

<b>Committee Date</b>	14/07/2020		
<b>Address</b>	Car Park, Brindley Way, Bromley		
<b>Application number</b>	20/00300/FULL1	Officer Jessica Lai	
<b>Ward</b>	Plaistow and Sundridge		
<b>Proposal</b>	Provision of 25 new dwellings comprising of 10 x 1 bed and 15 x 2 bed and realignment of Burnt Ash Lane public car park to provide 84 parking spaces, including with 15 residential parking spaces.		
<b>Applicant</b>	<b>Agent</b>		
Alicia Munday Head of Regeneration London Borough of Bromley	Dr. Rehan Khodabuccus ZEDpods Limited 3 <sup>rd</sup> floor, 6-8 Bonhill Street, London EC2A 4BX		
<b>Reason for referral to committee</b>	Outside delegated authority/ Major development	<b>Councillor call in</b> No	

<b>RECOMMENDATION</b>	<b>APPROVAL</b>
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<b>KEY DESIGNATIONS</b> Biggin Hill Safeguarding Area London City Airport Safeguarding Smoke Control
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<b>Residential Use</b>			
	Number of bedrooms per unit		
	1	2	Total
Affordable (social/affordable rent)	10	15	25
Total	10	15	25

<b>Vehicle parking</b>	Existing number of spaces	Total proposed including spaces retained	Difference in spaces (+ or -)
Standard car spaces	95	84 in total (15 residential and 69 public)	-26 public spaces + 15 residential

Electric charging spaces	4 (public active)	7 (4 public active. 3 residential active and 12 passive)	+3 (3 residential active. 12 passive)
Motorcycles	1	1	0
Disabled parking spaces car spaces	4	7 in total (4 public and 3 residential)	+3 (residential)
Cycle	0	Long stay 40 Short Stay 1	Long stay 40 Short Stay 1

<b>Representation summary</b>	Neighbour letters were sent on 28/02/2020. A site notice was posted from 28.02.2020 and a press ad was displayed in the News Shopper on the 11/03/2020.	
Total number of responses	84	
Number of comment	0	
Number in support	0	
Number of objections	84	

<b>Legal Agreement - Heads of Term</b>	<b>Amount</b>	<b>Agreed in Principle</b>
Affordable rent	25 units	Yes
Health	£16, 375.00	Yes
Education	£89, 485.48	Yes
Child play	£10, 000.00	Yes
<b>Total</b>	<b>£115, 842.48</b>	

## **SUMMARY OF KEY REASONS FOR RECOMMENDATION**

The provision of 25 modular homes would positively contribute to the Council's housing stock providing a 100 percent affordable rent housing in the Borough. The proposal would provide a good mixture of one and two bedroom units with adequate wheelchair units, dedicated parking and disabled parking spaces.

The internal layout of the proposed units is well designed providing dual aspect and adequate internal living space and outdoor space. The entrances to the proposed buildings would be via two communal doors. New landscaping and boundary treatment would be introduced and this is considered acceptable providing a good quality of living environment for the future occupiers.

The existing free public car park, vehicular access to the car park, recycling facilities, electric charging points and disabled parking spaces for the members of the public would be retained in-situ. The proposed buildings (which are described in the report as Terrace A and Terrace B) would be three and four storeys in height which is considered to be of a scale

compatible to its surroundings. The proposal would be sited broadly in parallel with Sundridge House and at a location which would ensure that adequate privacy, outlook and natural light can be maintained for the neighbouring properties. The side windows on the proposed building would be obscured glazed and the privacy screen would be installed on the external stairs.

As part of this proposal, the layout of the car park would be realigned. The number of parking spaces would be reduced from 104 to 84 spaces of which, 15 spaces would be provided for the residential accommodation.

A car park occupancy survey was carried out which indicates that the proposal would have a limited impact on the availability of parking spaces in the car park and that adequate free public parking spaces would be maintained and available at this site.

A noise, air quality and land contamination assessment are also provided which demonstrates the site can be suitable for residential use and would be compatible to its surroundings.

Overall, it is considered that the proposed design and layout of the development would be acceptable. The proposal would be compatible to its existing and surrounding uses without causing undue harm on the residential amenities enjoyed by the neighbouring properties. Subject to the planning conditions and completion of a legal agreement, it is recommended that planning permission be granted.

## **1. LOCATION**

- 1.1 The application site, Burnt Ash Lane public car park is bounded by Brindley Way to the north, east and south and domestic houses to the west facing Miller Close. The site measures approximately 2,845sq.m in area. The access to this free 24 hour surface public car park is via Brindley Way. Brindley Way is connected to Burnt Ash Lane.
- 1.2 The site is not allocated or designated for any particular use in the Bromley Local Plan. The site is surfaced with old macadam and comprises of 95 standard public free parking spaces, 4 disabled parking spaces, 1 motorcycle bay, 4 parking spaces equipped with electric vehicle charging points and a recycling station.
- 1.3 The site is located opposite to the Roslin Way Leisure Garden and Allotment. It is surrounded by a mixture of residential and commercial buildings ranging from two storey terrace houses comprising of three floors to a row of 3 storey mixed use buildings comprising of 4 floors with roof accommodation. The two storey terrace houses are located to the west of the site facing Miller Close (No.1 to No. 11 Miller Close). Sundridge House consists of three storey commercial shops with residential accommodation above, located to the south of the site facing Burnt Ash Lane with a row of parking spaces ancillary to Sundridge House. To the east of the site is a retail unit with its ancillary

car park. This retail unit was occupied by Waitrose and closed during summer 2019.

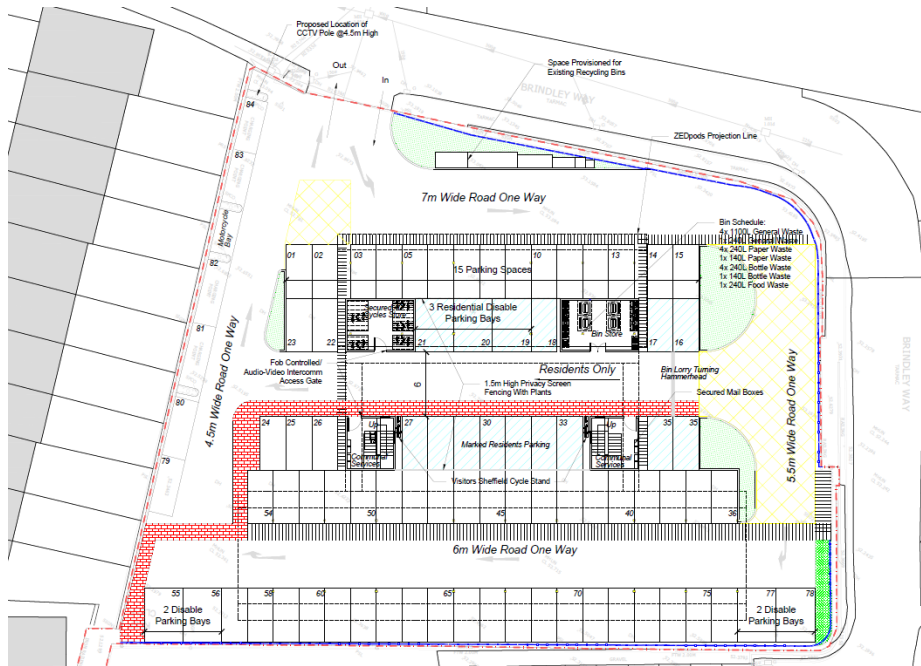
- 1.4 The ground floor commercial properties between No. 77 and No. 129 Burnt Ash Lane are designated as Burnt Ash Lane Neighbourhood Centre in the Bromley Local Plan. The site is located within flood zone 1 and is not subject to surface water flooding. The site is located within Bromley Air Quality Management Area. The site is not located within a conservation area and there is no listed building or trees subject to any Tree Preservation Order in the vicinity.
- 1.5 The Public Transport Accessibility Level (PTAL) of the site is rated at 2, on a scale of 0 to 6b where 0 is worst and 6b is excellent. The closest bus stop is located approximately 140 metres from the site on Burnt Ash Lane and is serviced by three bus routes (No. 126, 261 and 638).



**Fig 1: Aerial photo (credit: Google Maps)**

## **2. PROPOSAL**

- 2.1 The proposal would provide a total of 25 affordable rent modular homes with a mixture of 1 bed and 2 bed units. The proposed modular homes would be situated above the public car park and comprise of 10 x 1 bed and 15 x 2 bed flats. The proposed residential accommodation would be arranged in the form of two terraces (Terrace A and Terrace B), broadly in parallel with Sundridge House.



**Fig 2: Proposed site plan – car park level**



**Fig 3: Proposed first floor plan (Terrace A colour in purple and Terrace B colour in green)**

- 2.2 Terrace A would be three storeys in height and facing Roslin Way, Leisure Garden and Allotments. The proposed building would comprise of two floors providing 7 x 2 bed flats measuring 12 metres deep, 29 metres wide and 10 metres high.
- 2.3 Terrace B would be four storeys in height and situated between the rear of Sundridge House and the proposed Terrace A building. The proposed building would comprise of three floors measuring 12 metres deep, 47 metres wide and 13 metres high. Six wheelchair units would

be provided and an internal platform lift for wheelchair users would be provided.

2.4 The proposed housing size and internal floor areas are as follows:

Housing size	Number of units	Internal floor area
1 bed / 2 person (over 2 floors)	10	58.3 square metres
2 bed / 3 person (single floor)	6	61.6 square metres
2 bed / 3 person (over 2 floors)	9	72.7 square metres

Unit types	GFA/Unit (m <sup>2</sup> )	No. of Units	Total GFA (m <sup>2</sup> )
1 Bed 2 person (2 Storey) Type A	58.3	6	583

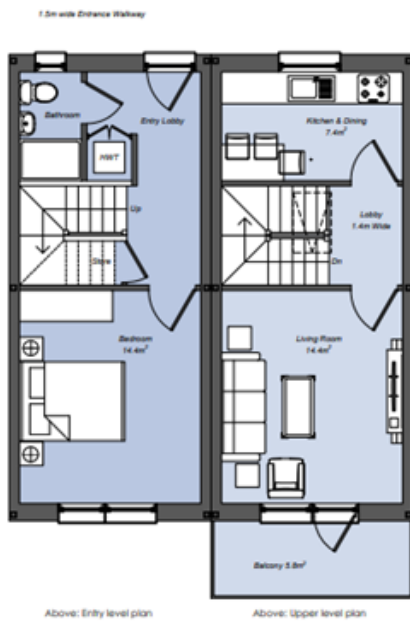


Fig. 4 Typical internal layout of one-bed unit

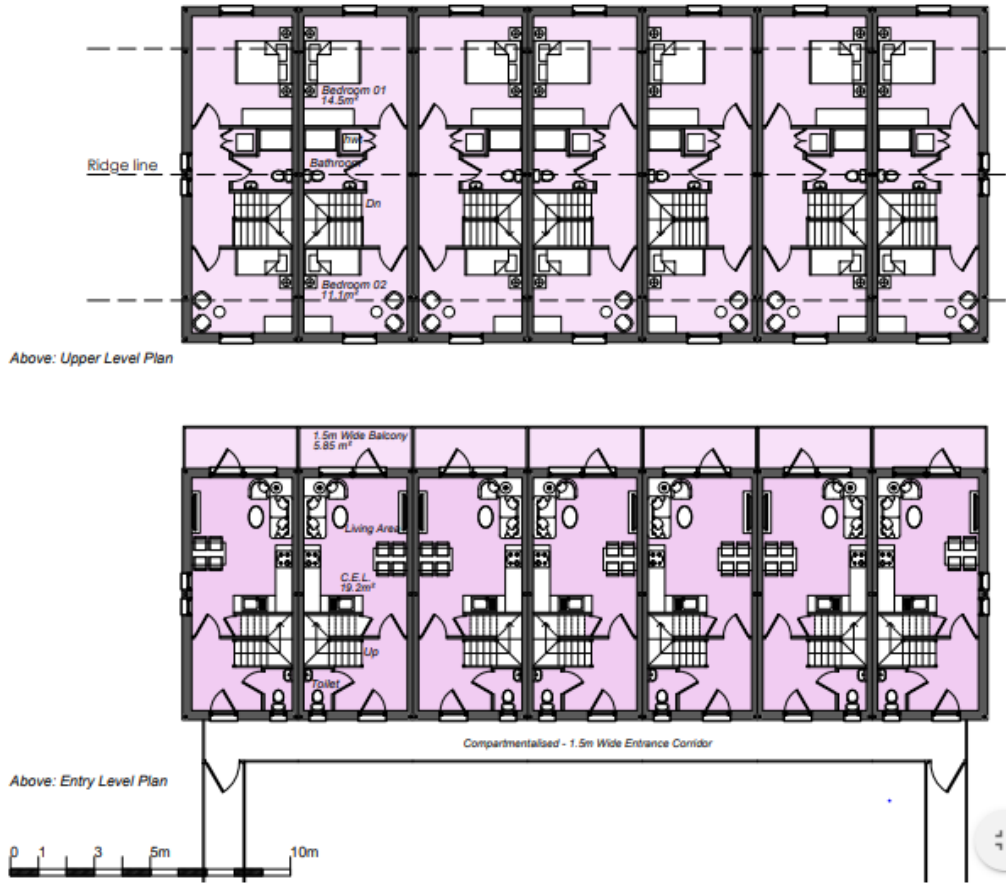


Fig 5. Typical internal layout of two-bed units

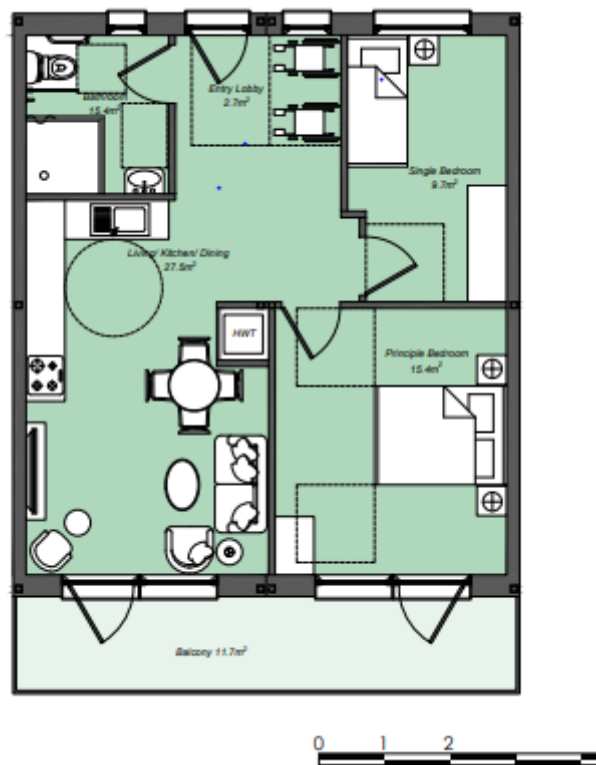


Fig.6 Internal layout of wheelchair unit.

- 2.5 A private balcony ranging between 5.85 square metres and 11.7 square metres would be provided for each residential unit. A total of 240 solar panels would be installed on the roof. A total of 15 dedicated residential parking spaces including 3 disabled residential parking spaces will be provided. A communal bin storage and cycle storage area would also be provided for the residential accommodation. Two communal residential entrances would be provided and the buildings would be connected via external decks.
- 2.6 The proposed modular homes would be mainly constructed off-site and assembled on-site. The external finishes of the modular buildings would comprise of the following:
- The external wall would be made of cement based hardie plank cladding finish. The external wall colour would be cobble stone (light brown) and timber bark (brown).
  - The roofing material would be made of anthracite grey standing Seam metal roof and solar photovoltaic panel.
  - The windows and external doors would comprise of anthracite grey, formica blue and tan colour balcony doors and windows.

The Appearance of the ZEDPods is best illustrated by the following visualisations: Site Aerial View and Site Perspectives.

The external appearance of the ZEDpods is proposed to include a mix of cladding colours. A range of colour options are available.

Preferred external finishes on elevations:



**Fig 7: Proposed external finishes**

- 2.7 The existing public car park would remain free for the members of the public and there is no restriction in terms of parking hours. As part of this proposal, the parking spaces would be realigned to accommodate the proposed modular homes. The realignment of the car park would result in a reduction of public parking spaces from a total of 104 spaces to 84 spaces, where 15 spaces would be provided for the residential accommodation and 69 spaces would be retained as free parking spaces.
- 2.8 The existing recycling facilities, electric charging points, motorcycle and disabled parking spaces would be retained or re-provided within the site.
- 2.9 New planting including boundary treatment and a total of 12 bird boxes would be introduced.



### **3. RELEVANT PLANNING HISTORY**

- 3.1 01/0276/ADV – granted on 17/10/2001  
Advertisement consent non-illuminated 48 sheet hoarding sign.

### **4. CONSULTATION SUMMARY**

#### **a) Statutory:**

#### **4.1 Highways – No objection**

##### *Access*

The access arrangement is acceptable in principle subject to signage, road markings and surface treatments to differentiate the private residential car parking from the public parking spaces.

##### *Parking*

A total of 84 spaces are proposed for the re-development of the site as a whole, of which 15 spaces are for residential parking. The remaining 69 parking spaces are available for public use. The residential parking ratio would be 0.6 spaces per dwelling and is therefore below the recommend parking standards at 0.7 spaces per dwelling. Details of a car park management plan, construction management plan and provision of parking spaces, refuse and cycle storage provisions should be secured via planning conditions.

#### **4.2 Drainage (lead local flood authority) – No objection**

The revised Drainage Strategy (prepared by Delta-Simons, dated May 2020) indicates that the proposal would create 29.34m<sup>3</sup> of volume storage in the proposed permeable paving, 35m<sup>3</sup> of volume storage in the proposed attenuation tank situated in the middle of site between the two blocks and 18.66m<sup>3</sup> to be stored overground to a depth 40mm to restrict surface water run-off to 2l/s for all events including the 1 in 100 year plus 40% climate change are acceptable. A planning condition requiring the detailed designs of the above measures should be submitted and approved by the Local Planning Authority prior to any commencement of work.

#### **4.3 Thames Water – No objection**

##### *Groundwater and surface water drainage*

Any discharge of groundwater or surface water into a public sewer will required a Groundwater Risk Management Permit and/or a prior approval from Thames Water Developer Services. Should planning permission be recommended, an informative should be attached

##### *Waste water network and sewage treatment works infrastructure capacity*

No objection to the planning application, based on the information provided. The proposed development is located within 15 metres of our underground waste water assets and an informative should be attached

#### *Water network and water treatment infrastructure capacity*

Based on the information provided, no objection to water network and water treatment infrastructure capacity. An informative advising that Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes is suggested. The developer should take account of this minimum pressure in the design of the proposed development. Thames Water must be notified should the mains water be used for construction purposes.

### **b) Local groups:**

#### **4.4 RSPB – Bromley Local Group – No objection**

Swift is a rapidly declining bird species and integral swift nest bricks could support a thriving swift colony. RSPB would recommend a minimum of 12 integral swift nest bricks or bird boxes should be installed to enhance the biodiversity value of the surrounding.

#### **4.5 Roslin Way Leisure Garden and Allotment Association - Objection**

The Roslin Way Allotment Gardens has a legal interest in this application in respect of parking spaces. The lease agreement states: “ *Car Parking – Should the Council at some time decide to implement car parking fees for the general public, they shall simultaneously ensure that a reasonable number of spaces are made available for use of the registered tenants of the Association and that those tenants shall not be liable for the parking fees*”. This matter should be taken into consideration.

### **c) Adjoining Occupiers:**

4.6 Eighty-four letters of objection were received and the grounds of objections are summarized as follows:-

4.7 **Inadequate public parking spaces** (addressed in section 6.6.5 - 6.6.10)

- Existing car park is very well used by shoppers visiting the local shops, visitors to the King’s Meadow, St Andrew church allotments opposite the site, the working men’s club including the pigeon racing club as there are parking restrictions on local roads during the day time Monday to Saturday.
- The car park was 75% - 80% full on 16/03 at 2pm.
- Free parking is needed to support the new Lidl which is replacing Waitrose.

- The car park survey is nearly a year old when Waitrose was still open.
- Loss of parking spaces would discourage shoppers to the local shops resulting in negative impacts on businesses and the local community. The proposal would result in a reduction of 30-40% parking spaces.
- The Waitrose is being replaced by Lidl. The public car park is critical in supporting the overflowing vehicles attending to the retail store.
- There are already serious parking issues on Brindley Way and Roslin Way. The loss of parking space would increase the parking demand on neighbouring roads

4.8. **Inadequate residential parking spaces** (addressed in section 6.6.11 – 6.6.12)

- Inadequate parking spaces for the proposed dwellings as most households have two cars.

4.9. **Electric charging points** (addressed in section 2.8. 6.4.1 and 6.6)

- What happens to the existing electric charging points? More electric charging points should be provided with the changes to the London Low Emission Zones in 2021.

4.10. **Recycling provision** (addressed in section 6.4.1 and 6.6.5)

- The location of the recycling facilities appears to be dangerous and inadequate spaces would be provided.
- The existing recycling station/facilities is omitted and there is no reference to indicate the existing car park is free of charge.

4.11 **Inadequate infrastructure** (addressed in section 4.3, 6.85 and 7.2)

- Inadequate infrastructure such as GP, drainage and water infrastructure to support the proposed development.

4.12 **Contamination** (addressed in 6.10.10)

- One of the reports indicates a possible issue with building on shrink and swell clays and recommends a site investigation. Whilst this could be overcome through engineering, a longer construction period and closure of the car park would be required if a problem arises.

4.13 **Parking charges and maximum hours** (addressed in 2.7 and 6.6.5)

- The conversion of the car park to a maximum of 3 hours Pay and Display car park will have a huge impact on visitors. The land was acquired by the Council with a covenant from the Allotment

Association. The Car park was sold to LBB with the provision to provide a free car park, not just for allotment holders.

- The pay and display car park will have an impact on business, shoppers, health of people using the open space and allotment.
- The revised TA indicates the car park charge will be removed. However, it suggests a time limit on parking would remain and is not acceptable.
- The removal of free parking will make the shops less attractive
- The car park is used as a “park and ride” saving people the drive into Bromley and is essential for the older groups.

**4.14. Increase level of traffic** (addressed in section 6.6.9 and 6.6.10)

- Introduction of a short stay car park would increase traffic flow along Roslin Way. Whilst the Waitrose store is now closed, there has been an increased amount of traffic on neighbouring roads due to the recently opened DVLC test Centre.

**4.15. Residential amenities** (addressed in section 6.51 to 6.58)

- Loss of privacy, light, outlook and enclosure.
- The proposal would have an impact on a child with autism where a bedroom would be overlooked by the proposed development.
- Noise and air pollution generated by cars and pollution during construction.
- Noise from metal stair case is a concern and should be considered.

**4.16. Quality of accommodation** (addressed in section 6.3.1 to 6.3.17)

- There are no outdoor spaces for the future residents particularly for the children.
- External lifts with exposed mechanical and electrical mechanism are unreliable and easily damaged by accident of vandalism.
- The proposal would be subject to fire risk.
- Safety concerns about putting houses in car park.
- Noise pollution to the future residents.
- Lighting proposed is inadequate and CCTV on a 24/7 operation basis should be provided or criminal activity will happen.

**4.17. Crime and anti-social behaviour** (addressed in section 6.4.7 to 6.4.9)

- The proposal will encourage more crime to the area as the building will give shelter and enclosure to drug dealers.
- No lighting and security arrangement for the site is proposed.

**4.18. Design and height** (addressed in section 6.4.1 to 6.4.6, 6.2.8 to 6.2.9, 6.10.1, to 6.10.10)

- Over-intensive development and the density is high.
- Design of the proposal out of keeping with the area.

- The proposal would have a serious impact on the environment both in design and environmental terms and it is questioned whether an adequate environmental assessment has been made for this development.
- The Council should consider other brownfield sites, such as vacant and disused buildings for housing development.

4.19. **Air Quality and noise impact assessment** (addressed in section 6.10.1 to 6.10.9)

- The air quality assessment was carried out near the end of 2019 when the Waitrose store was closed. The result of this report is extremely misleading. The diffusion tubes were located at 3 points in the car park, on 3 sides of the car park. No diffusion tubes were placed on the eastern side of the car park which is next to the supermarket.
- A further noise assessment was carried out during the lock down and is not considered acceptable.

4.19 **Others:** (addressed in section 6.8.2, representation summary, 6.1.1 to 6.1.13)

- There is a covenant preventing the erection of further buildings on this land.
- Site surveying works were carried out on the 8<sup>th</sup> April during the lock-down period and these are clearly not essential works and breaking the lock-down laws. Three drilled samples were taken and tested and it is not considered representative for the whole site.
- The site notices do not comply with the large printed instructions on the reverse and were not placed at a sensible height. The neighbouring consultations appear to be selective.
- The proposal is a waste of tax payer money and spending £3.7 million on this development is not justified.

**D) A Letter of support from London Borough of Bromley - Head of Regeneration**

The proposal would provide much needed housing for the residents in the Borough, including people in need of temporary accommodation. The housing will be for people with established links to the community and therefore will not be adding significant pressure to other services such as schools, GPs or hospitals. The proposal would maintain a good level of free parking spaces including electric charging points and disabled parking spaces. There is no plan to introduce parking charges at this site. Any temporary displacement of parking during the construction will be managed locally with our colleagues from the parking team. The buildings are mainly constructed off-site and the proposal would minimise noise and local disruption during the building phase. The proposal would comply with the current housing and parking standard including climate change requirements. The proposal would also include landscaping, improved lighting and CCTV, offer an

increased footfall opportunity to local trades providing a wider community and local economic benefits.

#### **E) Letter of support from Councillor Peter Morgan**

The proposed development is to support much needed housing in Bromley. As the Portfolio Holder for Housing Planning and Regeneration I am aware of many sites being proposed for housing, and I am pleased that one of the first being bought forward is in my own Ward. I am very conscious of the requirement for more housing. We have nearly 1,600 families who are officially homeless and whom we have a statutory as well as a moral duty to house. Presently nearly 1, 000 of these families are in nightly paid accommodation which is a very insecure way of living for a family. The car park site at Burnt Ash land represents an underused asset. I know the car park well. It is rarely 100% full and this project will keep the great majority of the spaces, provide much-needed housing, will improve the general appearance of the area with nice landscaping and will improve the security of the car park with much better lighting and CCTV cameras. Those who come to live there will all be potential customers for the shops. In short I fully support the new development and although change is always hard for people to accept. I trust that the loss of a few car spaces will be accepted by local people as a small price to pay for the great benefit of the families now struggling with their lives.

### **5. POLICIES AND GUIDANCE**

#### **5.1 National Policy Framework 2019**

#### **5.2 NPPG**

#### **5.3 The London Plan**

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.6 Children and young people's play and informal recreation
- 3.7 Large residential developments
- 3.8 Housing choice
- 3.9 Mixed and balanced communities
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 3.13 Affordable housing thresholds
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.4a Electricity and gas supply
- 5.6 Decentralised energy in development proposals

- 5.7 Renewable energy
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public Realm
- 7.6 Architecture
- 7.13 Safety, security and resilience to emergency
- 7.14 Improving air quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.19 Biodiversity and access to nature
- 8.2 Planning obligations

#### **5.4 Draft London Plan**

- 5.4.1 The 'Intend to Publish' version of draft London Plan (December 2019) is a material consideration in the determination of this planning application.
- 5.4.2 The draft new London Plan was submitted to the Secretary of State (SoS) on 9 December 2019, following the Examination in Public which took place in 2019. This is the version of the London Plan which the Mayor intends to publish, having considered the report and recommendations of the panel of Inspectors. Where recommendations have not been accepted, the Mayor has set out a statement of reasons to explain why this is.
- 5.4.3 The London Assembly considered the draft new London Plan at a plenary meeting on 6 February 2020 and did not exercise their power to veto the plan.
- 5.4.4 Ahead of publication of the final plan, the SoS can direct the Mayor to make changes to the plan. This affects the weight given to the draft plan. At this stage, the Council's up-to-date Local Plan is generally considered to have primacy over the draft London Plan in planning determinations. Where specific draft London Plan policies have been given particular weight in the determination of this application, this is discussed in this report.

#### **5.5 Mayor Supplementary Guidance**

- Homes for Londoners (2017)
- Housing (March 2016)
- Accessible London: Achieving an Inclusive Environment (2014)
- Sustainable Design and Construction (2014)
- Shaping Neighbourhoods: Character and Context (2014)
- Providing for Children and Young People's Play and Informal Recreation (2012)

## **5.6 Bromley Local Plan 2019**

- 1 Housing Supply
- 2 Affordable Housing
- 4 Housing Design
- 30 Parking
- 32 Road Safety
- 33 Access for all
- 37 General Design of Development
- 72 Protected Species
- 73 Development and Trees
- 77 Landscape Quality and Character
- 78 Green Corridors
- 79 Biodiversity and Access to Nature
- 113 Waste Management in New Development
- 115 Reducing Flood Risk
- 116 Sustainable Urban Drainage Systems
- 117 Water and Wastewater Infrastructure Capacity
- 118 Contaminated Land
- 119 Noise Pollution
- 120 Air Quality
- 122 Light Pollution
- 123 Sustainable Design and Construction
- 124 Carbon reduction, decentralised energy networks and renewable energy
- 125 Delivery and Implementation of the Local Plan

## **5.7 Bromley Supplementary Guidance**

- Affordable Housing (2008) and subsequent addendums
- Planning Obligations (2010) and subsequent addendums

## **6. ASSESSMENT**

The main issues to be considered in respect of this application are:

- Land use
- Housing
- Standard of Amenity for future occupiers



- Design
- Impact on Neighbouring Amenities
- Transport and Highways
- Trees and Biodiversity
- Flooding and Drainage
- Energy and Sustainability
- Environmental Health - Air Quality and Contamination

## **6.1 Land use– Acceptable**

6.1.1. The application site, Burnt Ash Lane is a free public car park with electric charging points and recycling facilities. The site is not designated or allocated for any particular use in the Bromley Local Plan (BLP) adopted January 2019 or the current London Plan (2016). As such, it is considered that there is no land use issue which arises from the proposed development.

6.1.2 The existing free public car park including the existing facilities would be retained or re-provided within the site. Given that the site is surrounded by a mixture of residential and commercial uses, it is considered that the introduction of residential use would not be incompatible to the existing and surrounding uses.

6.1.3. The proposed building would be located to the rear of Sundridge House and terraced houses on Miller Close. The proposal would result in a reduction of public parking spaces within the car park and have an impact to its surrounding area. The planning merits and impacts of this proposal are assessed in line with the development plan in the following sections of this report.

## **6.2 Housing – Acceptable**

### *Housing and Affordable Housing Supply*

6.2.1 Policy 3.3 (Increasing housing supply) of the London Plan states that there is a pressing need for more homes in London. Proposals should promote opportunity and provide a real choice for Londoners in ways that meet their needs at a price they can afford. Policy 3.11 (Affordable housing targets) and policy 3.13 (Affordable housing thresholds) of the London Plan outlines the threshold for affordable housing. [The London's practice note on the threshold approach to affordable housing on public land \(July 2018\)](#) and draft London Plan Policy H5 states that a minimum of 50 percent of affordable housing should be delivered on public land. The proposal should also achieve a tenure split of 60 percent rent and 40 percent intermediate. This is consistent with BLP Policy 2.

6.2.2 Table 3.1 under Policy 3.3 of the London Plan sets a minimum housing target for the Borough of 641 homes per annum. Table 4.1 of the draft

London Plan sets a ten year housing target between 2019/2020 to 2029/2030. The minimum housing target in Bromley will be increased to 774 homes per annum upon the adoption of the new London Plan.

- 6.2.3. The Council's draft Housing Strategy 2019-2029 also recognises that there is an increasing need for housing and affordable housing in the Borough due to the rising population of Bromley.
- 6.2.4 The latest Annual Monitoring report published by the Greater London Authority in October 2019 (Year 2017/2018) indicates that the net housing completion in Bromley was above the minimum housing target at 686 units. However, it should be noted that the number of affordable housing delivery remains lower than anticipated, recorded at 88 units.
- 6.2.5. A planning appeal decision was issued on 26th June 2019 that has implications for the assessment of planning applications involving the provision of housing. The appeal at Land to the rear of the former Dylon International Premises, Station Approach Lower Sydenham SE26 5BQ was allowed. The Inspector concluded that the Local Planning Authority cannot support the submission that it can demonstrate a five year housing land supply having given his view on the deliverability of some Local Plan allocations and large outline planning permissions. According to paragraph 11d) of the NPPF in the absence of a 5 year Housing Land Supply the Council should regard the Development Plan Policies for the supply of housing including Policy 1 Housing Supply of the Bromley Local Plan as being 'out of date'.
- 6.2.6 In accordance with paragraph 11(d), for decision taking this means where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
  - i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or,
  - ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 6.2.7 In line with Paragraph 11 of the NPPF, there is a presumption in favour of sustainable development. The proposal would deliver 25 additional new homes achieving a 100 percent affordable housing provision, in a sustainable location with adequate availability and access to local amenities. The applicant has confirmed that the proposed tenure is 100 percent affordable rent and this is above the minimum requirement at 60 percent. The applicant has also advice that a proportion of intermediate unit may be required to meet the local housing demand and has confirmed that a minimum of 60 percent (equivalent of 39

habitable rooms) of the proposed accommodation would be maintained on site at any time. This provision would be secured by a planning condition.

- 6.28 Overall, it is considered that the proposal would also positively contribute to the Council's affordable housing stock providing much need affordable homes meeting the housing demand in the Borough. Given that the site is not located within any protected areas and there are no heritage assets of particular importance identified within the car park site. It is considered that the provision of 25 affordable homes at this location would be acceptable subject to consideration of all other matters.

#### *Housing Mix*

- 6.2.9 The London Plan Policy 3.8 seeks to achieve a mixed and balanced community and new development should offer a range of housing choice in terms of housing size and tenure. London Plan Policy 3.9 states that communities should be mixed and balanced by tenure and household income, supported by effective design, adequate infrastructure and an enhanced environment.

- 6.2.10 The proposal would provide 10 x 1 bed units and 15 x 2 bed units. It is noted that there are no larger family units (3 bedrooms or more) provided and the proposed housing size and mix would be limited to one and two bed units. However, it should be noted that the proposed modular homes would be located above a car park and a balance should be struck between a wider choice of housing sizes and the importance to maintain or provide an adequate parking provision for the members of the public and the future residents. Given that the site is located above a car park, it is considered that the proposed housing mix is acceptable at this location.

#### *Density*

- 6.2.11 London Plan Policy 3.4 states that planning decisions should take into account local context and character, the design principles in Chapter 7 of the London Plan, public transport capacity, and that development should optimise housing output for different types of location within the relevant density range. This approach is supported by Bromley Local Plan Policy 2 and 37.

- 6.2.11 The setting of the site is categorized as "urban" as the site is surrounded by predominantly dense development such as terraced houses, a mix of different uses, medium building footprints and typically buildings of two to four storeys. The PTAL rating of the site is rated at 2 and the appropriate density range of this site is between 200 to 450 habitable rooms per hectare (HRH). The proposed residential density would be 316 HRH and would comply with the relevant policies.

### **6.3 Standard of Accommodation - Acceptable**

#### *Internal floor area*

- 6.3.1 London Plan Policy 3.5 'Quality and design of housing developments' requires new housing to be of the highest quality internally and externally. The London Plan explains that the Mayor regards the relative size of all new homes in London to be a key element of this strategic policy issue. Local Plans are required to incorporate minimum space standards that generally conform to Table 3.3 - 'Minimum space standards for new development.' Designs should provide adequately sized rooms and convenient and efficient room layouts. Guidance on these issues is provided by the Mayor's 'Housing' SPG 2016.
- 6.3.2 In March 2015, the Government published 'Technical housing standards - nationally described space standard.' This document deals with internal space within new dwellings across all tenures. It sets out requirements for the gross Internal (floor) area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. The Minor Alterations to the London Plan 2016 and the Mayor's 'Housing' SPG 2016 reflect the national guidance.
- 6.3.3 All of the proposed units would meet or exceed the National Housing Standards minimum internal space standards and adequate internal living space would be provided.

#### *Wheelchair unit and inclusive living environment*

- 6.3.4 Paragraph 3.3 under London Plan Policy 3.1 states "The Mayor is committed to ensuring a London that provides equal life chances for all its people, enabling them to realise their potential and aspirations, make a full contribution to the economic success of their city - and share in its benefits - while tackling problems of deprivation, exclusion and discrimination that impede them. This includes understanding and addressing the physical and social barriers that prevent disabled people participating"
- 6.3.5 London Plan Policy 3.8 requires that 10% of new housing meets Building Regulation requirement M4(3) Wheelchair users dwelling; 90% of new housing meets Building Regulation M4(2) accessible and adaptable dwellings. London Plan Policy 7.2 requires new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design.
- 6.3.6 Paragraph 2.3.10 under Standard 11 of the London Housing SPD states that LPAs should seek to ensure that dwellings accessed above or below the entrance storey in buildings of four storeys or less have step-free access.

6.3.7 The proposal would provide 6 wheelchair user units on the first floor level in Terrace A. An internal platform lift would be provided to ensure a step free environment can be provided. As such, it is considered that the proposal would achieve an inclusive living environment and would comply with the policies above.

*Dual Aspect, Privacy and Outlook*

6.3.8 Standard 28 of the London Housing SPD states that proposals should demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring properties, the street and other public spaces.

6.3.9 Standard 29 of the London Housing SPD states new development should minimise the number of single aspect dwellings. Single aspect dwellings that are north facing exposed to noise levels above which significant adverse effects on health and quality of life occur or which contain three or more bedrooms should be avoided.

6.3.10 The proposed accommodation is designed to achieve a 100 percent dual aspect with northward and southward facing habitable room windows. The side windows of the proposed buildings would be either secondary windows or landing windows. The proposed building - Terrace B would be located approximately 13.5 metres to the south of the proposed building – Terrace A and positioned approximately 23.5 metres north from the Sundridge House. Due to the siting of the proposed buildings and the distance between the buildings, it is considered that the proposal would provide a good standard of living accommodation for the future occupiers.

*Private outdoor space*

6.3.11 Standard 26 and 27 of the London Housing SPD requires a minimum of 5sq.m private outdoor space to be provided for a 1 to 2 person dwelling and an extra 1sq.m to be provided for each additional occupant. The minimum depth and width of all balconies and other private extension spaces should be 1,500mm.

6.3.12 Paragraph 2.3.31 of the Housing SPD states "Private open space is highly valued and should be provided for all new housing development. Minimum private open space standards have been established in the same way as the internal space standards, by considering the spaces required for furniture, access and activities in relation to the number of occupants".

6.3.13 A private balcony would be provided for each residential unit with a floor area ranging between 5.9sq.m and 11.7sq.m. It is noted that 9 out of 15 proposed balconies for the 2 bedroom units would be just below the minimum requirement at 6sq.m. However, as the proposed modular accommodation would be provided over two floors and the internal

floor area would exceed the minimum requirement measuring 72.7sq.m, on balance, it is considered that the overall standard of accommodation would remain good and acceptable.

### *Child Play*

6.3.14 According to the London Plan child yield calculator in the SPG and based on the information in the application, the child yield of this proposal would be 17.1 meaning that 171sq.m of play spaces should be provided.

6.3.15 Paragraph 4.10 of the London Providing for Children and Young People's Play and Informal Recreation SPG states "*Whilst the mayor will expect provision to be made on site, off-site play provision including the creation of new provision, improvements to existing play facilities and/or an appropriate financial contribution secured by legal agreement towards this provision may be acceptable in accordance with Policy 3.6 where it can be demonstrated that there are planning constraints and....if there is existing provision within an acceptable distance of a proposed development, boroughs should consider the option of off-site financial contributions as an alternative....*"

6.3.16 The site is located above a public car park which makes it difficult to provide any on-site child play area without removal or further reduction of the public car park. Kings Meadow is the nearest outdoor park with a children's play area and sports facilities from the site this would be a walking distance of approximately 90 metres and a planning obligation would be required to maintain and improve the existing outdoor park and child play provision and this requirement would be secured by a legal agreement.

6.3.17 Overall, it is considered that the proposed accommodation is designed to achieve a high quality inclusive living accommodation with dual aspect and adequate indoor and outdoor living spaces.

## **6.4 Design - Acceptable**

6.4.1 The proposal would provide a total of 25 modular homes and would comprise of two buildings (Terrace A and Terrace B). The existing parking car park would be realigned to provide 84 parking spaces including 15 residential parking spaces. The existing vehicular access, recycling and electric charging points would be retained and/or re-provided within the site.

6.4.2 The proposed buildings would be sited broadly in parallel with Sundridge House and above the car park. The proposed buildings would be connected via a link at first floor level. The access to the proposed buildings would be via two secured communal entrances in the car park. Residential parking spaces and pedestrian access leading

to the proposed residential accommodation would be well defined and porous paving including new planting would be introduced.

- 6.4.3 Terrace A would be three storeys in height and comprise of two residential floors and facing Roslin Way Leisure Garden and Allotment. The proposed building would measure 12 metres deep, 29 metres wide and 10 metres high providing 7 x 2 flats.
- 6.4.4 Terrace B would be four storey in height and comprise of three residential floors. Terrace B would be situated between the rear of Sundridge House and the proposed building -Terrace A. The proposed building would measure 12 metres deep, 47 metres wide and 13 metres high providing, 10 x 1 bed flats and 8 x 2 bed flats.
- 6.4.5 The proposed modular homes are designed with a pitched roof with integrated roof mounted solar array. The appearance of the buildings would be modern and contemporary. The proposed accommodation is designed to provide a good standard of living environment for the future occupiers. The floor plate of the proposed unit would be rectangular in shape and each of the units would be provided with a private balcony and designed with a dual aspect. The siting of the proposed building is designed to optimise the potential of the site and to ensure adequate residential amenities of the neighbouring properties can be maintained. The standard of accommodation is outlined in the following section of this report.
- 6.4.6 The roofing material would be made of anthracite grey standing Seam metal roof and solar photovoltaic panel. The external finishes of the modular buildings would comprise of cement based hardie plank cladding. Overall, it is considered that the siting, design and appearance of the proposed building would be acceptable.



**Fig 8: CGI of proposed Terrace A – North Elevation**



**Fig 9: CGI of proposed buildings – South Elevation**

*Secure by Design – acceptable*

- 6.4.7 London Plan Policy 7.3 (Designing out crime) states development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. This approach is supported by BLP Policy 37 (General Design).
- 6.4.8 The Designing out crime officer has advised that the car parks in Bromley have had issues with anti-social driving in the evenings and at night. Additional measures would be required to ensure the proposal can achieve secure by design accreditation. In line with the recommendation from the Designing out crime officer, boundary treatment and fencing are proposed along the perimeter of the site and in the car park. It is considered that the proposed boundary treatment would positively improve the sense of security, in particular during the night hours.
- 6.4.9 The Designing out crime officer has advised that the vehicular access leading to the communal residential entrances and residential parking spaces should be fenced up. However, the installation of this fencing would reduce the manoeuvrability of the overall car park. The applicant has advised that CCTV will be installed and this will cover the communal access to the secured staircases, mailboxes, cycle and waste storage area. The CCTV will be connected to the Council's CCTV system. The communal doors would be fob controlled. The windows and doors for the proposed dwellings would be certified and comply with the required secured by design standard. Subject to the secured by design accreditations including the fencing details and



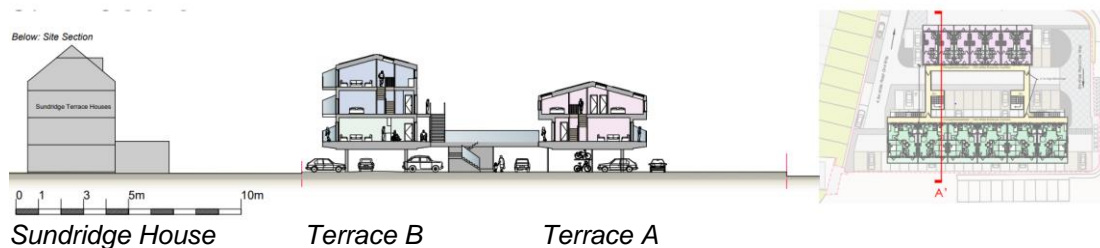
CCTV being secured by planning condition, it is considered that the proposal would be acceptable.

## 6.5 Impact on Neighbouring Amenities - Acceptable

### *Loss of sunlight, daylight, privacy and outlook*

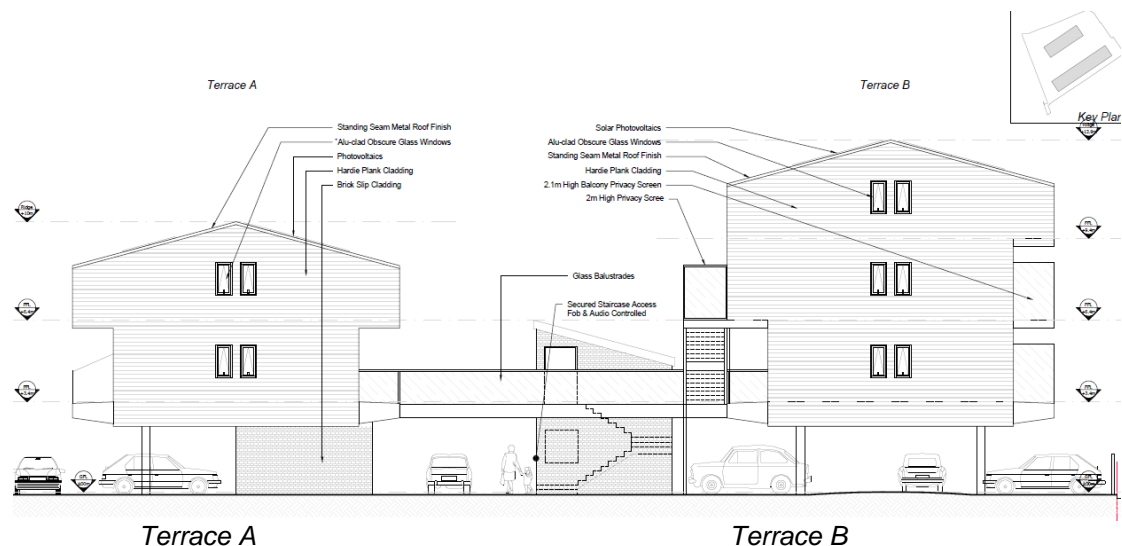
6.5.1 The domestic terraced houses on Miller Close and residential flats above the ground floor shops in Sundridge House are the nearest residential accommodation which would experience the impact of this proposed development, in particular the rear residential windows and residential gardens. The houses in Miller Close are two storeys in height and comprise of 3 floors including accommodation at roof level. The houses are located to the west of the site. Sundridge House is a 3 storey building comprising of 4 floors including accommodation at roof level. Sundridge House is located to the south of the site.

6.5.2 The proposed buildings would be would be three storey (Terrace A) and four storey (Terrace B) in height. Terrace A and Terrace B would comprise of two floors and three floors respectively. The proposed buildings would be arranged broadly in parallel with Sundridge House, aiming to minimise the impact of the residential amenities enjoyed by the neighbouring properties. The main habitable room windows in Terrace A would be facing Brindley Way and the car park. The side obscured glazed windows in Terrace A would be either secondary windows or landing/corridor windows and would be positioned approximately 22.1 metres from the rear windows of Miller close.



**Fig 10. Section plan A-A**

6.5.3 The main habitable room windows in Terrace B would be facing the rear of Sundridge House. However, it should be noted that the proposed building would be located approximate 24.7 metres from the rear windows of Sundridge House. The side obscured windows would be secondary windows or landing/corridor windows.



**Fig 11. Side elevation of Terrace A and Terrace B**

6.5.4 Whilst the proposed building would be visible from the neighbours' windows, the proposed building is designed to maintain an adequate distance to the neighbouring properties. The positioning of the proposed buildings has taken into account the location and relationship of the neighbouring properties and windows. The proposed floor plan indicates that the main habitable room windows would be facing the road or positioned at a distance to maintain an acceptable level of privacy and outlook within an urban environment. The flank walls of the proposed Terrace A and Terrace B would be located approximately 22 metres and 19.5 metres respectively. The proposed Terrace B would be located approximately 24 metres north from the rear of Sundridge house. Due to the siting of the proposed buildings, orientation and distance from the neighbouring properties, it is considered that the proposal would not have an adverse impact on residential amenities in terms of loss of privacy and loss of outlook.

6.5.5 The proposed buildings are linked via an external deck and access is via the internal and external communal stairs. Whilst the proposed external deck would be located between the proposed buildings (Terrace A and Terrace B) and would be located over 19 metres away from the rear of Miller Close, officers consider that the external deck and external stairs should be adequately screened in order to ensure the proposal would not give rise to any unintended loss of privacy or overlooking. Subject to the screening details to be secured by a planning condition, it is considered this part of the proposal would be acceptable.

6.5.6 A sunlight and daylight report is submitted which demonstrates the proposal would not result in a significant loss of sunlight and daylight enjoyed by the neighbouring properties on Miller Close and Sundridge House. The vertical sky component would range between 29.55 percent and 38.48 percent and would be in excess of the 27% as recommended by the Building Research Establishment (BRE) guidance. With regard to the sunlight, the BRE guidance states that

only windows with an orientation within 90 degrees of south need be assessed as sunlight is less important than daylight in the amenity of a room and is heavily influenced by orientation. North facing windows may receive sunlight on only a handful of occasions in a year, and windows facing eastwards or westwards will only receive sunlight for some of the day. Due to the orientation of the neighbouring windows, it is considered that the proposed would not result in a significant loss of daylight and sunlight.

#### *Noise*

- 6.5.7 Concerns from local residents regarding noise generated by cars and the proposed development including the use of metal stair case have been raised. The proposed residential use is considered compatible with its surroundings. Brindley Way and Roslin Way are both local roads connected to Burnt Ash Lane and the car park. The traffic associated to the proposal would be limited to 25 residential units with 15 residential parking spaces. As such, it is considered that any noise that may be generated from the proposed development would not be dissimilar to its neighbouring uses. The external stairs would be made of concrete step treads and no metal external stairs would be used.
- 6.5.8 Construction activities are likely to cause a temporary disruption to the public car park, additional noise and disturbance, additional traffic generation and dust. A number of planning conditions are recommended aiming to minimise these impacts. A detailed construction programme including a construction environmental management and logistic plan to manage and control the working hours would be secured by planning conditions.

### **6.6 Transport and Highways - Acceptable**

#### *Access and layout*

- 6.6.1 The existing vehicular access to the car park, including the vehicles height restriction barrier near the car park entrance (approximately 1.98 metres), motor cycle space, disabled parking spaces with electric charging points would also be retained in-situ. The existing one-way system within the car park would also be retained for cars and would not be changed as a result of the proposed realignment works. The existing height barriers would only be open for waste collection vehicles.
- 6.6.2 Residential waste and recycling waste associated to the existing facilities will be collected within the site. A swept path analysis is provided and confirmed waste collection vehicles can leave the site in a forward gear via a two-way system. The Council's waste guidance note states that 1 x 1100 litre bin for non-recyclable , 1 x 240 litre bin for paper and 1 x 240 litre bin for bottles should be provided for every 6 flats. A total of 6 x 1100 litre bin and 1 x 240 litre for non-recyclable, 4 x

240 litre bin and 1 x 140 litre for paper and 4 x 240 litre and 1 x 140 litre bin for bottle and 1 x 240 for food waste would be provided in the communal residential storage area.

6.6.3 The residential parking spaces would be centrally located within the site and near to the communal entrances to the residential flat, communal residential cycle stores and communal residential bin storage areas.

6.6.4 The Council’s highway and waste divisions were consulted and raised no objection to the layout and access arrangements of the proposal. The details of signage and road marking including pedestrian paths should be secured by planning conditions and clearly marked out prior to the first use of the site.

*Public parking spaces*

6.6.5 Burnt Ash Lane car park is a free public car park. The site would remain as a free public car park with dedicated residential parking spaces for the future residents. The use of the existing car park is subject to the following conditions and there are no changes proposed within the current application. A penalty charge may be payable for the following contraventions:

- Parking in a designated disabled person’s bay without displaying a valid disable badge.
- Parking a vehicle outside bay marking
- Parking a vehicle over a maximum un-laden weight of 1,524 kilograms

6.6.6 As a result of the proposal, the number of parking spaces including a motor cycle space would be reduced from 104 to 84, of which 15 parking spaces would be allocated for residential parking spaces. The remaining public free parking spaces would be reduced to 69 spaces. The proposal would have an impact on the availability and capacity of the car park. A transport assessment including car park occupancy surveys in support of this proposal have been submitted.

6.6.7 The car park occupancy surveys were carried out on the 17<sup>th</sup> June 2019 (Monday), 19<sup>th</sup> June 2019 (Wednesday), 20<sup>th</sup> June 2019 (Thursday), 22<sup>nd</sup> June 2019 (Saturday) between 6am and 10pm each day. The surveys were carried out over a period of 4 days during the weekday and weekend covering 17 hours per day. This survey provides an understanding of the parking demand and occupancy level of this public car park. The occupancy of the car park on each day is tabled below:

<b>Date/time</b>	<b>6am</b>	<b>8am</b>	<b>10am</b>	<b>12pm</b>	<b>2pm</b>	<b>4pm</b>	<b>6pm</b>	<b>8pm</b>	<b>10pm</b>
<b>17/06</b>	12	19	52	58	59	49	30	21	18

<b>Mon</b>									
<b>19/06</b>	20	28	49	75	67	48	36	31	20
<b>Wed</b>									
<b>20/6</b>	18	32	47	60	53	40	38	27	20
<b>Thru</b>									
<b>21/06</b>	14	23	58	64	61	43	23	20	14
<b>Sat</b>									

6.6.8 The survey indicates that the busiest period during the survey period is around 12 pm to 2 pm. The average car park occupancy on Wednesday is 42 and is higher than the average car park occupancy on Saturday at 36. The survey also indicates that the car park occupancy would fluctuate during the day and week. The car park has not reached its capacity with empty and free spaces available.

6.6.9 Concerns were raised regarding to the survey date being carried out prior to the nearby major retail store vacating their site. The proposal would increase traffic volumes in the area and any overspill parking demand associated to the nearby retail store and the proposal would result in overspill of parking onto the neighbouring roads.

6.6.10 The reduction of parking spaces would have an impact on the availability of the parking spaces and its capacity. However, it should be noted that average occupancy of the car park during the survey period is 37. The average highest occupancy of the car park during the survey period is 65. Based on the survey data, it is considered that an acceptable number of public parking spaces can be retained within the site. The proposal would not result in any significant overspill of parking spaces onto the neighbouring road, in the event the car park is at its capacity. It should be noted that the neighbouring retail unit is designed and supported by its ancillary parking spaces. As such, it is considered that the reduction of parking spaces would be acceptable.

#### *Residential parking spaces*

6.6.11 Table 1 in the BLP Policy 30 (Parking) sets the off-street parking standard for new residential development and the standards, subject to the particular characteristics of the development and the public transport accessibility. The site has a PTAL rating of 2 and a minimum of 0.7 parking spaces should be provided each 1 or 2 bed unit.

6.6.12 A total of 15 parking spaces would be provided achieving a ratio of 0.6 spaces per dwelling and below the policy requirement. However, consideration should be given to the fact that the site is located within an urban part of the Borough. The nearest bus stop is located on Burnt Ash Lane, approximately 3 to 5 minutes walking time from the site. Consideration should also be given to the proposed housing mix with a sizable proportional of one bedroom units. On balance, it is considered that the deficiency of 0.1 parking spaces per dwelling would not warrant as a reason to refuse this application. A car park management

plan detailing the allocation and management of the residential parking spaces would be secured by a planning condition and this would enable the uses of the residential parking spaces to be optimised between the future occupiers.

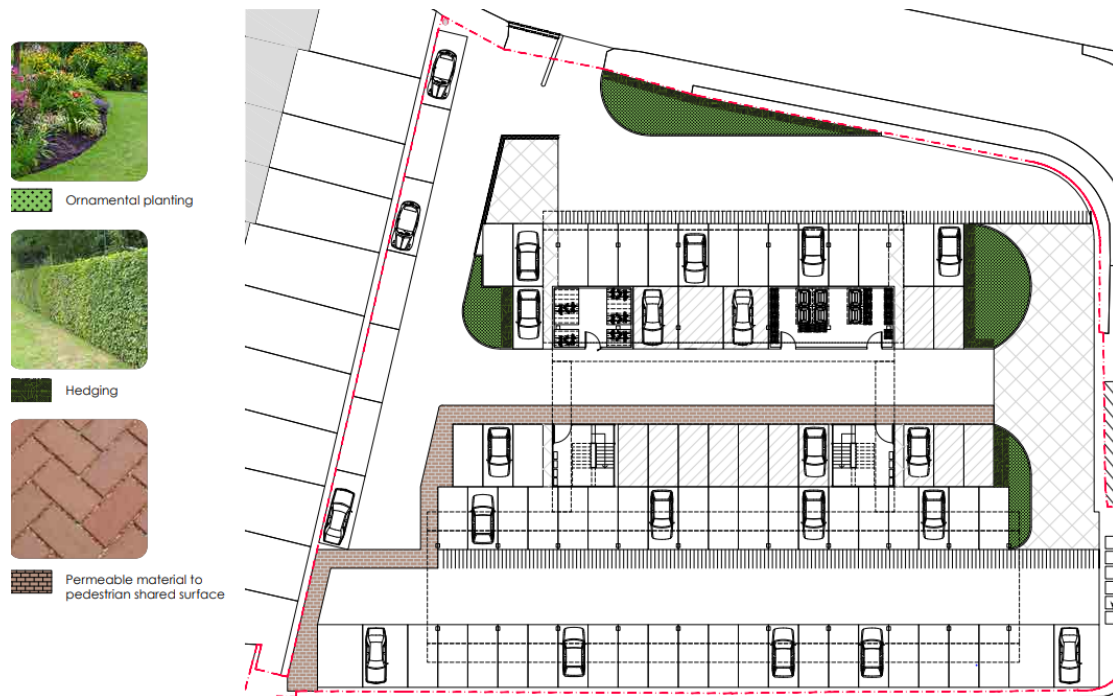
6.6.15 The draft London Plan sets the minimum standards for electric charging facilities for residential development, a minimum of 20 percent parking spaces should have active charging with passive provision for all remaining spaces. A minimum of three residential active electric charging points would be provided and the remaining spaces should be passive. These provisions and details would be secured by a planning condition.

#### *Cycle storage*

6.6.14 A communal residential and secured cycle storage area would be provided. In line with the London Plan Policy 6.9, a minimum of 40 long-stay and 1 short stay cycle storage spaces would be required. A communal storage area for 40 long-stay spaces would be provided and would comply with the policy requirement. Two short-stay parking spaces would be provided and is not ideally due to its close proximity to the adjacent parking space. Having reviewed the proposed layout, it is considered that the short-stay cycle storage can be provided within the site and this detail would be secured by a planning condition.

### **6.7 Landscaping and biodiversity - Acceptable**

6.7.1 At present, the site is covered by hardstanding and there is no planting within the site. New soft landscaping would be introduced in the car park including a 1.5 metres high primitive fence along the site boundary.



**Fig 12: Proposed Landscaping plan**

6.7.2 RSPB has advised that the population of swifts is plummeting and has requested a minimum of swifts bricks should be incorporated into the proposal. RSPB has acknowledged the use of swifts bricks would not be compatible to the proposed modular home and considered that 12 bird boxes would be acceptable in this instance. As such, it is considered that the introduction of new landscaping, planting including bird boxes would improve the biodiversity value of the site and is considered to be acceptable and these provisions would be secured by planning conditions.

## **6.8 Flooding and Drainage - Acceptable**

### *Surface water drainage*

6.8.1 The existing car park site is fully covered by hardstanding and is located in Flood Zone 1 (low risk). The site is not subject to surface water flooding. The proposal would incorporate a landscaping area which would result in a decrease in surface water runoff.

6.8.2 An updated site survey was carried out in April 2020. A resident has raised concerns regarding site/survey works being carried out during the lock down period. The Council's building control division has confirmed that the works did not constitute any breach from the Government's lock down rules, only that there should be social distancing of 2 metres.

6.8.3 In line with the national and local planning policies, the Council's drainage officer has stated that the acceptable discharge rate allowable

for the 1 in 100 year plus 40% climate change event is the greenfield run-off rate or a maximum of 2 l/s.

- 6.8.4 A drainage report is submitted which follows the sequential approach as recommended by Thames water to the disposal of surface water and no objection is raised from Thames Water. The drainage report indicates that soakaway or discharge of water to a watercourse is not considered to be appropriate or feasible on this site. Therefore, discharge of surface water will be to the existing surface water sewer present on-site, or to the 225 mm public surface water sewer located approximately 5m south of the site, whichever is deemed the most practical option.
- 6.8.5 In order to restrict surface water run-off rate at 2 l/s, an estimated storage volume of 36 m<sup>3</sup> will be required to accommodate the 1 in 30 year event and 83 m<sup>3</sup> will be required for the 1 in 100 year plus 40% CC event. An underground geocellular attenuation storage tank and porous paving area would be provided at the surface level. The porous paving with a maximum subgrade depth of 0.3 m can provide up to 29.34 m<sup>3</sup>, whilst a tank measuring 0.8m by 2.5 m wide by 20 m long would provide 35 m<sup>3</sup> of attenuation combining to provide a total of 64.34m<sup>3</sup> of attenuation. The location of the attenuation storage tank and recommended porous paving areas are indicated on the drawing below and the detailed design of these provisions confirming its sizes would be secured by a planning condition.





**Fig 13. Location of porous paving and underground attenuation tank.**  
*(Porous paving colour in blue. Underground attenuation tank colour in yellow)*

*Water and foul water*

6.8.5 New connections connecting to the public water and sewage network will be required and this is covered under Building Regulations legislation (approved document Part H). Thames water was consulted and raised no objection. Thames Water has advised that a ground water risk management permit from Thames water will be required for any discharge of ground water into a public sewer. The site is located within 15 metres from underground waste water assets and Thames water aims to provide customers with a minimum pressure of 10m head (approx. 1bar) and a flow rate of 9 litres/minute. Should planning permission be recommended, informatives advising the above would be attached.

**6.9 Energy and Sustainability – Acceptable**

6.9.1 The applicant has provided an energy strategy report which indicates solar panels would be used and installed at the roof level to provide on-site renewable energy. A total of 240 solar panels would be installed on the roof. The proposal demonstrates that the development would achieve the required carbon reduction. A pre-occupation planning

condition requiring the details be implemented in accordance with the submitted plan would be attached.

## **6.10 Noise, Air Quality and Land Contamination - Acceptable**

### *Noise*

- 6.10.1 The acoustic assessment originally discounted the noise impact of the retail store adjacent to the site which is currently closed and a condition was put forward, offering a suggestion on how such a condition might be worded. This was not considered acceptable in assessing the merits and harm of the proposal. Whilst the retail unit is closed at present, the impact of the retail unit should be included in the noise assessment as the proposed modular homes would be located in close proximity to a mixture of commercial and non-domestic uses, including noise impacts from the nearby supermarket and car park below. A noise assessment including the noise data of a retail store is considered to be essential to confirm the suitability of residential use.
- 6.10.2 An updated noise impact assessment (NIA) including local noise data parallel or equivalent to a retail unit is provided and this has allowed for an assessment of likely plant and delivery noise impacts to be calculated. The revised NIA includes internal noise level calculations for properties in Terrace B, closer to the commercial activities on the adjacent site. The revised NIA has confirmed which areas need specific acoustic protection measures and each modular home is to have a mechanical ventilation and heat recovery (MVHR) system providing sufficient ventilation without the need to open windows.
- 6.10.3 The Council Environmental Health Division has advised that the revised NIA can be accepted which indicates how noise impacts associated with the locality can be addressed through the construction methods, materials used and associated services to an extent that should protect the amenity of future occupiers. The acoustic performance of the material specifications of the modular home should be secured by planning conditions as outlined in the NIA to ensure amenity of future occupiers of the development. The proposed Terrace B could give rise to stacking issues between the proposed units and details of appropriate noise insulation should be able to afford adequate protection to future occupiers. Subject to the construction methods, acoustic performances of the materials used and building elements as indicated in the report including insulation details, it is considered that adequate amenity can be provided for the future occupiers.
- 6.10.4 The proposed residential use is considered to be a use compatible to its surroundings. The applicant has confirmed concrete step treads would be used for the staircases and no metal would be used. Any noise associated to the use of the residential parking spaces would not be dissimilar to the use of the residential parking spaces or on-street

parking in the area. Overall, it is considered that the submitted details have demonstrated adequate amenity can be provided for the future occupiers.

#### *Air Quality*

- 6.10.5 London plan policy 7.14 and policy SI1 of the Draft New London Plan state that development should be at least 'air quality neutral' and not lead to further deterioration in poor air quality. The site is located within Bromley Air Quality Management Area.
- 6.10.6 An updated air quality and air quality neutral assessment including a site-specific three-month Nitrogen Dioxide(NO<sub>2</sub>) diffusion tube survey is provided and confirmed that the NO<sub>2</sub> concentration do not exceed the relevant objectives within the proposed development boundary. The proposal would have a "negligible" to "medium" risk of air quality during the construction period. The operational vehicle movements during the construction of the modular homes are expected to be low and the impact of this proposed development is considered to be negligible.
- 6.10.7 The Council's Environmental Health Division has raised no objection to the proposal and recommended that an updated Air Quality Neutral Assessment (AQN) and a Construction Environmental Management Plan (CEMP) be submitted and agreed by the Local Planning Authority prior to commence of the work. A further condition requiring any Non Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases of the development shall comply with the GLA's supplementary planning guidance 'Control of Dust and Emissions During Construction and Demolition' dated July 2014 (SPG) should be attached.
- 6.10.8 Concerns from a resident were raised regarding to the timing of the survey which was carried out when the retail store was closed in the summer 2019 and the location of where the diffusion tubes were placed. Officers would point out the survey was carried out covering a period of three months and whilst the retail shop adjacent to the site was closed, it is noted that the shops and public car park site were open during the survey period. The diffusion tubes were placed within the car park site at three different locations to ensure the whole site could be covered and a representative result derived.
- 6.10.9 The three months diffusion tube monitoring result indicates that the annualise mean nitrogen oxide (NO<sub>2</sub>) level for the site is between 24.5 microgram/cubic metres (µg/m<sup>3</sup>) and 25.3 µg/m<sup>3</sup>. This is well below the national air objective and European Direction limit and target values for the protection of human heath levels at 40 µg/m<sup>3</sup>. As such, it is considered that the proposed residential use would be acceptable.

## *Land Contamination*

6.10.10 The application is supported by a Phase I desk study and recommends that a Phase II intrusive ground investigation be carried out to confirm and ensure that no pollutant linkages/pathways are created as a result of any previous and proposed site works. The proposed modular homes are to be above ground with no garden areas, groundworks will still be associated with the development. The Council's Environmental Health Division was consulted and considered that the details of further ground investigation works should be secured by a planning condition.

## **7. OTHER ISSUES**

### *Planning obligations and CIL*

- 7.1 Developer contributions associated to new development are secured by means of planning conditions attached to planning permission, a planning obligation under Section 106 of the Town and Country Planning Act 1990, or the Community Infrastructure Level (CIL). This is in line with BLP Policy 125 and the Council's Planning Obligations SPD.
- 7.2 The proposal is liable to the Mayor of London's CIL and is subject to planning obligations. In line with the Council's Planning Obligation SPD, the following planning contributions are identified and should be secured prior to the development: -
- Health contribution: £ 16, 375.00;
  - Education contribution: £ 89, 485.48; and,
  - Child Play £10, 000.00.
- 7.3 The applicant has confirmed that the proposal would provide 100 percent housing with a minimum of 60 percent affordable rent unit. This provision will be secured by a planning condition, up to the maximum level required in Policy.
- 7.4 As the Council is unable to enter into a planning obligation with itself as both applicant and planning authority, the applicant has confirmed the required planning obligations for health, education and child play to mitigate the impact of the proposal development will be transferred to the Council's funding and delivery programmes prior to the planning decision being issued.
- 7.5. These obligations meet the statutory tests set out in Government guidance, i.e. they are necessary, directly related to the development and are fairly and reasonably related in scale and kind to the development.

- 7.5 The proposal is liable to the Mayor of London's CIL and the applicant has completed the relevant form.

## **8. CONCLUSION**

- 8.1 The proposal would provide 25 affordable rent modular homes and would make a significant contribution to the Borough's housing stock, meeting the housing need of the Borough. A mixture of one and two bed flats with dedicated residential parking spaces and private outdoor space would be provided.
- 8.2 The proposed accommodation is well designed and the layout would provide a good standard of living environment for the future occupiers. The proposed modular homes would be mainly constructed off-site and assembled and constructed on site.
- 8.3 The existing vehicular entrance, electric charging points, disabled parking spaces and recycling facilities would be retained in-situ. The realignment of the car park would result in a reduction of parking spaces from 104 to 84 spaces, including 15 residential parking spaces. The proposal is designed to achieve secure by design accreditation. A car park occupancy survey is submitted which indicates adequate free parking spaces can be maintained at the site. New boundary treatment and various measures would be used to ensure a safe and secure living environment can be provided for the future occupiers.
- 8.4 The proposed buildings would be three and four storeys in height and this is considered compatible to the surrounding buildings. The proposed building is also designed to ensure adequate residential amenities can be maintained for the neighbouring properties.
- 8.5 Having regard to the presumption in favour of sustainable development, the impact arising from this proposal would not significantly and demonstrably outweigh the benefits which can be derived from this proposal when assessed against the policies in the National Planning Policy Framework taken as a whole. As such, it is recommend planning permission be granted, subject to the planning conditions.
- 8.6 Background papers referred to during production of this report comprise all correspondence on the files set out in the Planning History section above, excluding exempt information.

## **RECOMMENDATION:**

**PERMISSION BE GRANTED SUBJECT TO TRANSFER OF CONTRIBUTIONS AND PLANNING CONDITIONS.**

## **SUMMARY OF CONDITIONS AND INFORMATIVES**

## **Compliance**

1. Time period
2. In accordance with the approved plans and documents
3. Retention of existing recycling facilities and electrical charging point facilities.
4. Solar panels
5. Internal Platform lift and wheelchair units
6. Side obscured glazed windows
7. A minimum of 50 percent affordable housing (equivalent to 33 habitable rooms) including a minimum of 60 percent affordable rent unit (equivalent to 20 habitable rooms).

## **Pre-commencement**

8. Slab levels
9. Sustainable drainage design details including (attenuation tanks and porous paving)
10. Phase II contamination report.
11. Construction management plan including updated air quality neutral assessment.
12. Construction programme detailing the timing of car parking closure periods and relevant mitigation plan.

## **Above ground**

13. External materials, including privacy screen external stairs and decking.
14. Acoustic performance of windows including mechanical ventilation and insulation details.

## **Pre-occupation**

15. Waste collection strategy
16. Residential waste storage area
17. Cycle storage area including short-stay provision
18. Parking spaces and residential parking spaces
19. Residential parking management plan
20. Secured by design
21. Detail of boundary treatment and including CCTV cameras
22. Landscaping details
24. Signage, road marking including pedestrian path and residential parking spaces
25. Re-provision of four disabled public parking spaces and provision of three disabled residential parking spaces to be provided.
26. Electric charging points
27. Bird boxes
28. Evidence confirming the required obligations are transferred and completed to the Council's education, housing and child play funding and delivery programmes/stream.

