

Decision Maker: EXECUTIVE

For pre-decision scrutiny by the Renewal, Recreation and Housing Committee on 5 November 2019

Date: 27 November 2019
Tuesday 5 November 2019

Decision Type: Non-Urgent Executive Non-Key

Title: PROVISION OF HOUSING AT WEST WICKHAM LIBRARY AND STATION ROAD CAR PARK, WEST WICKHAM

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Chief Officer: Director of Housing, Planning, Property and Regeneration

Ward: West Wickham

1. Reason for report

- 1.1 In accordance with the Council's Housing Policy, the Council has reviewed a number of sites across the borough that could be repurposed to provide housing for temporary accommodation.
 - 1.2 This report summarises the initial feasibility work undertaken in relation to the current site of West Wickham Library and Station Road car park in West Wickham (Appendix 1) to provide approximately 34 residential units and 500sqm of commercial unit.
 - 1.3 The report recommends that further feasibility work is undertaken in order to fully assess the viability of the scheme, whilst a procurement exercise is run concurrently to appoint a multi-disciplinary design team.
 - 1.4 The results of the further feasibility work will be reported to a meeting of the Executive in spring 2020.
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2. RECOMMENDATIONS

- 2.1 The Renewal, Recreation and Housing PDS Committee are asked to note the report and provide their comments for consideration by the Executive.

The Executive are asked to:

- 2.2 Review the feasibility work undertaken to date and approve the West Wickham Library and adjacent parcels of land and the car park at Station Road, West Wickham as a potential site for housing development.
- 2.3 Approve the additional feasibility work identified at paragraph 3.24, including instructing Cushman & Wakefield to enter into formal negotiations with the land owners for the purchase of additional land to maximise the site's development potential.
- 2.4 Approve the procurement strategy outlined in paragraphs 4.1 – 4.10 for the appointment of a multidisciplinary design team for the scheme via the ADUP (Architecture Design + Urbanism Panel) framework.

Impact on Vulnerable Adults and Children

1. Summary of Impact: Vulnerable children and adults could be supported through the provision of housing for temporary accommodation
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Corporate Policy

1. Policy Status: Existing Policy: Housing Policy
 2. BBB Priority: Quality Environment Safe Bromley Supporting Independence Vibrant, Thriving Town Centres Regeneration
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Financial

1. Cost of proposal: Estimated Cost: £35k
 2. Ongoing costs: Not Applicable
 3. Budget head/performance centre: Capital Programme
 4. Total current budget for this head: £100k
 5. Source of funding: Growth Fund
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Personnel

1. Number of staff (current and additional): N/A
 2. If from existing staff resources, number of staff hours:
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Legal

1. Legal Requirement: Statutory Requirement Non-Statutory - Government Guidance:
 2. Call-in: Applicable:
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Procurement

1. Summary of Procurement Implications: This report recommends use of the ADUP framework for the appointment of a multi-disciplinary design team.
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Customer Impact

1. Estimated number of users/beneficiaries (current and projected): It is estimated that the scheme could provide temporary accommodation for 34 households.
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Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes
2. Summary of Ward Councillors comments: A written copy of feedback from ward councillors will be provided prior to the committee meetings.

3. COMMENTARY

Background

- 3.1 As is set out in the draft [Housing Strategy](#), the Council faces severe housing pressures and is considering how to deliver more affordable homes and more cost effective options for temporary accommodation.
- 3.2 The draft Housing Strategy identifies four priorities for housing: building more homes; building better quality more affordable homes; preventing and tackling homelessness; and supporting vulnerable people. The Council has a stated commitment to develop or purchase 1000 new homes on council-owned land or acquired sites by 2022. The Council has also committed to reducing the proportion of households in nightly paid temporary accommodation, and to increase the supply of self-contained temporary accommodation with a view to eliminating the use of units with shared facilities.
- 3.3 Provision of good quality, value for money temporary and affordable accommodation in the borough is essential if the Council is to reduce the current pressures on its revenue budget and manage future demand for services. Currently, there are around 1,580 households in Temporary Accommodation, of which around 950 are in costly nightly paid placements. With the number of people needing to access Temporary Accommodation rising (as a result of welfare reform and increased local authority responsibilities under new legislation), the Council should not delay action.
- 3.4 At the meeting of the Executive on 28th November 2018, the Director of Housing outlined options to increase housing supply in the borough. As part of the recommendations, the Executive agreed in principle to establish an affordable housing development programme that would look to deliver units on Bromley owned or acquired sites to, in part, address the rising cost of temporary accommodation provision. As a result, officers have completed a review of Council owned sites across the borough and assessed their suitability for housing development, and particularly for the provision of temporary accommodation.
- 3.5 Following these recommendations, the Council has agreed to develop housing for temporary accommodation on four Council owned sites: the car park behind Burnt Ash Lane (off Brindley Way) **DRR19/044**, Anerley Town Hall overflow car park and Banbury House (Bushall Way, Chislehurst) **DRR19/025**, and York Rise **ECHS19/061**. These sites were identified as surplus to requirements with potential for housing development in the Councils Five Year Housing Land Supply paper (**DRR19/021**).
- 3.6 As part of this review, Council owned car parks have been looked at in relation to their potential for housing development. In order to deliver the number of units committed, the Council will need to consider the business case for development on its land where the challenges may be more significant.

Station Road Car Park, West Wickham

- 3.7 A review of all Council owned car parks in West Wickham was undertaken. On balance of a SWOT analysis for all sites, Station Road car park off Croft Avenue is currently recommended as a site for the provision of housing.
- 3.8 There are several car parks in West Wickham town centre; the following are owned by the Council:
- Pay and display car park off Ravenswood Avenue
 - Pay and display car park off High Street

- Pay and display car park off Station Road
- Pay and display adjacent to West Wickham Leisure Centre

- 3.9 Of the Council owned car parks in West Wickham, Station Road car park generates the lowest amount of income for the Council and occupancy rates at the car park are also the lowest (see accompanying Part 2 report **DRR19/054**).
- 3.10 Problems with access to and from the High Street car park site ruled this site out for development for housing at this time.
- 3.11 The car park adjacent to West Wickham Leisure Centre is already being considered for the provision of housing as part of wider regeneration proposals for a mixed use development on the Leisure Centre site (**DRR19/027**). Reprovision of car parking will be secured within this scheme.
- 3.12 Initial massing exercises were therefore undertaken in relation to the car parks off Ravenswood Avenue and Station Road. This exercise identified that it would be more desirable to consider development on the Station Road site.

Maximising Development Potential

- 3.13 Massing exercises for Station Road car park showed the site was viable, but only if no public car parking was retained on this site.

Data suggests that the other Council car parks in West Wickham have more than enough capacity to manage the displacement of cars from the Station Road car park on the basis of average occupancy, even if no car parking were retained at this site. However, there does appear to be a shortage of car parking in Council owned town centre car parks when all car parks are at their highest capacity. This does warrant further investigation but does not necessarily mean that the loss of car parking would prohibit the scheme. The data does not, for example, take into account that one car park may be at its highest capacity when another is not; it just assumes a worst case scenario. Moreover, it does not take into account capacity at town centre car parks which are not owned by the Council, or other on-street car parking.

Average capacity: West Wickham car parks					
<u>Average Occupancy</u>					
Car Park	Number of spaces	Average occupancy	Average number of occupied spaces	Average number of vacant spaces	
Ravenswood car park	153	61%	93	60	
High Street car park	119	61%	73	46	
Station Road car park	67	54%	36	31	
TOTAL	339	59%	202	137	
<u>Highest occupancy rates</u>					
Car Park	Number of spaces	Highest occupancy rates	Highest number of occupied spaces	Lowest number of vacant spaces	
Ravenswood car park	153	88%	135	18	
High Street car park	119	94%	112	7	
Station Road car park	67	79%	53	14	
TOTAL	339	87%	300	39	

If members agree the recommendation to take this scheme forward, additional work will be undertaken to assess the impact of the loss of parking on the local economy, and to identify the impact on other town centre car parks.

- 3.14 The car park site itself has the potential to deliver up to 16 units comprising of a mix of 2 and 3 bed homes (Appendix 2). An initial financial viability assessment does suggest that this scheme would be viable and it is recommended that this is held as a reserve position depending on the outcome of the further feasibility work recommended in this report. However, if the site was increased to include the current West Wickham Library and parcels of land to the rear (**Appendix 1**), the development potential of the site is significantly increased, with the opportunity to deliver up to 34 residential units and 500sqm of commercial space.
- 3.15 Members will be aware that the approved medium-term plan is to relocate West Wickham library to a new mixed use development at the current site of West Wickham Leisure Centre so that is co-located with other community services in a modern, purpose built facility (**DRR19/027**). The existing library building is outdated and requires significant maintenance investment. However, should members agree to take a capital scheme on this site forward, interim premises for the library will be required. Potentially, the new commercial facility could provide interim accommodation (the current library floor area is 411sqm), with the Council delaying rental income until the new library facility opens. However, it is recommended that alternative premises are considered as part of the next stage of feasibility work.
- 3.16 Additionally, to maximise the development potential of the site, it is recommended that the Council seeks to acquire adjacent parcels of land between the library and car park sites, for which it does not currently own the freehold. This includes

- an unadopted car park to the rear of the library

This site would need to be acquired to enable development to extend beyond the existing car park site. Currently, the surface car park is included on the title plan for 115 Station Road, West Wickham, BR4 0PX. This cost of acquiring this land has been initially estimated and this is set out in the accompanying Part 2 report (**DRR19/054**).

- a vacant commercial unit directly adjacent to the car park

This unit would also need to be acquired to enable development to extend beyond the existing car park. The freehold for the unit is privately owned and was until May 2018 leased, but has been vacant since. The cost of acquiring this land has been initially estimated and this is set out in the accompanying Part 2 report (**DRR19/054**).

- A private road that runs parallel to the car park

Including this road within the scope of the development site would increase the number of units deliverable on the site by providing combined vehicle access to a new housing development and to service the rear of the existing shops. The existing road is currently a private street, but the Council could use the provisions of the Private Street Works Code from the Highways Act 1980 to have it made up to an adoptable standard. This would include undertaking works to widen and resurface the existing road and to make improvements to the junction with Croft Avenue. The initial estimated cost of these works is £200k.

Summary of Initial Feasibility Work

3.17 AOC Architecture was commissioned to undertake an initial feasibility study which considered options for massing on the site. They were asked to consider options for housing development which both included and excluded the library and parcels of land to the rear.

3.18 A number of options for massing were considered; the optimum scheme recommends providing up to 34 residential units and 500sqm of commercial unit across the car park, the library and the parcels of land to the rear of the library (Appendix 3). The massing concludes provision of a mix of 1, 2 and 3 bed residential units as set out in the table below:

Massing: Residential Unit Breakdown		
	Number of units	
1 bed	9	
2 bed	19	
3 bed	6	
TOTAL	34	

3.19 The massing exercise showed development in three separate blocks:

- a four story block fronting Glebe Way
- a three story central block
- a row of two storey three bedroom terraced dwellings

Access to the site would be from Croft Avenue via the existing unadopted road. Whilst public car parking cannot be reprovided, surface car parking for residents is included in the massing exercise; 26 car parking spaces ensure policy compliance.

3.20 The massing exercise has also provided a commercial unit. In doing so, the scheme addresses planning policy set out at policies 94 and 20 of the Bromley Local Plan. It also has the potential to create an income stream to the Council which could be used to create a maintenance fund to help meet the ongoing management and maintenance costs of the new housing. As set out in paragraph 3.15, the unit could be used to reprovide the library in the short to medium-term if a delayed rental income was accepted. An initial estimate of the commercial rent that could be generated is set out in the accompanying Part 2 report **DRR19/054**.

3.21 Officers received some informal feedback from planners on the planning implications of the massing exercise. A summary of the most notable points are:

- The site is suitable for residential and retail development
- Development may need to be reduced and massing reconfigured to reduce height in order to manage issues affecting visual impact and privacy for existing residents
- Integration with the street scene, particularly where the development adjoins Croft Avenue should be reviewed

3.22 In light of this feedback, it is proposed that a traditional construction method is used to provide housing on this site, so support better integration with the surrounding street scene, and to maximise the income generating potential of the commercial unit. Additionally, at the next stage of feasibility alternative massing will be considered.

3.23 Some due diligence work has also been undertaken in relation to these sites. An initial look at plans mapping utilities in the borough show that there are no major issues underneath the site.

Recommendations for Site 1: Station Road car park, West Wickham

3.24 In light of the viability work undertaken to date, it is recommended that officers undertake a more detailed assessment of feasibility including:

- Instructing Cushman & Wakefield to undertake formal valuations of all land parcels, provide a formal estimate of rental income from the commercial unit and to provide valuation data on the development values to inform a more detailed business case.
- Instructing Cushman & Wakefield to commence negotiations with the owners of the privately held freehold so that the decision on whether or not to proceed with the scheme is based on the actual purchase price.
- Instructing more detailed legal investigations and advice on the scheme risks.
- Appointing AOC Architecture to undertake further massing work in order to address the comments raised by the Council's planners and to ensure that the total number of units does not need to be reduced to the extent that the viability of the scheme is jeopardised.
- Procuring Quantity Surveyor services to provide a more accurate estimate of the total scheme cost following a review of massing.
- Undertaking further work to assess the traffic and economic impacts of removing car parking from the Station Road car park.
- Reviewing options for the re-provision of West Wickham library on an interim basis (while the scheme to bring forward a mixed use leisure development on the site of West Wickham Leisure Centre is progressed).
- Completing an Equality Impact Assessment
- Undertaking a procurement process to appoint a multi-disciplinary design team who could take the scheme forward.

It is anticipated that the outcome of this viability work will be reported to the meeting of the Executive in spring 2020.

4. PROCUREMENT AND PROJECT TIMESCALES AND GOVERNANCE ARRANGEMENTS

- 4.1 As part of the next stage of feasibility work, it is recommended that officers seek to procure a multi-disciplinary design team to deliver this residential led development. It is recommended that this appointment be for RIBA stages 0-7, with appropriate break clauses at all RIBA stages. Officers will report back to members at RIBA stage 2 (concept design) and 4 (technical design) so that if further work identified that the scheme was no longer viable or desirable, the contract could be terminated without incurring additional cost.
- 4.2 Running the procurement process concurrently with the further feasibility work would enable officers to proceed directly to the concept design stage following reporting the outcome of the further feasibility work to the meeting of the Executive in spring 2020 and avoid any delay progressing the project.

- 4.3 It is recommended that following concept designs, a design and build contractor is appointed to deliver the scheme, with the multi-disciplinary design team taking on contract administration duties as is normal for a design and build scheme.
- 4.4 Officers recommend that the Council use the Architecture Design + Urbanism Panel (ADUP) framework for these appointments. There is no charge to use the framework. The framework promotes high quality urban and suburban regeneration and sustainable development in London, and is for use by public sector land owners, including Local Authorities. It is recommended that a design team is procured under Lot 4 of the framework: Architecture – Housing and Mixed-use.
- 4.5 The framework reduces the amount of time and cost associated with a procurement exercise because suppliers are pre-qualified by the framework providers based on technical competence and financial competition. Delivering at pace is important; for every week that the Council does not deliver these units, an additional £4k is required for expensive nightly paid placements. If a framework was not used, the Council would be required to undertake a full OJEU compliant procurement process which could result in a high number of returns, requiring significant officer time to evaluate.
- 4.6 In accordance with the terms of the framework a mini-competition will be undertaken. This gives the 12 panel members (suppliers) from Lot 4 on the framework the opportunity to submit a tender specific to this project. The mini-competition process is summarised in the table below:

Mini-Competition Process	Indicative timescale
Preparation of mini-competition documents	2 – 4 weeks
Invitation to tender – to select the winning supplier	4 - 6 weeks
Evaluation of bids including supplier interviews	3 – 4 weeks
Award of contract (via the Council’s committee process)	4 weeks

Members should note that the framework requires that panel members are appointed using specified evaluation criteria of 70% technical, 5% equality, diversity and inclusion, and 25% financial. This is a deviation from the Council’s usual position on the evaluation of tenders. However, in this case officers are recommending this procurement strategy on the basis that it is the most suitable framework for the commission. The panel members on Lot 4 have been shortlisted because of their excellent track record in relation to housing and mixed use developments in London, and have already been subject to competition upon joining the framework. Furthermore, this framework allows use of suppliers that have been specifically chosen for their excellence in this area, rather than a general proficiency in relation to urban development. This reduces the Council’s exposure to risk as these experiences and specialist suppliers are able to better anticipate the likely issues with the project and design around them resulting in overall a more cost-effective scheme.

- 4.7 The winning supplier will then be contracted using a call-off contract supplied by the framework and under the general terms and conditions in the Framework Agreement. The call-off contract can be adapted to the specific requirements of the project.
- 4.8 The estimated contract value for design services across all RIBA stages and surveys for a scheme is set out in the accompanying Part 2 report (**DRR19/054**).

- 4.9 In relation to the procurement exercise for the appointment of a multi-disciplinary design team before the feasibility work is complete, the Council should not tender if it is not intent on delivering. In this instance, the Council is planning on proceeding with the scheme, subject to the outcome of the feasibility work. If the further feasibility work undermines the viability of the scheme, a contract would not be awarded. The Council is not obliged to award any tendered contract and this is made clear in the Council's terms for the tender.
- 4.10 The procurement strategy for the design and build contractor to take the scheme forward to construction will be set out in a future committee report.

5. STAKEHOLDER ENGAGEMENT

- 5.1 Any agreed proposals will be subject to planning permission and consequently a statutory period of public consultation.
- 5.2 Ward members have been briefed about the proposals.
- 5.3 Consultation on any potential changes to the library location and/or the closure of Station Road car park will be undertaken at the appropriate time and consultation activity will be proportionate to the impact of any proposed changes.

6. POLICY CONSIDERATIONS

- 6.1 The Council is currently consulting on a new Housing Strategy which includes a commitment to building and /or acquiring 1000 new homes including the use of Council owned sites, and to reduce the number of people in nightly paid accommodation and increase the supply of good quality, self-contained temporary and affordable rented accommodation .

7. IMPACT ON VULNERABLE CHILDREN AND ADULTS

- 7.1 If this scheme is delivered, vulnerable children and adults will be supported through the provision of affordable housing that is suitable for individuals and families.

8. PROCUREMENT RULES

- 8.1 This report recommends use of Lot 4 of the ADUP framework established by the GLA for the appointment of a multi-disciplinary design team for the scheme at an estimated value of £730k with appropriate break clauses.
- 8.2 In accordance with CPR 3.5, the Head of Procurement has been consulted regarding the use of the framework.
- 8.3 The use of the ADUP framework is subject to the Council's proper inclusion on the Contract Notice. For each requirement, a call of contract must be completed and the relevant proformas returned to the framework provider.
- 8.4 For the requirements set out above, a mini competition can be used under the terms of the framework and in compliance with CPR 3.6.1, the further competition must be carried out using the Council's e-procurement system.

- 8.5 The mini competition will be conducted in line with CPR 7.4. As the value of the contract is above the EU thresholds for services, it must be conducted in line with Regulation 33 of the Contract Procedure Rules.
- 8.6 The Council's Contract Procedure Rules require the following authorisation to proceed to a mini competition via a framework for a contract of this value; the Approval of the Portfolio Holder following Agreement by the Chief Officer, the Assistant Director Governance & Contracts, the Director of Corporate Services and the Director of Finance must be obtained.
- 8.7 In paragraph 3.24, the report recommends that AOC Architecture be appointed to deliver additional massing studies, further to the work that they had previously undertaken at the initial feasibility stages. The appointment of AOC Architecture to undertake this additional consultancy work is in accordance with CPR 8.2.1.
- 8.8 Also in paragraph 3.24, the report requests for Cushman and Wakefield carry out additional feasibility work up to a value of £22k. Following Approval, this instruction must be applied via a suitable Change Control Notice, or similar, as specified in the contract.
- 8.9 The actions identified in this report are provided for within the Council's Contract Procedure Rules, and the proposed actions can be completed in compliance with their content.

9. FINANCIAL CONSIDERATIONS

- 9.1 The proposed feasibility works will be funded from the Growth Fund monies already committed for feasibility works for housing schemes in the Capital Programme as agreed at the meeting of the Executive on 28th November 2018. A breakdown of the anticipated costs is provided below:

Item	£'000
Fees for formal valuations, commercial negotiations and additional legal work	22
Additional massing, costing work and planning advice	7
Further survey work on parking impact	6
	35

- 9.2 The estimated scheme value at this initial stage of feasibility for 34 residential units and 500sqm of commercial unit is £7.6m. This figure is inclusive of all associated costs including design fees, the cost of acquiring private land and of adopting the private street for £200k as set out in paragraph 3.16.
- 9.3 Based on 34 units, this scheme could generate up to £395k per annum from net rental income and savings on nightly paid accommodation costs.
- 9.4 Subject to Members agreeing to progress this scheme, full financial implications will be presented with the outcome of the feasibility work in Spring 2020, which will include a detailed cost estimate, capital financing requirements, temporary accommodation savings and impact on parking income.
- 9.5 If the findings of the additional feasibility work recommended in this report indicate that the 34 unit proposal is not viable, a smaller scheme delivering 16 units on the Station Road car park site could be considered. The estimated value for this smaller scheme is £2.3m, which could generate up to £190k per annum from net rental income and savings on nightly paid accommodation costs.

- 9.6 No provision for grant funding has been included; the scheme is not eligible for grant funding from the GLA because it is for the provision of temporary accommodation.
- 9.7 The indicative disposal value for the parcels of land for which the Council owns the freehold is estimated at £2.2m.

10. LEGAL CONSIDERATIONS

- 10.1 The Housing Act 1996 Part 7 (as amended) sets out the Council's statutory homelessness duties, including the duty to provide temporary accommodation for certain classes of people and in certain circumstances.
- 10.2 The Council can rely on Part 7 of the Housing Act 1996 to provide temporary accommodation together with the general power of competence in section 1 of the Localism Act 2011. Accommodation made available under Part 7 of the Housing Act 1996 strictly as provided by Schedule 1 of the Housing Act 1985 will not be a secure tenancy of licence.
- 10.3 The demand for homeless accommodation has continued to increase following the implementation of the Homeless Reduction Act 2018 as the duties towards homeless households are expanded. The Council must make decisions in accordance with the law and also in accordance with its fiduciary duty to its tax payers in using Council resources. The report explains the benefits including the financial benefits that must properly be weighed up and considered before taking a decision to proceed with the scheme.
- 10.4 Members are asked to note that should commercial negotiations with the owners of the private of freeholders fail, the Council could at a future date consider the commencing compulsory purchase processes to acquire the land.
- 10.5 The report is seeking agreement to procure a multidisciplinary team to undertake a detailed feasibility assessment at the car-park land at West Wickham through using the ADUP Framework. Due to the value of the proposed appointment such a procurement is governed by the Public Contracts Regulations (the Regulations) which allow the use of an existing framework which has been procured in compliance with the Regulations and which is expressed as being available to the Council. The Procurement comments to this report confirm that the Framework is available as such and must be used in accordance with the Framework rules.
- 10.6 The procurement comments to this reports deals with compliance with the CPR's in relation to the use of the Framework and further engagement of AOC Architecture and instructions to Cushman and Wakefield
- 10.7 In due course there may be a need to carry out a formal appropriation of land .Under Section 122 of the Local Government Act 1972 gives the Council the power to appropriate for any purpose for which the Council is authorised to own such land, which is no longer required for the purpose for which it was held, subject to the rights of other persons in, over or in respect of the land.
- 10.8 As indicated within this report further reports will be necessary.
- 10.9 Officers must also note, particularly in relation to the proposal for affordable housing and its fiduciary duty to taxpayers, that under section 123 of the Local Government Act 1972 the Council has a legal obligation to dispose of land at the best consideration reasonably obtainable. If land is to be sold at an undervalue the specific consent of the Secretary of State is required except where there is a general consent to dispose of land at an

undervalue up to a maximum of £2m in circumstances where the Council considers that it will help to secure the promotion or improvement of the economic social, or environmental wellbeing of its area. There is also the question as to whether the option finally agreed might be categorised as having as its object primarily the disposal of land which is exempt from the Regulations or whether the primary object is the realisation of a work corresponding to the requirements specified by the council exercising decisive influence on the type or design of the work, in which would then require compliance with the Regulations.

10.10 Actions in relation to consultation concerning various proposals are explained elsewhere in this report and in the Stakeholder engagement section. Officers will keep this under review as the proposals and options develop.

Non-Applicable Sections:	Personnel considerations; IT and GDPR considerations
Background Documents: (Access via Contact Officer)	<p>Appendices:</p> <p>1 – Map of West Wickham Library, rear land parcels and Station Road car park.</p> <p>2 – Indicative massing exercise for Station Road car park only</p> <p>3 – Indicative massing exercise for West Wickham Library and Station Road car park sites</p> <p>Other background documents:</p> <p>Draft Housing Strategy 2019-2029 (July 2019)</p> <p>DRR19/021 LB Bromley Five Year Housing Land Supply Paper (April 2019)</p> <p>ECHS19/061 Award of Contract for the Build and Management of Modular Homes at the York Rise Site (July 2019)</p> <p>DRR19/044 Award of Contract: Provision of Housing in Burnt Ash Lane (August 2019)</p> <p>DRR19/025 Provision of housing supply in Anerley and Chislehurst (May 2019)</p> <p>DRR19/027 West Wickham Leisure and Library Redevelopment (May 2019)</p> <p>Increasing Housing Supply to Meet Housing Need (November 2018) Part 2</p>