

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

Application No : 14/03341/FULL1

**Ward:
Clock House**

**Address : London Electricity Board Depot
Churchfields Road Beckenham**

OS Grid Ref: E: 536055 N: 169023

Applicant : Mrs Sarah Ward

Objections : YES

Description of Development:

Standby Electricity generating plant

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Biggin Hill Safeguarding Area
Biggin Hill Safeguarding Area
Biggin Hill Safeguarding Area
Flood Zone 2
Flood Zone 3
Flood Zone 3
London City Airport Safeguarding
London City Airport Safeguarding
London City Airport Safeguarding
London City Airport Safeguarding
River Centre Line
Urban Open Space
Urban Open Space
Water Link Way

Proposal

The application proposes a small scale power generating plant, known as embedded generation, with the principal use of the site to be for the provision of standby electricity. The generating plant will operate through a series of gas fuelled engine generators with a thermal output of less than 50MW and a continuous electrical output of 20MW. Eight gas generators will be contained in their own soundproofed engine cells within a portal framed building.

Electricity will be imported and exported via an underground cable connected to the substation of the local District Network Operator, UK Power Networks and the

gas fuel supply will connect from the local gas distribution network adjacent to the site by underground pipework.

The site boundary will be screened by steel palisade security fencing up to 3m in height.

The plant will be remotely operated by National Grid and UKPR (Ukpower reserve), Solihull; no external illumination is proposed other than when operatives are on site

The application is accompanied by a sound report, ecology statement, archaeology report, emissions report, contaminated land report and flood risk assessment.

The development includes a plant building, to be vertically cladded in dark green (located to the west of the existing sub-station) c 40m x 20m x 10m high (excluding chimneys - just over 12m including chimneys) and to the front of this two further plant enclosures c 10m x 10m x 3m in height, a switch room and transformer compound located to the south of the existing sub-station, measuring (combined) c 17m x 9m x 3m to highest part. Four car parking spaces are proposed near to the access point along with a gas reception kiosk and Armco barrier.

Location

The site is located to the south side of Churchfields Road, at the end of an access road which also serves a refuse transfer station (which lays to the north west of the site). To the north is Churchfields Recreation Ground. To the south-eastern boundary is a railway line and to the south-west are school playing fields. The site itself is not within designated Urban Open Space (UOS) but is adjacent to, and in-between, UOS (school playing fields and the recreation ground). Residential dwellings are situated beyond the railway line. It is within Flood Zone 2/3 and Water Link Way runs up to the site boundary and then diverts away to the west.

Comments from Local Residents

Nearby owners/occupiers were notified of the application. A press advertisement was placed and site notice displayed. Representations were received which can be summarised as follows:

- In 2008 Bromley Council planned to purchase a strip of land along the railway line in order to realign the Waterlink Way cycle link. The application does not appear to include this.
- Concerned about noise during the day and night

Comments from Consultees

In response to consultation, no objections were raised by Network Rail but they recommended that the developer contacts its Asset Protection Kent team prior to any works commencing on site with a view to signing up to an Asset Protection Agreement. This is in order for Network Rail engineers to review the developments design and construction details to help ensure the safety of the operational railway. The full comprehensive response from Network Rail is available to view on file and

is concerned that any proposed development and future maintenance does not adversely affect any railway land or structure. In the event of a planning permission informatives are suggested.

Designing Out Crime comments note that the applicant sets out specific details to incorporate measures that will reduce and prevent criminality but suggest condition 'Secure By Design' be applied in the event of a planning permission.

Environmental Health (EHO) have considered the proposals in detail and, subject to additional information received, EHO comments are satisfied that noise emissions from the development can be adequately controlled by condition.

Policy comments note that, overall, the purpose of the development is to provide security for the borough's energy supplies which will have beneficial effects for home-owners, businesses and essential services. These aims comply with Overarching National Policy Statement for Energy (EN-1) (para. 2.2.20 & 3.3.3).

Highways comments note from the design and access statement that access during construction phase is through a site entrance off Churchfields Road and the contractor and their employees will use the space within the overall site for parking and deliveries will be made through the site entrance. This is satisfactory from a Highways point of view; more details about timings and numbers of delivery lorries bringing in the construction material to the site, duration of construction etc. are required given there is a school, parks and recycling depot nearby. The additional information is required in order to demonstrate that this development will not be detrimental to highway safety and the free flow of traffic. A construction management plan may be appropriate in the event of a planning permission.

Environment Agency comments are not available at the time of writing and will be reported verbally to Committee.

Planning Considerations

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

- BE1 Design of New Development
- L2 Public Rights of Way and Other Recreational Routes
- T7 Cyclists
- T18 Highway Safety
- ER7 Contaminated Land
- NE3 Natural Environment

London Plan

Amend paragraph 7.52 supporting Policy 7.15 REDUCING NOISE AND ENHANCING SOUNDSCAPES

Overarching National Policy Statement for Energy (EN-1)

Planning History

The planning history of the site includes permission reference 92/00337 for the change of use from electricity undertakers depot to electricity undertakers depot and vehicle service repair and MOT testing station. A certificate of Lawfulness was granted, reference 13/01555 for the remediation of contaminated land and removal of waste and contaminated material.

Conclusions

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

There is an existing electricity sub-station in the vicinity and the refuse station is adjacent to the site. The location of the site is therefore not considered inappropriate for this type of development proposal, subject to the protection of neighbouring amenity.

A letter of concern has been received in respect of noise levels. The noise report, and additional information, has been inspected by the Council's Environmental Health Officers and is considered acceptable, subject to conditions.

An additional letter of concern has been received in respect of the Council's intent (2008) to purchase a strip of land along the railway line in order to realign the Waterlink Way cycle link and that the application does not appear to include reference to this. Policy L2 advises '...where appropriate additional routes to create links to Access Land, between open spaces will be sought through the use of conditions...'. Detailed appraisal of a potential link has not been undertaken although the applicants have been alerted to the need to explore the potential for the cycle link. The agents have advised that there are a series of security and safety implications that would cause difficulties in where the cycle path can be located and how this would work; it seems evident from the site visit that a link to the rear of the site is not feasible due to the physical constraints of the railway line and sub-station. There may however be some potential to explore a link along the southwest section of the site and any additional information in this respect will be reported verbally to Committee; if appropriate, the agents have indicated for this to be explored by way of a planning condition. It is noted that this section appears to be within the blue line of the planning application but outside of the red line application site.

The submitted contaminated land report suggests the likelihood of ground contamination to be moderate and recommends an environmental report and intrusive site investigation to assess the potential contamination status of the site. A soil survey - contaminated land condition is suggested in the event of a planning permission.

The accompanying ecological statement recommends a general habitat survey; in the event of a planning permission relevant conditions are suggested.

It is considered that the aims of the proposal comply with Overarching National Policy Statement for Energy. On balance, given the findings from the noise assessment and that the visual impacts arising from the proposal are not considered inappropriate in its context, subject to Environment Agency comments the proposal is not considered to cause such harm to neighbouring amenities or the character of the area as to warrant a planning ground of refusal.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information.

as amended by documents received on 24.10.2014 01.12.2014 02.12.2014 05.12.2014

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
ACA01R A01 Reason 3 years
- 2 ACC07 Materials as set out in application
ACC07R Reason C07
- 3 ACK01 Compliance with submitted plan
ACK09R K09 reason
- 4 ACK01 Compliance with submitted plan
ACC01R Reason C01
- 5 The combined noise rating level from all fixed plant at the application site shall not exceed 35dB LAeq(1 hour) at any time when measured at any noise sensitive receptor. The rating level shall be comprised of the LAeq(1 hour) specific noise level at the receptor in addition to any penalties for noise character that could reasonably be applied using the methodology of BS4142:2014.

Reason: In the interest of neighbouring amenity and to comply with Policy BE1 of Bromley's Unitary Development Plan.

- 6 Demolition works shall not begin until a dust management plan for protecting nearby residents and commercial occupiers from dust and other environmental effects has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development. The development shall not be carried out other than in accordance with the approved dust management plan.

Reason: In the interest of neighbouring amenity and to comply with Policy BE1 of Bromley's Unitary Development Plan

- 7 Construction works shall not begin until a Construction Logistics Plan to manage all freight vehicle movements to and from the site (identifying efficiency and sustainability measures to be undertaken during construction of the development) has been submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out otherwise than in accordance with the approved Construction Logistics Plan

or any approved amendments as may be agreed in writing by the Local Planning Authority.

Reason: In the interest of neighbouring amenity and Highway Safety and to comply with Policy BE1 and Policy T18 of Bromley's Unitary Development Plan

- 8 No part of the development hereby permitted shall be commenced prior to a general habitat survey and any associated remedial strategy, which should include nesting birds, roosting bats, invertebrates and breeding reptiles, plant species, breeding otters and water vole, spawning fish and crayfish), being submitted to and approved in writing by or on behalf of the Local Planning Authority.

Reason: In order to avoid damage to and/or loss of wildlife features and to comply with Policy NE3 of Bromley's Unitary Development Plan.

- 9 No part of the development hereby permitted shall be commenced prior to the submission of details in respect of Waterlink Way, which should include details as to how the link can be made across the land identified red/blue as submitted as part of this application, from the playing fields to the recreation ground, and once approved in writing, be implemented in accordance with these details and permanently maintained as such.

Reason: In order to seek improvements to existing routes and to comply with Policy L2 of the adopted Unitary Development Plan.

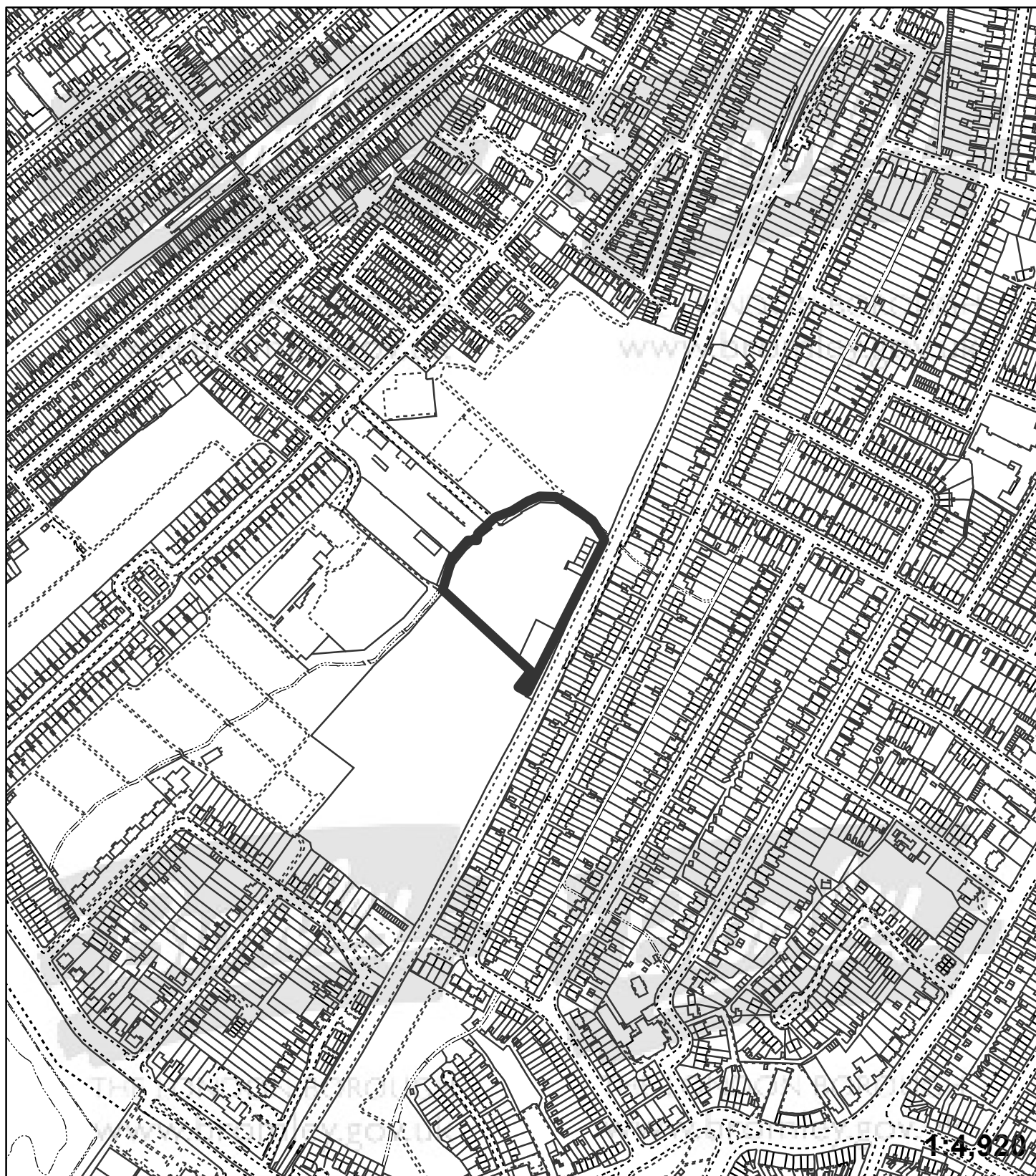
INFORMATIVE(S)

- 1 The Developer is advised to contact Network Rail Asset Protection Kent team at AssetProtectionkent@networkrail.co.uk prior to any works commencing on site.
- 2 Before works commence, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

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"This plan is provided to identify the location of the site and
should not be used to identify the extent of the application site"

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