

Application Number
24/00815/FULL2

Planner

Susanna Stevenson

Application

Date 09/05/24

Site: London Electricity Board Depot Churchfields Road Beckenham

APPLICATION.

Full application for the temporary (5 years) change of use from SUI Generis formed of an electricity undertaker's depot to a dual use of Class B8 (to provide a scaffolding equipment storage/distribution yard) and SUI Generis retaining the existing electricity undertaker's depot. Retrospective.

Previous applications.

Director (E&P P) Observations

Churchfields Road is a narrow road, and the site is located adjacent to a primary school. Furthermore, the development is in an area with PTAL rate of 3 (on a scale of 0 – 6b, where 6b is the most accessible).

Access to the site is facilitated through a shared access track with the adjacent Recycling Centre. The track, approximately 6 meters wide, connects to Churchfields Road in the north. While a pedestrian footway runs along most of its length, it does not extend into the site itself. Additionally, thermoplastic speed humps are in place to regulate vehicle speeds.

From a road safety perspective, the accident data reveals that no personal injury accidents (PIAs) have been recorded at the junction where the site access intersects with Churchfields Road. Additionally, there have been no PIAs recorded within 200 meters of the site access. This information is noteworthy because it demonstrates that the adjacent highway network section, which will be the focus of all transport activity related to the site, does not exhibit a poor safety record. Consequently, there are no design defects contributing to an unsafe environment for road users.

Trip Generation

Regarding staffing, the site is expected to employ a total of 7 people during working hours, which are approximately from 06:00 to 16:00. These off-site staff members will arrive at the site before their working day begins (around 07:00) and leave after 16:00 once the scaffolding-related work is completed.

Mason Scaffolding plans to operate 10 vehicles from the site. Typically, each vehicle handles one job per day, although some may remain on-site throughout the day. Consequently, the maximum worst-case daily operational vehicle movements attributed to their business are expected to be 20 (10 departures in the morning and 10 arrivals in the evening).

This level of activity is not likely to significantly impact the adjacent transport networks. Notably, it occurs outside the traditional morning and evening peak travel periods of 08:00-09:00 and 17:00-18:00. pick up times i.e., not between 8:00 and 9:00am and 2:30pm and 3:30pm. *The hours of the operation should*

be conditioned to avoid overlapping with school drop-off and pick-up times, specifically between 8:00 and 9:00 am and 2:30 and 3:30 pm

In conclusion- the trip attracting potential of the proposed development is not significant and will therefore not lead to a severe impact on the adjacent transport network, therefore I raise no objections to the proposal.

CONDITION

OC03 (Parking)

PC17 (Construction Management Plan)

Nonstandard condition- restricting the number of onsite staff to 7 and the hours of the operation be limited to avoid overlapping with school drop-off and pick-up times, specifically between 8:00 and 9:00 am and 2:30 and 3:30 pm

Nojan Rastani
15/05/2024