

Committee Date	19.10.2020		
Address	Land Adjacent Anerley Town Hall Anerley Road, William Booth Road, Penge, London		
Application Number	20/02944/FULL1	Officer - Robin Evans	
Ward	Crystal Palace		
Proposal	Redevelopment of Anerley Town Hall overflow car park for the erection of a part three storey to provide 10 residential flats comprising 4 x 1 bed and 6 x 2 bed flats. Creation of a new access onto George Groves Road and provision of 7 off street parking spaces, cycle spaces and associated amenity spaces.		
Applicant		Agent	
London Borough of Bromley		Mr Oliver English	
28 Navigation Road London E3 3TG		28 Navigation Road London E3 3TG	
Reason for referral to committee:	Outside delegated powers		Councillor call in

RECOMMENDATION	APPROVAL
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KEY DESIGNATIONS

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 6

Land use Details		
	Use Class or Use description	Floor space (GIA SQM)
Existing	D1/ Carpark	827 (GEA as there are no existing buildings).
Proposed	C3	709 GIA

Residential Use					
	Number of bedrooms per unit				
	1	2	3	4 Plus	Total/Payment in lieu
Market					
Affordable (shared ownership)					
Affordable (social rent)	4	6			
Total	4	6			

Vehicle parking	Existing number of spaces	Total proposed including spaces retained	Difference in spaces (+ or -)
Standard car spaces	33	6	-27
Disabled car spaces	0	1	+1
Cycle	0	20	+20

Electric car charging points	20% active/80% passive To be conditioned at Intend to Publish London Plan requirement.
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Representation summary	Neighbour letters (sent 28/08/2020), newspaper advert (published 09/09/2020), site notice (placed 02/09/2020).		
Total number of responses	7		
Number in support			
Number of objections	7		

Financial Contribution Heads of Term	Amount	Agreed in Principle
Carbon offsetting	£15,276	TBC
Health	£1,780.00	Yes
Education	£35,794.18	Yes
Total	£52,850.18	

1. SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The proposal would provide an appropriate mix and dwelling density,
- The proposal would provide 100% affordable housing,

- The proposal would provide suitable living accommodation and space for future occupants,
- The proposed design would not detract from the character and appearance of the area or neighbouring heritage assets,
- There would be no significant additional harm to neighbouring properties,
- There would be no significant additional harmful highway issues,
- There would be no other issues; such as Environmental Health, ecological, drainage or flooding objections,

2. LOCATION

- 2.1 The application site is the overspill car park to Anerley Town Hall; a parcel of land located at the junctions of William Booth Road and George Groves Road, although the existing access into the car park is directly adjacent to the Town Hall on Anerley Road. An early year's nursery school fronts on to Anerley Road and the car park is set behind it. The application site is boarded on all sides by approximately 1.8m high close boarded fencing/walls and there is some informal climbing vegetation along the north flank wall/fence to William Booth Road.
- 2.2 The area is residential in nature, although there are some services, amenities and shops along Anerley Road and some other infrastructure such as James Dixon Primary School to the south west. The residential development is characterised by a mixture of 2 storey and 2.5 storey houses around the south and west sides of the site. The development along Anerley Road is typically 2-4 storeys; comprising commercial on the ground floor and residential accommodation above. Anerley Town Hall is a locally listed building, although the site does not lie within a Conservation Area or an Area of Special Residential Character, and there is no tree preservation order on the site.
- 2.3 The application site lies within a TfL PTAL 5 rated area with access to bus services on Anerley Road and Anerley National Rail and Overground railway station within approximately 200m.
- 2.4 The application site lies within the Crystal Palace, Penge and Anerley Renewal Area, and within this it also lies within a Mayoral Area for Regeneration.

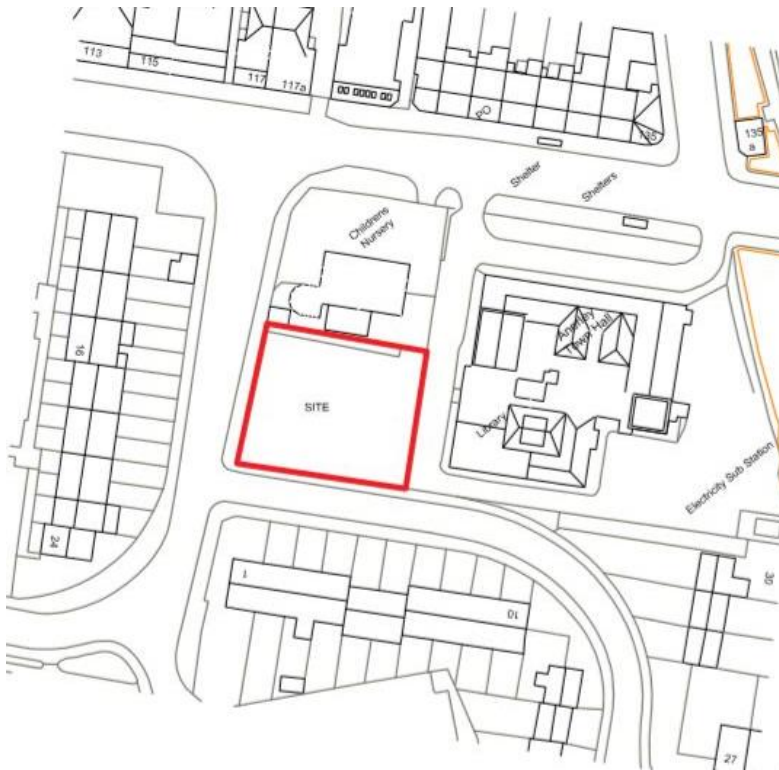


Fig 1 Existing site location plan.



Photo 1 Anerley Town Hall overflow car park (from the junction of William Booth Road and George Groves Road looking east).



Aerial photo 1 Anerley Town Hall overflow car park (from Anerley Road looking east).

3. PROPOSAL

- 3.1 Planning permission is sought for redevelopment of Anerley Town Hall overflow car park to provide a modular housing scheme consisting of a part two-storey/part three-storey block of 10x self-contained dwellings including; 4x single storey 1-bedroom 2 person (1b2p) units and 6x duplex 2-bedroom 4 person (2b4p) units, with new access onto George Groves Road, 7x off-street parking spaces (including 1x accessible space), 20x cycle spaces, refuse storage and private and communal residents' amenity space. All units will be provided for affordable social rent.

Fig 2 Proposed site layout plan.

- 3.2 The application is supported by the following documents:
- Application form,
 - Application drawings,
 - Design and Access Statement,
 - Parking Stress Survey,
 - Noise Assessment,
 - CIL form,
 - Affordable Housing Statement,
 - Air Quality Assessment,
 - Arboricultural Impact Assessment (AIA), Arboricultural Method Statement (AMS), Tree Constraints Plan (TCP), TREE Protection Plan (TPP),
 - Daylight and Sunlight Study,
 - Preliminary Risk Assessment Report (PRA) – Contaminated Land Report,
 - Geo-Environmental and Geotechnical Assessment (Ground Investigation) Report – Contaminated Land Report,
 - Energy Strategy,

- Flood Risk Assessment (FRA) and Drainage Strategy,
- Noise Impact Assessment,
- Preliminary Ecological Appraisal (PEA),
- Preliminary Unexploded Ordnance Risk Assessment,
- Statement of Community Involvement (SCI),
- Transport Statement (TS), Parking addendum, Traffic and Parking addendum,
- Lighting Impact Assessment Report

4. RELEVANT PLANNING HISTORY

4.1 17/03687/FULL1 – Redevelopment of former car park to provide a terrace of 4x 4-bedroom town houses and 6x 2-bedroom apartments within one three storey block, with new access onto William Booth Road and 6 off street parking spaces, cycle parking spaces and private amenity space was refused on 1 December 2017 for the following reason:

1. The proposed development by reason of its size, bulk, layout, restricted plot size, and limited and poor quality private amenity space would constitute an overbearing and harmful over development on this prominent corner plot that would fail to complement the cohesive pattern and layout of development in the area, would appear incongruous and out of character with the surrounding area and would be ultimately harmful to the character of locality and street scene generally. As such, the proposal is contrary to the objectives of the National Planning Policy Framework (2012), 3.4, 3.5, 7.4 and 7.6 of the London Plan (2015) and Policies BE1, H1, H7 and H9 of the Unitary Development Plan (2006) and Policies 1, 4, 8 and 37 Draft Local Plan (2016).

In the corresponding appeal the Inspector concluded that the development would not be harmful to the character and appearance of the area, however, it would provide unacceptable living conditions for some of the future occupants.

5. CONSULTATION SUMMARY

A) Statutory

5.1 Transport for London (TfL) – **No Objection**

- The development should comply with the transport policies set out in the Intend to Publish London Plan; particularly the car and cycle parking standards in tables 10.2 – 10.6 (inclusive).
- The application site lies close to Network Rail assets and the application details have been forwarded to Network Rail.

5.2 Highways – **No objection**

- The development would provide suitable car parking and cycle parking; in accordance with the London Plan,
- The highway access(es) would be acceptable in principle,
- The development would provide/or would be capable of providing suitable refuse/recycling storage.
- No objection subject to suitable conditions.

B) Local Groups

5.3 None received

C) Adjoining Occupiers

5.4 Design: Character and appearance (addressed in Section 7.5)

- The area is already overdeveloped with new building,
- The proposal would be overly dense,

5.5 Residential Amenities (addressed in Section 7.7)

- The proposal would block views from neighbouring properties,
- The proposal would overshadow neighbouring properties,
- The proposal would overlook neighbouring properties and businesses including health care premises and childcare premises where privacy and confidentiality are important,
- The construction process (along with construction of other developments) would cause noise, dust pollution, health issues, and disruption to neighbouring properties and businesses,

5.6 Highways and parking (addressed in Section 7.8)

- The proposal does not contain a Construction Management Plan and construction traffic could conflict with school routes/timings for James Dixon Primary School posing a safety risk and exacerbating traffic,
- The proposal would remove parking spaces for the Town Hall,
- The proposed 7 parking spaces would be insufficient for 10 flats,
- The proposal would exacerbate current traffic congestion, speeding traffic increasing highway safety issues,
- Residential parking permits should be imposed to restrict on-street parking and allow residents to park near to their homes,
- The highway safety and access should be assessed before any additional dwellings are built,
- The construction process would cause damage and disruption to the highway and road conditions,

5.7 Please note the above is a summary of objections received and full text is available on the Council's website.

6. POLICIES AND GUIDANCE

6.1 National Policy Framework 2019

6.2 NPPG

6.3 The London Plan 2016

- 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
- 3.8 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
- 5.7 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
- 5.21 Contaminated land
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 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
- 8.3 Community Infrastructure Levy

6.4 Intend to Publish London Plan (ItPLP) 2019

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- SD1 Opportunity Areas
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive Design
- D6 Housing quality and standards
- D7 Accessible housing
- D8 Public realm

- D11 Safety, security and resilience to emergency
- D14 Noise
- H1 Increasing housing supply
- H2 Small sites
- H4 Delivering affordable housing
- H5 Threshold approach to applications
- H12 Housing size mix
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- SI 1 Improving Air Quality
- SI 2 Minimising greenhouse gases
- SI 3 Energy infrastructure
- SI5 Water infrastructure
- SI13 Sustainable drainage
- T1 Strategic approach to transport
- T5 Cycling
- T6 Car parking
- T6.1 Residential parking

6.5 London Mayor Supplementary Guidance

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

6.6 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
- 39 Locally Listed Building (adjacent to this site)
- 113 Waste Management in New Development
- 116 Sustainable Urban Drainage Systems
- 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

6.7 Bromley Supplementary Guidance

- Affordable Housing (2008) and subsequent addendums
- Planning Obligations (2010) and subsequent addendums
- SPG1 General Design Principles
- SPG 2 Residential Design Guidance

7. ASSESSMENT

7.1 Procedural matters

- 7.1.1 Representations received refer to already existing traffic congestion, traffic speeding and parking issues and suggestions such as introducing residents' permits should be referred to the Highway Department for its consideration. This assessment relates to the current proposal and its effects.

7.2 Principle of development including re-use of land – Acceptable

- 7.2.1 As mentioned, the facilities with Anerley Town Hall (community hall, business centre) are important element of social infrastructure providing economic and social benefits within the area through the business centre and community uses and it is listed as an 'Asset of Community Value' and it is noted that the loss of car parking could potentially affect its use. Taking into account how the effect of the Covid-19 situation on the results of any parking survey(s) undertaken in recent months, the application nonetheless includes a statement from the Assistant Director of Highways and Parking:
- In response to this proposal, no objections are raised to the loss of the car parking facility. The Traffic and Parking team do not consider the loss of the facility to have a significant impact upon the surrounding street network, due to the current usage of the car park as overflow.*
- 7.2.2 Furthermore, although the value of undertaking a parking survey at the present may be limited, the previous application for redevelopment of the car park (17/03687/FULL1) considered these effects and although that application was refused (on grounds of character and residential standards) the submitted parking survey nonetheless demonstrated that the main Town Hall car park would continue to provide suitable parking during the time of peak usage (11am).
- 7.2.3 On this basis, there is suitable justification to demonstrate that the loss of the existing overspill car park will not adversely affect the operation of the Town Hall. It is also important to note that a reduction in car parking spaces accords with the car-free approach advocated by the Intend to Publish London Plan (ItPLP) 2019.

- 7.2.4 As mentioned, the area is predominantly residential in nature and the change from a community carpark use to residential accommodation would be compatible with this wider residential use and would be acceptable in principle.
- 7.2.5 The site is located within the Crystal Palace, Penge and Anerley Renewal Area where the Council seeks to maximise opportunities for enhancement and improvement of sites within the Renewal Areas and as set out below, this proposal would provide economic, social and environmental benefits; addressing a range of issues and opportunities.

7.3 Housing Issues and Affordable Housing – Acceptable

7.3.1 Site allocation and Housing Supply

- 7.3.1.1 Local Plan Policy 1 requires the minimum provision of 641 homes per year. The current FYHLS (covering the period 2020/21 to 2024/25) is 2,690 units, or 3.31 years supply. This is acknowledged as a significant undersupply and for the purposes of assessing relevant planning applications means that the presumption in favour of sustainable development will apply. The proposal would provide 10 residential units; representing a contribution to the Council's housing supply and is the redevelopment of a windfall site. In this respect, the proposal is in accordance with Policy 1 of the Local Plan.

7.3.2 Housing Mix

- 7.3.2.1 The Strategic Housing Market Assessment (SHMA) 2014 identified the highest level of need across all housing tenures within the Borough up to 2031 is for 1-bedroom units (53%) followed by 2-bedroom (21%) and 3-bedroom (20%) units. As a larger development of over 5 units this proposal should ideally provide some 3-bedroom units in addition to the 1-bedroom and 2-bedroom units however, given the proposed tenure and that the proposal would meet an identified affordable housing need the proposed mix would be acceptable and this is confirmed by the Council's Housing department.

7.3.3 Affordable Housing and review

- 7.3.3.1 Local Plan Policy 2 requires developments of 11 units or more to provide on-site affordable housing while the ItPLP requires affordable housing on developments of 10 units or more, and the NPPF also notes that affordable housing can be sought on major developments (i.e. 10 units or more). On balance, it is considered that the ItPLP would attract substantial (near full) weight and as such a threshold of 10 units should be applied.
- 7.3.3.2 The Local Plan and ItPLP Policy H6 require a 60% (social/affordable rent) 40% (intermediate rent or sale) tenure split. The application proposes 100% affordable social rent. In accordance with policy H5D of the ItPLP, developments which provide 75% or more affordable housing may follow the Fast Track Route where

the tenure mix is acceptable to the borough or the Mayor, where relevant. Fast tracked applications are not required to provide a viability assessment at application stage. However, as the proposal would be for 100% affordable social rent as accommodation for those on the Council's housing register, in light of the local need for affordable rented accommodation, the proposed tenure is considered acceptable in this instance.

- 7.3.3.3 Although the Applicant has set out a commitment in the application to providing 100% affordable housing, as the policy only requires a minimum of 75% to qualify for the fast track route, it is therefore considered reasonable to secure 75% through planning condition.
- 7.3.3.4 However, it should be made clear that as 75% is being secured by planning condition; because this is the level that is guaranteed, the remaining 25% could be used as private housing and this should be given consideration as part of the planning assessment.
- 7.3.3.5 To ensure that the Applicant fully intends to build out the permission, the requirement for an Early Stage Viability Review will be triggered if an agreed level of progress on implementation is not made within two years of the permission being granted (or a period agreed by the borough). The affordable housing and early stage viability review will both be conditioned as part of the scheme.

7.4 Residential Standards

7.4.1 Accessible Housing

- 7.4.1.1 In accordance with London Plan Policy 3.8, intend to publish London Plan policy D7 and Local Plan Policy 4, 90% of new housing should meet Building Regulation Requirement M4(2) 'accessible and adaptable dwellings' and 10% of the new housing should meet Requirement M4(3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The proposal would provide one accessible unit (Unit 01) or 10% of the total amount of units in accordance with the required standard and with one corresponding disabled parking bay.

7.4.2 Internal living environment

- 7.4.2.1 The application details and floor plans confirm that the proposal would comply with the relevant standards for units of this size and layout including the overall GIA and bedroom sizes. The units would also have a dual aspect which is preferable for outlook and ventilation.

7.4.3 Amenity space/play space

- 7.4.3.1 The 4x 1-bedroom units would each have a 5sqm terrace and the 6x duplex 2-bedroom units would each have a 7sqm terrace (either on the ground floor or first floor); providing all of the units with some private open space. Furthermore, there would be an additional 142sqm of designated shared garden and play area and

as mentioned in the submitted details the proposed outdoor amenity space would comply with the London Plan Housing SPG minimum width and area requirements.

7.5 Design and Landscaping – Acceptable

7.5.1 Density

- 7.5.1.1 The application site lies within an urban PTAL 5 rated area with a figurative dwelling density range of 200-700 habitable rooms per hectare (hr/ha). This proposal; providing approximately 125 units per hectare (u/ha) and between 2-4 habitable rooms per unit would equate to approximately 375 hr/ha and in either event this would lie at the lower end of the figurative range; indicating that this proposal would not represent an over-intensive development in numerical terms. Furthermore, as discussed in further detail elsewhere in this assessment, the proposal would also provide an adequate outlook and privacy for the future occupant in both parts of the development and would provide a satisfactory living environment for the future occupants. Notwithstanding this, the ItPLP promotes a more design-led approach to amount and density of development and in this respect the proposal would also provide a building massing density in keeping with that of the local area.

7.5.2 Layout, scale, height and massing

- 7.5.2.1 Given the nature of the site; positioned on a corner plot, the development would be naturally positioned away from immediately neighbouring buildings to the south and west. The proposed 2-3 storey block would be positioned approximately centrally within the site and away from the nursery school to the north and by virtue of the access route along the side of the Town Hall. As such although it would be three storeys in height it would be well removed from neighbouring buildings and would not result in an overdevelopment of the site or a cramped appearance within the site or the wider street scene.



Fig 3 Proposed contextual site layout plan.

- 7.5.2.2 The proposed development is of a modern modular design and construction. The amount and massing of the scheme is compact and designed to optimise the development of the site while the flat roofed design seeks to minimise the physical and visual bulk of the building(s). The building would form a new frontage on to George Groves Road, reflecting that of the existing residential development opposite, and would be set back from the edge of the footpath/highway allowing for car parking and landscaping. Together with the lower height flat roof this would provide separation from the highway and neighbouring buildings providing some spacing and a suitable setting in relation to George Groves Road, William Booth Road and the Town Hall.
- 7.5.2.3 The proposal would use a light brown brick at ground floor and on the two storey duplex elements and dark timber cladding on the 2-3 storey elements; also contributing towards the contemporary design. As mentioned, there is a variety of dwelling types and styles in the area and this proposal would be in keeping with overall variety, although it would be prudent to manage the external materials and this could be secured through planning condition.



Fig 4 Proposed front elevation fronting on to George Groves Road.



Fig 5 Proposed north side elevation facing towards William Booth Road.



Fig 6 Proposed rear elevation facing towards the nursery school.



Fig 7 Proposed south side elevation facing towards Anerley Town Hall.

7.5.3 Trees and Landscaping

- 7.5.3.1 As mentioned, the application site is currently a hard-surfaced car park with little or no vegetation. By contrast the proposal would offer space within the frontage and within the rear communal amenity space area for new planting and vegetation to enhance and soften the development and this could be managed by planning condition.

7.5.4 Crime Prevention (Secure by Design)

- 7.5.4.1 The proposal has incorporated the Metropolitan Police SbD Advisor's initial advice, however, to further strengthen this and to follow all the aims and objectives of Secured by Design the Applicant/Developer is recommended to apply for SbD accreditation and this could be managed by condition. The adoption of these standards will help to reduce the opportunity for crime, creating a safer, more secure and sustainable environment. A condition requiring the development to engage with police and the Local Planning Authority to achieve Secured by Design aims and principles by accreditation would greatly assist with the delivery of a safer more secure development in line with national, regional and local planning policies. The details should include possible climbing aids, the cycle store design and rack specifications, suitable locking mechanisms for the refuse store to ensure security, incorporation if possible of smart meters to remove the possible opportunity for bogus callers, and the allocation of parking spaces to avoid conflict and dispute.

7.6 Heritage and Conservation – Acceptable

- 7.6.1 Anerley Vestry Hall was constructed in 1878 and functioned as a Town Hall from 1900. In 1983 it changed from a Town Hall to offices, retailing workshops and leisure facilities (including bar, health club and exhibition hall) and in 1984 Penge Library opened in the building. The Crystal Palace Community Trust (CPCT) managed the business centre from 2004 and took over full management of Anerley Town Hall in April 2017 providing community halls, 26 offices (the business centre) and the former library space to convert into a safe, neutral space for children, young people and families.
- 7.6.2 The application site lies close to and within the setting of the Anerley Town Hall; a locally listed building and non-designated heritage asset. The proposed three storey development would have a degree of prominence however it would not be excessive in relation to the Town Hall building. Furthermore, it is noted that the proposal would be for 10x 100% affordable units; providing considerable public benefit and under the NPPF heritage guidance the public benefit of any new development is be balanced against the limited harm to the setting of a non-designated heritage asset. The simple palette of materials would be appropriate for this setting and all the facing materials would be lifetime materials which would be robust and would weather gracefully over time. The APCA notes the contemporary and unconventional flat roofed design, although also that the proposal overall would reflect some nearby developments. There is no objection from the Council's Conservation Officer.

7.7 Neighbourhood Residential Amenity – Acceptable

- 7.7.1 The proposed development would be visible from the neighbouring properties; particularly from the front elevations of those opposite in George Groves Road, however they would be separated from those properties by approximately 22m, and separated from the rear elevations of the next nearest properties in Robinia Close by approximately 24m. Although they would be visible, given this degree of separation and that they would not be excessive in height, they would not have a significantly harmful impact on the outlook and would not cause significantly harmful overshadowing to those properties and this is confirmed in the submitted Daylight/Sunlight Assessment. There would be some mutual between the new properties and existing residential properties however given this degree of separation the overlooking would not be significantly harmful and furthermore, although in this particular case it would be a new arrangement not currently experienced, it is in general a not unusual relationship between residential properties facing each other across opposite sides of a highway and would not be out of keeping or significantly harmful to amenities in this respect.
- 7.7.2 The main rear elevation(s) would be separated from the nursery school to the north by approximately 8.5m and the recessed elements of the rear elevations separated by approximately 10m and would similarly be sufficiently well separated that it would not have a significantly harmful impact on its outlook or overshadowing. Although there would be some overlooking it would be limited by this distance and that the neighbouring building is a nursery and not a residential property. Furthermore, the upper floor balconies could be further screened as necessary.

7.8 Transport – Highways and Parking – Acceptable

- 7.8.1 The application site lies within a TfL PTAL 5 rated area (on a scale where 0 has the poorest access and 6b has the best access to public transport services); with access to bus services on Anerley Road and Anerley National Rail and Overground railway station within approximately 200m, and therefore the site and any new development would be less reliant on private transport such as the car and bicycle. The ItPLP suggests up to 0.5 car parking space(s) per unit in an Outer London PTAL 4 area. The SoS has directed the Mayor to alter the parking standard. However, given that the directed changes do not increase the standards, the ItPLP can currently be considered to have substantial weight.
- 7.8.2 The application proposes 7 car parking spaces (at a ratio of 0.7 space per unit), one of which would be for a disabled user, which would be satisfactory. The spaces would be accessed via new access(es) on to George Grove Road which is also acceptable in principle subject to details. The Applicant has committed to providing electric vehicle charging within the development and this can be secured by planning condition to ItPLP requirements. Cycle parking should be provided in line with the ItPLP Policy T5 and the proposed 20 cycle spaces would be acceptable. The proposed refuse/recycling store appears capable of accommodating the relevant bins and/or more detailed design could be secure through planning condition. Subject to the recommended conditions/informatives there is no objection from the Council's Highway Department.

7.9 Environmental Health – Air Quality, Noise and other matters – Acceptable

- 7.9.1 The site lies within a Bromley Air Quality Management Area and although the construction phase may lead to some fugitive dust emissions the submitted Air Quality Assessment (AQA) concludes that the considering the likely emissions arising from the development it would comply with the air quality neutral requirements of the London Plan and as such the potential air quality impacts would not be significant. Furthermore, appropriate boilers should be installed to meet the dry NO_x emission rates. There is no objection from the Council's Environmental Health Department providing that the development is carried out in accordance with the relevant Environmental Health control of pollution and construction site legislation/guidance and subject to the recommended conditions/informatives.
- 7.9.2 The application site lies close to the A214 Anerley Road and railway line with corresponding background/ambient noise; albeit that they are concluded to be low-medium levels. Nonetheless, the proposal would not lead to significantly additional noise itself and the noise within the units could be managed through relevant construction standards, glazing and ventilation vents. Details of proposed glazing and ventilation to the standard recommended in the CSG Acoustics Noise Assessment (ref CSGA C1615 Rev 0), soundproofing works, Construction Logistics Management Plan should be secured by planning conditions.
- 7.9.3 The submitted lighting assessment confirms that the proposal would provide the relevant necessary lighting around the exterior of the building however that this would not have an obtrusive effect on the amenities of neighbouring properties and local environment.
- 7.10 Ecology – Acceptable**
- 7.10.1 As mentioned, the application site is currently a hard-surfaced car park with little or no vegetation, low ecological value and it is unlikely to offer significant suitable ecological habitat; as concluded in the submitted report. The proposed development is unlikely to be adversely affected by the proposal; subject to precautionary measures in the unlikely event that the site does offer some habitat such as bird nests in the boundary hedge. By contrast the proposal would introduce planting, landscaping and the private and communal amenity spaces that would encourage and enhance wildlife habitat such as nesting or roosting boxes, bug boxes/hotels, wildlife-friendly planting scheme and a wildlife sensitive lighting plan that is direct and of low light spill, as necessary.
- 7.11 Drainage and flooding – Acceptable**
- 7.11.1 The Council's Drainage Engineer raises no objection subject to the recommended flood risk/drainage condition. There is no objection from Thames Water subject to the recommended conditions and informatives regarding developing near its assets, surface water disposal, groundwater discharges into the public sewer wastewater network and sewage treatment works infrastructure capacity.
- 7.12 Energy and Sustainability – Acceptable**

- 7.12.1 The proposal would incorporate a mixture of energy efficiency measures, low and zero carbon technologies, and renewable energy technologies (including solar photovoltaic roof panels) reducing carbon dioxide emissions onsite by at least 35% beyond the baseline. However, as the development would not be fully zero carbon it should offer a payment in lieu of the full on-site carbon dioxide reduction; paid to the Council to be used for sustainability projects elsewhere.
- 7.12.2 The Council concurs that the proposal has considered and provided a suitable number and variety energy efficiency and renewable energy measures; and although these measures could achieve up to 35% of the required carbon reduction the remaining carbon reduction could be managed through a payment in lieu to the Council to offset the shortfall in on-site provision. The external technologies such as the solar PV panels are shown on the submitted drawings and are acceptable in appearance and as such the energy measures can be secured by planning condition.

8. OTHER MATTERS

8.1 Legal Agreement Heads of Terms and Directed Payment

- 8.1.1 BLP Policy 125 and the Council's Planning Obligations SPD state that the Council will, where appropriate, enter into legal agreements with developers, and seek the attainment of planning obligations in accordance with Government Guidance.
- 8.1.2 The Council has identified the following financial contribution for this application:
Carbon off-setting payment in-lieu: £15,276
Health contribution: £1,780.00
Education contribution: £35,794.18
- 8.1.3 The Applicant has confirmed that the proposal would provide 100% affordable housing. A condition will be placed to secure a minimum of 75 percent affordable rent units in line with Planning Policy.
- 8.1.4 As the Council is unable to enter into a planning obligation with itself; as both Applicant and the Local Planning Authority, the Applicant has confirmed the required planning obligations; for health, education and carbon offsetting 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.
- 8.1.5 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.
- 8.1.6 A condition will also be added to the scheme to ensure that if any land owner have the ability to enter into a section 106 agreement requiring any purchasers of the site to enter into legal agreement to ensure that the conditions which would usually be secured via legal agreement.

8.2 Community Infrastructure Levy

- 8.2.1 The Mayor of London's CIL is a material consideration. CIL is payable on this application and the applicant has completed the relevant form.
- 8.2.2 As such, and notwithstanding third party comments the proposal would contribute towards supporting local infrastructure and services.

9. CONCLUSION

- 9.1 The principle of the proposed use would not detract from the overall established character and nature of the built up urban/residential area.
- 9.2 The proposal would provide an appropriate mixture of units and that it would be offered as 100% affordable social rent.
- 9.3 The proposed building size, scale and layout along with the external works including parking and landscaping provisions would be appropriate to the site and its setting in this area and would not detract from its character and appearance and that of the neighbouring locally listed building.
- 9.4 The proposal would provide appropriate living conditions and amenity space for the future occupants and it would not detract significantly from the amenities of neighbouring residential properties.
- 9.5 The proposal would provide sufficient and appropriately laid out car parking, bicycle and refuse/recycling storage.
- 9.6 The proposal has demonstrated a reasonable attempt to reduce carbon dioxide emissions on the site/within the development and that the remaining carbon reduction could be managed through a payment in lieu to offset the outstanding reduction.
- 9.7 The development would not have adverse Environmental Health, Ecological and drainage and flooding effects.
- 9.8 The proposal would make a moderate contribution to the housing supply in the Borough.
- 9.9 For these reasons it is recommended that planning permission is granted.

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

SUMMARY OF CONDITIONS AND INFORMATIVES

Standard Conditions/Compliance

1. Time limit of 3 years
2. Approved drawings (numbered)
3. Affordable housing
4. Provision of accessible/adaptable units
5. Air Quality Neutral
6. Non-Road Mobile Machinery

7. Visibility splays ..access.. ..3.3m x 2.4m x 3.3m.. ..1m.. (ND15)
8. Flood Risk Assessment and Drainage Strategy
9. Land owner to enter into future S106 if necessary

Pre-commencement

10. Slab Levels
11. Construction Logistics and Environmental Management Plan (PC17)
12. Glazing and Ventilation (Acoustics Noise Assessment)
13. Secure by Design details and accreditation

Above Ground

14. External materials
15. Landscaping (hard and soft)
16. Solar PV roof panels and energy plant/equipment
17. Refuse/recycling enclosure (AG11)
18. Cycle storage (AG12)
19. Glazing/insulation from noise (AG16)
20. Highway Drainage (AG24)
21. Early stage viability review

Pre-occupation

22. Satisfactory Parking (OC03)
23. Electric vehicle charging
24. Car Park Management Plan
25. No parking permits for residents

Informatives

1. Mayoral CIL
2. Party Wall Act
3. Highways: Construction of highway access(es).
4. Highways: Repositioning, alteration and/or adjustment to street furniture.
5. Thames Water: Groundwater Risk Management Permit
6. Thames Water: Prior Approval for connection to public sewer
7. Thames Water: Working near Thames Waters' assets,
8. Thames Water: Use of mains water during construction
9. Thames Water: Predicted pressure/flow rate
10. Environmental Health compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008.