



**The Demolition of the Existing Garage and Erection of a
New Three Bedroom Residential Dwelling with
Associated Private Amenity Space, Car Parking, Cycle
and Waste Storage.**

**Land to the Rear of 143 Erith Road, Bexleyheath, Kent,
DA7 6DA**

1. Introduction

- 1.1 UPP Architects & Town Planners have been instructed by the applicant to prepare and submit a full planning application at the site to the rear of 143 Erith Road, Bexleyheath, Kent. This planning statement should be read in conjunction with the accompanying architectural plans.
- 1.2 This application seeks planning approval for the demolition of the existing garage and erection of a new residential dwelling which will create a three-bedroom dwelling and will include off-street parking, cycle storage, refuse storage and private amenity space. This document provides details of the proposed scheme and will demonstrate that proposal is in accordance with planning policy and guidance at national, regional and local levels.

2. The Site and Surroundings

- 2.1 The application site is located at the rear of 143 Erith Road and currently serves as a garage to the main dwelling which fronts Erith Road. The garage is located off of Lane End which is on the northern side of Pelham Road. The surrounding area is highly residential in character and consists of a number of different types and styles as demonstrated by Figure 1 (below).
- 2.2 The site is located within the London Borough of Bexley. The site is not located within the Green Belt, a Conservation Area or any Area of Outstanding Natural Beauty (AONB). The site is located within Flood Zone One which has a low probability of flooding. The site is not a listed building. The site has a Public Transport Accessibility Level (PTAL) of 4, which is classified as 'Good'. There is no relevant planning history for the site.



Figure 1 – A Satellite Image of the Application Site which Demonstrates the Various Types and Sizes of Residential Dwellings in the Surrounding Area.

3. The Proposal

- 3.1 The proposed development for the site seeks to demolish the existing garage and to erect a new, three-bedroom residential property with associated private amenity space, off-street car parking, cycle and waste storage facilities. The proposed design of the unit has sought to ensure that it is in-keeping with the heights of the surrounding properties on Lane End.
- 3.2 The proposal would provide a good standard of internal amenity space for future occupiers which would exceed the minimum guidance set out in the Department for Communities and Local Government (DCLG) Technical Housing Standards. The new dwelling will be dual aspect providing natural light, ventilation as well as outlook to future occupiers. The new dwelling will benefit from 34 square metres of rear private amenity space while retaining an area of private amenity space for the existing dwelling.
- 3.3 The proposed development will retain one off-street parking space for the proposed dwelling which is deemed suitable given the site currently benefits from a single off-street car parking space. It is noted that the off-street parking space will utilise the existing dropped kerb and would not therefore change the existing public highway. It is proposed that a total of 2 cycle parking spaces will be provided for the new dwelling. These will be located in an enclosed cycle storage area located within the rear private amenity area of the site.
- 3.4 Dedicated refuse and recycling facilities will be provided for the new residential unit in a dedicated, secure storage area. This would be located on the front elevation of the property. The enclosed unit is sited away from any adjacent habitable room(s) and is located close to the site boundary to ensure easy access for collection.

4. Planning Policy

4.1 The Local Development Framework for the application is as follows:

- The National Planning Policy Framework (NPPF)
- London Plan (2021)
- Bexley Core Strategy (2012)
- Bexley Unitary Development Plan (Saved Policies) (2007)

National Planning Policy Framework (NPPF)

- 4.2 The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.
- 4.3 The National Planning Policy Framework (NPPF) was published on 20th July 2021. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.
- 4.4 Section 5 of the NPPF provides guidance in relation to Delivering a Sufficient Supply of Homes, with Paragraph 59 stating that “to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay”.
- 4.5 The NPPF states that “good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities ... being clear about design expectations, and how these will be tested, is essential for achieving this”. The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.
- 4.6 Paragraph 117 states that “planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or ‘brownfield’ land”.

London Plan (2021)

- 4.7 The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20 to 25 years and the Mayor's vision for Good Growth. The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out.
- 4.8 GG2 - Making the Best Use of Land; *"To create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must:*
- A) Enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres, as well as utilising small sites*
- B) Prioritise sites which are well-connected by existing or planned public transport*
- C) Proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling*
- D) Applying a design-led approach to determine the optimum development capacity of sites*
- E) Understand what is valued about existing places and use this as a catalyst for growth, renewal, and place-making, strengthening London's distinct and varied character*
- F) Protect and enhance London's open spaces, including the Green Belt, Metropolitan Open Land, designated nature conservation sites and local spaces, and promote the creation of new green infrastructure and urban greening, including aiming to secure net biodiversity gains where possible*
- G) Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth*
- H) Maximise opportunities to use infrastructure assets for more than one purpose, to make the best use of land and support efficient maintenance".*
- 4.9 GG4 - Delivering the Homes Londoners Need; *"To create a housing market that works better for all Londoners, those involved in planning and development must:*
- *Ensure that more homes are delivered*

- *Support the delivery of the strategic target of 50 per cent of all new homes being genuinely affordable*
- *Create mixed and inclusive communities, with good quality homes that meet high standards of design and provide for identified needs, including for specialist housing*
- *Identify and allocate a range of sites to deliver housing locally, supporting skilled precision-manufacturing that can increase the rate of building, and planning for all necessary supporting infrastructure from the outset*
- *Establish ambitious and achievable build-out rates at the planning stage, incentivising build-out milestones to help ensure that homes are built quickly and to reduce the likelihood of permissions being sought to sell land on at a higher value”.*

4.10 D3 - Optimising Site Capacity Through the Design-Led Approach; *“All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site’s context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D.*

Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 Infrastructure requirements for sustainable densities. Where these locations have existing areas of high density buildings, expansion of the areas should be positively considered by Boroughs where appropriate. This could also include expanding Opportunity Area boundaries where appropriate.

In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 Small sites”.

4.11 D4 - Delivering Good Design; *“Design and access statements submitted with development proposals should demonstrate that the proposal meets the design requirements of the London Plan.*

The design of development proposals should be thoroughly scrutinised by borough planning, urban design, and conservation officers, utilising the analytical tools set out in Part B, local evidence, and expert advice where appropriate. In addition, boroughs and applicants should make use of the design review process to assess and inform design options early in the planning process”.

- 4.12 D5 - Inclusive Design; *“Boroughs, in preparing their Development Plans, should support the creation of inclusive neighbourhoods by embedding inclusive design, and collaborating with local communities in the development of planning policies that affect them.*

Development proposal should achieve the highest standards of accessible and inclusive design. They should:

- 1) Be designed taking into account London’s diverse population*
- 2) Provide high quality people focused spaces that are designed to facilitate social interaction and inclusion*
- 3) Be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment*
- 4) Be able to be entered, used and exited safely, easily and with dignity for all*
- 5) Be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.*

Design and Access Statements, submitted as part of development proposals, should include an inclusive design statement”.

- 4.13 D6 - Housing Quality and Standards; *“Housing development should be of high quality design and provide adequately-sized rooms (see Table 3.1) with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners without differentiating between tenures.*

Qualitative aspects of a development are key to ensuring successful sustainable housing. Table 3.2 sets out key qualitative aspects which should be addressed in the design of housing developments.

Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings. A single aspect dwelling should only be provided where it is considered a more appropriate design solution to meet the requirements of Part B in Policy D3 Optimising site capacity through the design-led approach than a dual aspect dwelling, and it can be demonstrated that it will have adequate passive ventilation, daylight and privacy, and avoid overheating.

The design of development should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space.

Housing should be designed with adequate and easily accessible storage space that supports the separate collection of dry recyclables (for at least card, paper, mixed plastics, metals, glass) and food waste as well as residual waste.

Housing developments are required to meet the minimum standards below which apply to all tenures and all residential accommodation that is self-contained.

Private Internal Space

- 1) Dwellings must provide at least the gross internal floor area and built-in storage area set out in Table 3.1.*
- 2) A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide. Every other additional double (or twin) bedroom must be at least 2.55m wide.*
- 3) A one bedspace single bedroom must have a floor area of at least 7.5 sq.m. and be at least 2.15m wide.*
- 4) A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 sq.m..*
- 5) Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (If the area under the stairs is to be used for storage, assume a general floor area of 1 sq.m. within the Gross Internal Area).*
- 6) Any other area that is used solely for storage and has a headroom of 0.9- 1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.*
- 7) A built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 sq.m. in a double bedroom and 0.36 sq.m. in a single bedroom counts towards the built-in storage requirement.*
- 8) The minimum floor to ceiling height must be 2.5m for at least 75 per cent of the Gross Internal Area of each dwelling.*

Private Outside Space

- 9) Where there are no higher local standards in the borough Development Plan Documents, a minimum of 5 sq.m. of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq.m. should be provided for each additional occupant, and it must achieve a minimum depth and width of 1.5m. This does not count towards the minimum Gross Internal Area space standards required in Table 3.1”.*

- 4.14 H1 - Increasing Housing Supply; “*Table 4.1 sets the ten-year targets for net housing completions that each local planning authority should plan for. Boroughs must include these targets in their Development Plan Documents (Enfield’s 10 year target is 12,460)*”.
- 4.15 H2 - Small Sites; “*Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to:*
- 1) *Significantly increase the contribution of small sites to meeting London’s housing needs*
 - 2) *Diversify the sources, locations, type and mix of housing supply*
 - 3) *Support small and medium-sized housebuilders*
 - 4) *Support those wishing to bring forward custom, self-build and communityed housing*
 - 5) *Achieve the minimum targets for small sites set out in Table 4.2 as a component of the overall housing targets set out in Table 4.1.*
- Boroughs should:*
- 1) *Recognise in their Development Plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites*
 - 2) *Where appropriate, prepare site-specific briefs, masterplans and housing design codes for small sites*
 - 3) *Identify and allocate appropriate small sites for residential development*
 - 4) *List these small sites on their brownfield registers*
 - 5) *Grant permission in principle on specific sites or prepare local development orders”.*
- 4.16 H10 - Housing Size Mix; “*Schemes should generally consist of a range of unit sizes. To determine the appropriate mix of unit sizes in relation to the number of bedrooms for a scheme, applicants and decision-makers should have regard to:*
- 1) *Robust local evidence of need where available or, where this is not available, the range of housing need and demand identified by the 2017 London Strategic Housing Market Assessment*
 - 2) *The requirement to deliver mixed and inclusive neighbourhoods*
 - 3) *The need to deliver a range of unit types at different price points across London*
 - 4) *The mix of uses in the scheme*
 - 5) *The range of tenures in the scheme*

6) *The nature and location of the site, with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station or with higher public transport access and connectivity*

7) *The aim to optimise housing potential on sites*

8) *The ability of new development to reduce pressure on conversion, subdivision and amalgamation of existing stock*

9) *The need for additional family housing and the role of one and two bed units in freeing up existing family housing.*

4.17 T1 - Strategic Approach to Transport; *“Development Plans should support, and development proposals should facilitate:*

1) *the delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*

2) *the proposed transport schemes set out in Table 10.1.*

All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated”.

4.18 T5 - Cycling; *“Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*

1) *supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*

2) *securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short 10.3stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*

Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.182 Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers”.

- 4.19 T6.1 - Residential Parking; *“New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.*

Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

- 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset*
- 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.*

All disabled persons parking bays associated with residential development must:

- 1) *be for residents' use only (whether M4(2) or M4(3) dwellings)*
- 2) *not be allocated to specific dwellings, unless provided within the curtilage of the dwelling*
- 3) *be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)*
- 4) *count towards the maximum parking provision for the development*
- 5) *be designed in accordance with the design guidance in BS8300vol.1*
- 6) *be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface”.*

Bexley Core Strategy (2012)

- 4.20 CS01 – Achieving Sustainable Development; *The Council will seek to achieve sustainable development, in line with the vision set out in Bexley’s Sustainable Community Strategy, to create a ‘strong, sustainable and cohesive community’, in order to provide people equal access to a better quality of life, protect the environment, promote the local economy and encourage an active and healthy lifestyle.*

The Council will seek to meet: the London Plan housing target for Bexley, by seeking to achieve the minimum average housing target of 335 units; and projected growth in jobs, by maximising the potential of the Thames Gateway and London Plan Opportunity Areas; ensuring that higher density, mixed use developments are located in town centres and other accessible locations with supporting infrastructure. These types of development will only be permitted outside of the identified growth areas where it can be additionally shown that they demonstrably contribute to the sustainable development of the borough and that the principles set out below have been applied.

Developers will be required to address the sustainable development principles set out below.

In conjunction with the requirements identified in this Core Strategy, as well as the requirements of all other documents that make up Bexley’s Development Plan, sustainable development will be achieved by applying the following principles:

- A) *Adapting to and mitigating the effects of climate change, including sustainably retrofitting existing building stock where possible;*

- B) Maximising the effective and efficient use of natural and physical resources, including land, water and energy, whilst addressing pollution issues, such as contamination, noise and air quality, to contribute to the health and well being of the community and the environment;*
- C) Ensuring housing provision meets the needs of Bexley's current and future population, including those unsuitably housed, and that housing type and tenure reflect local circumstances and requirements, as well as other relevant Development Plan targets;*
- D) Helping the borough to continue to play a key role in contributing to London's economic growth and prosperity;*
- E) Preserving and enhancing the existing network of town centres, including their role as a focus for new services and infrastructure, whilst enhancing the role and contribution of local neighbourhood centres;*
- F) Minimising the distances people need to travel and contributing to the improvement of sustainable transport connections;*
- G) Protecting designated areas, such as metropolitan green belt, from inappropriate development so as to preserve, enhance and promote Bexley's network of open spaces and waterways, heritage, biodiversity and geological assets;*
- H) Maintaining and improving the best elements of Bexley's suburban character by ensuring new development reflects or, where possible, enhances the unique characteristics of these areas, including residential gardens and the historic environment;*
- I) Ensuring that building height, mass and setting enhances the character of the surrounding locality, and requiring proposals for tall buildings to make a positive contribution to the existing character of the surrounding area by being of high architectural quality and appropriate to their local and historic context. The eastern end of Bexleyheath town centre has been identified as the best opportunity for locating tall buildings, subject to further detailed analysis. Old Bexley town centre has been identified as an area particularly sensitive to locating tall buildings and is considered inappropriate for tall buildings. While the majority of the borough is not considered appropriate for tall buildings, potential may exist for such development to be considered, for example: in locations which benefit from good public transport accessibility, exhibit an existing local built character that would allow for taller buildings, would not cause harm to heritage assets and the wider historic environment, and would not increase the risks of flooding, subject to further detailed area/site analysis and meeting various criteria;*
- J) Providing a complementary mix of land uses as part of well designed developments in order to contribute positively towards meeting the needs of the local community, to create safe and inclusive places, and manage flood risk; and,*

K) *Ensuring existing or proposed infrastructure (including green infrastructure), services and facilities are safeguarded to help improve accessibility and address deficiencies, and that adverse impacts of development, including waste arisings, are mitigated.*

4.21 CS02 – Bexleyheath Geographic Region; *The vision for the Bexleyheath geographic region will be achieved by:*

- A) *Making contributions to housing and employment growth in the borough, primarily focussing on development opportunities in and around Bexleyheath town centre;*
- B) *Encouraging mixed use development in the town centre, allowing for an expansion of the retail offer;*
- C) *Maximising opportunities to promote sustainable development in the town centre through the design of individual schemes, including supporting investigations into the potential creation of an area heat and power network, and seeking to ensure that development in areas susceptible to localised flooding incorporates measures to manage surface water drainage;*
- D) *Ensuring high quality design in the town centre and seeking opportunities to form an even more imposing skyline viewed from the south and east;*
- E) *Seeking opportunities for renewal and enhancement associated with the area's location within the Thames Gateway national growth area and its sub-regional importance;*
- F) *Ensuring that the heritage assets and areas that are characterised by mainly semidetached and detached family housing are retained and, where possible, improved, including the surrounding environment, and that new development is in keeping with the local and historic character of these areas;*
- G) *Implementing a range of accessibility and travel awareness improvements through projects such as the Bexleyheath Area Based Scheme and the use of work based and area based travel plans;*
- H) *Investigating opportunities to better connect the area to the wider public transport network, thus improving traffic movement through major transport infrastructure improvements in the longer term;*
- I) *Improving existing and developing new public realm in the area of Broadway and Watling Street as part of major development, and taking opportunities to address the deficit of public open space and lack of access to nature within neighbourhoods in the west of the geographic region;*
- J) *Promoting enhancement projects to encourage higher quality and greater use of public spaces, particularly with regard to the creation of a safe and family friendly leisure and entertainment culture within the town centre;*
- K) *Creating new and enhanced community facilities that support the needs of residents and leisure facilities that appeal to all residents during the day and evening, located mainly in and*

around Bexleyheath town centre, but also, if appropriate, within the neighbourhood centres of the geographic region; and

- L) *Reviewing and, as appropriate, implementing in further development plan documents, the Bexleyheath Development and Improvement Framework and Night Vision strategy.*

4.22 CS10 – Housing Need; *It is the Council's aspiration to achieve 50% affordable housing as a proportion of all provision, over the plan period as a whole. Housing provision will include a mix of dwelling types, size and tenure to meet the needs of Bexley's current and future population. In residential schemes of ten units or more, the Council will seek the maximum reasonable amount of affordable housing. In particular:*

- A) *A minimum of 35% of units to be affordable housing, of which*
- B) *A target of 70% will be social rented housing and 30% will be intermediate housing, unless otherwise agreed.*

Where a developer suggests that site viability does not permit full provision at the level required by the policy, this position will need to be demonstrated through a full financial appraisal before any agreement is made to amend the mix of tenures and then to reduce the proportion of affordable housing.

Where possible, contributions from any available funds, e.g. grants from the Homes and Community Agency (HCA), will be sought to bring marginal or unviable schemes to viability. As with market housing, the affordable housing mix should reflect the need for a variety of dwelling sizes. In this respect, a balance between unit sizes will be sought from individual schemes, where appropriate.

In order to promote mixed and balanced communities, affordable housing provided as part of a market development will be expected to be integrated within the site.

In accordance with the requirements of the London Plan, all new homes will need to meet lifetime homes standards, and 10% of all future housing provision should be suitable or easily adapted for wheelchair users.

4.23 CS16 – Reducing the Need to Travel and the Impact of Travel; *The Council will seek to minimise the need for and distances people travel, thereby reducing the time, cost and environmental effects of transportation and improving accessibility and quality of life for Bexley residents by:*

- A) *Ensuring developments are equipped to benefit from new technology, which helps generate more sustainable travel patterns;*
- B) *Promoting the provision of live/work accommodation in appropriate developments; and*
- C) *Promoting travel awareness campaigns, workplace travel plans, area based travel plans and car clubs.*

Bexley Unitary Development Plan (2007)

- 4.24 G23 – Off Street Parking; *The Council will coordinate the provision of on and off-street parking in the borough with parking controls and charging policies and the location of development in order to:*
1. *Promote sustainable transport choices, in particular walking, cycling and public transport;*
 2. *Protect and enhance the environment and amenity, particularly of shopping and residential areas and open spaces;*
 3. *Encourage the shared use of parking, particularly in shopping centres and as part of major proposals;*
 4. *Ensure no more parking spaces are provided as part of a development than a Transport Assessment may justify or where a Transport Assessment is not required, no more parking spaces are provided than prescribed in the Council's parking standards;*
 5. *Promote the orderly flow of traffic and the safety of pedestrians, wheelchair riders and other road users; and*
 6. *Sustain the development of the local economy and access to jobs, services, shops and recreational facilities in accordance with the Local Implementation Plan.*
- 4.25 H2 – Acceptable Residential Development; *Development will normally be resisted where it would result in:*
1. *The loss of all or part of a dwelling or the site of a demolished dwelling*
 2. *To non-residential development; or*
 3. *The non-residential development of land identified on the Policy H1 proposals schedule.*
- 4.26 H3 – Residential Character; *Residential development and other development in primarily residential areas should be compatible with the character or appearance of the area in which it is located and the following criteria should all be satisfied:*
1. *The layout, scale and massing, elevational treatment, and materials of building should be compatible with the local character or appearance;*
 2. *The spaces around buildings (including roads) and their hard and soft landscaping and plot separations should be compatible with the local character or appearance and fulfil clear and useful functions;*
 3. *The development should pay special regard to the setting of any listed buildings or the character and appearance of a Conservation Area where appropriate; and*
 4. *Where appropriate, landscape and nature conservation features of interest, such as trees, hedgerows and ponds, should be preserved.*

Residential development will not normally be permitted in locations which are, or are expected to become, subject to excessive noise.

The actual or potential cumulative effects of a development should be given sufficient weight in applying this policy.

4.27 H6 – Amenity Space; *Residential development should normally provide adequate usable on-site amenity space.*

4.28 H7 – Privacy and Outlook; *Residential development should provide a reasonable degree of privacy and outlook for space within and outside dwellings.*

4.29 H8 – Infill, Backland and Similar Development; *Residential development consisting of new dwellings to the side or rear of existing dwellings and sited on gardens or incidental open space should accord with Policy G27, other residential policies and additionally fulfil all of the following criteria, i.e. that:*

- 1. Adequate and safe access for vehicles and pedestrians is provided, with no adverse effects on the amenities of adjacent dwellings and their gardens;*
- 2. The proposed dwellings are adequately separated from other dwellings in terms of their amenities, light, privacy and garden space;*
- 3. There is no adverse effect on the character of the area, including cumulative effects; and*
- 4. Landscape and nature conservation features of interest, such as trees, hedgerows and ponds, should be preserved.*

4.30 T17 – Off Street Parking; *Applicants should make provision for off-street car parking spaces in their developments, including applications for changes of use, up to the maximum levels of parking prescribed in Annex 1 to this chapter, unless a Transport Assessment of the development indicates the need for higher levels of parking.*

In the case of smaller developments, the applicant may be required to demonstrate how the travel needs arising from the development will be met in circumstances where there are concerns about the impact of on-street parking on amenity and traffic flow.

Parking spaces should be located so as to discourage on-street parking and respect the amenity of near-by residents.

5. Policy Considerations

Principle of Development

- 5.1 The proposal for the site seeks to demolish the existing residential garage and erect a single detached three-bedroom residential unit across ground and first floor level. The proposed dwelling will increase both the quantity and quality of accommodation which is provided at the site.
- 5.2 The garage building proposed for demolition is not locally or statutorily listed nor located within a Conservation Area and therefore does not benefit from any planning protection which would prevent its demolition. Furthermore, the existing building is not of any architectural merit and adds little to the existing character of the area.
- 5.3 The proposal will provide a high-quality development that is based on an understanding of local characteristics. The proposed plot would be of a similar dimension to other properties within the surrounding locality with attached amenity space to the rear. Additionally, the proposals seek to make the best use of land and optimise the residential potential of the site in line with Policy GG2 of the London Plan (2021).
- 5.4 It has been established that residential development is appropriate in this location and would be compatible with the surrounding uses. The proposed replacement of the existing garage with a family-sized residential unit is considered appropriate for this location and in turn, will ensure that the site's long-term residential use is continued.

Design

- 5.5 The proposed development has been sensitively designed to ensure that it remains in keeping with the existing properties located in the immediate surrounding area. The proposed design seeks to provide a high-quality building which will enhance the existing character and appearance of the area.
- 5.6 The proposed massing of the development has been limited across ground and first floor levels in order to reduce any potential impact the site would have on the existing neighbouring properties. The proposed fenestration of the dwelling has been carefully and sensitively proposed in order to reduce any potential impact in terms of outlook and overlooking to the neighbouring properties.

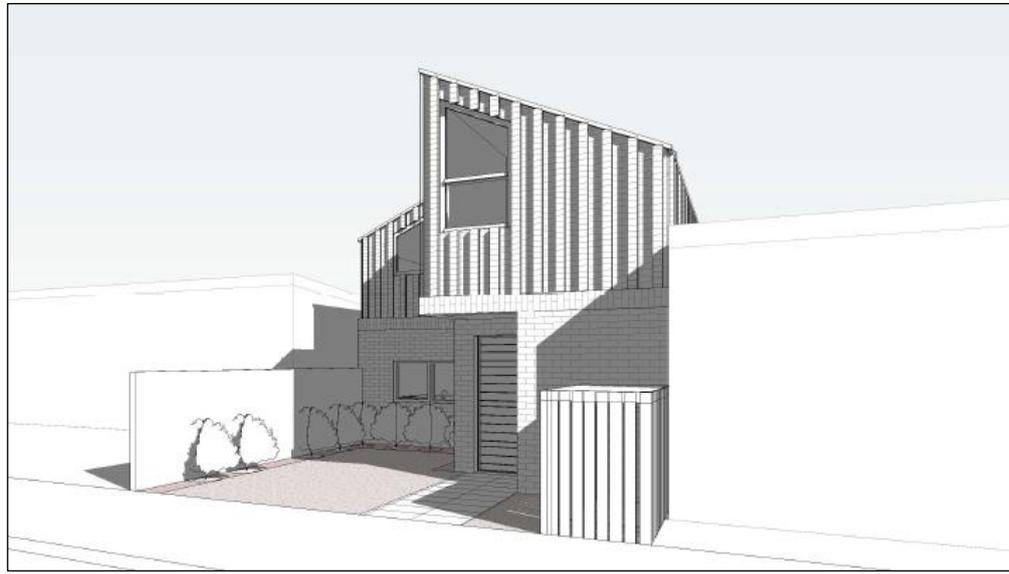


Figure 2 – The Proposed Visualisation of the Proposed Residential Scheme

Residential Amenity

- 5.7 The proposal provides a good standard of internal amenity space for future occupiers which would exceed the minimum guidance set out in the London Borough of Bexley Local Development Framework as well as the Department for Communities & Local Government (DCLG) Technical Guidance for Housing Standards. The floor to ceiling heights is above the regional standards, with each floor having a minimum height of 2.5m.
- 5.8 The proposed residential unit will be dual aspect providing natural light, ventilation as well as outlook to future occupiers. The unit will be accessed via the proposed entrance located on the front elevation of the building, with a central stair core providing access to every level. The application site benefits from a rear garden and it is proposed that each unit will benefit from an area of private amenity space totalling 34 square metres.

Neighbouring Amenity

- 5.9 As part of any planning application, it is important to ensure development proposals would not have an adverse impact on neighbouring amenity with regards to light, outlook or increased sense of enclosure. The proposed scale and massing of the property has sought to limit that which is proposed at first floor level whilst still being able to provide a family sized, three-bedroom unit in this location.
- 5.10 The proposed development is located to the rear of the existing property of 143 Erith Road. The distance between the two properties is over 25 metres in length and the proposed scheme does not seek to provide any fenestration at first floor level on the rear elevation of the property. This will help to reduce any overlooking to the properties which front Erith Road. The property opposite the site of 97 Pelham Road does not have any windows on the side elevation which face the site and therefore, there will be limited impact to this property as well. The proposed location of the windows has been carefully proposed in order to limit any overlooking afforded both to and from the proposed dwelling, as demonstrated by Figure 2 (below).



Figure 2 – A Screenshot of the Site Location Plan Demonstrating the Distances to the Nearest Neighbouring Properties (North – 15 Metres; East – 25 Metres; South – 24 Metres; West – 17 Metres)

Highways

- 5.11 The application site has a PTAL rating of 4, which is classified as 'Good'. PTAL rating should be considered with the public transport provision 'on the ground' with a total of six bus stops located within 400 metres of the proposal. The bus stops in the locality of the site provide access to services to Bexleyheath, Blackheath Park, Lewisham Station, Queen Mary's Hospital. Sidcup, Slade Green, Thamesmead, Thamesmead Central and Woolwich.
- 5.12 The nearest train station, Barnehurst, is located 850 metres to the north of the site and provides access to SouthEastern and Thameslink services to Dartford, London Cannon Street, London Charing Cross and London Victoria.
- 5.13 The proposed development will retain one off-street parking space for the new dwelling which is in line with residential parking standards outlined in Policy T6.1 of the London Plan (2021). It is noted that the off-street parking space will utilise the existing dropped kerb and would not therefore change the existing public highway.
- 5.14 There is the provision of 2 cycle storage spaces in accordance with London Plan guidance. This has been placed within the front garden of the site. This provision will complement other nearby sustainable transport modes in the local area.

Refuse and Recycling

- 5.15 Dedicated refuse and recycling facilities will be provided for the new residential unit in a dedicated and secure storage container to the front of the property. The capacity provided will be in accordance to Local Authority guidance on refuse and recycling storage. The enclosed unit is sited away from any adjacent habitable room(s) and is located close to the site boundary to ensure easy access for collection.

6. Conclusion

- 6.1 It is considered that the existing building at the site fails to maximise the potential of the application site. The proposal would provide a contemporary residential development which would improve the vernacular of the existing street scene and help raise the standard of design in the area. The nature of the design of the building ensures that the proposal would not appear overly dominant or out of character with the surrounding street scene.
- 6.2 The proposed development would replace the existing garage and provide a high-quality residential development which would provide a good level of amenity for future occupiers, without prejudicing the amenity of existing neighbouring occupiers. The residential units have been designed to ensure they are fully compliant with national, regional and local policy requirements and would not compromise the living standards of the existing neighbouring occupiers. It is therefore considered that the proposal is compliant with national, regional and local policies.