

Decision Maker: Environment Portfolio Holder

**For Pre-decision scrutiny by the Environment PDS
Committee on**

Date: 4 October 2011

Decision Type: Non-Urgent Executive Non-Key

Title: NEW BECKENHAM STATION CAR PARK EXTENSION

Contact Officer: Malcolm Harris, Team Leader:Traffic Engineering
Tel: 020 8313 4500 E-mail: malcolm.harris@bromley.gov.uk

Chief Officer: Nigel Davies, Director of Environmental Services

Ward: Penge and Cator, Clock House, Copers Cope

1. Reason for report

- 1.1 The New Beckenham railway station car park has insufficient capacity to meet demand. Since 1984 the Council has owned land adjacent to the station. This report recommends incorporating this land into the car park to increase capacity and income to the Council. This will also ease pressure caused by commuter parking in nearby residential roads.
- 1.2 This report seeks Portfolio Holder approval for submission of an application for planning approval to develop the area shown as unused land on drawing ESD-10934-1, and any subsequent consents required.
-

2. **RECOMMENDATION(S)**

The Portfolio Holder agrees:

- 2.1 **That officers seek planning approval to develop the land labelled 'un-used land' on drawing ESD-10934-1 as a car park extension, subject to any other necessary approvals.**
- 2.2 **To fund the re-development of the site from the TfL LIP funding for 2011/12 and 2012/13, subject to achieving any other necessary approvals.**
- 2.3 **To delegate minor details, such as car bay dimensions and location of P&D machines, to the Director of Environmental Services.**

Corporate Policy

1. Policy Status: Existing policy.
 2. BBB Priority: Quality Environment.
-

Financial

1. Cost of proposal: Estimated cost £100k, of which £60k relates to 2011/12 & £40k relates to 2012/13
 2. Ongoing costs: Recurring cost. There will be no additional enforcement costs as there is already an existing car park, however there will be an estimated net gain of £9k pa income.
 3. Budget head/performance centre: TfL LIP funding for Parking - Assess, Review and Update. Schemes 2011/12 and 2012/13
 4. Total current budget for this head: £80k is assigned to this scheme for 2011/12 and £40k agreed in principal for 2012/13. The current uncommitted balance for 2011/12 is £60k
 5. Source of funding: Transport for London LIP funding
-

Staff

1. Number of staff (current and additional): 1
 2. If from existing staff resources, number of staff hours: 100
-

Legal

1. Legal Requirement: Non-statutory - Government guidance.
 2. Call-in: Call-in is applicable
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Commuters parking for New Beckenham rail station and local residents frustrated by commuter parking outside their homes.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Councillors Getgood, Adams and Phillips are supportive of this scheme. Any other views will be reported on the night.

3. COMMENTARY

- 3.1 In recent years there has been an increased demand for commuter parking in the vicinity of New Beckenham station, which has only a small car park associated with it. This has led to many complaints from residents inconvenienced by commuter parking near their homes. A new CPZ was introduced in the Copers Cope area to help address the issue and residents in the Lennard Road / Kings Hall Road area have also requested parking controls.
- 3.2 The Council owns land adjacent to 207 Lennard Road and New Beckenham Station car park. The land was registered on 8 February 1984 under title SGL 395829. A report submitted to the Plans Sub-Committee on 16th February 1989 gained necessary consent for the laying out of a commuter car park (ref: 88.3282) on this area, detailed on drawing EDS-10934-1, labelled as 'unused land'. This was granted under the Town and Country Planning Act 1972 and General Development Orders 1988. After the success of that application, the Council considered the sale of this land and presumably the exiting car park to British Rail. However, agreement was never reached on the purchase price. To date no action has been taken to create the additional car park.
- 3.3 Consideration has been given to various options to develop or sell off the area since 1989; however the only current access is via the current car park. As the land was purchased from British Rail and is very near to railway lines there are strict covenants within the title as to use. Legal advice suggests that the Council can develop the land as a car park, subject to necessary approvals. The current proposal is to prepare a planning application similar to that of 1989.
- 3.4 The Council has had to maintain fencing and manage the area, with no direct income currently generated for the Council. The area is overgrown and for periods throughout the nineties some areas were licensed as allotment and / or garden areas. This arrangement has now lapsed.
- 3.5 It might be possible and desirable at some stage in the future to sell the land for housing development, if the market was right and the access issues could be resolved. However, it is not felt that this should prevent the utilisation of the land for car parking at the present time. A car park would provide a current benefit to residents and commuters, and provide an income for the Council. It is possible that TfL, who will fund this project, might require recompense if the car park was later sold to be redeveloped for housing, but this is thought to be an acceptable and limited risk.
- 3.6 A tree survey was conducted in August 2011. Any development will take account of tree management and would be incorporated within any drawing laying out the site as a car park.
- 3.7 The current capacity of the existing car park is 51 Pay and Display spaces, producing an income of about £12k per year. There is an area for motorcycle parking and 2 disabled bays. This scheme is part of a station access scheme to provide more off road parking for residents and other commuters, possibly reducing on street parking in roads surrounding New Beckenham station such as Kings Hall Road, Lennard Road and Copers Cope Road. The additional 40 or so spaces could generate an income to the Council of about £10k per year.

Consultation

- 3.8 Cllr Getgood has previously expressed an interest in this scheme being developed, following concerns from local residents about the adverse effects of commuter parking in their roads. All nine Ward Councillors have been informed of the proposals, and two of these have so far responded in support of the scheme.

4. POLICY IMPLICATIONS

- 4.1 In “Building a Better Bromley 2020 Vision – Quality Environment”, two stated issues to be tackled are: (i) Promoting safe motoring; and (ii) Improving the road network for all users.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated total cost of this scheme is £100k, and will be funded from the TfL LIP funding for 2011/12 and 2012/13. It should be noted that LBB has allocated £80k and £40k to this particular scheme from the formula funding settlements for 2011/12 and 2012/13 that TfL have agreed in principal. The uncommitted balance for 2011/12 is £60k plus the in principal sum of £40k for 2012/13 mean that there should be sufficient resources to fund the estimated cost of the proposal.
- 5.2 It is estimated that income of approximately £10k per year may be generated, offset by additional costs of £1k for cash collections. This has been based on current usage of the existing car park. The net additional income will be used to help balance the 2013/14 budget.

6. LEGAL IMPLICATIONS

- 6.1 Renewed consent might be required from Network Rail due to previous land ownership and close proximity to the railway line. Planning approval is required under the Town and Country Planning Act 1990.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	Planning report ref: 88.3282 dated 16/2/1989