

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

**Application No :** 16/05363/REG3

**Ward:**  
**Bromley Town**

**Address :** The Hill Car Park Beckenham Lane  
Bromley BR2 0DA

**OS Grid Ref:** E: 539971 N: 169408

**Applicant :** London Borough Of Bromley

**Objections :** YES

### **Description of Development:**

Installation of a gate (max height 2.9m) on path between Naval Walk and Edison Road

Key designations:

Areas of Archaeological Significance  
Biggin Hill Safeguarding Area  
Bromley Town Centre Area  
London City Airport Safeguarding  
Smoke Control SCA 3

### **Proposal**

Planning permission is sought to install a metal gate to the eastern side of The Hill Car Park. The gate will have a maximum height of 2.9m and will be locked to guide pedestrians towards the High Street where there is better surveillance. The gate will be locked with an access code available for local residents and particular parties.

The application is submitted by the London Borough of Bromley and is accompanied by a supporting statement.

### **Location**

The site is located to the rear of the western side of the High street and comprises a pedestrian access lining Edison Road to Naval Walk.

### **Comments From Local Residents**

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

- Creation of a dead end will cause a dangerous environment
- Blocking of the access would be inconvenient to pedestrians and commuters
- Residents should be provided with keys and access

- Online documents are unclear or incomplete - purpose of gate is unclear
- Several letters of support have been received, including from Your Bromley, commenting that the proposal will help to reduce crime and anti-social behaviour, whilst directing pedestrians towards the High Street, increasing footfall and helping businesses. The distance to Market Square is shorter via the High Street and the proposal would contribute to the Public Realm Improvement Scheme.

## **Consultations**

Highways - The proposed gate is to the side of the building and also away from the parking area. It is not disturbing the existing parking layout or interfering with any visibility splays so no objection is raised to the proposal.

Public Right of Way Officer - No public rights of way as recorded by the Council's Definitive Map and Statement of Public Rights of Way are affected by this proposal. However, it should be noted that the route in question may have acquired public rights on foot through long-term use. This could result in the public suggesting the gate is an obstruction to any such rights. This in turn could lead to a claim for registration of the route as a public footpath, which, if successful, would result in the gate having to be removed.

Met Police Crime Prevention Officer - the proposed gate would not decrease anti-social behaviour and may result in a gathering area, therefore the single gate in the position proposed would not have a positive impact on crime prevention.

Fire Safety Regulation - no comments received.

## **Planning Considerations**

National Planning Policy Framework, 2012

Chapter 5    Requiring Access Improvements  
Chapter 7    Requiring Good Design

The most relevant London Plan policies are as follows:

5.3    Sustainable Design and Construction  
6.10   Walking  
7.1    Lifetime Neighbourhoods  
7.2    An Inclusive Environment  
7.3    Designing Out Crime  
7.4    Local Character  
7.5    Public Realm  
7.6    Architecture

The most relevant Unitary Development Plan policies are as follows:

BE1    Design of Development  
T6    Pedestrians

## Emerging Bromley Local Plan:

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closes on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that submission of the draft Local Plan to the Secretary of State will occur in the early part of 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy 33 - Access for All

Draft Policy 37 - General Design of Development

Draft Policy 60 - Public Rights of Way and Other Recreational Routes

Draft Policy 123 - Sustainable Design and Construction

## Planning History

None.

## Conclusions

The main issues relating to the application are the effect that proposal would have on the character of the surrounding area, the impact that it would have on the pedestrian safety and permeability and the impact on crime.

The proposed gate will be sited behind the High Street and will not be in a position that is clearly visible from the public realm of the High Street. Whilst it will be visible for users of The Hill Car Park, the metal design will not have a solid or unsympathetic appearance and is considered to be acceptable in design terms. The proposal is therefore considered to be compliant with Policy BE1 of the Unitary Development Plan.

The proposal is not considered to result in any increased crime risk, with the gate acting to direct pedestrians towards the High Street where there is better natural surveillance. The Metropolitan Police Crime Prevention Officer has advised that the proposal would not reduce crime risk and may result in a gathering area that could increase anti-social behaviour. The proposal is not therefore considered to be compliant with Policy BE1 of the UDP, Policy 7.3 of the London Plan and Draft Policy 33 of the emerging Local Plan.

The gate will prevent access to the car park from Edison Road and it is considered that the restriction in permeability of this part of the Town centre would conflict with the aims of London Plan Policy 7.2 by restricting the accessibility and inclusivity of the pedestrian environment. The blocking of pedestrian routes is considered to be poor accessible design and detrimental in planning terms for this reason.

## Summary

Having had regard to the above it was considered that the development in the manner proposed is unacceptable. Members are therefore requested to refuse planning permission.

Background papers referred to during production of this report comprise all correspondence on file ref. DC/16/05363, excluding exempt information.

**RECOMMENDATION: APPLICATION BE REFUSED**

**The reasons for refusal are:**

- 1 The proposal would result in a detrimental impact on pedestrian permeability and the accessibility of the local environment, thereby contrary to the inclusive design principles of Policy 7.2 of the London Plan.**
  
- 2 The proposal would have the potential to create a gathering area and a resulting increase in anti-social behaviour, therefore the application would be contrary to Policy BE1 of the Unitary Development Plan, Policy 7.3 of the London Plan and Policy 33 of the Emerging Plan.**