

10 SCHEME ANALYSIS

10.16 POTENTIAL TO ACCOMMODATE FUTURE BRT ROUTE

Various options have been considered in terms of safeguarding land within the site along which a future bus route could be extended through the development. Other options for a new bus link have been considered, however these would result in the loss of amenity space within the site and so would not be feasible.

Instead, the current drawing shows how land on the inside of the 90 degrees bend along the access road could be safeguarded for future widening, if ever required. This would allow a one-way westbound bus route between Maida Road and Yarnton Way, noting that eastbound services could instead follow the route further west along Yarnton Way. The safeguarded land for future widening would also ensure that a car travelling in the opposite direction could comfortably pass a bus. The plan confirms that a bus could potentially be routed through the site, thereby allowing for any possible Bus Rapid Transit (BRT) link to be accommodated without significant amendments to the proposed road layout, and with no impact on the level of available amenity space within the site.



10 SCHEME ANALYSIS

10.17 FLOOD RISK MITIGATION MEASURES

The Environment Agency's flood map for planning shows that the Site is located within fluvial Flood Zone 3 associated with the River Thames. The Site is located within an area benefiting from defences. There is however, a residual risk to the Site in the event of a breach in the Thames tidal defences. Based on the EA's breach model for the area, the maximum predicted flood level for the 200 yr CC event is 2.49m AOD.

Following consultation with the EA, it is recommended that sleeping accommodation is located above 300mm above the 2.49m AOD flood level, at 2.79m AOD. Living accommodation can be located at ground floor. Access to upper floors for safe refuge above the flood level is necessary.

It is proposed that all residential sleeping accommodation will be located at first floor level (Blocks A, B, C & D) or on made ground and therefore raised above the predicted flood level for the site. (Blocks E & F to the south of the site) - subject to post development modelling showing de minimis increase in flood risk as a result of the raised platforms.

A Flood Response Plan (FRP) will be produced for the development and where necessary additional flood resilient measures will be proposed such as waterproof seals, raised electrical sockets etc.

KEY

- Zone in which existing site levels are used - All sleeping accommodation at first floor level
- Zone in which existing site levels are raised to achieve sleeping accommodation at ground floor level



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10.18 RESPONSE TO L.B BEXLEY'S LOCAL PLAN

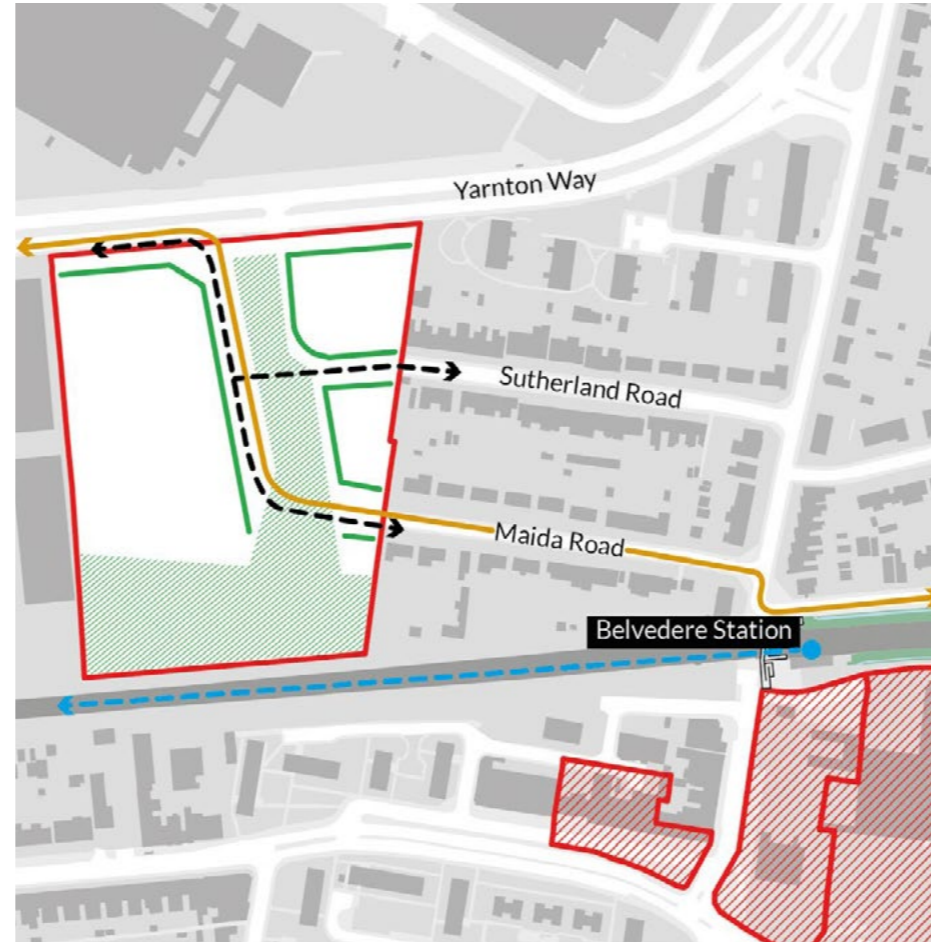
Bexley's Local Plan was adopted in April 2023 with Belvedere Yarnton Way site identified as Site Allocation BEL 05. The site is allocated for primarily residential development with an estimated capacity of approximately 465 new homes in association with green, open spaces.

The Site Allocation requires proposals to:

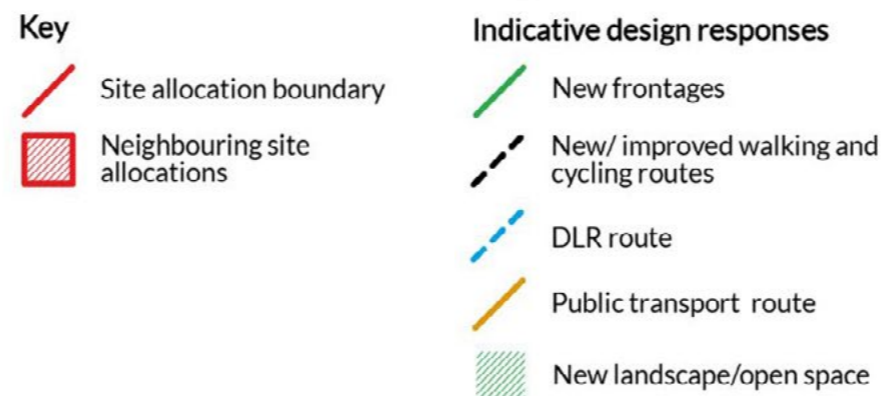
- establish a consistent building line along Yarnton Way
- establish a legible and permeable internal movement network with active frontages that connects to adjacent streets
- not preclude a public transport route through the site by establishing a street alignment that will enable a future bus-based connection, connecting Yarnton Way with Maida Road
- create a green linear route through the site that provides a high quality environment for pedestrians
- introduce new, significant habitat on the southern part of the site.

Our development proposals for the site have responded to the above requirements by:

- Establishing a strong frontage along Yarnton Way
- Creating a legible network of internal movement. Ensuring this network is lined with active frontages in the form of individual and communal residential entrance doors and the placement of non-residential uses in key locations.
- Enabling a public transport(BRT) route through the site, via the new road layout which has the potential to connect Maida Road with Yarnton way
- Delivering a green link through the centre of the site which runs from the site entrance to the south of the site.
- Introducing a green corridor along the southern boundary of the site which included areas of grassland and wild flowers as well as forested area in the south-east corner.



EXTRACT FROM LB BEXLEY'S LOCAL PLAN APRIL 2023
SITE FEATURES AND INDICATIVE DESIGN RESPONSES



DEVELOPMENT CAPACITY

The site's capacity for residential development has been thoroughly tested through the pre-application process with L.B Bexley. The conclusion reached following the consideration of numerous options is that, whilst a development of circa 465 home may be appropriate in urban design terms, the resultant requirements for open space, amenity & car-parking etc. create a natural development ceiling. The extensive design process has demonstrated that a scheme of under 400 dwellings is an appropriate development maximum.

11 CONCLUSION

11.1 SCHEME SUMMARY AND RESPONSE TO THE KEY ISSUES

The proposals for the redevelopment of the SGN Belvedere site represent the culmination of a period of extensive discussion and design development with the London Borough of Bexley, their Design Review Panel (D:SE), The GLA and local residents and stakeholders. Working closely with Bexley's Planning Department over several years - and specifically over the last six months as the redesigned proposals emerged, the design team have sought to develop a scheme that will enhance the character of the area and benefit both new and long-term residents of Belvedere.

When complete the scheme will deliver 392 new homes, ranging in size from one bedroom apartments to four-bedroom houses, all with outstanding amenity and aspect and offering excellent standards of internal living accommodation. Residential amenity will be delivered in the form of private balconies or gardens, all of which will meet or exceed relevant standards. Communal amenity spaces, incorporating playspace for younger children, will be open to both residents and the general public, benefiting families in the adjacent roads to the east.

The proposal will create a vibrant development, with many homes designed to have a street-facing aspect with individual front doors. In conjunction with a well considered lighting scheme, this will ensure the scheme is safe and welcoming for all users - at all times. It is the intention to discuss the scheme in detail with the Borough's Crime Prevention Design Advisor during the determination period and incorporate any additional recommendations.

The SGN Belvedere site is identified within the Borough's Local Plan as development site allocation BEL 05. The proposals have been designed with reference to this and address the site specific requirements where possible.

The historic Gas works made poor use of the land. Largely unoccupied and inward looking, the site's closed nature limits connectivity between Belvedere and the land to the west, and is an attractor for anti-social behaviour. The redevelopment will transform a neglected and under-used land parcel - opening it up for public use, delivering much needed housing and creating a vibrant new community.

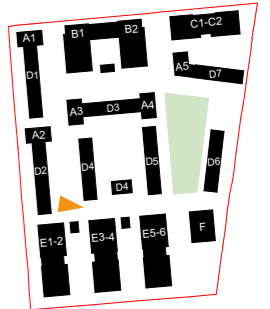
THE PROPOSALS FOR SGN BELVEDERE WILL DELIVER:

- 392 new homes comprising 299no. lateral apartments, 18no. duplex (two-storey) apartments and 75no. houses. The variety of housing typologies proposed will offer genuine choice to future residents
- 114no. homes suitable for families (29.1% of total dwelling number) having 3+ bedrooms.
- 257no. homes (65.6%) which will have dual or triple aspect.
- 19,292m² of amenity space, comprising 14,715m² of public realm, 1,305sqm of private rear gardens and 3,272m² of balconies and terraces at ground floor and above. The combined figure represents 55.7% of the total site area.
- 2,405sqm of play-space, significantly exceeding relevant GLA standards.
- 157no. parking spaces provided in the form of external, at-grade parking bays - representing a ratio of 0:4 per dwelling.

...AND WILL COMPRISE THE FOLLOWING KEY BENEFITS:

- Increased permeability, with the Sutherland Road and Maida Road junctions to the eastern boundary opened up to offer new pedestrian and cycle routes, connecting Belvedere with Yarnton Way and areas west of the site.
- A safeguarded route for the proposed Bus Rapid Transit (BRT) route through the site, connecting Belvedere Station with Yarnton Way via Maida Road.
- A context-led development, with variation in height across the development of between 3 and 5 storeys in response to the Borough's concerns in relation to uniformity of heights. Height has been carefully placed, with the lower rise three storey housing located adjacent to the sensitive site boundaries and taller buildings located in the less critical areas of the site.
- Provision of commercial space fronting onto Yarnton Way including both an ancillary residents only gym and commercial / retail space. The design of the blocks at this location incorporate a 'spill-out' areas to support place-making and ensure the non-residential areas are well used.
- Incorporation of a large areas of public open space including a principal park located on the eastern side of the development, so as to equally benefit existing residents in Maida and Sutherland Road and new residents of the development.
- Provision of a tiny-forest scheme and reptile retention zone located to the rear of the site to accommodate and enhance the provision of habitats and retain the 'green' corridor along the railway line.

11 CONCLUSION
11.2 SCHEME VIEW LOOKING EAST TOWARDS MAIDA ROAD



KEY VIEWS PLAN

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