

SECTION '1' – Applications submitted by the London Borough of Bromley

Application No : 16/02808/REG3

Ward:
Farnborough And Crofton

Address : Small Civic Hall, York Rise, Orpington

OS Grid Ref: E: 545312 N: 165900

Applicant : Mr Garry Warner

Objections : YES

Description of Development:

Temporary use of site as public car park for 60 spaces (including 6 disabled bays) for up to 3 years

Key designations:

Areas of Archaeological Significance
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 11

Proposal

This application seeks permission for the temporary use of site as public car park for 57 spaces (including 6 disabled bays) for up to 3 years under two phases.

Phase one will provide 34 spaces with 6 disabled bays and phase two would provide an additional 17 spaces.

Location

The site is located to the western side of York Rise which leads from Crofton Road; the site is on the former Small Civic Hall which has been demolished.

Consultations

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

- Noise and disturbance;
- Impact from car lights due to the elevated site level and proximity to neighbouring properties and bedrooms;
- Concern over the hours proposed and this should be limited to 11pm - 7am given the proximity to the neighbouring properties;
- Highway safety; due to the existing on-street parking which converts the road into a single lane and with two bends and raised ground level to the

west the increased use of the road would lead to an unsafe highway situation;

- During rush-hour many passengers are collected by car with the vehicles double parked in York Rise, this again will exacerbate the highway safety issue of the proposal;
- Whilst no objection in principle to the proposal, the on-street car parking should be removed then this would limit the safety concerns;
- Proposal will increase traffic congestion along York Rise and prevent residents and emergency vehicles access;
- Is there a demand for more parking in the area given the two tier car park at the station which has 400 spaces?
- Crofton Halls can also be very busy further exacerbating the traffic congestion in the area;
- There are a number of trees and shrubs in the area (including wildlife) this should be retained which will limit the impact on neighbouring properties and retain the character of the area;
- The car park will require lighting which will glare into neighbouring properties;
- Loss of "open space" which is being used by dog walkers and children playing area;
- No consultation was taken place between the Council and the residents prior the application being submitted ;
- Support the application as it will ease parking congestion in York Rise and convert an unsightly area of waste ground into something practical and beneficial;
- Would like information regarding the signage, and this should not be illuminated;
- How temporary is temporary? Can the car park remain for longer than 3 years?

Transport for London (TfL):

No objections were raised subject to conditions regarding parking management plan, electric vehicle charging points and trip pattern survey before the commencement of the second phases of the development.

Highways:

No objections were raised subject to the conditions subjected by TfL.

Planning Considerations

The application falls to be determined in accordance with the following policies:

National Planning Policy Framework (NPPF) (2012):

The NPPF confirms that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

Chapter 7 - Requiring Good Design

The London Plan (2015):

The most relevant London Plan policies are as follows:

- 2.8 Outer London: Transport
- 5.8 Innovative Energy Technologies
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.14 Improving Air Quality
- 7.15 Reducing Noise and Enhancing Soundscapes
- 7.19 Biodiversity and Access to Nature
- 7.21 Trees and Woodlands

Unitary Development Plan (2006):

The application falls to be determined in accordance with the following policies of the Unitary Development Plan and the London Plan:

- T1 Transport Demand
- T3 Parking
- T18 Road Safety
- NE7 Development and Trees
- BE1 Design of New Development

Supplementary Planning Guidance (SPG) 1 General Design Principles

Planning History

83/02928/LBB - Extension to existing hall and construction of building for recreational facility extension to existing office accommodation residential accommodation and associated car parking - Approved 05.04.1984

86/00338/DET - Rear of former council offices 18 one-bed and 8 two-bed terraced houses and 3 two-bed two storey units comprising of 24 bedsit units with associated car parking and access road (part details pursuant 83/2928) - Approved 27.05.1986

Conclusions

It is considered the planning issues and considerations relate to:

- Principle of development;
- Neighbouring amenity; and
- Highways.

Principle of Development:

The site was formally the Small Civic Hall with associated parking facilities, consent was granted in 2013 for its demolition under ref: 13/04095/DEMCON. Since then the site has been cleared and left unused.

The proposed use of the site on a temporary 3 year basis as a public car park would bring a vacant site back into use.

Given the location of the site at an elevation position above York Rise the site is not highly visible in the streetscene. There are a number of mature trees located on Southern, eastern and western boundaries of the site which add to the visual amenities of the area and were permission to be granted their retention would be secured by way of conditions. Overall the proposal is not considered to result in an unduly harmful impact upon the character of the area and would be a suitable temporary use for the site.

Neighbouring amenity:

Policy BE1(v) of the UDP that new development will only be permitted where it can be demonstrated that the development respects the amenity of occupiers of neighbouring buildings and those of future occupants and ensure their environments are not harmed by noise and disturbance. This is supported by Policies 7.6 and 7.15 of the London Plan.

Concern has been raised from neighbouring properties regarding noise and disturbance. To address this the applicant has removed three parking spaces to phase 2 at the northern end of the car park adjacent to No. 7 York Rise.

The applicant has also confirmed that they intend to construct a 2m high boundary fence which would be located within the curtilage on the site. It is considered that the provision of a boundary fence with sound reducing properties would provide an adequate level of screening and security for neighbouring properties. Were permission to be granted a condition would also be attached to ensure the application complies with the principles of Secure By Design to limit the potential detrimental impact on the security of neighbouring residential properties.

In terms of potential light pollution for neighbouring residential properties, the applicant has yet to finalise the lighting arrangements at the site but has stated that part of the design will be to minimise light pollution, this could be secured by way of a condition.

Highways:

With regard to traffic issues there is no objection in respect of parking or vehicle movements subject to suitable conditions and a Parking Management Plan and the proposal therefore complies with Policies T3 and T18 of the UDP.

Residents have reported that York Rise is currently very congested due to the parking bays on the western side of the road and have requested some of these

are removed adjacent to the bends in the road to allow for adequate sight lines and passing of vehicles. The Highways authority has confirmed that they do not wish to make any amendment to the current arrangements on York Rise at this time.

Summary:

Having had regard to the above, Members are asked to consider if the proposed change of use to temporary car park for 3 years as detailed in the report. It is considered that the development has been designed to ensure that the proposal would not result in any significant amenity implications that would harm the quality of life of existing surrounding properties.

Accordingly, and taking all the above into account, it is recommended that temporary planning permission be granted in line with the conditions contained within this report.

Background papers referred to during production of this report comprise all correspondence on file ref(s). 16/02808/REG3, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The use hereby permitted shall be discontinued and the land reinstated to its former condition on or before 31st October 2019.**

REASON: In order that the situation can be reconsidered in the light of the circumstances at that time in the interest of the amenities of the area with regard to Policy BE1 of the Unitary Development Plan.

- 2 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 3 Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.**

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.

4 Prior to the commencement of the use hereby permitted, a Parking Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan should formalise the details of car parking monitoring. The Parking Management Plan shall be implemented in accordance with the agreed timescale and details.

REASON: In order to ensure appropriate management of transport implications of the development and to accord with Policy T3 of the Unitary Development Plan.

5 Prior to the commencement of the use hereby permitted, 2 spaces shall be provided as electrical vehicle charging points. Details of this arrangement shall be submitted to and approved in writing by the Local Planning Authority. The electric vehicle charging spaces shall be implemented in accordance with the details.

REASON: In order to ensure appropriate management of transport implications of the development and to accord with Policy 5.8 of the London Plan.

6 Prior to the implementation of the development full details of all hard landscaping arrangements shall be submitted to, and approved in writing by, the Local Planning Authority. The hard landscaping shall then be completed before the premises is first occupied or used.

REASON: In order to maintain the character and amenities of the area and to ensure compliance with Policy 7.4 of The London Plan and Policy BE1 of the Unitary Development Plan

7 Prior to the commencement of Phase 2 of the development hereby permitted a junction modelling exercise should be completed, and approved in writing by, the Local Planning Authority. These details shall then be updated into a revised Parking Management Plan. The revised plan should formalise the details of car parking monitoring. The Parking Management Plan shall be implemented in accordance with the agreed timescale and details.

REASON: In order to ensure appropriate management of transport implications of the development and to accord with Policy 5.8 of the London Plan.