



NEXUS  
PLANNING

**Sidcup Library, 2A Hadlow Road,  
Sidcup, DA14 4AQ**  
Planning Statement

**On behalf of BexleyCo Homes**

October 2021



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# 1 Introduction

- 1.1 This planning statement is prepared by Nexus Planning Ltd on behalf of BexleyCo Homes ("the applicant") in support of a planning application submitted over land located at Sidcup Library, 2A Hadlow Road, Sidcup, DA14 4AQ ("the site"). The application is made to the London Borough of Bexley as the Local Planning Authority (LPA) for the following development:

*"Redevelopment of the site to create a 4 storey building comprising 32 self-contained flats, with provision of associated vehicular access and parking, cycle parking, amenity space and refuse and recycling storage."*

- 1.2 The proposal seeks to create 32 residential units comprised of 1 bed, 2 bed and 3 bed units with a 25% affordable housing offer. The scheme will replace the existing library which is being relocated within the area. The development would provide the following key benefits:

- Provision of residential units which include a mix of unit sizes and tenures to meet the identified housing need within the Borough;
- High quality living accommodation with the provision of private and communal external amenity space for each flat;
- A contemporary design solution to a tired site which will better respond to the prevailing character of the area;
- Development within a highly accessible location which will promote sustainable travel and increase the use of the area's public transport network.

- 1.3 The following documents have been submitted in support of the application:

- Application form;
- Site location plan prepared by Stitch Architects;
- Existing block plan prepared by Stitch Architects;
- Proposed block plan prepared by Stitch Architects;
- Proposed floor plans, elevations and section drawings prepared by Stitch Architects;
- Design and Access Statement (including landscape details) prepared by Stitch Architects;

- Viability Statement prepared by Turner Moram;
- Air Quality Assessment prepared RSK;
- Ecology Survey and Report prepared by Native Ecology;
- Outline Construction Logistics Plan prepared by EAS;
- Daylight and Sunlight Impact Assessment prepared by Eight Associates;
- Energy Strategy prepared by Flatt;
- Fire Strategy prepared by Fire Ingenuity;
- Noise Impact Assessment prepared by Bickerdike Allen;
- Planning Statement prepared by Nexus Planning;
- Outline Site Waste Management Plan prepared by EAS;
- Sustainable Urban Drainage Strategy prepared by Symmetreys;
- Transport Assessment and Travel Plan prepared by EAS;
- Tree Survey and Assessment prepared by HW&Co.

1.4 This planning statement should be read in conjunction with the above listed supporting documents.

## 2 The Site, Surrounding Area and Planning History

### The Site

- 2.1 The application site is identified as Sidcup Library located on the eastern side of Hadlow Road, positioned to the north west behind the existing Travelodge. The site contains a 3 storey detached, predominantly brick building, currently used as a public library. The site is located within Sidcup Town Centre.
- 2.2 The site has vehicular access from St John's Road at the rear of the site with existing off street parking provision. Adjacent to the vehicular access point at St John's Road is a small public WC which is excluded from the development site boundary. The main pedestrian access to the site is from Hadlow Road at the front of the premises. There is also some on street parking provision at this entrance point, and the forecourt and existing street paving provide a high quality public realm
- 2.3 The vast majority of the site is paved in hardstanding, with some soft landscaping elements about the perimeter of the site. Mature trees feature throughout the site, and in particular offer high quality screening to Hadlow Road.
- 2.4 The site has a PTAL rating of 3, indicating moderate accessibility to public transport. The site is particularly well serviced by bus. Granville Bus Stop is positioned immediately adjacent to the western boundary of the site on Hadlow Road, with Church Road and Sidcup High St Bus Stops positioned at the top and bottom of High Street. Furthermore, Sidcup Train Station is located 0.7miles north of the site, equating to a 5 minute drive or 15 minute walk from the site.

### Designations

- 2.5 The site is located within the Sidcup Town Centre boundary. The Hadlow Road frontage of the site is included within the Borough's policies map as a 'non-core retail frontage'.
- 2.6 The site is not located within a conservation area, but falls approximately 140m outside the boundary of a conservation area located to the south of the site.
- 2.7 The site is not identified as, nor within the immediate vicinity of, a listed building. The Parish Church of St John the Evangelist and its associated monuments, located approximately 100m to the south east of the site, are Grade II listed.
- 2.8 The site is not within the Greenbelt or positioned nearby any Greenbelt land.

- 2.9 The site is identified as being within Flood Zone 1 under the Environmental Agency's Flood Mapping. Flood Zone 1 represents the lowest risk of flooding.

### The Surrounding Area

- 2.10 The prevailing building heights in the immediate vicinity are two, three and four storey buildings. To the south of the site are a number of two storey terraced properties positioned along the main high street, typically split into commercial properties (predominantly Class E) at ground floor and office or residential space above.
- 2.11 To the south east is a four storey Travelodge building which is positioned at the corner of High Street and St John's Road. This building forms the prominent view when driving along High Street from the West.
- 2.12 To the north of the site are a number of residential properties along Hadlow Road. These are typically comprised of a mix of semi-detached properties and blocks of flats. To the east of the site are the residential gardens belonging to the dwellinghouses along St John's Road. These properties are typically detached and semi-detached two storey houses.
- 2.13 Further afield there are a number of examples of four storey flatted developments including at Milton Lodge on Hadlow Road, 25 Belton Road, Hill View Court on High Street, and 9 Craybrooke Road.
- 2.14 There is an access road directly opposite the main entrance of the application site providing access to the rear of the commercial properties along High Street to the west.

### Planning History

- 2.15 Having reviewed the planning history for the application site and surrounding properties, the following applications are considered to be relevant to the proposal:

#### Sidcup Library

- 78/00562/FUL – erection of new library and cash office with additional offices over – approved, 1978
- 04/02355/ADV – non-illuminated projecting fascia sign – approved, 2004

#### 1 – 3 Sidcup High Street

- 11/01568/FULM – demolition of 1 Sidcup High Street and partial demolition of the existing public house to provide a three storey building comprising a retail shop and a

separate commercial unit and the entrance to an 84 bedroom hotel on the 2 upper floors. Formation of 60 car parking spaces including some underground car parking and 15 further spaces in an overspill car park at the rear of the library. Provision of refuse bin storage area and cycle storage and associated plant and equipment – approved, 2011

- 11/01568/FULMIN – minor amendment to: demolition of 1 Sidcup High Street and partial demolition of the existing public house to provide a three storey building comprising a retail shop and a separate commercial unit and the entrance to an 84 bedroom hotel on the 2 upper floors. Formation of 60 car parking spaces including some underground car parking and 15 further spaces in an overspill car park at the rear of the library. Provision of refuse bin storage area and cycle storage and associated plant and equipment – approved, 2012

#### 106 Sidcup High Street

- 19/02924/FULMIN – application for a non-material amendment for: change the brick bon to north elevation onto Sidcup High Street, addition of 1no. solid metal external door to east elevation onto Jenner Close, fixed guardrails added to residential roof area to in lieu of collapsible rails: to the parent submission 19/02924/FULM. The parent submission being for: Application for a minor material amendment to allow various opening hours to parent submission 19/01372/FULM, the parent submission being for the erection of a four storey building to provide a 3 screen cinema with an additional studio (D2), library (D1), café and bar (A3), provision of a changing places WC and 9 residential flats comprising 3x1bed and 6x2bed flats – approved, 2021

2.16 Pre-application advice was sought from the Council for the proposed development; a pre-app meeting was held in July 2021 and formal written feedback was issued on 5<sup>th</sup> October 2021. The key points to note following the pre-application discussions can be summarised as follows:

- Principle of residential development is acceptable;
- Proposed units would be positive contribution to housing targets;
- General layout is broadly acceptable, roof articulation requires further thought;
- Front entrance should be revisited, currently too narrow and unwelcoming;
- Fourth floor should be stepped back and not overbearing within the street;



- High level of detailed required within the façade;
- Further consideration given to the design of the roof and design of balconies, preferred inset balconies;
- Communal garden should be reconsidered or removed in place of private amenity spaces for all flats;
- Unit mix is too heavily weighted towards one bedroom units and does not reflect the Borough's housing need;
- Viability statement required to justify shortfall of affordable housing;
- Proposed outlook of units is acceptable;
- Concerns raised regarding noise pollution for ground floor units;
- Rearrangement of private gardens required;
- Acceptable impact on neighbouring amenity subject to suitable screening measures and demonstration of how building will not cause overshadowing;
- No concerns raised regarding no. of proposed parking spaces;
- Transport Statement will be required;
- Refuse store at the front is not considered appropriate or practical, recommend split waste collection service between front and rear;
- SuDS required at application stage.

The current proposal has considered the concerns raised at pre-app stage and been updated accordingly.

### 3 The Development Proposals

- 3.1 The application proposal comprises the redevelopment of the site to provide 32 residential units within a 4 storey building, with vehicular access and parking to the rear as well as provision of cycle and refuse storage facilities.

*Table 1: Proposed Accommodation Schedule*

Storey	1b2p	1b2p (WCH)	2b3p	2b3p (WCH)	2b4p	3b4p	3b5p	TOTAL
Ground	1	1		2		1	1	6
First	4		1		3	1		9
Second	4		1		3	1		9
Third	3		1		2	1	1	8
<i>Total</i>	<i>12</i>	<i>1</i>	<i>3</i>	<i>2</i>	<i>8</i>	<i>4</i>	<i>2</i>	<b>32</b>

- 3.2 Table 1 details the accommodation schedule for the proposed development. The scheme will predominantly include 1 bed and 2 bed flats, including 3 wheelchair accessible flats, along with provision of some larger 3 bed flats.
- 3.3 The proposed development will also include an affordable housing offer of 25% of residential units, proposed as either shared ownership or First Homes tenure.
- 3.4 Each of the flats will benefit from external amenity space; the ground floor flats will include private garden space, with each of the upper level flats including private balconies or terraces. There is also a small communal garden space proposed at the rear of the building for all residents to utilise.
- 3.5 The application proposes 16 parking spaces situated at the rear of the development with access via the existing vehicular access off St Johns Street. These will also include one disabled parking space.. Four of the carspaces will be fitted with active electric vehicle charging points.
- 3.6 Refuse and cycle storage will be included within the footprint of the proposed structure. There will be a communal cycle store offering a total of 58 spaces on the ground floor level of the building with access from the rear via the car park. Refuse storage will also be positioned at ground floor but accessed from the front of the property to allow for easy collection along Hadlow Road.

- 3.7 The scheme has been designed to adopt an 'L' shaped footprint and will represent an overall reduction in the footprint of the existing library building. The proposed footprint will respond sympathetically to the typology and existing layout of the surrounding buildings, particularly the adjacent dwellinghouses along Hadlow Road, by offsetting the development at each boundary to reduce the overall impact. It is proposed to implement a comprehensive planting scheme focused along the residential boundaries in order to further soften the impact.
- 3.8 The Hadlow Road frontage of the development is expressed as two building forms set alongside each other. The southern part of the proposal is expressed as a red brick building and includes the entrance to the block. It has more detail and variation bringing a distinctive character and visual interest as the site meets the High Street. The 'buff' brick part of the building towards the south is more subdued in its tone, with a single 'London Stock' character of brick and a recessed facade sitting behind the trees. This facade benefits from interesting brick patterns with a more subtle effect.
- 3.9 Please refer to the Design and Access Statement prepared by Stitch Architects for further details on the architectural detailing of the proposals.

## 4 The Planning Policy Context

- 4.1 This section of the Planning Statement provides an overview of the key planning policies and other material considerations relevant to the Proposed Development.

### National Planning Policy Framework (2019)

- 4.2 The National Planning Policy Framework (NPPF) was adopted on 27th March 2012, and the Government published the updated NPPF in July 2018. The updated version was then revised in July 2021. The NPPF sets out the Government's planning policies and how these are expected to be applied.
- 4.3 Paragraph 7 of the NPPF sets out that the purpose of the planning system is to achieve sustainable development. Paragraph 8 identifies the three overarching objectives of sustainable development; the social, environmental and economic objectives.
- 4.4 Paragraph 11 of the NPPF outlines a presumption in favour of sustainable development, and for decision-taking this means:

*"Approving development proposals that accord with an up to date development plan without delay."*

- 4.5 The NPPF is supported by the Government's National Planning Practice Guidance (PPG), which provides further detail and context to the Framework.

### The Development Plan

- 4.6 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.7 The Development Plan for Bexley Council comprises the London Plan (2021) and the Bexley Local Plan. Bexley's Local Plan is comprised of the following documents:
- Bexley Core Strategy (2012);
  - Bexley Unitary Development Plan (2004) Saved Policies (2012 addendum);
  - Bexley Local Plan Monitoring Report 15 2018/2019 (2020);
  - London Borough of Bexley Five Year Housing Land Supply Report (2020);

- Bexley Statement of Community Involvement (2019);
- Bexley Local Development Scheme October 2019 – September 2022 (2020).

### The London Plan

4.8 The key London Plan policies which are considered to be relevant to the proposal are:

- D3 – Optimising Site Capacity through the Design-led Approach
- D4 – Delivering Good Design
- D6 – Housing Quality and Standards
- D12 – Fire Safety
- D14 – Noise
- H1 – Increasing Housing Supply
- H4 – Delivering Affordable Housing
- H5 – Threshold Approach to Applications
- H6 – Affordable Housing Tenure
- H10 – Housing Size Mix
- T5 – Cycling
- T6 – Car Parking

### Bexley Core Strategy

4.9 The key policies of Bexley's Core Strategy ("**CS**") which are considered to be relevant to the proposal are:

- CS01 – Achieving Sustainable Development
- CS06 – Sidcup Geographic Region
- CS08 – Adapting to and Mitigating the Effects of Climate Change, including Flood Risk Management
- CS10 – Housing Need



- CS16 – Reducing the Need to Travel and the Impact of Travel

## Unitary Development Plan

4.10 The key policies of the Unitary Development Plan (Saved Policies) ("**UDP**") which are considered to be most relevant to the proposal are:

- ENV35 – Trees
- ENV39 – Built Environment
- ENV41 – Air Quality
- ENV42 – Needs of People with Disabilities
- H1 – Housing Supply
- H2 (in part) – Acceptable Residential Development
- H3 – Character
- H6 – Residential Amenity Space
- H7 – Residential Privacy and Outlook
- H13 – Larger Residential Developments
- T6 – Optimising the Use of the Existing Transport Network
- T14 – Improvement of the Safety and Convenience of Travel
- T17 – Off- Street Parking
- T18 – Shared Parking

## Draft Local Plan Regulation 19

4.11 Bexley's Draft Local Plan Regulation 19 ("**dReg 19**") concluded its public consultation stage on 25 July 2021 and is currently being prepared for public examination. Once adopted, the dReg 19 will supersede the existing CS and UDP Policies.

4.12 The key policies to be aware of within the dReg 19 which are considered to be most relevant to the proposal are:

- SP1 – Achieving Sustainable Development

- SP2 – Meeting Bexley’s Housing Requirements
- DP1 – Providing a Supply of Housing
- SP5 – Placemaking Through Good Design
- DP11 – Achieving High Quality Design
- DP20 – Biodiversity and Geodiversity in Developments
- DP21 – Greening of Development Sites
- DP22 – Sustainable Transport
- DP23 – Parking Management
- DP24 – Impact of New Development on the Transport Network
- DP26 – Waste Management in New Development
- SP14 – Mitigating and Adapting to Climate Change
- DP30 – Mitigating Climate Change
- DP33 – Sustainable Drainage Systems

### Material Considerations

4.13 In addition to the Development Plan documents, we consider the following to constitute material considerations in the assessment of the proposals:

#### [Design for Living – Bexley’s Residential Design Guide \(2006\)](#)

4.14 The Residential Design Standards SPD provides further detailed guidance on residential design policies for development including new build homes, conversions and extensions.

#### [Affordable Housing SPD \(2006\)](#)

4.15 The Affordable Housing SPD provides further details on the Borough’s affordable housing requirements and standards.

#### [Sustainable Design and Construction SPD \(2007\)](#)

4.16 The Sustainable Design and Construction SPD highlights the importance of design and construction in creating environmentally friendly and sustainable development within the Borough.

Planning Obligations Guidance SPD (2008)

- 4.17 The Planning Obligations Guidance SPD explains what the Council will seek in planning agreements with developers to ensure contributions to providing local services and facilities.

## 5 Planning Considerations

5.1 In this section of the statement, we assess the proposal against the most relevant policies identified in the local development framework above. The assessment has specific regard to the following key issues:

- Principle of Development;
- Residential Unit Mix and Tenure;
- Scale, Massing and Impact on Character;
- Residential Standards and Amenity;
- Landscape and Biodiversity;
- Pollution;
- Flood Risk;
- Sustainability and Energy;
- Fire Safety;
- Transport, Access and Parking;
- Cycle Parking and Refuse Storage;
- Construction Logistics;
- Draft Heads of Terms.

### Principle of Development

- 5.2 London Plan Policy H1 sets out the ten-year targets for net housing completions that each LPA should plan for, highlighting Bexley's ten year housing target as 6,850 new homes. Bexley's Five Year Housing Land Supply Report for 2021 to 2026 identifies Bexley as currently having a five year housing land supply of 6.07 years (including a 20% buffer as required by the NPPF).
- 5.3 CS Policy CS06 supports housing growth primarily within and around Sidcup Town Centre, Sidcup Station and Foots Cray, with residential development of higher density being encouraged at appropriate locations.

5.4 UDP Policy H13 states that residential developments of over 25 dwellings should, where appropriate:

- Provide recreational open space or contribute to the cost of off-site provision;
- Provide adequate highway and other infrastructure to serve the development in accordance with T6;
- Incorporate a mix and balance of dwelling types and size to cater for a range of housing needs;
- Have adequate provision of or access to shopping and community facilities;
- Have good access to public transport facilities; and
- Provide for the needs of disabled and less mobile people in the layout and provide a suitable proportion of dwellings for people with special housing needs.

5.5 Figure 1 of dReg 19 Policy SP1 outlines the Sidcup area one of the areas most suitable for accommodating sustainable housing at varying densities and amounts within Bexley, with the application site securely located within the blue line boundary outlined in SP1. This is further supported by Policy DP1 which states that new housing should make the most effective and efficient use of land by seeking to achieve higher densities in the more accessible locations.

5.6 The Policies Map identifies the application site falling within the northern boundary of a Major District Centre, with the emerging dReg 19 Policies Map showing the site as positioned directly adjacent to the District Centre boundary. The section of High Street to the south of the site is highlighted as a core shopping frontage and the principal façade of the existing library identified as a non-core retail frontage. With this in mind, it is considered that the provision of 32 units within a 4 storey building is entirely appropriate for this location as the application site is:

- positioned within a designated town centre location with excellent accessibility to local bus services and Sidcup train station; and
- within very close proximity to the vast range of local amenities positioned along High Street, including the adjacent Waitrose, leisure centre, restaurants and cafes, pharmacy and independent retail units;

5.7 The site is therefore suitable for higher density residential development and meets the provisions of Policies CS06, SP1 and DP1 for new residential development.



- 5.8 The development also meets all of the requirements of UDP Policy H13 with the exception of the provision of recreational open space on site. Given the size constraints of the site it has not been possible to provide recreational onsite, however the scheme does include generous private and communal amenity spaces within the proposal.
- 5.9 Although the proposed redevelopment of the site to create new residential development would involve the loss of the existing library building, the library facility is being relocated. The new library building is to be relocated to a more suitable location at the corner of High Street and Station Road approximately 100m to the west of the site, meaning that the existing library building is soon to be vacant. With this in mind, the loss of the existing library on site will not be detrimental to the vitality of the area due to its imminent relocation to a more prominent and accessible area.
- 5.10 With the above in mind, the proposal is compliant with Policies H1, CS06, SP1 and DP1 and the principle of the development is considered acceptable.

### **Residential Unit Mix and Tenure**

- 5.11 London Plan Policy H4 stipulates that the strategic target is for 50% of all new homes delivered across London to be affordable, with affordable housing provision to be provided on site. Policy H5 requires a minimum of 50% affordable housing for all major schemes on public land, subject to viability. Policy H6 defining the affordable housing tenure split to be 30% affordable or social rent; 30% shared ownership; and the remaining 40% to be determined by the Borough as either tenure type based on identified need.
- 5.12 London Plan Policy H10 states that schemes should also generally consist of a range of unit sizes, determined by having regard for robust local evidence of identified need. Consideration should also be given to, the requirement to deliver mixed and inclusive neighbourhoods through delivery of a range of price points across London; the mix of uses within the scheme, the optimisation of housing potential on sites, the need for additional family housing and the role of one and two bed units in freeing up existing family housing, and the range of tenures within the scheme.
- 5.13 dReg 19 Policy SP2 states that the Borough aspires to achieve an affordable housing provision of 50% of proposed new homes, with an overall tenure mix of 70% low cost rented and 30% intermediate housing. It also states that the Council seeks to deliver a balance of family and other types and sizes of housing within both affordable and market schemes. The below table indicates the identified need of homes within the Borough by tenure as set out in draft Policy SP2.

Unit Size	Market	Low Cost Rent	Intermediate	All Tenures
1 bed	6.4%	18.1%	12.8%	11.5%
2 bed	29.3%	59.9%	42.7%	42%
3 bed	43.1%	17.1%	34%	32.7%
4 bed	21.2%	4.9%	10.5%	13.9%
	100%	100%	100%	100%

5.14 The above table shows the type of homes with the highest identified need within the Borough, with the highest demand for 2 and 3 bedroom properties across all tenures.

5.15 As part of the proposed affordable housing offer, the Applicant is considering utilising a First Homes tenure. First Homes is a new government led initiative which seeks to provide a specific kind of discounted market sale housing which must be discounted by a minimum of 30% against the market value and must be sold to those who meet the First Homes eligibility criteria. First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers.

5.16 The proposed development seeks to provide a total of 32 residential units. This will include a mixture of 13 x 1 bedroom units, 13 x 2 bedroom units and 6 x 3 bedroom units as shown in the below accommodation schedule.

Storey	1b2p	1b2p (WCH)	2b3p	2b3p (WCH)	2b4p	3b4p	3b5p	TOTAL
Ground	1	1		2		1	1	6
First	4		1		3	1		9
Second	4		1		3	1		9
Third	3		1		2	1	1	8
<i>Total</i>	<i>12</i>	<i>1</i>	<i>3</i>	<i>2</i>	<i>8</i>	<i>4</i>	<i>2</i>	<b>32</b>

5.17 The scheme offers a range of unit sizes, with a focus on the provision of a range of 2 bedroom properties. Six 3-bedroom properties are also proposed. This offer is consistent with the Borough's identified need for 2 and 3 bedroom properties, and it is considered that the proposed unit mix is appropriate for the site location. The scheme also proposes 13x 1-bedroom units, and, in line with

London Plan Policy H10, these smaller flats are expected to play a role in freeing up existing family housing within the Sidcup area.

- 5.18 In terms of affordable housing, the scheme provides an offer of 25% affordable housing, equating to 8 of the 32 units. It is proposed that the affordable units will either be 100% shared ownership tenure, or 100% First Homes tenure. The affordable housing offer will include 4 x 1 bedroom units (50%), 2 x 2 bedroom units (25%) and 2 x 3 bedroom units (25%); this will include all 3 wheelchair accessible units.
- 5.19 Given that the existing site is publicly owned, policy requires a minimum of 50% affordable housing rather than the standard 35%. It is acknowledged that the affordable housing offer falls 25% short of the 50% minimum policy requirement and will offer one type of affordable housing tenure. A viability report has been prepared by Turner Moram in support of the application which justifies the shortfall of affordable units on site, concluding that the proposed scheme incurs a deficit even with the reduced affordable housing offer of 25%. It states that, should the Council seek to increase the land value of the premises, then the applicant would be unable to deliver this level of affordable housing. It is therefore concluded that the provision of 50% of affordable housing would make the scheme completely non-viable.
- 5.20 Overall, the proposed unit mix and tenure within the scheme offers a good range of homes for future residents and contributes towards the identified need within the Borough.

### **Scale, Massing and Impacts on Character**

- 5.21 London Plan Policy D3 states that development must make the best use of land by following a design-led approach that optimises the capacity of sites. Policy D4 supports this by stipulating that the design of development proposals must be thoroughly scrutinised by the LPA throughout the planning process to ensure high quality design.
- 5.22 UDP Policy H3 states that residential development should be compatible with the character and appearance of the area in which it is located. Careful regard should be had to the layout, scale, massing, elevational treatment, materials, spacing and landscaping to ensure the development is compatible with the local character.
- 5.23 dReg 19 Policy DP11 states that development proposals for new buildings must ensure that they positively contribute to the existing street scene. This is supported by Policy SP5 which expects the

highest quality design standards in Bexley, including development which enhances principles of inclusive design and considers the contribution to the shaping of the public realm.

- 5.24 Furthermore, the Residential Design Guide SPD states that a positive response to the local context does not always have to be a replication of the existing building styles and encourages a more contemporary design approach in enriching the Borough. It also states that development should respond sensitively to the building heights, widths and depths of neighbouring and nearby buildings by varying the density across the site. A varied streetscape is encouraged by incorporating a range of building forms and intensifying land uses.
- 5.25 The footprint of the proposed scheme is loosely based on the existing footprint of the library; although the proposal adopts an 'L' shaped footprint which presents an overall reduction in footprint size from the existing building. The new building has been orientated so the larger section of the building is positioned at the southern part of the site to reduce the visual impact on the immediate neighbours of 40 St John's Road and 2 Hadlow Road.
- 5.26 The proposed height of the building has been informed by numerous precedents within the locality; the nearby Travelodge adopts a four storey height, with numerous buildings along the high street reaching three and four storeys. The heights of the residential properties along Hadlow Road and St John's Road vary, with the semi-detached and detached properties at two stories and the blocks of flats reaching three or four stories. The scheme proposes to integrate sympathetically with the neighbouring dwellings by concentrating the four storey height element towards the High Street and reducing the bulk of the building nearest the residential neighbours by incorporating a three storey element adjacent to no. 2 Hadlow Road, which will facilitate a roof terrace for one of the top floor apartments. The northern half of the principal elevation is also staggered away from the western boundary which will reduce the visual impact within the street scene and provide an attractive frontage joining High Street and Hadlow Road.
- 5.27 The massing and scale of the proposal is reflective of the surrounding buildings and is wholly acceptable within the site context, and would make a positive contribution to the character of the area. The proposal is policy compliant and should be found acceptable in this regard. Please refer to the submitted Design and Access Statement for further information on design details and proposed materials.

## Residential Standards and Amenity

- 5.28 London Plan Policy D6 states that housing development should provide adequately sized rooms in line with the nationally described minimum internal space standards, with comfortable and functional layouts which are fit for purpose. It states that development should maximise the provision of dual aspect dwellings and avoid single aspect unless it can be demonstrated to have adequate ventilation, daylight and privacy. Policy D6 further stipulates that development should provide sufficient daylight and sunlight to new and surrounding housing whilst avoiding overshadowing and maximising the use of outside amenity space.
- 5.29 The above is supported by UDP Policies H6 and H7, which state the importance of residential development providing useable on-site amenity space and a reasonable degree of privacy and outlook for space within and outside dwellings.
- 5.30 The Residential Design Guide SPD further states that all outdoor private spaces should be designed to be safe and secure. In flatted developments, it is advised that sufficient amenity space is provided and balconies should be wide enough to accommodate seating, have direct access to sunlight and should be protected from noise, air pollution and overlooking.
- 5.31 The submitted accommodation schedule lists the proposed GIA of each of the individual flats, indicating that each of the proposed flats would either meet or exceed the minimum space standard requirements for the proposed number of occupants/bedrooms. This would ensure a good quality living environment for all future occupants and provide a high standard of accommodation in line with Policy D6.
- 5.32 In addition, each of the flats will benefit from usable private external amenity space. The ground floor units will benefit from private gardens, with the upper floor flats benefitting from either private balconies or terraces. The sizes of the balconies and gardens are considered to be appropriate to the size of the proposed units and would provide high quality external living space, with the balconies large enough to accommodate seating with access to sunlight in accordance with the Residential Design Guide SPD guidance. There is also a small area of communal amenity space proposed at the northern boundary to the rear of the premises and therefore the scheme provides a surplus of residential amenity space.
- 5.33 Furthermore, the proposed orientation of the building has been adopted to reduce overshadowing and overbearing impacts on the immediate neighbours. The development is set well back from no. 40 St John's Road with the proposed parking area providing a suitable separation distance and the



development being largely screened from view of this property by the existing and proposed trees along the shared boundary. This will ensure the protection of the amenity of no. 40 as the boundary offset and screening measures will mitigate any harmful impacts in terms of overshadowing and overlooking.

- 5.34 The longest flank elevation of the building will be positioned to run along the southern boundary of the site behind the commercial units on High Street, with a shorter section of the L-shaped building running adjacent to the northern boundary. This layout will ensure that the impact of the proposal on no. 2 Hadlow Road will be limited. The northern elevation of this section of the building also features a three storey section to 'step-down' towards the property at no. 2.
- 5.35 A daylight and sunlight impact assessment has been commissioned to fully assess the impact of the scheme on the amenity of the surrounding residents and future occupiers of the proposed flats. The study, which has been prepared by Eight Associates confirms that the vast majority of existing rooms and windows tested could meet the recommendations provided in the BRE guidance for Vertical Sky Component, No-Sky Line and Annual Probable Sunlight Hours. The daylight and sunlight assessment concludes that the proposed development would have only a 'minor' impact on the daylight and sunlight received by the neighbouring amenities, with the only windows failing to meet the BRE guidance facilitating non-primary living spaces or rooms with additional sources of daylight. The internal daylight assessment confirms that all of the proposed rooms meet the ADF requirement threshold and therefore the levels of daylight within the proposed residential units will be considered acceptable for a good level of internal amenity.
- 5.36 In order to provide an appropriate provision of private outdoor amenity space for future occupiers, balconies or terraces are proposed for all upper floor units as part of the scheme. Careful screening measures are proposed to be implemented as part of the design to ensure that the balconies will not result in a loss of privacy to the surrounding residents.
- 5.37 The proposal is therefore compliant with UDP Policies H6 and H7 as well as the guidance contained within the Residential Design Guide SPD.

### **Landscape and Biodiversity**

- 5.38 London plan Policy G5 sets out that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees).

- 5.39 UDP Policy ENV35 states that the Council will seek the protection and long term retention of trees of amenity, nature or landscape conservation value on development sites or elsewhere where they might be at risk and, in appropriate cases, will require new tree and hedge planting as part of a comprehensive landscaping scheme for development proposals.
- 5.40 Furthermore, dReg 19 Policy DP20 states that development proposals will only be permitted where it can be demonstrated that completion of the development will result in a biodiversity net gain, appropriate biodiversity enhancement and mitigation measures have been incorporated within the design, unavoidable impacts on biodiversity have been justified, opportunities have been taken to improve wider ecological networks, and opportunities to increase wildlife aesthetic value have been given due consideration.
- 5.41 dReg19 Policy DP21 seeks to ensure that proposals provide a high standard of landscape design which has regard to the wildlife and character of the area. It also states that there will be a presumption in favour of the retention and enhancement of existing trees and hedgerow cover on site, encouraging development proposals to maximise the potential for the planting of new native trees and hedges.
- 5.42 A comprehensive tree survey and report was commissioned in support of the application and the proposal seeks to retain the vast majority of existing trees on site in order to preserve and enhance biodiversity as well as contribute towards the privacy of neighbouring properties. The survey identifies the vast majority of trees on site as Category C or U, with a few Category B trees towards the entrance of the site. The retention of all significant trees on site will ensure the proposal is compliant with UDP Policy ENV35 and dReg 19 Policy DP21. A comprehensive landscaping plan is proposed for the site, which, in combination with the retention and planting of trees, will achieve an urban greening factor score of 0.59, as detailed in the Design and Access Statement.
- 5.43 Furthermore, the application is supported by an Ecology Statement that includes a full assessment of the on-site habitat and presence of native species. It found that no further ecological work would be necessary, however provides recommendations for ecological enhancement and mitigation measures to be taken forward including tree planting, hedgerow creation, native planting plan, bat boxes, bird boxes, log piles and bee bricks. These recommendations have been incorporated into the proposals. Therefore, the proposed scheme will provide the opportunity to enhance biodiversity in line with dReg 19 Policy DP20.

## Pollution

- 5.44 London Plan Policy D14 seeks to reduce, manage and mitigate pollution by noise to improve health and quality of life, through minimising the existing and potential adverse impacts of noise of new development and improving the acoustic environment.
- 5.45 UDP Policy ENV41 which seeks to ensure that proposals do not compromise air quality objectives through the submission of an Air Quality Assessment in order to mitigate any harm caused through air pollution.
- 5.46 It is considered that the proposal will not give rise to any additional pollution impacts which would be harmful to the surrounding residents. The surrounding area is predominantly residential and the proposed development would generate levels of noise appropriate to the residential setting.
- 5.47 Furthermore, the proposed scheme has had careful regard to the potential impact of pollution of the surrounding environment on future residents of the flats. Given the site's location adjacent to the main high street, there are a number of restaurants and other commercial units which could give rise to increased pollution impacts.
- 5.48 With this in mind, a Noise Impact Assessment (NIA) and Air Quality Assessment (AQA) have been commissioned in support of the application; the NIA puts forward recommendations for the specification of the building envelope and internal sound insulation design, as well as mitigation strategies to reduce potential noise impacts associated with the proposed air source heat pumps positioned at the northern boundary of the site, which will ensure there is no harmful impact generated in terms of noise pollution. In addition, the AQA concludes that, although the site lies within an Air Quality Management Area, the estimated background air pollutant concentrations are considered likely to be within relevant air quality standards and therefore air quality is considered to be a low priority concern for the proposed development. It also states that potential impacts created during the construction phase through dust emissions will be mitigated through a dust management plan to be agreed with the LPA.
- 5.49 The proposal is therefore compliant with Policies D14 and ENV41 and will have a negligible impact in terms of pollution.

## Flood Risk

- 5.50 CS Policy CS08 emphasises the importance of adapting and mitigating the impacts of climate change including flood risk management. It seeks a sequential approach to flood risk as advocated in the

NPPF and looks to apply the recommendations of Bexley's Strategic Flood Risk Assessment. This approach is also set out in rReg 19 Policy SP14.

- 5.51 dReg 19 Policy DP33 states that all development proposals will be required to manage surface water run off through SuDS, with development proposals on sites of over 0.25ha requiring a suitable drainage strategy with maintenance management plan.
- 5.52 The site lies within Flood Zone 1, indicating the lowest risk of flooding. Due to the change of use of the site from community facility to residential, a Flood Risk Assessment (FRA) and Drainage Strategy have been commissioned as part of the application as required by local policy. The FRA identifies a residual risk of sewer flooding from a blocked nearby manhole and a risk of high groundwater, therefore recommending further ground investigation is carried out. It also recommends the raising of the ground floor of the scheme by 150mm to protect against surface and groundwater ingress.
- 5.53 Overall, with these measures in place, the FRA confirms that the scheme will not increase the chances of flooding on site. In addition, the drainage strategy sets out a careful approach to mitigating surface water run off so as not to harmfully affect future or surrounding residents. It is therefore considered that the overall risk of flooding and surface water run off on site is low and will not be detrimental to the residents or surrounding area.
- 5.54 Therefore, the overall risk of flooding and surface water run off on site is low and will not be detrimental.

## **Sustainability and Energy**

- 5.55 CS Policy CS01 states that the Council will seek to achieve sustainable development by adapting to and mitigating the effects of climate change; ensuring housing provision meets the needs of Bexley's current and future population; and maximising the effective use of natural and physical resources, including water and energy. This is reiterated within dReg 19 Policy SP1 which aims to achieve sustainable growth in high quality homes.
- 5.56 The Council requires new development to achieve a 35% reduction in regulated CO2 emissions against Building Regulations Part L1A 2013 with 2016 amendments. In order to achieve a more sustainable development, the scheme proposes the use of renewable energy sources such as air source heat pumps and photovoltaic cells. The scheme also incorporates numerous climate change mitigation and adaptation measures, including implementing more efficient ways of making, using

and disposing of materials, as well as adopting passive design measures combined with energy efficient services and renewable technologies.

- 5.57 An Energy Statement has been commissioned in support of the application. The report concludes that the proposed scheme would currently result in the building achieving a minimum of 46% reduction of carbon emissions through the use of Fabric Energy Efficiency (FEE) performance, achieving the Council's requirement set out above. It also states that the remaining percentage of carbon emissions produced by the building shall be offset via the Mayor's Carbon Offset Fund contribution (as set out in the Draft Heads of Terms section of the statement).
- 5.58 With this in mind, it is considered that the proposal responds effectively to the Council's requirement for sustainable development and can be recognised as an environmentally friendly development which will result in a reduction of CO2 emissions.

### **Fire Safety**

- 5.59 London Plan Policy D12 seeks to ensure development considers the fire safety of existing and future occupiers. Development is required to be designed to incorporate features which reduce the risk to life and the risk of serious injury in the event of a fire; are constructed to minimise the risk of fire spread; provide a convenient means of escape and evacuation strategy and provide suitable access and equipment for firefighting. Policy D12 stipulates that all major development proposals should be accompanied by a Fire Statement produced by a suitably qualified third party.
- 5.60 It is considered that the design of the proposal has had careful regard to the safety of future occupiers and adopts a safe design which includes the necessary fire safety measures. A Fire Statement has been commissioned in support of the application. The report sets out in detail the necessary measures that have been incorporated within the scheme design which will successfully reduce the risk of fire and improve the safety of the residents in the event of fire, including an escape lift, PV fire safety measures and identifying the appropriate access points which will be required in the case of fire.
- 5.61 With this in mind, the proposal is wholly compliant with Policy D12 of the London Plan and offers a high level of fire safety within the scheme.

### **Transport, Access and Parking**

- 5.62 Policy T6.1 of the London Plan states that new residential development should not exceed the maximum parking standards set out in Table 10.3, with all parking spaces providing infrastructure for electric vehicle charging points.



- 5.63 UDP Policy T6 states that development proposals which would cause a rise in local traffic flows or would generate unacceptable traffic on congested roads will generally be refused. UDP Policy T17 encourages the provision of off-street parking facilities in new developments.
- 5.64 dReg 19 Policy DP23 stipulates that parking provision for residential development materially below the London Plan maximum standards will be acceptable in areas of PTAL 3 – 4 on sites that are outside of a Controlled Parking Zone (CPZ) or Restricted Parking Zone (RPZ) where it can be demonstrated that there is sufficient on-street, off-site parking capacity within 220m of the development boundary; or inside a CPZ or RPZ, in which case a legal agreement will restrict future occupiers from obtaining on-street parking permits.
- 5.65 According to Table 10.3 of London Plan Policy T6.1, the scheme is required to provide a maximum of 25.25 parking spaces. The scheme currently looks to provide a total of 16 parking spaces for residents and therefore is wholly compliant with this requirement.
- 5.66 A Transport Statement has been commissioned in support of the application; the report further justifies the proposed number of parking spaces on site, by identifying the forecasted PTAL rating of the site raising from 3 to 4, which will rise to PTAL 5 at the junction of High Street and Station Road approximately 100m away. The report also identifies 43% of apartments within the lower layer area as not owning a car, suggesting that many of these residents utilise public transport facilities heavily. The statement concludes that, although the proposed development may marginally increase the peak traffic to and from the site, there will be an overall reduction of vehicle trips throughout the day which will contribute to improving the local road network and therefore the proposed development should be considered acceptable from a transport perspective.
- 5.67 Furthermore, a Travel Plan has also been commissioned which sets out the methodology for managing sustainable travel movements as well as vehicular movements at the site. The travel plan will monitor the strategy and will update and improve if proven necessary by the results of the monitoring period.
- 5.68 It should be noted the Waitrose/Travelodge at the south east of the site currently shares the existing car park proposed to be used for residential parking should the main car park reach capacity. However, it should be noted that this space has not been used in relation to the Waitrose/Travelodge for the past 4 years; the original license relating to this arrangement expired in 2017 and there has been no application submitted to renew this. There is also no evidence or restrictions within previous permissions or S106 agreements relating to the Travelodge which permanently allocates this space

for an overflow of parking relating to the Travelodge. Therefore, the use of this space for residential parking for the proposal is wholly acceptable and would not compromise the existing permission or current use of the Travelodge site.

5.69 It is acknowledged that the site falls within a PTAL 3 zone as well as a CPZ and therefore future occupants of the scheme will be restricted from applying for parking permits for the local CPZ in accordance with dReg 19 Policy DP23. The proposed parking spaces will therefore be allocated accordingly within the development.

5.70 With the above in mind, the proposal is acceptable in terms of its impact on transport, access and parking and is compliant with the above policies.

### **Cycle Parking and Refuse Storage**

5.71 London Plan Policy T5 sets out the minimum cycle parking standards for new residential developments. dReg 19 Policy DP22 seeks to encourage development which promotes sustainable travel including walking, cycling and public transport. This is supported by Policy DP24 which states that proposals which reduce the need to travel will be supported.

5.72 Policy T5 requires the proposed scheme to provide a total of 57.5 cycle spaces; the proposed scheme meets this standard with the provision of a shared cycle storage unit at ground floor level with a maximum capacity of 58 spaces. The scheme is therefore considered compliant with Policy T5 of the London Plan and will encourage sustainable travel to and from the development.

5.73 Furthermore, dReg19 Policy DP26 seeks to ensure that new residential flatted development provides adequate space within each flat for the temporary storage of waste, including recyclable materials; provides adequate communal storage for waste and recycling; provides suitable storage and collection systems for waste and are of high quality design; and provide suitable measures to manage impacts on amenity, including those caused by odour, noise and dust of waste.

5.74 The proposed scheme seeks to provide a communal refuse storage area at ground floor level which will include 8x1100L refuse bins and a 240L food waste bin, which is considered to be appropriate for the number of residents within the building. The refuse storage area will be accessed from the front of the building via double doors, allowing for easy disposal collection from Hadlow Road. The refuse storage entrance will be visually separate from the residential entrance points but will be sympathetically integrated into the principal façade to create an attractive elevation.

## Construction Logistics

- 5.75 London Plan Policy T7 stipulates that a Construction Logistics Plan will be required for new developments depending on the scale of the proposed development in order to control the impacts of the construction phase on nearby residents.
- 5.76 With this in mind, a Construction Logistics Plan (CLP) has been commissioned which focuses on a carefully structured construction programme, vehicular routing and site access, strategies to reduce impacts, estimated vehicular movements and the implementation, monitoring and updating of the strategy. During the public engagement stage of the process (as discussed in Section 6), this was found to be one of the main concerns of the development for local residents and as such, the CLP sets out in detail the measures which will be taken to keep the impacts of the construction stage on residents to a minimum.
- 5.77 Furthermore, EAS have prepared an Outline Site Waste Management Plan in support of the application, which is expected to form a condition of permission, similarly to the CLP. The waste storage facilities have careful regard to the amenities of the existing and future residents through their sensitive and well concealed location and therefore is policy compliant.
- 5.78 The proposal is therefore compliant with Policy T7 and should be found acceptable in this regard.

## Draft Heads of Terms

- 5.79 The Bexley Planning Obligations Guidance SPD 2008 establishes the Council's procedures in relation to the use of planning obligations in the granting of planning permissions. Having reviewed the SPD, it is expected that the following contributions may be applied to a future planning permission for residential development at this site:
- Affordable housing;
  - Transport and access;
  - Education;
  - Health services and facilities;
  - Open space, sports and leisure; and
  - Community facilities and services.

5.80 In addition to the above, the Applicant expects the following to be included in a future s106 agreement:

- GLA Carbon Offset Payment; and
- Restriction of future occupiers being able to obtain parking permits for the surround CPZ.

## 6 Statement of Community Involvement

- 6.1 The London Borough of Bexley's Statement of Community Involvement (SCI) 2019 sets out how the Council will involve the community in plan making and in the consideration of planning applications.
- 6.2 The Council's SCI establishes that the London Borough of Bexley wishes to ensure that any person, group or service provider affected by or interested in a planning application has the opportunity to comment on the proposals. Developers and applicants are encouraged to discuss their proposals with planning officers, statutory consultees, neighbours to the development and the wider public where relevant.
- 6.3 Genuine community consultation is important to the Applicant, BexleyCo Homes, and as such, has formed an important part of the pre-application process.
- 6.4 On the 30<sup>th</sup> September 2021 a virtual consultation event was held to give local residents and key stakeholders the opportunity to view the proposals and provide feedback. The project team delivered a presentation on the proposals, and were present to answer any questions raised.
- 6.5 Over 100 consultation fliers were distributed to households located along each side of Hadlow Road and each side of St John's Road, as well as the properties on the northern side of High Street, between Hadlow Road and St John's Road. A copy of the flier is contained at Appendix A.
- 6.6 The three Sidcup Ward Councillors were also invited to the event.
- 6.7 The event was attended by seven members of the public and two Councillors.
- 6.8 A follow up event was also held the following week on 7<sup>th</sup> October, in which all three Ward Councillors attended.
- 6.9 The feedback received was generally positive, with respondents acknowledging support for the principle of residential development on the site.
- 6.10 In the table below, we have included a summary of the key questions and comments raised and the relevant design team response.

Question / Comment	Response
The majority of buildings in the area are two or three storeys. Why is four storeys appropriate at this site?	<p>The design team has proposed a four storey buildings that sits comfortably within the surrounding streetscene, acting as a transition in scale along Hadlow Road towards the High Street, where the scale of development and the overall density increases.</p> <p>Set back from the road behind mature trees, the building line of the existing Library is retained to continue the frontages of houses along Hadlow Road.</p> <p>The mass is cut away at the third floor next to the property at 2 Hadlow Road to give a stepped profile and acknowledge the transition in scale to the north.</p>
Not enough car parking is being provided. Will car parking spaces be allocated to specific flats?	<p>The scheme proposes 16 car parking spaces, which is consistent with London Plan parking standards. Each car parking space will be allocated to a specific unit within the development. Residents of the scheme who do not have an allocated car parking space will be restricted from applying for car parking permits within the Controlled Parking Zone in the surrounding area, meaning that it would be very difficult to own a vehicle. Further information in this regard can be viewed in the Transport Statement prepared by EAS.</p>
Would it be possible to explore options for screening between the boundary of the site and the properties immediately adjoining, particularly 40 St John's Road.	<p>Additional screening has been added in response to comments made during the sessions concerning the relationship of the proposal to the adjoining properties. The air-source heat pump enclosure on the northern boundary has been relocated to the west away from the boundary with 40 St John's Road. Evergreen trees are proposed to add screening between the properties.</p> <p>BexleyCo has met with the residents of 40 St John's Road to discuss the scheme and their immediate concerns.</p>
Noise from plant room along northern boundary will be disruptive.	<p>The enclosure along the northern boundary will host air-source heat pumps. These pumps will not be audible from outside of the enclosure.</p>
Can the public toilet be removed as part of this development, as it is the site of a lot of antisocial behaviour?	<p>BexleyCo are exploring options to incorporate the public toilet at the eastern edge of the site into the scheme. While this is unlikely to form part of the current planning application, BexleyCo are continuing to negotiate with the Council and the public toilet may be incorporated as part of the development site in the future.</p>
The construction phase is likely to be very disruptive for local residents.	<p>Following the granting of planning permission, BexleyCo will carefully select a construction partner to take the development forward. The contractor that is selected will be required to be a member of the Considerate Constructors Scheme and have a track record of working positively with residents and the local</p>

Question / Comment	Response
	community to minimise disruptions. A draft CLP has been submitted as part of the planning application material, which provides an initial insight into how the construction period will work. We expect that a revised, final CLP will be need to be submitted and approved by the Council once a contractor has been selected and before works commence on site.
What are the likely timescales for the construction process?	Construction is currently anticipated to begin in Spring 2023 and be completed in Summer 2024.
Are there any provisions for ensuring the development is carbon neutral?	The application is supported by an Energy Report that details the measures that are proposed to ensure the development is carbon neutral in line with London Plan requirements.
Are there any provisions for ensuring the development is nature friendly?	The application is supported by an Ecology Statement that includes a full assessment of the on-site habitat and presence of native species. It also provides recommendations for ecological enhancement measures to be taken forward including tree planting, hedgerow creation, native planting plan, bat boxes, bird boxes, log piles and bee bricks. These recommendations have been incorporated into the proposals.
More traditional London brick is preferable instead of buff brick. Would it be possible to break up façade with red brick?	Comments have been taken on board, and the buff brick façade has had more detailing added.
Please ensure that spaces for recycling and food waste are not an afterthought.	The proposal includes a bin store at the ground floor that includes ample space for bin storage in line with London Plan standards.
What design measures are being proposed to ensure that balconies are private?	Balconies are proposed to be constructed using steel slats to provide additional privacy.
How will the development proposal impact trees?	The planning application is supported by a Tree Survey and Arboricultural Assessment that has identified good quality trees on site, all of which are proposed to be retained with the exception of T16. Additional trees, shrubs and planting are proposed to ensure there is a biodiversity net gain on site, and an urban greening factor score of 0.59 is achieved.

## 7 Conclusions

7.1 This Planning Statement has been submitted in support of a full planning application, made on behalf of BexleyCo Homes at Sidcup Library, 2A Hadlow Road, Sidcup, DA14 4AQ. The application has been made to the London Borough of Bexley. The description of the development proposal is as follows:

*“Redevelopment of the site to create a 4 storey building comprising 32 self-contained flats, with provision of associated vehicular access and parking, cycle parking, amenity space and refuse and recycling storage.”*

7.2 This Planning Statement has provided a description of the site and the surrounding area, a summary of the planning history of the site, a detailed description of the proposal and an assessment of the proposal against the relevant planning policies.

7.3 The proposed development would provide the following key benefits:

- Provision of residential units which include a mix of unit sizes and tenures to meet the identified housing need within the Borough;
- High quality living accommodation with the provision of private and communal external amenity space for each flat;
- A contemporary design solution to a tired site which will better respond to the prevailing character of the area;
- Development within a highly accessible location which will promote sustainable travel and increase the use of the area’s public transport network.

7.4 Overall, the proposals comply with the relevant national and local planning policies. Therefore, it is respectfully requested that planning permission is granted accordingly.



## 8 Appendices

### Appendix A: Public Consultation Flyer

# SIDCUP LIBRARY NOTICE OF PLANNING CONSULTATION (VIRTUAL EVENT)

**Thursday 30th September 6pm – 8pm**  
**Sidcup Library, 2A Hadlow Road, Sidcup, DA14 4AQ**

#### Proposal

BexleyCo Homes are proposing the redevelopment of the existing Sidcup Library site to create a 4 storey building comprising 32 self-contained flats with provision of vehicular parking, cycle parking and refuse storage facilities.

The scheme looks to provide 13 x 1 bedroom units, 13 x 2 bedroom units and 6 x 3 bedroom units, including 3 x wheelchair accessible units. Each flat will benefit from either private or communal external amenity space. The site will use the existing access from St Johns Road and there will be 15 parking spaces positioned at the rear.

This consultation provides an opportunity to see the design proposals, meet the team and to have your say.

#### Register

Due to concerns relating to the ongoing pandemic, the event will be virtual; if you wish to receive the meeting link to attend the event, please send your email address no later than 5pm on Wednesday 29th September to:

**[consultations@nexusplanning.co.uk](mailto:consultations@nexusplanning.co.uk)**

We look forward to meeting you.



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