule 2, and having reference to the Schedule 2 criteria, whilst the site area of the school exceeds the initial threshold of 0.5ha, it is considered that the development is unlikely to have a significant effect upon the environment by virtue of its nature, size or location, based

upon a review of the Schedule 3 selection criteria for screening Schedule 2 Development. The site is a brownfield site in an inner London location, and is located outside of a sensitive area as per Regulation 2(1) and the development is unlikely to generate any significant environmental effects. Therefore it is the view of officers that an Environmental Impact Assessment is not required.

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

- 38 As well as policy 2.2, policy 3.2 of the Southwark Plan is relevant which seeks to ensure an acceptable standard of amenity for existing and future occupiers.

Impact of the proposed use

- 39 Concerns have been raised that the proposed development would result in unacceptable levels of noise, that an acoustic report submitted with the application does not consider traffic noise, and that the proposed hours of use would be too long.
- 40 The building has been designed so that the entrance would be from East Dulwich Grove, with a quadrangle formed inside the site where people could wait if necessary. East Dulwich Grove is a main road where background noise levels would generally be higher, and having the entrance from this road with the actual entrance to the building from within the site is considered to be appropriate. It is likely to prevent people from congregating on the street and would pull them into the site, away from the houses opposite and screened by the smaller recital hall. This would also allow the public to access the building without passing through the teaching areas of the school, and there would be a separate entrance point at the northern corner of the building which would provide direct access for pupils.
- 41 The acoustic report submitted with the application considers the acoustic requirements of the building to ensure that there would be no unacceptable noise nuisance to the nearest noise sensitive properties, i.e. the houses directly opposite the site on East Dulwich Grove. The report has been reviewed by the Council's Environmental Protection Team who has raised no objections subject to conditions limiting the level of any amplified sound and requiring a lobby system to be installed, to further prevent any noise escaping from the building. Following the concerns from residents that traffic noise has not been considered, the Environmental Protection Team has reviewed the application again and has advised that because the Transport Statement indicates that there would be no significant increase in traffic, traffic noise from the development would not be significant. Given the current use of this part of the site a car park, the Environmental Protection Team has advised that a contaminated land study is required and a condition to this effect is recommended.
- 42 As stated, the proposed opening hours are as follows:
- 07:30-22:00 Monday to Friday;
 - 07:30-22:00 on Saturdays;
 - 12:00-22:00 on Sundays.
- 43 Concerns have been raised that these hours would be too long, although they would broadly conform with the existing hours that the school is used. The formal school day starts at 08:30 and finishes at 15:45, although activities start at 06:30 and sometimes go on until 22:30. The hours are therefore considered to be appropriate a condition limiting them to this is recommended. It is noted that there would be a licensed bar in the building, although this would be ancillary to the principle use as a music centre and would not be open unless concerts were being held.

- 44 The greatest impact upon neighbouring residents is likely to occur when large events are being held by visiting professional organisations using the 420 seat auditorium. The school already holds around 40 concerts a year, either at the school or in other local or central London venues and these would now be held in the new building. Given that many of these are held at the school already, it is not anticipated that holding them in the new building would result in any significant loss of amenity.
- 45 The school has advised that a further four large events are likely to take place in the building by visiting organisations or community groups. These would generally be held in the evenings and would finish at 22:00, with people leaving at 22:30. It is accepted that noise levels would be higher during this period, although staff would be on hand to ensure that people leave the site quietly and efficiently, and marshalls would assist with parking. There would undoubtedly be some disruption during these events, but they would be held fairly infrequently and would have a fairly localised impact which must be weighed against the benefits to the school and the wider community in providing the proposed facility.

Physical impact of the proposed building

East Dulwich Grove

- 46 Local residents have raised concerns regarding loss of outlook, loss of privacy and light pollution, and the properties most affected would be those on the opposite side of East Dulwich Grove. There would be a separation distance of approximately 31m between the proposed building and these houses which would be sufficient to maintain an adequate outlook, and although their view would undoubtedly change, this is not a material planning consideration. All but one of existing trees at the front of the site would be retained which would provide some screening to the development and would help to soften the appearance of the building.
- 47 The proposed building would not bisect a 25 degree line taken through the centre point of the ground floor windows of the properties opposite, therefore no significant loss of light would occur. With regard to privacy, the entrance to the building from within the site would be screened by the smaller part of the building containing the recital hall. A glazed stairwell is proposed fronting East Dulwich Grove but given the 31m separation distance to the properties opposite, no significant loss of privacy would occur. It is noted that this would be well in excess of the 21m window-to-window distance recommended in the Residential Design Standards SPD to maintain privacy.
- 48 Concerning light pollution, as stated the application has been reviewed by the Environmental Protection Team who has not raised this as an issue, and there would not be a significant amount of glazing to the East Dulwich Grove elevation. A condition for details of all external lighting is however recommended, to ensure that there would be no unacceptable light spillage which could cause a nuisance to neighbouring properties.

1-9 Green Dale Close

- 49 This is a terrace of 2-storey houses located to the north of the proposed building. There would be approximately 25m between the bottom of the rear garden to 9 Green Dale Close and the proposed building, which is considered to be sufficient to ensure that no significant loss of light, loss of outlook or overshadowing would occur. It would also exceed the 21m recommended in the Residential Design Standards SPD to maintain privacy, and windows in the rear elevation of the proposed building would be largely screened by the existing school buildings. Owing to this, it is also considered that no significant light pollution would occur.

- 50 There is a residential estate on the opposite side of Green Dale comprising Terboch Way, Steen Way, Deventer Crescent, Nimegan Way, Hilversum Crescent and St Barnabus Close. Green Dale is not a through-road, and terminates at St Barnabus Close and concerns have been raised regarding loss of amenity owing to additional vehicles using Green Dale and lack of parking, and this is considered in the transport section of this report.
- 51 Residents living a greater distance from the site have objected to the application and have raised concerns on the grounds of loss of amenity arising from traffic generation and the associated noise, pollution and increased demand for parking. The transport impacts of the proposal are considered in the transport section of this report although again, the Environmental Protection Team has not raised any concerns with regard to traffic noise or air quality. It is accepted that there would be some reduction in air quality during large events, but this is unlikely to be significant and would not be sufficient grounds for refusing planning permission.
- 52 Officers consider that there would not be a significant loss of amenity to neighbouring properties arising from the physical impact of the building. It is accepted that use of the building for large non-school events would cause some disruption to residents, largely relate to traffic movements and parking, and this is considered in the transport section of this report. The impacts must however, be weighed against the benefits to the school and the wider community in providing the proposed facility.

Traffic issues

- 53 East Dulwich Grove is an A-category road (A2214) and the intersection with Townley Road and Green Dale is to the immediate north-east of the site. It is a signal controlled junction with pedestrian crossings on East Dulwich Grove, Townley Road and Green Dale. The site has a Public Transport Accessibility Level (PTAL) of 3 (medium) and North Dulwich train station is approximately 350m from the site on Red Post Hill.
- 54 The number 37 bus stop is immediately outside the site on East Dulwich Grove and there are keep clear markings in front of two entrance gates to the existing car park off East Dulwich Grove (an 'in' and 'out' system is operated). This provides access to the staff car park and also provides a pick-up / drop-off point for parents with parking in this area restricted by yellow hatching. Beyond this moving in a south-westerly direction towards the junction with Red Post Hill is a coach drop-off point, and there is a further gated entrance off East Dulwich Road which leads to a service yard in front of the school. There are double yellow lines around the junction with Green Dale which extend part way along this road, followed by keep clear markings outside the preparatory school.
- 55 As stated, access to the JAGS sports centre is from Red Post Hill and is shared with Charter School which is located to the west of the site. Charter School uses it for pedestrian access and servicing only, and access to the sports centre is via a security-controlled gate and is only available for JAGS pupils and JAGS sports club members.
- 56 Policy 5.2 of the Soutwark Plan seeks to ensure that developments do not result in adverse highway conditions. The two main transport impacts arising from the proposal are considered to be the loss of the staff car park on the East Dulwich Grove, and traffic generation and parking demand arising from the use of the proposed building for large events.

Loss of existing car park

57 Policy 5.6 of the Southwark Plan establishes maximum parking standards. There is no specific car parking standard for D1 uses as this is generally informed by a transport assessment.

Existing

58 There are currently 123 parking spaces on the site, comprising 56 at the sports centre, 40 where the proposed building would be located on East Dulwich Grove, 4 in front of the school, 6 in the service yard and 17 around the former Sea Cadets Hall on Green Dale. As stated, the sports centre has a secure automatic gate which is controlled with a key card system to restrict access in accordance with time, to ensure that sports centre and school uses do not overlap. Sports club users generally arrive from 06:30 and leave by 08:00 in the mornings, and arrive from 18:00 and leave by 22:30 in the evenings. Staff cars generally arrive between 07:00 and 08:30 and leave at varying times during the day, with most leaving between 16:00 and 17:00 although sometimes up to 10 cars will remain after 17:00. Deliveries to the site are irregular, with 5 on average between 06:30 and 12:00 and 4 on average between 12:00 and 17:00.

59 Concerns have been raised that the loss of 40 parking spaces to accommodate the proposed building would lead to staff parking on surrounding roads and would increase the use of Green Dale, resulting in an unacceptable loss of amenity to neighbouring residents.

60 The existing car parks on the site are for staff and visitor use only; no pupil parking is permitted. At present 55% of staff drive their own cars to the school which equates to 110 vehicles, with an additional 6% car-sharing (equating to a maximum of 12 vehicles as there could be more than two staff per vehicle). The planning agent has advised that no significant increase in staff numbers is anticipated as a result of the proposal which means that 122 parking spaces for staff are currently required and 123 are available. This indicates that parking on the site is already at capacity, although a parking survey carried out between 1st-10th September suggests that there are still spaces available:

On-site car parking survey:

62

Date	East Dulwich Grove park		Sports centre car park		Green Dale car park		Service yard Total	
	P	V	P	V	Informal	Periodic use	P	V
01/09/2010	42	2	9	47	17	6	68	55
02/09/2010	43	1	21	35	16	6	80	43
03/09/2010	44	0	29	27	17	6	90	33
06/09/2010	44	0	26	30	16	6	86	37
07/09/2010	44	0	26	30	16	6	86	37
08/09/201	44	0	26	30	17	6	87	36
09/09/201	43	1	26	30	17	6	86	37
10/09/2010	42	2	26	30	17	6	85	38

A survey of on-street parking has also been undertaken:

On-street parking survey:

63

Date	Green Dale		Gilkes (north)	
	On-road	Vacant	On road	Vacant
27/08/2010			12	6
31/08/2010			10	8

01/09/2010	17	3	7	11
02/09/2010	17	3	12	6
03/09/2010	17	3	12	6
06/09/2010	16	4	18	0
07/09/2010	16	4	17	1
08/09/2010	11	9	18	0
09/09/2010	14	6	18	0
10/09/2010	15	5	17	1

Proposed parking

- 64 If the development were to go ahead there would be 103 parking spaces on the site comprising 56 in the sports centre, 37 at the Sea Cadets Hall on Green Dale, 4 in front of the school and 6 in the service yard. The additional spaces at the Sea Cadets Hall would be provided further into the school site and are shown as spaces 1-13 on drawing number 256_1041 Revision A. Concerns have been raised that the layout of these spaces is inaccessible and that not all of them could be used, although the Transport Planning Team has advised that they would be acceptable and swept paths have been requested.
- 65 As stated, a present 55% of staff drive their own cars to the school (110 vehicles) and 6% car-share (12 vehicles) meaning that 122 spaces are required and there would only be 103 as a result of the proposed development. The shortfall of 19 spaces is not considered to be significant however, when combined with measures aimed at reducing car use, better management of on-site parking and in light of the findings of the parking survey recently carried out on the site. The Transport Planning Team has recommended a condition requiring a parking strategy to be submitted for approval, which must include that staff be allocated particular parking areas within the site in order to prevent them from parking on-street should parking in their preferred area be unavailable. A condition requiring all of the additional spaces to be provided before work on site commences is also recommended, and officers consider that these measures would help to minimise any loss of amenity to residents living in the houses off Green Dale.
- 66 Concerns have been raised that the parking information is inaccurate as the Sea Cadets Hall is already used for parking and cannot be considered as additional provision. This is however addressed in the submission, which includes 17 informal parking spaces in this area as part of the existing on-site parking provision.
- 67 Access to the parking would be from Green Dale or Red Post Hill, and would be via a swipe card and by permit only; the spaces in front of the school and in the service yard would be accessed from East Dulwich Grove as existing. Residents have raised concerns regarding traffic using Green Dale, but given the existing traffic flows at the junction with East Dulwich Grove an additional 20 vehicles using Green Dale is not considered to be significant and the Transport Planning Team has advised that this would represent only a 2% increase.

Event Management

- 68 As stated, major events are defined in the application as those which would attract an audience of 400 plus people, plus associated performers and staff not associated with the activities of the school. It is expected that there would be four such events per year, plus three school concerts which are currently held at St Barnabus Church which is 450m away on Calton Avenue. The school already puts on around 40 concerts and musical events per year, and would continue with its current musical activities which would be relocated into the new building.
- 69 The school would use the auditorium throughout the school day for assemblies,

teaching and rehearsals, and would be used by community groups for rehearsal or recording during the evening and out of term time. Although greater community use is anticipated, given that this would be outside of school hours no significant adverse transport impacts are anticipated.

- 70 118 parking spaces would be available when large events are taking place comprising 56 spaces at the sports centre, 24 at Green Dale, 28 on the preparatory school playground (accessed via Green Dale), 4 in front of the school and 6 in the service yard at the front of the school. An additional 30 overflow spaces would be available on a tarmac area next to the school tennis courts near to the sports centre, and of the 118 spaces, 100 would be for audience parking, 3 would be disabled spaces and 15 would be for staff and performers.
- 71 Audience parking would be via Green Dale and Red Post Hill and concerns have been raised that this would result in a loss of amenity to residents living on these roads. In order to manage this process and minimise disruption, a team of staff and volunteers would direct traffic at the main school entrance, the entrance to the Green Dale car park, the link between the car park and the main school site, and in the preparatory playground that would be used for parking on these occasions. A team of wardens would be on duty at the same locations before and after events to assist with parking arrangements. Priority would be given to audience over sports centre users during these events and this would be managed by the school and sports centre users given advance warning. Arrangements have also been made with Alleyn's School to accommodate overflow parking on their on-site car parks if required, and the school would undertake a review after each event to consider how the arrangements worked and whether any changes would be required.
- 72 Trip generation information has been submitted with the application which indicates that large events held in the building would result in 45 vehicles travelling to the site, and there would be ample space to accommodate these on site. In reality this figure may be a little higher, but even if it were to double, there would still be sufficient space on site to accommodate all the vehicles. To that end, the Transport Planning Team are satisfied that there would be no adverse impact on the surrounding highway network during such events.
- 73 The following steps are also proposed to manage the transport impacts of holding large events in the building:
- No other significant activity would be organised on the site;
 - Arrangements would be made to ensure that there would be no clash with a major event at Allen's School;
 - Marketing of the public transport facilities near to the site and sending travel information out with tickets;
 - There is the potential for offering a discount on tickets for those using public transport to travel to concerts;
 - Marshalls on duty to ensure no illegal parking;
 - Start and finish times calculated to minimise impact on local traffic patterns;
 - Encouraging car-sharing.
- 74 Officers note that it is proposed to charge people for parking on the school site during these events, but there are concerns that this would simply encourage people to park on-street instead. The school has been advised that this would not be acceptable to officers and have agreed not to implement a charging regime.
- 75 Monitoring of how people travelled to and from the site during large events would be undertaken (postcode monitoring) and would be fed back into the school travel plan. A review of how the parking arrangements worked would also be undertaken and

changes made where necessary, and the next review and surveys of the travel plan are due to take place in summer 2012.

- 76 Policy 5.3 of the Southwark Plan seeks to ensure that developments adequately cater for the needs of pedestrians and cyclists.
- 77 There are currently 44 on-site cycle parking spaces to serve the school and a further 14 at the sports centre. There is no specific cycle parking standard for D1 uses in the Southwark Plan. No additional cycle parking is proposed to serve the building and this has been reviewed by the Council's Transport Planning Team and is found to be acceptable, as the existing provision would be sufficient to accommodate cycles connected with the out of school hours use of the proposed building. It is also noted that there is ample space on the school site to provide additional cycle parking should it be deemed necessary in the future.
- 78 The proposed development could result in some overspill parking by staff on the neighbouring streets, although officers do not consider that this would be significant when combined with measures to reduce staff travel by car and better management of the on-site parking areas. There is no doubt that there would be some disruption and loss of amenity to residents living on the streets immediately surrounding the site during large events, although there would only be approximately seven per year, three of which would be school concerts relocated from St Barnabus Church, and measures would be put in place to minimise disruption. The impacts would be fairly localised, and the proposed facility would benefit the school, other local schools and the wider community, and it is in this context and given the views of the Transport Planning Team that officers consider on balance, the transport impacts of the proposal would be acceptable.

Design and impact upon the character and appearance of the Dulwich Village Conservation Area

- 79 Policies 3.12 and 3.13 of the Southwark Plan seek to ensure that developments achieve a high standard of architectural and urban design; 3.16 seeks to preserve or enhance the character or appearance of conservation areas and 3.18 requires developments to preserve or enhance the setting of listed buildings, conservation areas and world heritage sites.
- 80 The Dulwich Village Conservation Area was extended to include the school in March 2005 (sub-area 4), although it is noted that the preparatory school was not included. The 19th century original school building and 1930s extension are identified in the Conservation Area Appraisal as making a positive contribution to the conservation area and being prominent landmarks.
- 81 The 19th century school building is two storeys, with attic level accommodation set within a hipped roof. Red brick is the predominant walling material which has been broken down with stone banding courses and the roof line is articulated with tall chimneys, typical of the period. Whilst the architectural detailing of the Art Deco block is obviously different, there are common characteristics between the two buildings; the walling material is red brick which again has been enriched with stone detailing and in both buildings the horizontal emphasis of the windows has been broken up with strong vertical visual elements. The 1930s extension is set back from the 19th century building and whilst the parapet aligns with the eaves of the original block, the extension is appropriately subservient.

Policy 3.13 'Urban design'

- 82 The Design and Access Statement submitted with the application includes an analysis of the school site explaining why the car park off East Dulwich Grove was considered to be the most appropriate location for the proposed building. It explains that land on the northern part of the site was rejected because it is Metropolitan Open Land and a building in this location would be contrary to policy 2.5 of the Southwark Plan (Metropolitan open land). A second undeveloped area is the school botany gardens located at the rear of the school buildings. These gardens have been noted by English Heritage and again it is unlikely that planning permission would be granted for development in this area. The site of a number of existing portacabins would have created a massing that would result in a significant loss of amenity to houses on Green Dale Close and was therefore found to be unsuitable.
- 83 It was considered that the chosen site could accommodate a building with a massing that would be in context with the original school buildings, and offer a "public front appropriate to its public performances and community events" without requiring members of the public to walk through teaching areas. The building height would be responsive to the prevailing height of the surrounding buildings on the site and the building line would respond to the set back of the main building from the road and the position of the preparatory school.

Elevation to East Dulwich Grove

- 84 The internal orientation of the proposed auditorium, with its raked seating at its highest point to the south east falling towards the stage and classrooms to the north west, would create an almost 'back of house' appearance to the East Dulwich Grove elevation, and the large expanses of blank wall with a translucent glass window to break up the mass would display only limited activity to the street. The opening-up of the glazed stairway to this elevation would help to give some interaction with the street, however, given the emphasis on using the building as a resource within the local community, it is felt that an entrance and some greater perceived level of daily activity onto this elevation would be important in helping the building to relate more positively to the streetscape. It is noted however, that there are amenity and pupil safety benefits in having the main entrance to the building from within the site.

The Quad

- 85 The building would create a quadrangle between it and the 1939 'L' shaped extension. However, it would include a smaller recital hall and classrooms that would protrude into the space and mask views into the site from East Dulwich Grove. The 2-storey element would sit awkwardly within the rectangular 'urban room' and would appear as a separate element, almost as an afterthought to the overall design. Officers are again mindful however, of the amenity and pupil safety benefits of this arrangement.
- 86 The use of articulated brick coursing, recessed lines, solid coursing and lines of brick louvers would give the building a level of interest and expression, and despite the reservations expressed above, it is considered that if executed carefully, particularly the attention to the choice of brick, bond, pointing and detail, the overall design of the building would be redeemed by such attention to detail. Conditions requiring samples of all facing materials and large-scale window details to be submitted for approval, and preventing the glazing to the East Dulwich Grove elevation from being used for advertisements or other displays are recommended, together with a condition requiring details of all plant to be mounted at roof level to be submitted for approval before work commences.

Policy 3.16 Conservation areas

- 87 The predominant brick material of significant buildings in the area would be emulated, and the bulk and scale of the proposed building is considered to be acceptable and would not unduly affect the residential character of the area. It would be well contained within the school site and subject to a high quality finish which could be secured through planning conditions, it is the view of officers that the character and appearance of this part of the Dulwich Village Conservation Area would be preserved.
- 88 Policy HE7.5 of PPS5 refers to "the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. The consideration of design should include scale, height, massing, alignment, materials and use". As set out above the scale, height, massing, alignment and materials of the proposed development are considered to be acceptable.
- 90 Whilst there are some concerns regarding the East Dulwich Grove facade and the smaller recital hall, subject to a high quality finish which could be secured through planning conditions, it is the view of officers that the proposal would be of an acceptable design which would preserve the character and appearance of this part of the Dulwich Village Conservation Area.

Impact on trees

- 91 An Arboricultural Impact Assessment has been submitted with the application. This has been reviewed by the Council's Arboricultural Officer who has advised that it provides appropriate information on the development constraints, tree losses and tree retention, together with protection measures.
- 92 The proposal would result in the loss of one semi-mature Norway Maple from the site, and a landscaping condition including a requirement for a suitable replacement tree is recommended, together with conditions to ensure that the retained trees would be protected during the course of construction. Appropriate landscaping around the building would help it to assimilate into the streetscene, would improve the biodiversity of the site and would assist with sustainable drainage.

Planning obligations (S.106 undertaking or agreement)

- 93 Policy 2.5 of the Southwark Plan states that the Council will seek to enter into planning obligations to avoid or mitigate the adverse impacts of development which cannot otherwise be adequately addressed through conditions; further guidance is contained within the Section 106 planning obligations SPD.
- 94 Planning obligations are generally only required for developments creating 10 or more residential units, or 1,000sqm or more of office or retail space. However, this does not preclude the Council from seeking contributions or requiring certain works to be undertaken to off-set the specific impacts of any development if it cannot be addressed by a condition.
- 95 Officers have considered whether a contribution towards improvements to the junction of East Dulwich Grove with Townley Road and Green Dale could be secured through the application. Concerns have been raised that the proposal would increase traffic in the area and would be harmful to highway safety. However, the Transport Planning Team has reviewed information relating to traffic flows at the junction and do not consider that the proposal would significantly add to this, certainly not to an extent that would be harmful to highway safety. It is not therefore possible to request a s106 contribution in this instance, as it could only be sought if it were required in order to make the development acceptable in planning terms.

Sustainable development implications

- 96 Policy 3.3 of the Southwark Plan requires all planning applications for major developments to be accompanied by a sustainability assessment, demonstrating that the economic, environmental and social impacts of the proposals have been addressed. A sustainability questionnaire has been submitted detailing how the proposal would address the Council's sustainability assessment checklist and no objections are raised in this regard.
- 97 Policy 3.4 of the Southwark Plan 'Energy efficiency requires major developments to provide an assessment of the energy demand of the proposed development. A BREEAM pre-assessment has been submitted which indicates that a rating of 'very good' would be achieved and it is recommended that this be secured by way of a condition.
- 98 Policy 4A.7 of the London Plan requires developments to achieve a reduction in carbon dioxide emissions of 20% from on-site renewable energy generation (which can include sources of decentralised renewable energy), unless it can be demonstrated that such provision is not feasible.
- 99 An energy statement has been submitted with the application which states that through a combination of passive design measures, energy efficiency and the use of ground source heat pumps, carbon dioxide emissions would be reduced by 40% and again, a condition to secure this is recommended.

Other matters

- 100 There are no other matters arising from the proposal.

Conclusion on planning issues

- 101 There are no objections to the principle of the proposed development in this location. It is accepted that there would be some disruption and loss of amenity to neighbouring residents when large events would be held, but officers are satisfied that the impact would be fairly localised, could be adequately monitored and managed, and would not outweigh the benefits to the pupils at the school and the local community that would arise from the proposed development. There is likely to be some overspill parking from staff as a result of the loss of the East Dulwich Grove car park, but officers do not consider that this would have a significant adverse impact on the surrounding highway. Subject to a high quality finish which could be secured through planning conditions, officers are satisfied that the character and appearance of this part of the Dulwich Village Conservation Area would be preserved. There would be no unacceptable loss of trees on the site and the building would be sustainable in achieving a BREEAM rating of 'very good' and reducing carbon dioxide emissions by 40%. For these reasons, on balance, it is considered that planning permission should be granted.

Community impact statement

- 102 In line with the Council's Community Impact Statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process.

a) The impact on local people is set out above.

Consultations

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

Consultation replies

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

Summary of consultation responses

105 Two representations have been received supporting the application for the following reasons:

- The proposal would strengthen the link between the school and the local community;
- It would enrich the cultural infrastructure of the area;
- Most of the displaced parking spaces would be re-provided;
- Most residents in the area have off-street parking;
- The on-street parking situation in the area is not too challenging;
- It would be a good local resource but more information is required regarding the proposed community use.

106 23 representations have been received objecting to the application on the following grounds:

- More information is required regarding the extent of community use;
- Design out of keeping, the building would be too large and harmful to the character and appearance of the conservation area;
- Loss of outlook;
- Overlooking and loss of privacy;
- Increased noise and light pollution;
- Loss of existing parking;
- Lack of parking to serve the proposed facility;
- There should not be a charge to park on the site as this would encourage people to park on-street;
- The Police, The Dulwich Society and the Dulwich Estate have not been consulted on the application (response - officers do not consider that the proposal would increase crime in the area. The Dulwich Society has commented on the application and any consent required from the Dulwich Estate is a separate process and cannot be considered as part of this application);
- The noise survey submitted is inadequate as it does not consider traffic noise;
- Inadequate Transport Assessment which does not consider 'rat-running' along local roads;
- A coach drop-off / pick up facility should be provided through a section 106 agreement;
- Loss of existing drop-off / pick up facility (response - this facility would remain, and would be extended to the turning area next to the proposed building);
- The building would be too close to neighbouring houses;
- Traffic generation;
- Loss of trees;
- Noise and dirt during construction (response - this is not a material planning consideration);
- Query regarding the intention for the scouts hut site on Green Dale; (response - the Sea Cadet Hall on Green Dale would be retained and the parking spaces around it rationalized);
- There is no need for the facility as there is a similar facility at Alleyn's School near

- to the site;
- Query as to why the existing music block cannot be refurbished;
 - Lack of consultation with neighbours;
 - The proposed hours of use would be too long;
 - Queries whether an Environmental Impact Assessment has been carried out;
 - The proposal would create an unsafe highway situation on Green Dale;
 - Loss of view (response - this is not a material planning consideration);
 - Harm to highway safety, including pedestrians and cyclists;
 - The school has a poor record of dealing with traffic problems;
 - Green Dale is residential and has a cycle lane along it, and is not suitable for additional traffic;
 - Overdevelopment;
 - Request no early morning or weekend deliveries owing to disturbance to neighbours;
 - The proposed building would not be ecological.

Human rights implications

- 107 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.
- 108 This application has the legitimate aim of providing a school and community music facility. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Communities, Law & Governance

N/A.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/2120-C Application file: 10-AP-1510 Southwark Local Development Framework and Development Plan Documents	Regeneration and Neighbourhoods Department 160 Tooley Street London SE1 2TZ	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5410 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received

AUDIT TRAIL

Lead Officer	Gary Rice, Head of Development Management
Report Author	Victoria Lewis, Senior Planning Officer
Version	Final
Dated	29 November 2010
Key Decision	No

CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER

Officer Title	Comments Sought	Comments included
Strategic Director of Communities, Law & Governance	No	No
Strategic Director of Regeneration and Neighbourhoods	Yes	Yes
Strategic Director of Environment and Housing	Yes	Yes
Date final report sent to Constitutional / Scrutiny Team		6 December 2010

Consultation undertaken

Site notice date: 29/06/2010

Press notice date: 24/06/2010

Case officer site visit date: 29/06/2010

Neighbour consultation letters sent: 24/06/2010

Internal services consulted:

Environmental Protection Team
Transport Planning
Aboricultural Officer
Planning Policy Team

South Camberwell Ward Councillors (notified on 4th November 2010):

Cllr Peter John
Cllr Stephen Govier
Cllr Veronica Ward

Statutory and non-statutory organisations consulted:

Transport for London
English Heritage
The Dulwich Society

Neighbours and local groups consulted: Notification letters have been sent to properties on Kingsthorpe Road, Nimegan Way, Calton Avenue, Gilkes Crescent, Dulwich Village, Village Way, Pond Mead, Red Post Hill, Green Dale, Deventer Crescent, East Dulwich Grove, Hilversom Crescent, Delft Way, Green Dale Close, Steen Way, Hillsboro Road, Arnhem Way, Isel Way, Great Spilmans, Townley Road, Kempis Way, Ardbeg Road, Velde Way, Terborch Way, Beckwith Road, St Barnabus Close and Half Moon Lane.

Re-consultation: The same properties and those who commented on the application were advised of the additional transport information received and allowed a further 14 days to comment.

Consultation responses received

Internal services

Environmental Protection Team

29th October 2010

1) The Environmental Protection Team reports no objection to the proposal. This department will require a contaminated land condition for testing of soil to apply if the excavated soil is to be reused for soft landscaping or open areas. Further conditions limiting noise from amplified sound, provision of a lobby system to prevent noise escaping from the building and limiting plant noise are recommended.

2) The traffic report indicated a minimal increase in traffic level therefore increased traffic noise would be dependant on whether the Transport Planning Team agree with this assertion.

3) With regard to hours of operation, provided the proposal meets the noise and nuisance criteria as specified, the hours of use could be flexible. However, owing to the character of the area events should be limited to 23:00. There are no firm guidelines on this matter.

Transport Planning

12th August 2010

1) The existing site has pedestrian and vehicular access from East Dulwich Grove and the Jags sports centre has access from Red Post Hill. The School currently has an in and out vehicular access/egress on East Dulwich Grove.

2) Cycle storage

Policy 5.3 (Cycle Storage)

No further cycle storage has been provided in connection with the development of the music centre. The Transport Assessment (TA) states that for out of school hours uses, the schools existing cycle parking facilities can be used. There are 32 covered cycle parking spaces and twenty six uncovered cycle parking spaces, and this level of cycle parking would sufficiently accommodate cycles connected with the out of school hours use of the proposed music centre.

3) Car Parking

Policy 5.6 (Car Parking)

This part of the borough is not covered by a CPZ. As such, the Council cannot control any overspill parking. The Transport DC team has concerns regarding the loss of the 40 parking spaces in the main parking area. The TA states that displaced vehicles can be parked elsewhere on site but we do not believe these vehicles can be parked elsewhere on site during school operational hours. Car park surveys are needed to quantify the statements made in the TA regarding car parking on other parts of the site. The surveys should show the current operation of the car parks and include car park capacity once the displaced vehicles from the main car park have been added. The surveys should interrogate the possibility of overlap in parking demand around the site by teachers and the public, especially in the sports centre car park.

4) According to the TA there are 104 parking spaces on site:

Main car park 40 (these will be lost in association with the above application)

Front of school 4 (these will be converted to 4 disabled spaces in association with the above application)

Sports centre 54 (there is likely to be some overlap in parking demand between morning sport centre users and arriving teachers, and in the evening between teachers and arriving sport centre users)

Service yard 6 (these spaces are reserved for visitors and disabled and service vehicles)

5) When considering the above information we believe the displaced vehicles will be parked on the surrounding highway network. The surrounding highway network is currently operating at close to on-street parking capacity. No information has been submitted regarding the current on street stress levels and the impact of overspill vehicles.

6) The TA states that a parking management plan will be submitted, however there are no details of one in the above application and given above issues, a parking management strategy will be needed at application stage.

7) Disabled parking

Policy 5.7 (Parking for Disabled and the Mobility Impaired)

Four disabled parking spaces have been located within a convenient proximity to the proposed music block

8) Trip generation / highway impacts

9) Sites have been extracted from the TRAVL trip generation data base for trip generation estimation, however the details of the sites used have not been included. With no details of the sites used to estimate trip generation, there is no way of ascertaining if the trip generation is accurate, as the sites' compatibility cannot be assessed.

10) As the school currently has history of hosting performances, we suggest that travel surveys are carried out at these performances. These surveys will give an accurate estimation of trip generation in association with the proposed development. It would be highly unlikely that audience, students and teacher travel patterns would change due to the above application, however a robust travel plan could generate a modal shift toward sustainable modes of transport.

11) The surrounding highway network has the ability to accommodate any traffic movements associated with the out of hours use of the music centre, but it does *not* have the ability to accommodate parked vehicles arising from associated traffic movements.

12) Travel Plan

13) Targets

Appropriate targets have been set in section 6.1 of the travel plan for reducing single occupancy car use and increasing the use of sustainable modes to the school site for staff and pupils. Projected modal split figures are identified for the major events, based on TRAVL data. Once the development is in place, baseline modal split data needs to be obtained for the major events, and targets set accordingly.

14) Travel Plan Co-ordinator

There needs to be a named individual who will have responsibility for monitoring the travel plan and the targets related to both the school and the major events in the JACMC; it must be acknowledged that this individual has responsibility for both of these; or alternatively separate coordinators for the school and the events identified.

15) Monitoring

Section 6.2 in the travel plan states that monitoring will include 'close scrutiny of patterns of transport used by those attending events in the JACMC' This needs to be quantified further- exactly how will these patterns be recorded and monitored?

16) Site organization and event planning (Section 4 of 'Event Management Plan')

- This section does not go far enough to show how the school will manage the vehicles accessing the site for these events.
- Please list the quantities of each type of parking that will be provided for users of the major events, under the following headings: cycle parking, on-site car parking, audience parking, disabled parking, staff and performer parking, overflow parking.
- How will the school ensure that users accessing the development by car will not detrimentally impact upon residential streets in terms of parking; what measures will be put in place to deter and restrict users from parking on-street?
- What will the cost of on-site car parking be? How will this be used to manage car restraint?
- Marketing of public transport access to the site to event attendees is welcomed; this should also be accompanied by walking and cycling information to encourage use of these modes
- Will current cycle parking capacity be enhanced by temporary secure cycle parking provision for these major events? If so this needs to be marketed to attendees to enhance use.

17) Review (Section 5 of 'Event Management Plan')

How will the feedback following each event be fed back into the management of the venue for major events?

18) At present we object to the above proposal for the following reasons:

- Insufficient information has been submitted to suggest that the displaced vehicles from the main car park can and will be accommodated elsewhere on the site and not on the surrounding highway network (which is currently operating at on-street parking capacity).
- There is no way of guaranteeing the trip rates taken from the TRAVL data base are suitable for this development.
- The travel plan has not addressed key details relating to management of vehicles during out of school hours use of the proposed music centre

14th October 2010 (following receipt of amended / additional transport information):

19) We are content that during large concerts the site has sufficient space to accommodate all associated vehicles. The use of designated overspill parking areas within the site (tennis courts area, hatched area between buildings), plus the adjoining sea cadets car park and sports centre parking area will provide ample on site parking and eliminate the need for on street parking in association with this section of the application.

20) There are concerns regarding the daily use of the parking areas and the displacement of the 40 parking spaces associated with the proposed development. These concerns relate to teachers searching for a parking space in their "favoured " parking area, find that it is already parked, and result to parking their vehicle on street in an immediate proximity. This issue can be mitigated within the parking strategy by assigning teachers specific parking areas. In doing this teachers will have a designated parking area, not a favoured parking area, the parking areas are more

stringently managed and the possibility of on street parking will be reduced.

21) Provided these measures are undertaken, we do not believe the application will generate a significant negative impact on the performance and safety of the surrounding highway network.

Arboricultural Officer

The Arboricultural Impact Assessment provides appropriate information on constraints, tree losses and retention together with protection measures based on a survey which conforms to BS 5837 Trees in relation to development. Boundary and high quality trees are to be retained. No damage due to demolition or construction should be apparent if all the recommendations within the method statement are included within conditions. This is especially important in relation to surfacing and protection from soil compaction as noted.

The development will however result in a semi-mature tree. Landscaping should provide for suitable replacement as described in the SPD on Sustainable Design and Construction (adopted February 2009) which includes detailed guidance on protecting and enhancing trees. This includes:

- Adapting to climate change: which includes landscaping to reduce heat island effect.
- Biodiversity: which outlines duties on landowners to protect habitat, including trees. It includes guidance and standards for protecting trees on development sites and ensuring the design of new development is sensitive to new trees
- A checklist for producing a tree report, which must be submitted when trees are near or on a development site

"Retention of existing trees can add maturity to a new development and well planned, designed and maintained new planting can greatly enhance its visual quality and character. Southwark Council expects developers to refer to BS5837: 2005. Tree surveys, protection plans and arboricultural impact assessments should be provided before planning consent is given. Where trees of lesser quality or those with a reduced potential for retention have been identified, replacement planting will be stipulated as part of landscaping plans. For example, for every large tree above 30cm stem diameter there should be five medium sized trees of 15-25cm diameter provided." The loss of the 15cm diameter tree would reasonably presume replacement with at least five trees of 7-10cm diameter (22-30cm girth).

Planning Policy Team

No response received at the time of writing.

Statutory and non-statutory organisations

Transport for London

1. The application site is located on neither the Transport for London Road Network (TLRN) nor the Strategic Road Network (SRN).
2. The level of cycle parking provision proposed is considered acceptable.
3. TfL considers that any increase in parking provision on site compare with the existing development would be undesirable; as this would increase vehicular trips in the area. It is also noted that a number of spaces would be provided at the

playground, as suggested by the applicant. It is requested that the Local Authority to impose appropriate planning condition to control the use playground for the purpose of parking.

In conclusion, TfL does not consider that the proposal as it stands would result in an unacceptable impact to the TLRN or the SRN.

English Heritage

This application should be determined in accordance with national and local policy guidance, and on the basis of the Council's specialist conservation advice.

The Dulwich Society

In general terms, the Dulwich Society consider that the scheme will make a positive contribution to the visual amenity of East Dulwich Grove and provide a range of new music facilities which will have significant benefits to music teaching and musical activities in the Dulwich area and the wider community.

The emphasis on the scheme being a Community facility is a welcome part of the purpose of the new building.

Positive aspects of the scheme are seen as :-

- A modern building with well composed elevations.
- The use of brick as a facing material.
- Main parking re-located off Green Dale and a provision for event parking.
- Landscaping between the new building and East Dulwich Grove.
- Formation of a pedestrian quad around the 1939 extension.
- Improving the link to the sports facilities and playing fields.
- Green considerations, such as, the green roofs, ground source heating, and passive thermal, acoustic and ventilation design.

Aspects of the scheme that the Dulwich Society would like more consideration to be given to :-

- An alternative to the use of stack bond. The vertical emphasis contradicts the move to reduce the bulk of the building. A horizontal bond is preferred in this context.
- The choice of brick type. Consider bricks other than those already on the site along with the type of pointing.
- Provision of photovoltaic panels to generate electricity, use of solar water heating panels and rainwater harvesting.
- Careful detailing of the top of brick elevations, window openings, etc. not necessarily limited to references of earlier buildings.

Alastair Hanton, Chair of the Dulwich Society's Traffic and Transport Committee has the following comments :-

"Transport considerations : JAGS proposed Community Music Centre

General comments on traffic aspects

The school has a travel plan which aims to encourage pupils, staff and visitors to get to the school by public transport, walking and cycling. These arrangements will apply to the use of the Music Centre for activities normally undertaken by the school.

Major events not associated with the activities of the school will be limited to four per year, with well defined arrangements to control traffic and parking and finishing by 10.30 p.m.

There will inevitably be some use of local streets for car parking. However, the school's travel plan makes every effort to minimise car journeys to the school (including the proposed Music Centre).

The travel plan has been prepared in consultation with the Dulwich Safe Routes to School Group, which brings together staff, parents, ward councillors and community representatives from local schools. The group is dedicated to minimising car journeys to the schools. The JAGS travel plan has been approved by Southwark Council.

The biggest traffic aspect of the school is the daily travel to and from the school by the 1,200 pupils and 200 staff.

Our further comments are as follows:-

1. School catchment area About 40% of pupils and 33% of staff live in SE 5, 21, 22 and 24, i.e. broadly walkable and cycleable distance from the school. About these proportions travel by public transport, walking and cycling. In fact, significant numbers from these neighbouring postal districts come by car, balanced by numbers from further afield travelling by public transport, walking and cycling.

The school strives to reduce car journeys, including by:

- (a) presentations on travel to new parents' meetings;
- (b) helping parents swap addresses to facilitate lift sharing; and
- (c) promotion of Walk to School Week each May.

2. Statistics:

Pupils

	2002 (%)	2010 (%)	2012 (target)
Coaches	24	28	30
Walking	21	21	23
Cycling	1	3	4

Staff

	2002 (%)	2010 (%)	2012 (target)
Single car	62	55	50
Lift	3	6	6
Walking	18	21	17

3. The 2004 Groundwork project. The school led on a project for pupils and families to plot their routes to school on on-screen maps and for the routes then to be aggregated for analysis by means of a computer programme from Groundwork. The school supports a repetition of this exercise.

4. The Dulwich Society's proposal for a Dulwich walking and cycling network. The school is in full support. It will join us in pressing for implementation of the proposals for changes at the junction of Calton Avenue and Dulwich Village which were supported during public consultation but have not yet been implemented.

5. Cycle parking The school recognises the importance of secure and convenient cycle parking, both for its direct usefulness and for the message of support for cycling which it sends. The school intends to install more cycle parking in positions where it is visually prominent.

6. Dulwich Schools Coach Service. This joint arrangement between the local schools is intended to reduce individual car journeys. The coach company is contractually committed to good practice to reduce local impact, including not running engines and air conditioning while parked. The school joins in the enforcement of this commitment.

7. The School Sports Centre. This is used by local people as well as the school. It strongly promotes travel by walking and cycling and is installing more cycle parking.

8. Road Safety The principal risks are on East Dulwich Grove, right outside the school. The school would like the adjoining 20 mph zone extended to include East Dulwich Grove, and will urge this on the Ward councillors. They will also press the local police to enforce the existing 30 mph limit.

Conclusion

The school is fully seized of the need to minimise pollution, congestion and nuisance from car traffic to and from the school and the proposed Music Centre. It is taking action to promote alternative means of travel, and is willing to join with the Society in action to this end. Specifically, the school:

- (a) supports the Society's walking and cycling network;
- (b) will press for speed restraint on East Dulwich Grove;
- (c) will press for safety improvements in the centre of the Village; and
- (d) will continue to seek to reduce the proportions of pupils and staff driving to school, including a repetition of Groundwork's 2004 mapping exercise.

It would be helpful for these intentions to be formally recorded during the Planning Consent process.

On this basis, traffic considerations should not stand in the way of the Music Centre proposal."

Two further considerations would be for JAGS to hold a public meeting to show local residents the new scheme, answer question and listen to what local residents have to say and, in line with other school's such as Dulwich College, to give prior notice to all local residents before major events by a leaflet drop.

Neighbours and local groups

Two representations have been received supporting the application for the following reasons:

- The proposal would strengthen the link between the school and the local community;
- It would enrich the cultural infrastructure of the area;
- Most of the displaced parking spaces would be re-provided;
- Most residents in the area have off-street parking;
- The on-street parking situation in the area is not too challenging;
- It would be a good local resource but more information is required regarding the proposed community use.

23 representations have been received objecting to the application on the following grounds:

- More information is required regarding the extent of community use;
- Design out of keeping, the building would be too large and harmful to the character and appearance of the conservation area;
- Loss of outlook;
- Overlooking and loss of privacy;
- Increased noise and light pollution;
- Loss of existing parking;
- Lack of parking to serve the proposed facility;
- There should not be a charge to park on the site as this would encourage people to park on-street;
- The Police, The Dulwich Society and the Dulwich Estate have not been consulted on the application (response - officers do not consider that the proposal would increase crime in the area. The Dulwich Society has commented on the application and any consent required from the Dulwich Estate is a separate process and cannot be considered as part of this application);
- The noise survey submitted is inadequate as it does not consider traffic noise;
- Inadequate Transport Assessment which does not consider 'rat-running' along local roads;
- A coach drop-off / pick up facility should be provided through a section 106 agreement;
- Loss of existing drop-off / pick up facility (response - this facility would remain, and would be extended to the turning area next to the proposed building);
- The building would be too close to neighbouring houses;
- Traffic generation;
- Loss of trees;
- Noise and dirt during construction (response - this is not a material planning consideration);
- Query regarding the intention for the scouts hut site on Green Dale; (response - the Sea Cadet Hall on Green Dale would be retained and the parking spaces around it rationalized);
- There is no need for the facility as there is a similar facility at Alleyn's School near to the site;
- Query as to why the existing music block cannot be refurbished;
- Lack of consultation with neighbours;
- The proposed hours of use would be too long;
- Queries whether an Environmental Impact Assessment has been carried out;
- The proposal would create an unsafe highway situation on Green Dale;
- Loss of view (response - this is not a material planning consideration);
- Harm to highway safety, including pedestrians and cyclists;

- The school has a poor record of dealing with traffic problems;
- Green Dale is residential and has a cycle lane along it, and is not suitable for additional traffic;
- Overdevelopment;
- Request no early morning or weekend deliveries owing to disturbance to neighbours;

Re-consultation

Following the receipt of additional transport information the same residents and anyone who commented on the application were re-consulted and given an additional 14 days to comment. A further seven representations have been received objecting to the proposal on the following grounds:

- A green area next to the tennis courts has recently been asphalted over and is being used as a car park and queries whether planning permission was granted for this (response – the agent has advised that this was formerly a gravel area which has been tarmaced and is used for ball practice);
- The parking area mentioned above is already being used for parking so cannot be considered additional provision;
- Queries whether the ward Councillors in South Camberwell ward and the affected residents have been notified (response - The Camberwell Ward Councillors have been notified of the application and a list of the properties notified of the application is at Appendix 3 of this report);
- Several evenings a week there is considerable anti-social parking in the approach road to the sports club entrance;
- Traffic use of the JAGS sports centre is already unacceptable;
- The proposal would ruin the look of a primarily residential area;
- Use of the sports club car park would be unacceptable because it is a shared driveway with the Charter School and they could have events on at the same time;
- Noise and disturbance from people travelling to and from events (vehicles, car doors slamming etc.);
- Questions the need for the facility given the proximity to a similar facility at Alleyn's school;
- Increased traffic;
- The prime objective is to achieve commercial gain for the school at the cost of the local community;
- Noise and dirt during construction (response – this is not a material planning consideration);
- The amended plans do not overcome concerns raised during the initial consultation;
- Noise pollution and nuisance owing to an over-development of the school facilities;
- Lack of details and commitment to accessible community use;
- A re-design is required to ensure the amenity of neighbours is not compromised owing to traffic displacement;
- Strict hours of use conditions are required;
- Use of the facility out of school hours should be conditional on every measure being taken not to disturb residents;
- An access, usage and pricing policy that reflects equality of community accessibility is required;
- Disproportionate and progressive over-development of non-residential sites within Metropolitan Land and Conservation Areas (response – the proposed building would not be located on Metropolitan Open Land);
- Information in the Transport Assessment regarding the proximity of bus routes from the school is inaccurate and misleading;
- Queries whether staff and pupils are dropped off on the surrounding streets then

walk to the school and as such are counted as walking to the school and not being driven (response - the planning agent has advised that surveys were carried out using questionnaires and 'hands up' sessions at staff meetings and during lessons).

East Dulwich Grove Estate (EDGE) Tenants and Residents Association

19th July 2010

Object to the application on the following grounds:

- Increased traffic generation in and around Green Dale;
- Further deterioration of parking control on Green Dale and its junction with East Dulwich Grove;
- The existing Sea Cadets Hall is to be demolished and the site used for parking but there are no details of this in the application (response - the Sea Cadets Hall would be retained and parking around the building rationalized to provide additional spaces);
- The existing drop-off facility on East Dulwich Grove is not well used as Green Dale is used instead, the Transport Assessment fails to address this;
- Illegal parking and dangerous manoeuvres on Green Dale;
- Loss of parking for staff at the school;
- The proposal would relocate the major staff parking provision from East Dulwich Grove to Green Dale, increasing the number of vehicle trips along this road;
- The TRA supports the proposed building function and visual enhancements to East Dulwich Grove but cannot support the application until traffic mitigation measures are in place to protect the amenity of neighbouring residents;
- The Council should enter into a Section 106 agreement for traffic enhancement measures, possibly including:
 - 1) re-design / re-surfacing of Green Dale to enhance the cycle route to the north and limit traffic access to EDGE / JAGS parking only and reducing its use as a conventional 2-way road;
 - 2) installation and maintenance of traffic cameras and / or other means of traffic enforcement to prevent short-term parking by parents;
 - 3) Resident permit parking on Green Dale and / or parts of East Dulwich Grove.

24th October 2010 (following re-consultation)

Wish to note the following:

- 1) The fact that the Sea Cadet site is currently used for parking is acknowledged, the existing plan shows 17 spaces but this is not recorded in the existing plan and distorts the difference between the existing and proposed parking provision (response - 17 parking spaces in the Sea Cadet Hall form part of the existing parking provision);
- 2) The heavy use of Green Dale as a pupil drop-off is not acknowledged and as the relocated parking would be via Green Dale this road would incur a far higher volume of traffic than any other as a result of the proposal;
- 3) There could be up to 26 peripatetic music teachers providing lessons to the pupils, many of whom will travel by car and are unlikely to use the sports club car park if they have to carry heavy instruments. They would seek to use road side parking close to the school.
- 4) Spaces 8, 9 and 21 appear inaccessible and no swept path analysis has been provided (response - the Transport Planning Team has reviewed the spaces and found them to be acceptable, and swept paths have been requested);

5) No landscaping details for the Sea Cadet Hut have been provided.

6) There would be an effective loss of 23 parking spaces, 3 as noted in the report, 17 by virtue of the fact that the Sea Cadet Hall is already used for parking and 3 spaces that appear to fail to meet the necessary parking standards (response - there are currently 123 spaces on the site and there would be 103 as a result of the proposal, a loss of 20 spaces).

Red Post Hill Residents Committee

Object to the application on the following grounds:

- Significant and unacceptable displacement of traffic to Red Post Hill and Green Dale;
- Noise pollution and nuisance in relation to unacceptable and unnecessary increase in usage due to over-development of the school facilities;
- Loss of amenity due to significant increase in traffic;
- Increased safety risk to local users of amenities due to increased usage of parking;
- Lack of detailed documentation and commitment to accessible community access both in terms of usage and pricing.

Planning permission should be conditional on:

- a) An adequate and appropriate re-design that ensures the amenity of neighbours is not compromised in terms of traffic displacement to Red Post Hill and Green Dale;
- b) Strict conditions on hours of use;
- c) Use of the facility out of school hours should be conditional on taking every measure not to disturb residents;
- d) An access, usage and pricing policy that reflects equality of 'Community accessibility'.