

Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

Application No : 12/01011/FULL1

Ward:
Mottingham And Chislehurst
North

Address : City Of London Polytechnic Sports
Ground 69 Marvels Lane Grove Park
London SE12 9PH

OS Grid Ref: E: 541180 N: 172533

Applicant : Eltham College

Objections : YES

Description of Development:

Formation of car park with 70 car parking spaces and 4 coach bays with overflow area to provide 34 additional car parking spaces. Chainlink and palisade fencing, 3.9m high lighting columns, security hut and cycle parking. PART RETROSPECTIVE

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
Flood Zone 3
Green Chain
Green Chain Walk
London City Airport Safeguarding
London City Airport Safeguarding Birds
Metropolitan Open Land

Proposal

This application was deferred without prejudice from Plans Sub Committee on 7 June 2012 in order to seek further information in relation to the height, the design and hours of use of lighting, the painting of fencing and the permanence of the security hut.

The agent has confirmed that the lighting columns installed at the site are 3.9m high and has submitted details of the lighting. It is stated that the lighting is the minimum required to ensure that the CCTV at the site will operate effectively during darkness. It is agreed that a condition could be imposed to require lighting to be switched off at midnight but also that they include light sensors as well as timers.

With regard to the palisade fencing, the applicants are not comfortable with altering the colour of the black fencing as it is powder coated rather than painted and the colour could not be easily altered.

In respect of the security hut, it is proposed to maintain this on the site after the Olympic use has ceased as a 'gatekeepers' booth for welcoming visitors and for security. It also includes a small CCTV camera but no associated equipment.

It has also been confirmed that landscaping will be carried out along the fenceline at the southern side of the car park (although the letter on file refers to the western side, the attached plan shows clearly where the planting is proposed. It is proposed to plant Photinia Red Robin along this line and a photograph of the species is available on file.

The previous report is repeated below for information.

Planning permission is sought for a 104 car space and 4 coach space car park with details of cycle parking, car park lighting, materials and surface water drainage. The proposal is a revision to a previously permitted car park at The College Meadow Sports Ground. The parking area is intended to serve users of the College Meadow sports ground including the renovated pavillion. The ground is to be used as a London 2012 Olympics football training venue. The proposal includes fencing around the car park and 3m high lighting columns. At the time of site visit the majority of the works had been carried out.

Location

The application site is located on the north-eastern side of Marvels Lane, and comprises approx. 7.1ha of Metropolitan Open Land (MOL) used as a sports ground. The site lies at the rear of residential properties, and is accessed via a road which runs between Nos. 67 and 71 Marvels Lane.

The application is accompanied by a Level 2 Flood Risk Assessment and drainage layout

Comments from Local Residents

A number of objections have been received from local residents, raising the following concerns:

- impact of proposal on MOL and Green Chain walk
- visual impact and impact on the openness of the land
- height and pollution from lighting columns
- access road is too narrow
- works have continued in contravention of conditions on the previous permission
- time restrictions should be imposed on the lighting
- surface material for the car park is unacceptable in this location
- fencing is inappropriate
- concerns about water run off from the raised car park

- urbanising effect of the development

The Green Chain Working Party representative has commented that the proposal has no regard for the impact on the Green Chain which should be protected and is out of keeping with the surrounding landscape. The colour and type of fencing is inappropriate and suitable landscaping should be provided. Attention is drawn to the policies within the Green Chain Policy Document which are set out in the letter on file relating to landscape, conservation, visual amenity and specifically the design of fencing and screening of parking areas.

Comments from Consultees

Highways Drainage comment that the development is over a public sewer and Thames Water should be consulted, and that the site is within the Flood Plain of the River Ravensbourne or one of its tributaries and should be referred to the EA. A petrol interceptor is required for the site and surface water should be contained within the site. The porous tarmac proposed is considered acceptable in respect of surface water containment.

The Environment Agency have no objections subject to appropriate conditions.

The Council's Environmental Health Officer has no objections subject to the lighting being installed as per the approved scheme.

No comments have been received from LB Lewisham at the time of reporting and any will be reported verbally.

Thames Water have no objection to the proposal.

The Council's Highway Engineer comments that there are no objections to the car / coach park layout, and that the car park lighting is considered acceptable. It is suggested that cycle parking may not be sufficient. Further details of the entry gate into the car park should be required as it appears very tight for coaches. It should be noted however that a swept path drawing shows this to be possible and any further comments on this will be provided verbally.

Planning Considerations

Outline planning permission was granted under ref. 02/00382 for "Installation of artificial all weather playing surface to sports ground, erection of 8 x 12.4 metre high floodlights, creation of car park of 104 spaces and 4 coach spaces, disabled ramp to pavilion and additional palisade fencing to perimeter of site (OUTLINE)"

Details pursuant to the above outline permission were approved in 2005 under ref. 05/02392. The permission has been implemented and the relevant conditions discharged, so the permission insofar as it relates to the car park represents a legitimate fallback option which could be constructed.

The pavillion at the site has been the subject of a permission to replace it (which has now lapsed) and to extend it (ref. 11/02397).

A detailed planning application for temporary buildings for a London 2012 training venue at Eltham College was permitted under ref. 11/03923.

Planning Policy

The site falls within Metropolitan Open Land and the Green Chain and part of the site lies within Flood Zones 2 + 3.

The application falls to be considered with regard to the following Unitary Development Plan Policies:

- BE1 Design of New Development
- T3 Parking
- T18 Road Safety
- G2 Metropolitan Open Land
- G7 Green Chain
- ER10 Light Pollution

The National Planning Policy Framework 2012 is also relevant.

Conclusions

This application effectively seeks to amend the car park permitted under ref. 02/00382 (which remains extant). This extant permission is a material consideration in this case. The primary considerations are the suitability within and impact of the proposal on Metropolitan Open Land (MOL) and the Green Chain, the impact on nearby residential properties, highway safety and flood risk.

With regard to the location of the site within MOL, the larger car park permitted in the previous application was considered acceptable for a number of reasons. These included the lack of any significant impact on openness, the benefits from providing a parking facility to serve the development, the benefits in reducing on street car parking associated with the proposal. The proposed landscaping would assist in softening the appearance of the car park. On balance the proposal may be considered to constitute appropriate development to support the facilities for outdoor recreation at the site in this instance. It is also necessary to consider that the previously approved larger car park could be implemented which would cover a greater area. The proposal is considered to comply with Policy G2 of the UDP.

With regard to the location of the site within the Green Chain, the proposal is an improvement compared to the extant permission from 2002 and can be broadly considered to comply with the aims of Policy G7 regarding Green Chain which requires suitable screening and landscaping. A condition can be imposed to require details of suitable landscaping to be submitted, approved and implemented. Although there will be an impact on the views from the Green Chain walk, there is no direct impact on the route itself, and the other benefits of the proposal, including the provision of suitable parking to serve the site outweigh the limited visual harm that may be considered to arise.

Subject to details of the entry gate to facilitate coaches, there are no highway objections to the proposal and therefore there is no impact on highway safety. The proposal meets the Council's aims to provide a suitable amount of parking to meet the requirements of individual sites to avoid unnecessary on street parking. The proposal is considered to comply with Policies T3 and T18 of the UDP.

With regard to Policy BE1 of the UDP, there will be a change to the outlook from the rear of properties on Marvels Lane as a result of the development, however in particular when comparing this proposal to the previous permission, there is a greater separation from the rear of these properties and therefore a reduced visual impact. Subject to any comments from the Environmental Health Officer in relation to the lighting, the impact is considered to be acceptable. The palisade fencing has been painted black, which although the subject of objections, in fact assists the fencing in blending into the backdrop of the dark tarmac and the buildings behind.

With regard to flood risk, only a very small area of the car park lies within a designated Flood Zone at its western side and the Environment Agency have no objection subject to conditions. The Council's Highways Drainage adviser also has no objection and is happy with the proposals to deal with surface water by way of a porous surface to the car park, and this can be the subject of a condition.

Taking into account all material considerations, including the significant material consideration that the extant permission allows for a much larger car park with taller lighting columns, the proposal is considered to be acceptable for the reasons set out above and it is recommended that permission be granted.

as amended by documents received on 14.06.2012 15.06.2012 18.06.2012
19.06.2012

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The security cabin shall be retained in accordance with the details submitted with this application and no changes shall be made to it without the prior approval of the Local Planning Authority with the exception of its removal.

Reason: In the interests of the amenities of the area, and the location of the site within MOL and Green Chain with regard to Policies BE1, G2 and G7 of the UDP.

- 2 The car park lighting shall only be installed in full accordance with the details submitted with this application and no additional lighting shall be provided within the application site without the prior approval of the Local Planning Authority. The lighting columns shall be no more than 3.9m high and the lights shall be those referenced "M" column mounted luminaries on the schedule submitted with the application.

Reason: In the interests of the amenities of the area, and the location of the site within MOL and Green Chain with regard to Policies BE1, G2 and G7 of the UDP.

3 The materials for all aspects of this development shall be as set out in the application unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenities of the area, and the location of the site within MOL and Green Chain with regard to Policies BE1, G2 and G7 of the UDP.

4 The measures set out in the submitted Flood Risk Assessment by URS Scott Wilson dated October 2011 and the following mitigation measures shall be fully implemented unless otherwise agreed in writing by the Local Planning Authority: 1) Site levels across the site to be retained at existing ground levels; and 2) Porous surfacing to be implemented in accordance with sketch entitled 'Section through car park, substrate and perimeter kerb' prepared by Suzanne Brewer architects.

Reason: In order to prevent flooding.

5 Landscaping along the southern boundary of the car park shall be carried out in accordance with the details submitted on 18.06.2012 and 19.06.2012 within one month of the date of this decision. Any plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species to those originally planted.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

6 AJ02B Justification UNIQUE reason OTHER apps

Policies (UDP)

BE1 Design of New Development

T3 Parking

T18 Road Safety

G2 Metropolitan Open Land

G7 Green Chain

ER10 Light Pollution

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Grove Park London SE12 9PH

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