

Application Number
19/01543/FULL1

Planner

Claire Brew

Application

Date 30/05/19

**Site: Land At Junction With South Eden Park Road and Bucknall Way
Beckenham**

APPLICATION.

Residential development comprising erection of 6 x four storey buildings consisting of 10 four bedroom houses and 133 x one, two and three bedroom apartments together with concierges office. Construction of basement car park with 204 spaces. Central landscaped area with 10 visitor spaces cycle parking for 286 and refuse stores.

Previous applications.

Executive Director (E&Cs) Observations

The site is located to the east of South Eden Park Road, which itself is located to the south of the B251 Hayes Lane roundabout. The development is within low PTAL rate of 1b and 2 (on a scale of 0 – 6b, where 6b is the most accessible).

The proposals include a mix of residential dwelling sizes and tenure, with the breakdown of housing types provided in Table below.

Dwelling Size	Number of Dwellings
1 bedroom flat	24
2 bedroom flat	96
3 bedroom flat	13
4 bedroom house	10
TOTAL	143

Access Arrangements- Access to the development site is proposed via the existing North Drive private access, which will continue to provide access into the site from South Eden Park Road. This is identical arrangement to that of the previously approved scheme. The existing site access will be formalised with the introduction of give way markings. Visibility splays of 2.4 x 43 metres can be achieved in both directions.

The internal road network leading from the access junction has been designed to a width of 5.5 metres to allow for a refuse vehicle to pass a car. The surface level parking layout is for visitors only (not refuse vehicles) and narrows internally.

The existing pedestrian provision of dropped kerbs across the site access junction will be improved, with tactile paving provided for pedestrians passing the site access along South Eden Park Road. this needs to be carried out via a licence obtained from Street Environment please contact Daniel Gordon Daniel.Gordon@bromley.gov.uk

In addition, a pedestrian access point is proposed along the western boundary of the site onto South Eden Park Road.

Car Parking- Car parking will be provided both at ground level and within a dedicated basement, accessible via a ramp from the internal road network

It is proposed to provide a total of 220 parking spaces within the basement. The 10x four bed dwellings will each have two dedicated parking spaces within individual garages, with the remaining 200 parking spaces for use by the remaining dwellings. This relates to a parking ratio of 1.5 spaces across all one/two/three bed units, which accords with the standards.

A total of 20 parking spaces in the basement are designed as accessible spaces for disabled users. An additional 10 parking spaces will be provided for visitors at ground level.

Aisle widths of at least 6 metres are proposed throughout the basement, whilst all parking spaces will be designed to be 3 metres by 6 metres for ease of access. This is acceptable.

Cycle Parking - The London Plan requires one cycle space for one bed units and two cycle spaces for two bed units and above. The proposals do however incorporate two cycle spaces per unit relating to 286 cycle parking spaces.

Servicing/Refuse Collection- Servicing and refuse collection will take place at ground level via the internal access road. Site management will relocate refuse from the bon stores to the collection point on the appropriate collection day.

Impact of Development Proposals- The trip generation potential of 143 residential dwellings at the site has been assessed through the interrogation of the TRICS database for the category '03 Residential: K- Mixed Private Housing (Flats and Houses)' with sites selected within Greater London and the South East. This reflects the assessment undertaken within the previous application, though the TRICS trip rates have been updated to reflect updates to the TRICS database.

A summary of the peak hour total person and vehicular trip rates are provided in Table below

Mode of Travel	Weekday AM Peak		Weekday PM Peak		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.259	0.360	0.525	0.282	4.679	4.560
Total Person Trips	37	51	75	40	669	652
Vehicular Trip Rates	0.148	0.202	0.279	0.151	2.395	2.346
Vehicular Trips	21	29	40	22	342	335

The above table indicates that the proposed development could generate 88 total person trips in the weekday morning peak hour, of which 50 could be vehicular trips. In the weekday evening peak hour, the development could generate 115 total person trips, of which 62 could be vehicular trips. Over an average weekday, the site could generate 1321 two-way total person trips, of which 677 could be vehicular.

Junction Capacity Assessment

This section assesses the development impact on the surrounding highway network during the identified weekday morning and evening peak hours.

Traffic Distribution- Development traffic has been distributed based on the observed northbound and southbound flows along South Eden Park Road.

In the weekday morning peak hour, 50.1% of traffic passes the site in a northbound direction, with 49.9% of vehicles travelling southbound. Accordingly, the development traffic is distributed with 50.1% arriving from/departing to the north, and 49.9% arriving from/departing to the south within the weekday morning peak hour.

During the weekday evening peak hour, 53.9% of traffic passes the site in a northbound direction, with 46.1% of vehicles travelling southbound. Accordingly, 53.9% of development traffic is routed arriving/departing to the north.

Junction Capacity Assessment- To assess the capacity of the site access junction, the Junctions 9 PICADY software has been used. Given that the proposed scheme does not include any alterations to the North Drive/South Eden Park Road junction, geometries for the capacity assessment are based on the existing junction layout, measured from OS mapping. For robustness, the junction model has been set up such that traffic turning right into the site blocks passing northbound movements.

Table below provides a summary of the operation of the priority junction during the morning and evening peak periods for the '2019 with Development' and '2024 with Development' scenarios.

Vehicle Movement		Weekday AM Peak (09:00-10:00)			Weekday PM Peak (17:00-18:00)		
		RFC	Queue (PCU)	Delay (S)	RFC	Queue (PCU)	Delay (S)
2019	North Drive left to SEPR (S)	0.02	0	6.11	0.01	0	5.86
	North Drive right to SEPR (N)	0.03	0	11.75	0.03	0	11.16
	SEPR Northbound or Right	0.02	0	4.03	0.05	0.1	4.07
2024	North Drive left to SEPR (S)	0.02	0	6.14	0.01	0	5.89
	North Drive right to SEPR (N)	0.04	0	11.92	0.03	0	11.31
	SEPR Northbound or Right	0.03	0	4.00	0.05	0.1	4.04

Table above show how the proposals will have little impact on the continued operation of South Eden Park Road, with no queuing predicted.

The proposals would result in a minimal increase in traffic generation on the surrounding road network, with 38 two-way vehicular trips predicted in the weekday morning peak hour and 49 two-way trips during the weekday evening peak hour; and the junction modelling undertaken indicates that the development would not have a material impact on traffic flows along South Eden Park Road.

If minded to approve: please include the following with any permission:

CONDITION

H01 (access)

OC03 (Satisfactory parking)

H10 Provision of sightline ...43m x 2.4m x 43m.. ..1m..

AG11 (Refuse storage)

AG12 (Cycle parking)

PC17 (Construction Management Plan)

Nojan Rastani

13/06/2019