

SECTION '2' – Applications meriting special consideration

Application No : 11/00025/FULL1

Ward:
Bickley

Address : Bickley Railway Station Yard
Southborough Road Bickley Bromley
BR1 2EB

OS Grid Ref: E: 542130 N: 168716

Applicant : Store Box Self Storage Ltd

Objections : YES

Description of Development:

Siting of 20 metal storage containers for use as self storage container yard.

Proposal

- The proposal is to place 20 storage containers side by side along the southern boundary of the site for use as self storage.
- The containers each measure approximately 6m x 2.4m and have a height of 2m.
- The containers are proposed to be dark cobalt blue and are for the storage of residential items.
- Access is proposed from the existing access road from Southborough Lane and it is anticipated that there will be approximately 8 – 10 vehicles per day with a stay time of approximately 20 minutes with vehicles parked in front of their storage unit.

Location

- The application site is located to the west of Southborough Road and south of Bickley railway station.
- To the south of the site are a number of residential properties and to the east, a long access road with a narrow strip of land used by Network Rail.
- The site is bordered on three sides by mature trees although the residential properties to the south are clearly visible.

Comments from Local Residents

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

- this use will change emphasis to industrial feel in a residential area

- likely to increase crime and vandalism
- containers will encourage vermin
- concerned about potential fly tipping, what is being stored in the containers and break ins
- noise pollution
- light pollution
- the increase in vehicles will put pressure on the road system
- proposed use is imprecise
- potential for expansion which would intensify use if permitted
- no information submitted about site management
- restrictions on the use for industry or a distribution hub, opening hours and HGVs would not be enforceable
- no proposals for lighting – this could be intrusive
- Brent Cross site is not comparable
- number of visits is speculative

Comments from Consultees

The Highways engineers have commented that the sightlines proposed are acceptable providing the speed of vehicles travelling along Southborough Road does not exceed 30mph and that there is no strong information indicating the number of trips likely at the site.

Network rail have no observations to make in relation to the application

Environmental Health have raised no objections to the proposal

Planning Considerations

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

BE1 Design of New Development
 EMP6 Development Outside Business Area
 T2 Assessment of Transport Effects
 T18 Road Safety

Planning History

1984

- Refused – Use of land for storage of roofing materials and plant (renewal of DC/81/0060/FUL) DC/84/01240/FUL.

1990

- Refused – change of use to builders merchant DC/90/02215/FUL
- Refused – retention of portacabin for use as minicab office DC/90/03096/FUL
- Permission – use of land for storage of building materials DC/90/03261/S64

1991

- Permission – use of portacabin as minicab office DC/91/01314/FUL

1993

- Refused – change of use to retail class A1 DC/93/01889/FUL

1996

- Refused – change of use to car valeting and erection of shelter (Retrospective) DC/96/01239/FUL
- Permission – siting of mobile building for office (Retrospective) DC/96/01751/FUL

1997

- Permission – continued of use of mobile building to minicab office (renewal of DC/93/02589/FUL) DC/97/00030/FUL
- Permission – change of use to coach parking and siting of mobile office DC/97/00282/FUL
- Permission – telecommunications operators depot comprising portable building for use as messroom and 6 car parking spaces with walling and 3 metre high fencing DC/97/02979/FUL

1998

- Refused – non-illuminated advertisement sign DC/98/00288/ADVILL
- Permission – Variation of condition 1 of 97/02979 relating to hours of operation to allow opening between 7.30am and 7pm DC/98/00859/FUL

1999

- Consent granted – Non illuminated advertisement sign DC/99/03252/ADV
- Permission – 3 metre high corrugated fence DC/99/03412/FULL1
- Permission – continued use for coach parking and siting of mobile office without complying with conditions 1, 2 and 3 of 97/00282 DC/99/03771/FULL3

2003

- Permission – continued use of mobile building as minicab office DC/03/00242/FULL1

Conclusions

The main issues relating to this proposal are the impact of the development on the amenities of neighbouring residential properties given the proposed business use outside a designated business area, and the impact on traffic and road safety in and around the surrounding area.

The site is currently occupied by a scaffolding company and is adjacent to a cabin occupied by Network Rail in relation to the maintenance of the railway. The entrance to the site is via an access road directly adjacent to Bickley Railway Station. The application site is at the end of this road. The entrance also gives access to a car park which serves the station. Properties which adjoin the site are

dwellings in Clarence Road and Abinger Close and flats in Southlands Grove. The application site is however at a lower level than the adjoining residential properties.

It is proposed to change the use of the site to accommodate self storage units to be used for residential storage or storage for small businesses. The site is located outside of a designated business area and it is therefore necessary to assess the impact of the development on the amenities of surrounding residents and whether the proposal allows for any environmental improvements. This type of use would usually be on a larger scale and located within a designated business area. Whilst this use would not normally be appropriate outside of a designated business area, it is considered that the limited number of units and the natural limitations of the site will prevent undue harm being caused to the amenities of the neighbouring residential properties.

No objections have been raised from Environmental Health in relation to the potential noise generated from the site. It is also considered that the use is likely to have a lesser impact than some of the previous uses at the site in terms of noise and disturbance. The site is at a lower level than the residential properties to the south with a number of trees along this boundary. It may be considered that these trees restrict the view of the site from neighbouring properties. The Clarence Road dwellings adjacent to the site are single storey and have a very limited view into the area, although there is a restricted view, through vegetation, from the upper floor windows of No. 8 Abinger Close which is closest to the site. The site may require security lighting in winter months. No details of this have been submitted and it will therefore be appropriate to consider such details under planning condition.

The applicants have confirmed that due to the current width restrictions along Southborough Road, larger commercial vehicles would be prevented from entering the site and the site would only be used by domestic cars and small commercial vehicles. The width restrictions are however a temporary measure to prevent large vehicles using the bridge and are likely to be removed at some point in the future. This could lead to larger vehicles using the site as no other restriction is in place to prevent this. Furthermore, once the width restrictions are removed, speeds may increase in this area which could lead to problems with road safety in this area given the limited site lines from the access. Members may therefore consider that should planning permission be granted, conditions should be attached to restrict the size of vehicles entering the site and to limit the number of containers available for use.

Whilst further details have been submitted by the applicant in terms of transport effects and the estimated number of vehicles using the site, the number of trips per day and how this has been calculated, the information provided is limited and this is unlikely to be able to be assessed until the site is in use. Members may therefore consider a temporary permission to be appropriate in order that the impacts of the development may be assessed over a period of time.

Background papers referred to during production of this report comprise all correspondence on files refs. 84/01240, 90/02215, 90/03261, 91/01314, 96/01239, 97/00030, 97/00282, 98/00859, 99/03771 and 11/00025, excluding exempt information.

as amended by documents received on 07.03.2011 10.03.2011

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACE03 Limited period - build'gs and use (1 in) 31st March 2012.
ACE03R Reason E03
- 2 No external lighting shall be installed at the site at any time without the prior approval in writing by the Local Planning Authority.
Reason: In order to ensure limited impact on the amenities of surrounding residential properties and in order to comply with Policy BE1 of the Unitary Development Plan.
- 3 No more than 20 storage containers shall be placed on the site at any time.
Reason: In order to protect the amenities of surrounding residential properties and to comply with Policy BE1 of the Unitary Development Plan.
- 4 Details of a scheme to restrict the height of vehicles entering the site shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented prior to the commencement of the use hereby permitted.
Reason: In order to protect the amenities of surrounding residential properties and to comply with Policy BE1 of the Unitary Development Plan.
- 5 The use hereby permitted shall not operate before 8am and after 6pm Monday to Friday and not before 10am and after 2pm Saturdays, Sundays and Bank Holidays.
ACJ05R J05 reason BE1

Reasons for granting permission:

In granting permission, the Local Planning Authority had regard to the following policies of the Unitary Development Plan:

BE1 Design of New Development
EMP6 Development Outside Business Area
T2 Assessment of Transport Effects
T18 Road Safety

The development is considered to be satisfactory in relation to the following:

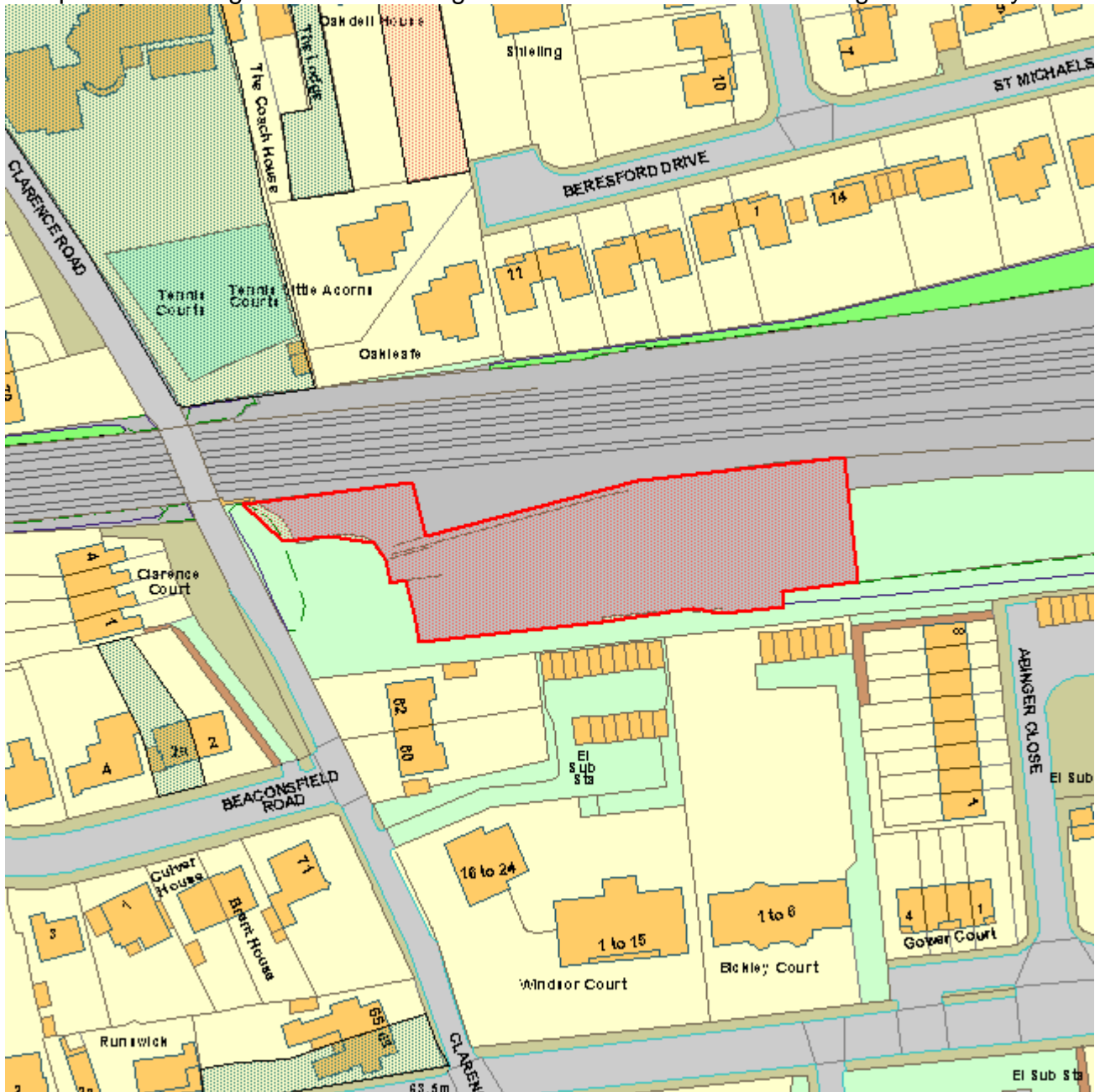
- (a) the appearance of the development in the streetscene
- (b) the character of the development in the surrounding area
- (c) the impact on the amenities of the occupiers of adjacent and nearby properties
- (d) the appropriateness of the use in this area
- (e) the impact on road safety

and having regard to all other matters raised.

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