

# Bromley Town Centre Area Action Plan Draft For Comment



October  
2008

# BROMLEY TOWN CENTRE AAP

## FOURTH DRAFT

7<sup>th</sup> October 2008

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Forward

# 1. INTRODUCTION

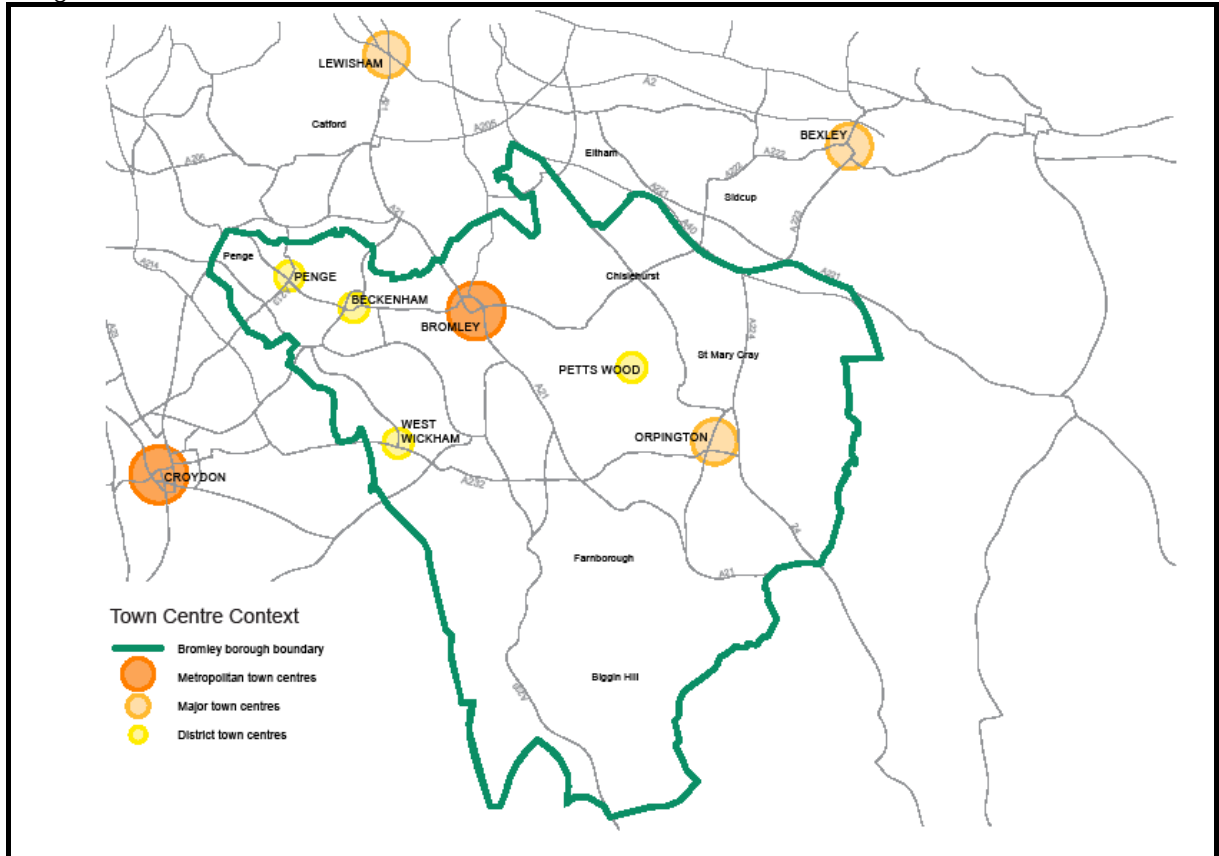
## 1.1. The Need for an Area Action Plan

1.1.1. Bromley Town Centre is the Borough's main retail and employment centre but over the past few years, concerns have been increasing about its attractiveness and vitality and its ability to meet the needs of Borough residents and to successfully compete with other centres such as Croydon and Bluewater. There is significant development interest within the town centre, whilst the availability of sites for development is limited. The potential for future development will be affected by a range of interlinked factors, including transport network capacity, environmental considerations and the need to protect and enhance the built and natural heritage. As a result, there is a pressing need to actively manage change, rather than to react to it. This is why the Council has placed such great importance on the preparation of the Area Action Plan (AAP) in order to bring about a renaissance of the town centre.

1.1.2. This document sets out the Draft Bromley Town Centre AAP. It has been prepared following wide ranging consultation with key stakeholders and the public on the Preferred Options (January 2006) and Revised Preferred Options (October 2007). The AAP will provide a clear policy and spatial framework for future development to meet the identified growth requirements of the town. It seeks to deliver planned growth; stimulate renewal of the town centre; protect and enhance existing character and environmental quality and promote sustainable development and comprehensive improvements. In short, the objective is to create an attractive and successful town centre which will confirm Bromley's status as one of London's main metropolitan centres and enhance the quality of life and opportunities for the Borough's residents and businesses.

1.1.3. Comments are now invited on the Draft AAP. The responses to this consultation will be taken into account before a final version is submitted for examination by an independent Planning Inspector early next year. Adoption of the AAP is expected in late 2009.

Diagram 1.1 Context



## 1.2. Purpose of the AAP

- 1.2.1. The AAP sets out the Council's vision for the town centre together with objectives, policies and proposals to guide future development and change. It seeks to enhance Bromley's character and environment and to promote sustainable development which will improve the quality and range of facilities and services available to residents and businesses.
- 1.2.2. Bromley Town Centre provides employment, retail, services and leisure opportunities for a large number of people and will play an important role in accommodating future development requirements within the Borough. The AAP seeks to ensure that the town centre can accommodate future development requirements in order to maintain Bromley's competitive position, whilst at the same time respecting the character of the town centre. Some parts of the town centre are in need of revitalisation and the town centre also offers significant opportunities for new development. Other areas, including Bromley North Village, contain buildings of heritage importance such as Bromley College and the Bishops Palace. These building together with the parks and open spaces have

significant cultural and environmental value which must be enhanced for future generations.

- 1.2.3. The AAP provides the framework for managing development and change over the next 15 years. In line with planning guidance, it draws together a land use planning framework for areas where significant change or conservation is required in order to achieve town centre renewal. It identifies the distribution of land uses and their inter-relationships, including site specific allocations and identifies how these proposals will be implemented.

### 1.3. Policy Context

- 1.3.1. Preparation of the AAP has taken into account national, regional and local planning policies. A summary of relevant planning policy documents is set out in Appendix 1.
- 1.3.2. The Planning and Compulsory Purchase Act 2004 introduced major changes to the way the development plan system operates. It requires the eventual replacement of the Council's Unitary Development Plan (UDP) which was adopted in July 2006 by a new Local Development Framework (LDF). The LDF will comprise a number of Local Development Documents (LDDs), including Area Action Plans (AAPs). Planning Policy Statement 12 (PPS12): Local Spatial Planning sets out the Government's policy on the LDF process. It seeks to ensure *place shaping* and the *delivery* of land uses and associated activities are placed at the heart of local planning.
- 1.3.3. Bromley Council is required to draw up a Local Development Scheme (LDS) which sets out how the LDF will be developed over a 3 year period (and beyond). Preparation of the AAP is being brought forward in advance of the Core Strategy because of the need for a comprehensive framework for dealing with development proposals in the town centre. It will be informed by saved UDP policies and will feed into preparation of the Core Strategy.
- 1.3.4. The Draft AAP will be subject to examination by an independent planning inspector against the 'soundness' tests set out in PPS12. In order to satisfy the Inspector, the Draft AAP must be justified, effective and consistent with national policy.
- 1.3.5. The Council considers that the Draft AAP meets the three tests of soundness. The Draft AAP is:
- **Justified-** It is founded on a robust and credible evidence base and offers the most appropriate strategy when

considered against the reasonable alternatives. The local community and stakeholders have been involved in preparation of the AAP and the consideration of options;

- **Effective-** It is deliverable, flexible and able to be monitored and identifies how the proposals will be implemented. Policies can adapt to changing circumstances and a set of robust indicators is identified to monitor the progress of the AAP over time;
- **Consistent with policy-** Preparation of the AAP has been based on the policies and proposals set out in the UDP and it conforms to relevant national planning policy statements, and regional planning policy objectives, as set out in the London Plan.

## National Policy

1.3.6. National Planning Policy Guidance promotes high quality and sustainable development. Sustainable communities require sufficient quality housing to meet the needs of the community, a flourishing local economy supported by adequate infrastructure, a high quality safe and healthy environment and the amenities and facilities required to support a diverse and vibrant local community.

1.3.7. PPS6: Planning for Town Centres has been a key document in planning for the growth and development of Bromley Town Centre AAP. The Council has followed the requirements set out in PPS6 to:

- assess the need for further main town centre uses and ensure there is capacity to accommodate them;
- focus development in and plan for the appropriate expansion of the town centre and identify suitable development sites;
- identify the appropriate scale of new development;
- ensure retail expansion is linked to sustainable transport capacity improvements and that locations are accessible
- promote town centre management, improve and maintain the town centre and manage the evening economy;
- apply the sequential approach to site selection;
- assess the impact of development on existing centres; and
- regularly monitor and review the impact and effectiveness of its policies for promoting vital and viable town centres



- 1.3.8. The Government recently published a consultation document on revised PPS 6 - Planning for Town Centres (July 2008). This document seeks to strengthen the policy guidance to ensure positive planning for town centres. Planning authorities will be required to assess the impact of development taking account of a broad range of factors from retail diversity to job creation and regeneration and to take account of scale, impact and accessibility considerations as well as the sequential approach in selecting sites for development in development plans. The revised PPS6 will strengthen the importance of planning for sustainable economic growth and the need for flexible policies which are responsive to change whilst taking into account Regional Economic Strategies when planning for town centre uses.

### Regional Policy

- 1.3.9. The Consolidated London Plan (2008) provides the regional planning policy context. The Plan promotes a strong and diverse economy which will have long-term sustainability.
- 1.3.10. The Consolidated London Plan designates Bromley as a Metropolitan Centre and requires local policies to exploit and enhance the town centre's accessibility, provide for a full range of town centre functions and sustain and enhance vitality and viability. It highlights the need to ensure capacity is available within town centres to accommodate increased demand for retail, leisure, community and business services in order to meet the needs of a growing population.
- 1.3.11. Key strategic priorities of relevance to future development in the town centre may be summarised as follows:
- Promoting more intensive forms of development in areas well served by public transport
  - Intensifying retail, services, employment, leisure and housing in town centres
  - Promoting use and improvements to public transport
  - Sustainable, safe and well designed development
  - Realising the value of open space
  - Promoting high quality architecture and design
  - Heritage conservation
- 1.3.12. Particular emphasis is placed on ensuring that development proposals achieve the highest possible intensity of use compatible with local context, design principles for a compact city and public transport capacity. The Plan states that Boroughs should adopt the

residential density ranges set out in the Consolidated London Plan Density Matrix. As a Metropolitan Centre, Bromley is classified as a central location where higher densities will be promoted.

1.3.13. The South London Sub-Regional Development Framework (SRDF) (May 2006) provides the development framework for South London including Bromley. The SRDF identifies as a strategic priority the promotion and intensification of retailing and other uses in town centres, including opportunities for mixed-use development. It encourages Boroughs within the sub- region to consider how they can consolidate and enhance their town centres to meet increased retail capacity and additional housing.

1.3.14. Preparation of the AAP has also taken account of relevant development plan policies and proposals in adjoining Boroughs and proposals for development in Croydon and Lewisham Town Centres.

### **Local Policy**

1.3.15. The AAP will form part of Bromley's statutory development plan along with the Unitary Development Plan (UDP) (July 2006) and the London Plan. The UDP was adopted in July 2006 and provides an up-to-date plan consistent with Government guidance in general conformity with the London Plan. The UDP policies are saved for three years after adoption. The Council will make a submission to the Secretary of State at least six months before the expiration of this three year period to retain specific policies. The intention is that these policies will be saved until they are replaced by new policies in DPDs.

1.3.16. The Core Strategy is a mandatory DPD that will set out the overall context for future development and growth for Bromley, including a Borough wide Spatial Strategy, and a number of Core Policies. Until the formal adoption of the Core Strategy DPD, the saved UDP policies will continue to be the statutory planning document for development control purposes.

1.3.17. The AAP is consistent with the adopted UDP and as such conforms with Town and Country Planning (Local Development) Regulations (2004). UDP policies collectively aim to:

- Ensure high quality development through good and inclusive design and the efficient use of resources;
- Contribute to economic development;
- Protect and enhance the natural and historic environment:

- Ensure that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all;
- Promote the use of more sustainable transport modes and to allow for lower levels of off-street parking in association with new development particularly in locations accessible by public transport.

1.3.18. The UDP highlights the key role of vital and viable town centres in creating sustainable communities. It recognises that the growth and development of existing centres should be carefully planned and development should be focussed to encourage a wide range of services in a good environment which is accessible.

1.3.19. The AAP is in full accordance with the vision and objectives set out in the Community Strategy. The Bromley Community Plan 2007-2010 (September 2006) has been prepared by the Bromley Local Strategic Partnership (LSP), a broad-based partnership of local organisations representing residents and the public, private and voluntary sectors of Bromley. The key purpose is to develop a long-term comprehensive strategy to preserve and enhance an environment in which people can improve their well-being over the next 10-15 years. The Bromley Town Centre AAP builds upon these policy objectives to enhance the role of the town centre and its contribution to the local community and its economy. It will have a key role in delivering the Community Plan and the replacement Sustainable Community Strategy.

#### Links with Emerging Core Strategy

1.3.20. Bromley Council has begun preparation of the Borough-wide Core Strategy and this document will ultimately replace the existing UDP. While the AAP is being brought forward ahead of the Core Strategy, it is based on identified strategic development priorities at both a regional and local level which seek to protect and reinforce the role of the town centre.

1.3.21. Bringing forward the AAP in advance of the Core Strategy reflects the town centre's strategic importance and the existing policy context and should not prejudice the proper consideration of alternatives for the Core Strategy. Furthermore, the evolution of the AAP since 2004 has resulted in extensive public participation and as a result has raised expectations for the early adoption of policies and development guidance for the town centre. The AAP meets a current and defined need and to lose impetus now by waiting for the

Core Strategy is likely to result in lost opportunities for renewal of the town centre.

- 1.3.22. The outcomes of the Core Strategy process will inform the monitoring and subsequent review of the AAP.

#### 1.4. Evolution of the AAP

- 1.4.1. The preparation of the AAP commenced in Spring 2005 following a Retail Capacity Study undertaken by DTZ in 2004 and has been developed in accordance with PPS12. Development of the AAP can be divided into the following stages:

- Stage 1: Pre-production- survey and evidence gathering;
- Stage 2: Production- preparation of Preferred Options supported by continuous stakeholder involvement followed by a six week period of formal public consultation on the options (January 2006);
- Stage 2A: Production- review of Preferred Options in light of consultation and further technical studies and preparation of Revised Preferred Options followed by a six week period of formal public consultation on the options (November 2007).

- 1.4.2. The AAP process has assessed the need for main town centre uses – retail, leisure/entertainment, offices and arts, culture and tourism - and how these can be accommodated over a 15 year time span. It also promotes residential uses as part of mixed use development schemes in accordance with policy objectives in order to create sustainable communities and a balance of uses which will make the town centre more vibrant.

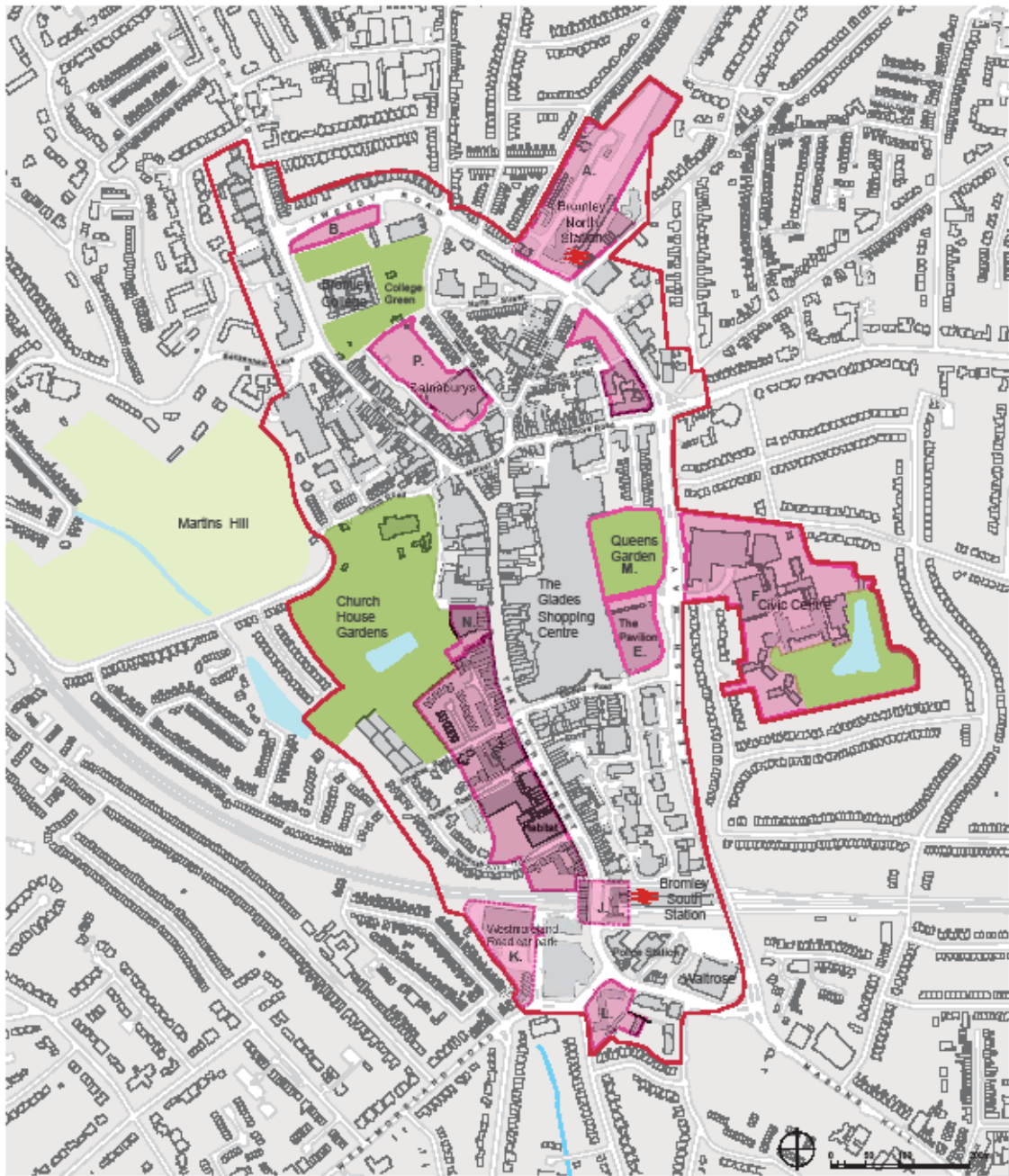
- 1.4.3. Diagram 1.2 illustrates the boundary of the area covered by the AAP and the main opportunity sites proposed for development. Public consultation was first undertaken on the Preferred Options in January 2006. Following consideration of the responses to this consultation and additional technical studies including traffic modelling, Revised Preferred Options were prepared and published for consultation in November 2007. The Draft AAP has taken into account the responses to both consultation exercises. Each stage of the process has therefore informed the next.

- 1.4.4. Following the publication of the Revised Preferred Options a number of changes have been incorporated into the Draft AAP following consultation on the Revised Preferred Options. These may be summarised as follows:



- Increase in the capacity for residential development within the town centre from 1600 units to around 2025 units. This reflects the strategic policy requirement to achieve the highest possible intensity of use compatible with local conditions and the need to ensure that development proposals are viable and can be delivered;
- Increase in the number of residential units to be provided as part of a mixed use development scheme on **Site A:** Bromley North Station from 250 to around 400 in order to reinforce the residential character of area, to achieve the highest possible intensity of use compatible with local conditions and to deliver transport improvements;
- Deletion of **Site D:** The Hill and land adjacent to Martins Hill as a result of traffic modelling and due to the unavailability of sufficient land to deliver a comprehensive development scheme within the plan period. The residual site area has been incorporated into the Bromley North Village Improvement Area. The decision was also influenced by concerns about the impacts of traffic accessing the site and displacement of existing traffic that would need to park at other sites;
- Amalgamation of **Sites G and H** and an increase in the total number of residential units across the combined sites from 500 to around 1200 to deliver the renewal of the western side of the High Street including 20,000 sq m (gross) of retail floorspace and a new civic square;
- Deletion of proposal for mixed use development on **Site J:** Land at Bromley South Station (including 500 residential units) given the uncertainty surrounding development viability and the potential to deliver a comprehensive development scheme within the plan period;
- Increase in the number of residential units on **Site K** from 100 to around 280. The recent marketing of the site has demonstrated that the site has the potential to accommodate a higher density scheme which will benefit from its close proximity to Bromley South station;
- Revision of the boundary of **Site L:** DHSS building at Bromley South to re-include the Bromley Christian Centre. Given the requirement to accommodate highways improvements via a safeguarding line the smaller site would have become undevelopable in isolation on this important gateway site.

- 1.4.5. The most significant implication of the combined changes has been an increase in residential numbers. This increase is consistent with local and regional policy and the impacts have been considered and assessed in the Transport Strategy and Sustainability Assessment. Both these documents set out mitigation measures that have been taken forward within the AAP.

Diagram 1.2 Area covered by the AAP



Town Centre Area Action Plan Location

-  AAP / town centre boundary
-  Opportunity sites

## 1.5. Sustainability Appraisal

- 1.5.1. The Draft AAP is accompanied by a Sustainability Appraisal (SA), which assesses the likely social, economic and environmental effects of the plan. The SA has been an integral part of preparation of the AAP to ensure that necessary mitigation measures are incorporated to minimise the impacts of proposals. The SA builds on the earlier SA prepared at the Preferred Options and Revised Preferred Options Stages and incorporates the responses to consultation on both these documents.
- 1.5.2. The findings of the SA indicate that overall the proposals set out in the AAP will have positive social and economic benefits and that the environmental impacts can be successfully mitigated through appropriate measures such as the implementation of a comprehensive transport strategy, protection and enhancement of the historic and natural environment and public realm improvements. These mitigation measures are set out in the Draft AAP and it will be necessary to demonstrate that the necessary mitigation measurements can be secured before any development proceeds.



## 2. CONTEXT AND ISSUES

### 2.1. Bromley Town Centre Today

2.1.1. Bromley Town Centre's retail and leisure offer has declined in recent years and technical studies and consultation with key stakeholders during preparation of the AAP have both highlighted the need to enhance the quality of the town centre. Change is therefore required if the town centre is to realise its full potential and provide a more attractive place to shop, work, live and visit, whilst protecting the essential character of the historic parts of the town.

#### Historical Development

2.1.2. Bromley's historical development has played a very important part in establishing its character. Bromley has a very strong architectural heritage which is reflected in and around the designated conservation area in the north and central parts of the town centre. There are a number of listed and locally listed buildings, along with key public open spaces. Whilst the buildings of heritage importance contribute to the character of the town centre, there are a number of poor and under utilised buildings and a lack of distinctive landmark buildings which have an adverse effect. The boundary of the conservation area is illustrated in Diagram 2.1.

#### **Issues**

The protection and enhancement of features of heritage importance in particular Bromley North Village, the Conservation Area and listed buildings through the sensitive design of new development.

The capacity of the town centre to accommodate new development whilst protecting residential amenity and the character of the historic parts of the town centre.

## Retail

- 2.1.3. Bromley performs an important role as a metropolitan centre and is a principal shopping centre in Greater London. Bromley's primary function is as a comparison goods shopping destination and the town centre has two managed shopping centres, namely The Glades and The Mall.
- 2.1.4. There has been little new retail development since the completion of The Glades in 1991 and with the recent closure of two department stores, the Council is concerned that the town centre may be losing its attractiveness to shoppers in the face of the expansion of competing centres.

### **Issues**

The recent loss of two of the town centre's three department stores and the need to attract major retailers into the town centre to maintain its competitive position by increasing the capacity and quality of the retail offer.

Diagram 2.1 Historic Context of Bromley Town Centre



Bromley Town Centre

Historic Context

- Listed buildings or locally listed buildings
- Buildings considered of townscape value
- Conservation area boundary
- Existing open space
- Distinctive building group



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## Employment and Economy

- 2.1.5. The town centre contains a large number of business registrations. Bromley Town Ward has 1,574 registered businesses, the highest in the Borough. The Annual Business Inquiry (ABI) recorded that in 2005 there were 25,415 jobs in Bromley Town Ward, accounting for 23.3% of the jobs in the borough as a whole.
- 2.1.6. The occupational structure of the area's residents is driven by Bromley's status as a commuter area, along with the high proportion of retail and property and business services. About three quarters of those living in the study area are employed in either managerial, professional, associate/technical or administrative occupations. This is 21.2% higher than the national average and is 9.2% higher than the average for London as a whole.
- 2.1.7. Bromley is very much a secondary office location compared to Croydon. It has a cluster of office accommodation which is predominantly located around Bromley South Station. There is also a secondary office area in the north of the town centre on London Road. While there is some good quality stock, other areas could be improved both in terms of public realm and building fabric.

### Issue

The need to provide improvements to existing employment space and business areas and to allow for growth of existing businesses, advance new employment and business opportunities and maintain a healthy local economy.

## Transport

- 2.1.8. Bromley Town Centre has good rail and bus linkages and two railway stations at Bromley North and Bromley South. However, the quality of public transport facilities is generally poor and there is a need for improvements to the facilities at both stations. There is also a requirement to improve the quality and management of

existing parking to meet the needs of shoppers and visitors. Diagram 2.2 Access and Movement identifies the existing transport infrastructure within the town centre.

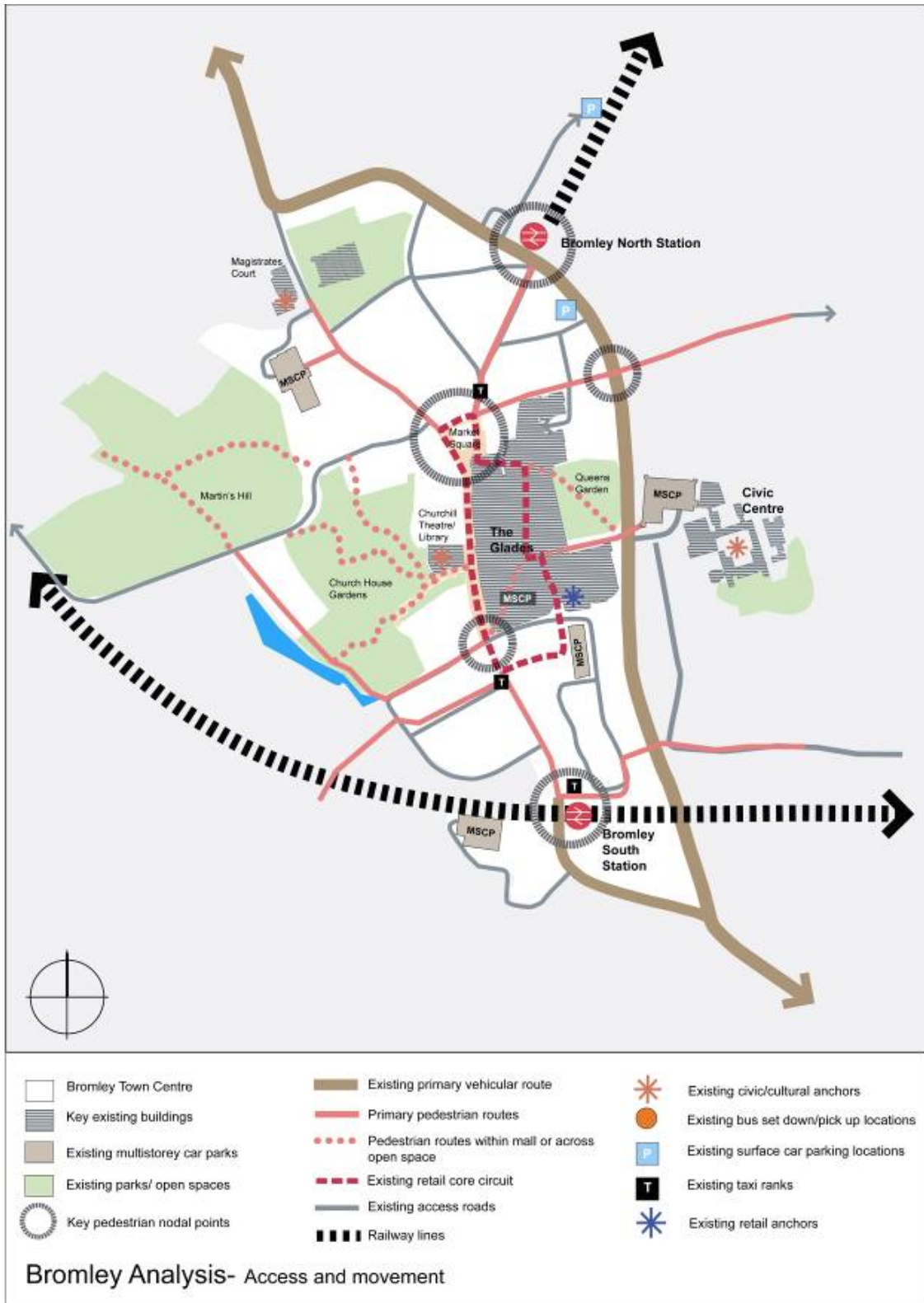
- 2.1.9. Access is a major issue for the town centre. The two dynamics impacting on the town centre are high levels of car ownership, leading to increasing congestion, and relatively easy access to competing centres, such as Croydon and Bluewater. Croydon and Lewisham have also benefited from significant investment and improvements to public transport in the form of the Tramlink and the Docklands Light Railway respectively. Bluewater benefits from direct access from the major strategic road network and the availability of large numbers of free car parking spaces.
- 2.1.10. Public Transport Accessibility Levels (PTALs) are a measure of the relative level of access provided by public transport at a particular location. The PTAL value for Bromley Town Centre is mostly 6a. This represents a very high value and is only exceeded by a PTAL of 6b which is representative of accessibility levels at major public transport termini such as Victoria Station in Central London. However, the derivation of the PTAL value does not take account of the quality of public transport facilities and it is recognised that there is a considerable need for improvement.

### **Issues**

The adequacy of public transport facilities, especially the key public transport hubs at Bromley South and Bromley North stations, in terms of encouraging travel choice, improving key gateways, improved interchanges and user satisfaction;

The need to improve the management and provision of public parking to ensure appropriate capacity and the attractiveness of the town centre to users.

Diagram 2.2 Access and Movement



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## Housing

- 2.1.11. The town centre contains a relatively small proportion of the Borough's housing stock. Overall only 3.35% of the housing stock is located within the town centre area.
- 2.1.12. Bromley Town Centre has a lower level of home ownership than that of the Borough as a whole and Bromley Town Ward. It has a relatively high rate of private rented accommodation in comparison to the Borough as whole and a relatively low proportion of social housing.
- 2.1.13. The average house price in Bromley is currently significantly higher than in Croydon and Lewisham. There is a significant demand for new housing and a need to deliver more sustainable patterns of development.
- 2.1.14. There is a need to provide necessary community facilities and services to support a growth in population in the town centre. In addition, there will be a need to provide the type and quality of leisure facilities that will be attractive to residents as well as a draw to people who live outside the town. These facilities should include a modern multiplex cinema and a more appropriate range of restaurants, bars and cafes.

### Issues

The importance of providing additional housing to create a balanced mix of uses in the town centre, improve safety and security and meet housing needs.

The need to secure the provision of appropriate health, education and community facilities to meet the needs of existing and new residents.

## Leisure and Culture

- 2.1.15. Leisure and entertainment facilities and sport and recreation uses represent an important function of a thriving town centre. At present, these facilities are limited in their offer and appeal due to the quality of existing provision and the over-emphasis on public houses and bars which dominate the evening economy.
- 2.1.16. The existing leisure offer in Bromley is relatively limited. The main leisure focus is the mass pub trade predominately aimed at the younger end of the market. This has given rise to a poor perception of the town centre at night and to concerns about safety and security. The narrow evening and entertainment provision is likely to be leading to other elements of consumer expenditure being lost to competing centres, which offer a more diverse range and better quality of activities. Cinema provision is very limited, consisting of the Bromley Empire (4 screens). However, there has been strong interest in a cinema-led mixed development on the Westmoreland Road Car Park site. The Pavilion Leisure Centre is popular, but is in need of modernisation.
- 2.1.17. In terms of hotel accommodation, Bromley is underrepresented. There are few quality hotel operators in the area with the vast majority of provision comprising smaller scale establishments.
- 2.1.18. Culture and the arts perform an important town centre role. Bromley has two theatres (the Churchill Theatre and Bromley Little Theatre) and a popular library but the existing facilities are not well integrated with the town centre. The town lacks a strong focus for community activity and the arts.
- 2.1.19. The Churchill Theatre, which is situated off the High Street, offers a wide variety of plays, musicals and comedy shows. The auditorium seats about 780 people with two bars and a foyer area. However, there is a need for improvements to the public areas and facilities and to the general environment to attract a larger audience. The Bromley Little Theatre is a successful 113 seat amateur theatre and a popular feature in the town centre's cultural offer.
- 2.1.20. The library is currently very well used. However, the existing facility is in need of upgrading and refurbishment in order to accommodate the changing role and function of modern libraries to include information technology, education, cultural and leisure facilities. At present the library has no frontage or ground floor facilities which may deter visitors and provides inadequate access to the library.



**Issues**

The potential to create distinctive zones of activity including leisure/ culture which will add diversity and create new destinations within the town centre.

The need for a more diverse range of activities which will meet the requirements of all age groups and the need to manage the evening economy to attract a wider range of visitors including families with children.

The need to diversify uses to meet concerns about safety and security in the town centre particularly at night,

**Faith Groups**

- 2.1.21. Faith groups form a strong and cohesive element within the town's social fabric and it is important that this continues to be the case. Two churches are within the boundaries of Site G and reference is made within the development principles for these uses to be re-located, either within the site or elsewhere in the town centre.

**Issues**

The need to ensure continued provision of accommodation for different Faith Groups to reflect the diverse needs of the community.

## Public Realm

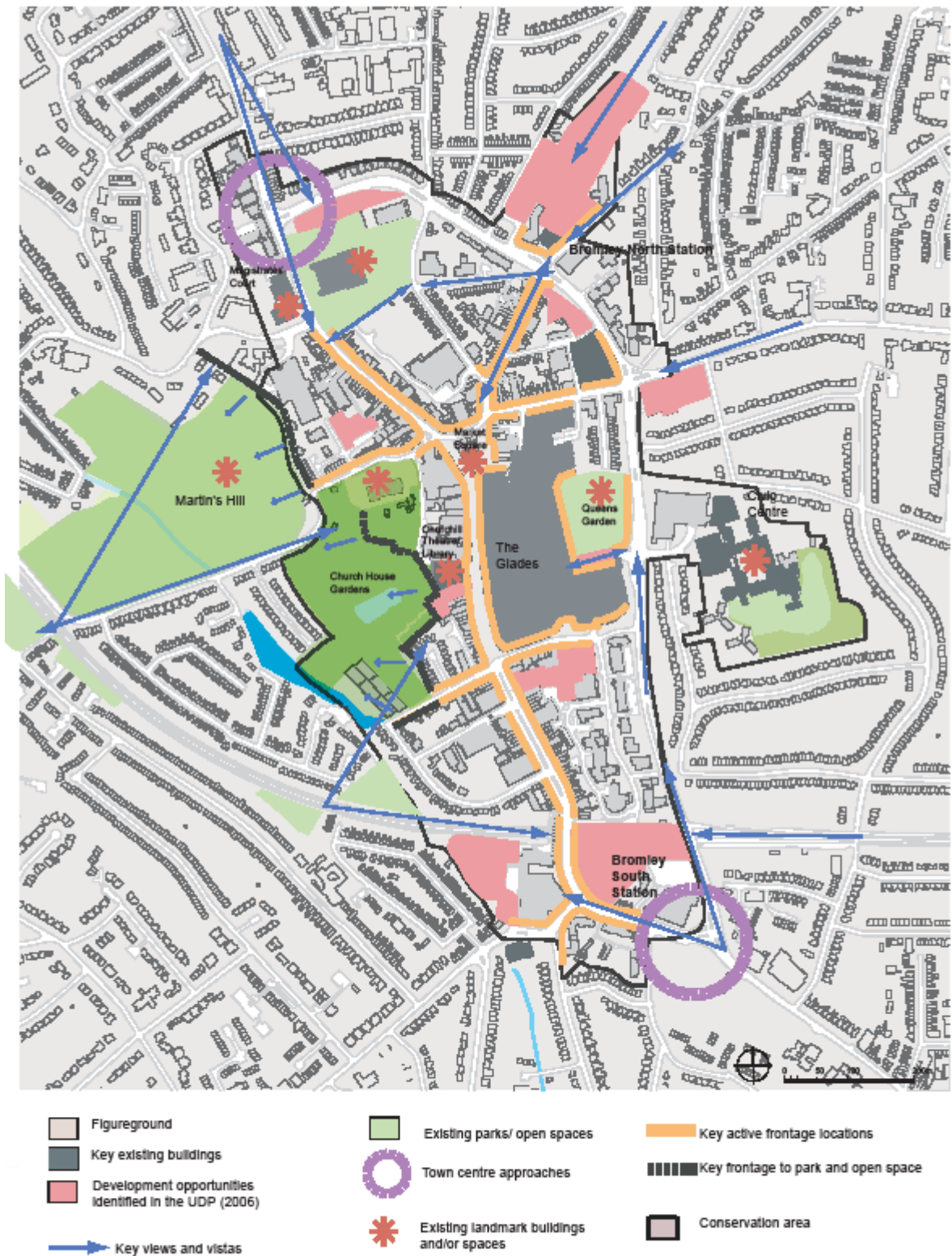
- 2.1.22. Diagram 2.3 sets out an overview of Bromley's existing urban structure. The quality of the public realm and pedestrian environment has declined and whilst improvements have been undertaken to the High Street, there is a need to enhance the overall appearance and image of the town centre. The town centre contains attractive open spaces which are largely hidden from public view but contribute to its character and distinctiveness. Whilst the town centre contains a number of high quality buildings, there are also a number of poor and under-utilised buildings and a limited number of distinctive landmark buildings.

### **Issues**

The overall quality and appearance of the public realm and existing facilities needs to be improved to support a pedestrian friendly environment and attract new residents, businesses and shoppers to the area.

- 2.1.23. The AAP has sought to address these issues in a comprehensive manner in order to create a town centre to be proud of.

Diagram 2.3 Urban Context and Structure



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# 3. THE VISION AND SPATIAL STRATEGY

## 3.1. The Vision

3.1.1. Change is essential if Bromley is to address these issues and attract new residents, retail and employees to the town centre. The adopted UDP seeks to promote Bromley Town Centre's strategic role while protecting the essential character of the historic parts of the town and providing opportunities for modern high quality development to attract retailers and create a safer and more attractive environment. This will require the town centre to grow and for this step change to be effectively managed. As such, the AAP sets out proposals to realise the full potential of the town centre.

3.1.2. A Vision for Bromley Town Centre has evolved through the AAP process which is detailed below:

- A more vibrant and competitive town centre with an extended offer as a place to shop, work, spend leisure time and live. A step change will be required to raise the profile of Bromley;
- A more sustainable centre, ensuring capacity for planned growth, with minimal environmental impacts and local energy networks. A town centre which meets the needs of the 21<sup>st</sup> Century;
- A high quality safe environment, especially in the evenings. A successful day and night time centre;
- An attractive and distinctive centre with high quality buildings, public spaces and strong east-west connections;
- An accessible and inclusive centre, which promotes travel choice and supports the needs of all;
- A Bromley that looks to the future whilst protecting and enhancing the heritage of Bromley North Village and other important areas.

## 3.2. The Spatial Strategy

3.2.1. The Spatial Strategy provides a framework for future development and change in the town centre and takes forward the AAP vision. The Spatial Strategy is illustrated in Diagram 3.1.

3.2.2. The Spatial Strategy is based on the following underlying principles:

- Promotion of balanced mixed use development to include retail, leisure, business and residential uses;
- Promotion of high quality design and townscape improvements;
- Promotion of improved accessibility and public transport
- Protection and enhancement of the environment;
- Improvements to east- west pedestrian linkages;
- Inclusive design and improved pedestrian environments for all including those with impaired mobility throughout the town centre.

3.2.3. The strategy divides the town centre into six character areas that work together to support the AAP vision. These promote a range of facilities and activities and protect and enhancing existing character. These areas are interlinked and contain complimentary facilities and land uses. The six character areas and key proposals are set out below:

### **Northern Gateway- the area around Bromley North Station and Former Town Hall and South Street Car Park**

- A High density/ mixed use transport hub to include residential development in close proximity to public transport facilities;
- Improved pedestrian connections to the town centre.

### **Bromley North Village- the historic core of the town centre west to Martins Hill**

- Enhancement of Bromley North Village by building on the distinctive character/heritage of this area and protecting and enhancing its heritage importance;
- Accommodating new residential units as part of mixed use schemes.

### **Bromley Central- west and east of the High Street including the Glades**

- An extended primary retail area and redevelopment of the western side of the High Street to create an enhanced retail offer/ extended retail core to accommodate future requirements for growth in retail capacity;
- Extension to The Glades to accommodate future requirement for growth in retail capacity;
- An enhanced cultural quarter around the Churchill Theatre/ library to create a stronger arts/ community focus;
- Creation of new active frontages onto the parks and gardens to integrate the open spaces with the rest of the town centre and to provide an attractive setting for new development;
- Accommodation of residential units as part of mixed use schemes.

### **Civic Centre- the existing civic centre site including the multi-storey car park and listed Palace**

- Rationalisation of the Civic Centre to include civic offices and functions and other appropriate uses which respect the setting of the Palace;
- Replacement leisure centre to facilitate extension of The Glades and improve the attractiveness of town centre.

### **Bromley South - the area around Bromley South Station including Westmoreland Road car park**

- High density mixed use residential development in close proximity to public transport facilities;
- A new entertainment/leisure focus at Bromley South;
- Provision for future hotel development;
- Improvements to the existing business areas to accommodate the needs of existing employers and to attract new investment and high quality business development and employment opportunities. Improvements will include environmental and townscape improvements, improved access to business premises and linkages to town centre functions and promotion of high quality design in new business development.

### **Western Edge – the area to the west of the town centre including Church House and Library Gardens**

- Creation of new active frontages onto the parks and gardens to integrate the open spaces with the rest of the town centre and to provide an attractive setting for new development.

### **The Transport Strategy**

- 3.2.4. Critical to realising the vision for Bromley Town Centre is the need to address transport and movement in a comprehensive and sustainable way. The Bromley Town Centre Transport Strategy underlies the vision and spatial strategy, supporting an increase in the town centre's retail, commercial and residential functions through the promotion of travel choice, effective management of existing assets and capacity building. The strategy sets out how the vision and spatial strategy can be delivered through a phased approach linked to key infrastructure and behavioural change. It is an enabling document that supports the growth set out in the AAP.

### **Community Strategy**

- 3.2.5. This vision and spatial strategy reflects and builds on the key objectives identified in the Community Plan (2007-10), namely:
- Protecting liberty, including making opportunities available for all and providing value for money from publicly funded services;
  - Balancing prevention and cure, including the need to balance demands to address current problems with the benefits of a longer-term perspective;
  - Balancing different aspirations by accommodating acceptable change that respects the character of the area that is attractive to so many residents;
  - Tackling the transport issues to ensure roads are safe, delays minimised, and public transport is available, accessible, and safe;
  - Ensuring better ways of working between the agencies through coordinating the contributions individual services can make towards meeting a variety of goals;
  - Helping and protecting the isolated and vulnerable by making services accessible to all and tailored to people's specific needs;
  - Promoting opportunities, independence and choice, including developing opportunities for all and giving

people the information and the ability to look after themselves;

- Harnessing technology, including building on sustainable environmental solutions to energy use;
- Supporting local communities by understanding that different localities have their own individual aspirations and “solutions” should be tailored to the needs of particular areas as they have different perspectives and starting points;
- Ensuring a more sustainable future by making effective use of natural resources, to protect and enhance the environment and strengthen economic prosperity;
- Corporate Governance, including accountability to users, stakeholders, partners and the wider community.

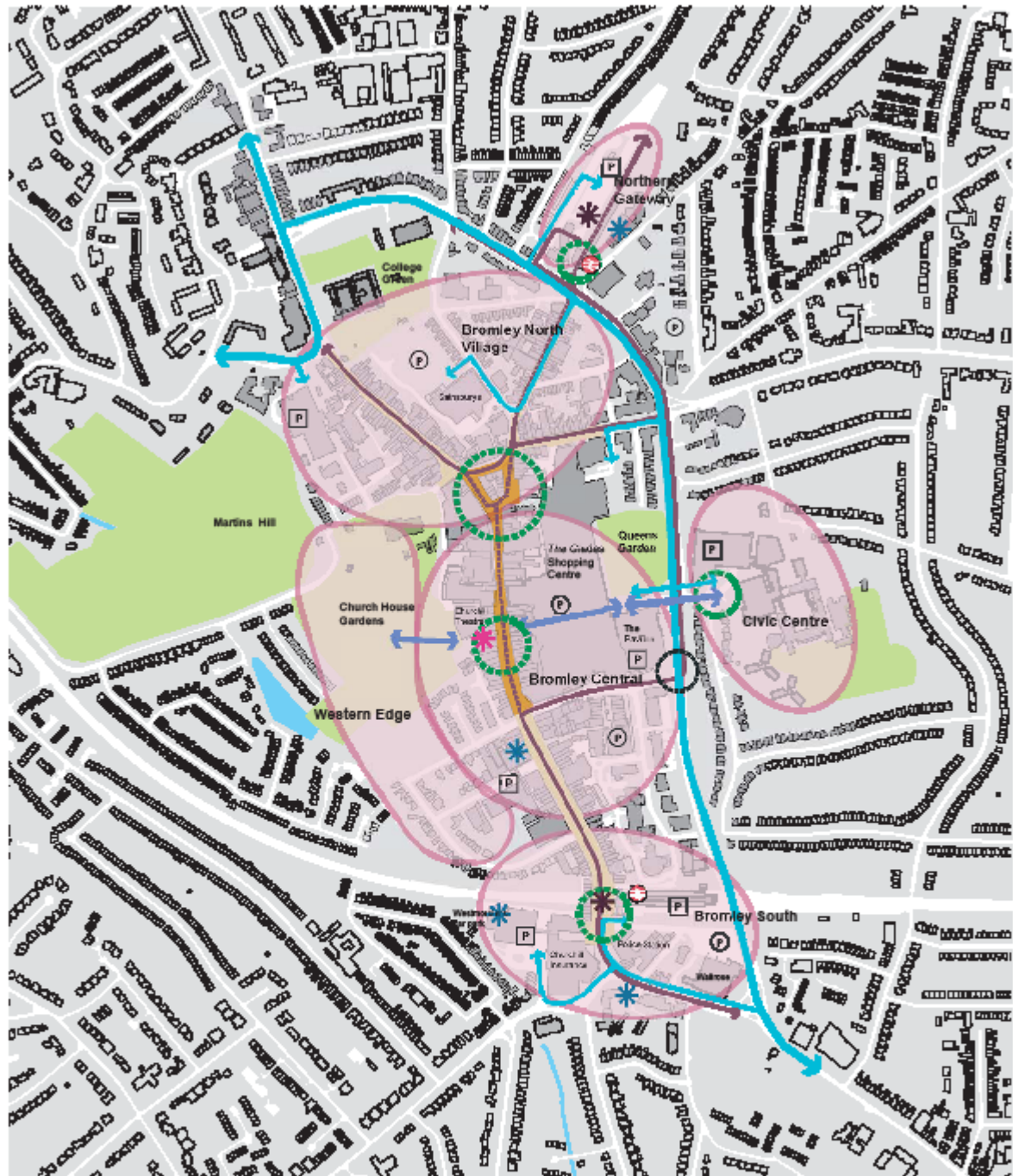
3.2.6. The Community Plan will be replaced by the Sustainable Community Strategy 2020. Although this document is in the early stages of development it will still seek to continue towards the goals set out in the Community Plan through a refined vision statement based around a high and improving quality of life, where:

- people choose to live, study and do business;
- everyone has fair opportunities to maximise their talents, life chances, independence and dignity;
- people have pride, take personal responsibility and have respect for others;
- communities and citizens are actively involved in delivering this vision and as part of an innovative and vibrant local democracy;
- public services are efficient and effective, supporting choice, influence and personalisation, not dependence;
- what we all do locally is sustainable for future generations.

3.2.7. Other local strategies have also informed the vision for the town centre, such as Bromley’s Cultural Strategy, which identifies the need to develop a cultural quarter and civic square in front of the Churchill Theatre and improvements to the town centre parks. It also builds on the Primary Care Trust (PCT) Business Plan, which identifies the need for more choice, better quality care and services closer to where people live. The Every Child Matters in Bromley – Children and Young People’s Plan 2006-2009 has also provided valuable input into development of the vision with a focus on ensuring co-ordination of delivery of front line services to young people.



Diagram 3.1: Spatial Strategy



Bromley Town Centre

Spatial Strategy

- |   |                                       |  |
|---|---------------------------------------|--|
| Extended pedestrianisation and improvements to the public realm | New/improved public spaces            | Primary bus route                                |
| Improved public realm treatment                                 | Improvements to existing junction     | Possible future guided PT route                  |
| Existing open space   | Possible locations for tall buildings | Improved pedestrian access                       |
| Key areas of change   | Possible interchange locations        | New/improved pedestrian crossing                 |
| New/reconfigured car parking                                    | Cultural Hub                          | General traffic routes and access to car parking |
| Existing Car Parking  |                                       | Railway station                                  |



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## 4. POLICIES

### 4.1. Objectives

4.1.1. The vision for Bromley Town Centre has been translated into a number of key objectives which underpin the policies and proposals set out in the AAP.

4.1.2. The objectives have been developed in consultation with stakeholders and in the context of national and regional guidance and a rigorous assessment of the town centre's needs and potential, They respond to the overall strategy for renewal of the town centre and clearly reflect the objectives of Bromley's Community Plan.

**OBJECTIVE 1:** Promoting economic growth and local employment opportunities, increasing the quality of commercial floorspace and economic opportunities in the town centre for benefit of Borough and London as a whole.

**OBJECTIVE 2:** Extending the range, quality and accessibility of facilities and services to support a vibrant, thriving place that attracts people to live, work and play in the town centre.

**OBJECTIVE 3** Extending the capacity, range and quality of the shopping opportunity that provides for the needs of all residents and creates a more competitive town that fulfils its role as a metropolitan centre.

**OBJECTIVE 4** Providing residential capacity within the town centre, through mixed use development that ensures housing meets local needs including the supply of affordable housing.

**OBJECTIVE 5** Enhancing the character and heritage of the town centre, especially in Bromley North Village, ensuring that new development adds to its distinctiveness.

- OBJECTIVE 6** Promoting high quality design and townscape improvements throughout the town centre and enhancing the quality and character of the area.
- OBJECTIVE 7** Promoting sustainable development by minimising the impacts of town centre development on the environment and ensuring Bromley is an attractive place to live, work, visit and invest.
- OBJECTIVE 8** Improving accessibility and travel choice, encouraging use of more sustainable forms of transport and making effective use of existing transport assets.

4.1.3. The AAP contains detailed policies and proposals that seek to implement these objectives including:

- **Renewal of the High Street** (including western and southern parts and north of Market Square)- to extend the success of the retail core focussed on The Glades and to enhance the function and appearance of the rest of the High Street;
- **Consolidation of the Civic Centre site**- the opportunity to consider the rationalisation of existing uses on the Civic Centre site and to make more effective use of this attractive site;
- **Extension of The Glades Shopping Centre/ relocation of the Pavilion Leisure Centre**- to accommodate large scale retail uses and extension of The Glades subject to the development of a high quality new leisure centre;
- **Balanced mix of uses** including significant new housing and leisure facilities- successful town centres have a diverse mix of uses and there is a requirement to enhance the mix of uses in Bromley to create greater vitality and a more vibrant and attractive centre;
- **Distinctive architecture** and potential for some taller buildings in appropriate locations- recent development has not made a significant contribution to the character of the town centre and there is a lack of distinctive design. The promotion of high standards of design and the consideration of the possible role of taller buildings in appropriate locations could add to the distinctiveness of the town centre;

- **A new town square and network of high quality public spaces**- the town centre has a number of high quality spaces but there is a need for improved linkages and integration. The town centre lacks a strong civic focus and this could be addressed by the creation of a town square;
- **Mixed use development to include retail and residential to west of the High Street**- the promotion of mixed use development to the west of the High Street would assist in the renewal of this part of the town centre and improve the linkages between the High Street and Church House and Library Gardens;
- **Proposals to enhance and diversify Bromley's attractions** as a centre for culture, entertainment and leisure and to maintain and improve facilities for the faith and community sectors;
- **Promotion of a comprehensive transport strategy** to encourage and promote the use of more sustainable modes of transport and to mitigate the impacts of new development. This will include step-change improvements at Bromley South and Bromley North stations, so they fulfil their roles as high quality public transport hubs and gateways to the town centre.

4.1.4. The Council is determined to ensure the success of the AAP in bringing about the renaissance of the town centre. The plan seeks to achieve this by supporting the delivery of new development and the infrastructure needed to meet the demands associated with this growth. Enhancement of the commercial offer should stimulate job opportunities, while the improved housing offer will promote Bromley as an sustainable location to live and work.

4.1.5. Whilst the plan will create a stronger focus for the town, it will also help to raise the profile of adjoining areas and provide stimulation for improvements to others towns in the Borough. Moreover, by focusing significant development within the town centre, in line with Government policy, the AAP seeks to relieve the pressure for development on more suburban locations, in order to help retain their character.

4.1.6. The scale of development proposed and the mix of uses takes account of Bromley's role, its physical capacity and the capacity of transport and other infrastructure. In maintaining and or developing the recognisable cultural, historical and picturesque qualities that make Bromley the town that it is the Council believe that there is further potential for the town to create its own

distinctiveness and the AAP can help to build on such characteristics.

- 4.1.7. The policies set out in the AAP seek to deliver these objectives along with the Sustainability Appraisal objectives and key messages from the Equalities Impact Assessment Scoping Report. The policies are set out under topic heading. The linkages between the policies and the stated objectives are set out in Table 3.1.

Table 4.1 AAP Policy Linkages

Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
<b>BTC 1 - Mixed Use Development</b>	Objective 1: Economic Growth; Objective 2: Vibrant, Thriving Accessible Town Centre Objective 3: Extending Shopping Opportunity Objective 4: Increasing Residential Capacity	SA3: Decent homes SA6: Unemployment and local employment SA7: Access to local services SA14: Climate change SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA21: Unnecessary movement of labour and goods SA22: Profile of the borough for businesses SA23: Social and environmental performance of economy	Providing a suitable mix of affordable homes  Improving retail offer for local people	Mixed use development should support a thriving and balanced town centre, attracting new residents and providing additional services to existing communities.  It builds on principles for a compact city, encouraging higher density development around transport nodes.
<b>Policy BTC2- Housing Density</b>	Objective 1: Economic Growth; Objective 2: Vibrant, Thriving Accessible Town Centre Objective 4: Increasing Residential Capacity	SA3: Decent homes SA7: Access to local services SA9: Traffic and travel SA18: Sustain economic development SA19: Achieve economic potential SA21: Unnecessary movement of labour and goods SA22: Profile of the borough for businesses	Increasing social infrastructure provision	Increasing residential capacity within town centre will increase spending power and activity within the area.  It should act as the catalyst for improvements and increases in social infrastructure provision.
<b>Policy BTC3- Housing Mix</b>	Objective 1: Economic Growth; Objective 2: Vibrant, Thriving	SA1: Health & health inequalities SA3: Decent homes SA4: Reduce crime	Ensuring disabled access  Ensuring lifetime homes	Promoting the right mix of homes, both in terms of tenures and type should

Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
	Accessible Town Centre  Objective 4: Increasing Residential Capacity	SA5: Community identity & social responsibility SA7: Access to local services SA9: Traffic and travel SA18: Sustain economic development SA21: Unnecessary movement of labour and goods	provision  A suitable mix of affordable homes  A balance and mixed typology	facilitate a balanced community and that has access to a full range of services.
<b>Policy BTC4- New retail facilities</b>	Objective 1: Economic Growth;  Objective 2: Vibrant, Thriving Accessible Town Centre  Objective 3: Extending Shopping Opportunity	SA6: Unemployment and local employment SA7: Access to local services SA9: Traffic and travel SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA21: Unnecessary movement of labour and goods SA22: Profile of the borough for businesses	Improving retail offer for local people	Bromley needs to compete with its neighbouring town centres. To do this the retail offer needs to expand and improve.  By promoting a town centre location for retail expansion this should reduce the environmental costs of development in terms of travel time.
<b>Policy BTC5- Office Development</b>	Objective 1: Economic Growth;  Objective 2: Vibrant, Thriving Accessible Town Centre	SA6: Unemployment and local employment SA7: Access to local services SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA21: Unnecessary movement of labour and goods SA22: Profile of the borough for businesses	No direct link	Bromley is not able to compete with Croydon as an office location. It can build on its existing assets through improvements to existing facilities and by facilitating natural growth within the office market.

Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
<b>Policy BTC6- Replacement Leisure Centre</b>	Objective 2: Vibrant, Thriving Accessible Town Centre	SA1: Health & health inequalities SA5: Community identity & social responsibility SA7: Access to local services	Increasing social infrastructure provision	A new leisure centre in Bromley will make the town a more attractive place for residents, employees and visitors. It will have health benefits and help raise Bromley's profile as a town centre.
<b>Policy BTC7- Theatres and Entertainment Venues</b>	Objective 2: Vibrant, Thriving Accessible Town Centre	SA5: Community identity & social responsibility SA7: Access to local services	Increasing social infrastructure provision	Cultural facilities are key to Bromley's success as a thriving and attractive town centre. Protecting the levels current offer is essential to this, providing a solid base from which to develop and grow.
<b>Policy BTC8 Sustainable Design and Construction</b>	Objective 6: High Quality Design  Objective 7: Sustainable Development	SA8: Environmental impact SA9: Traffic and travel SA10: Air, noise and light pollution SA11: Biodiversity SA14: Climate change SA15: Water environment SA16: Natural resources SA17: Waste	Providing a suitable mix of affordable homes	There is a need to ensure the level of development is Bromley has the minimum environmental impact.  By building residential homes in accordance with the Code for Sustainable Homes and other development to BREEAM Excellent rating, the town centre will be working towards clear environmental goals.
<b>Policy BTC9-</b>	Objective 7: Sustainable	SA8: Environmental impact	No direct link	Development must accord



Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
Flood Risk	Development	SA14: Climate change SA15: Water environment		with and be led by the Strategic Flood Risk Assessment and any subsequent Floor Risk Assessment.
Policy BTC10 River Ravensbourne	Objective 7: Sustainable Development	SA8: Environmental impact SA14: Climate change SA15: Water environment	No direct links	Enhancements will support reduction in flood risk
Policy BTC11 - Drainage	Objective 7: Sustainable Development	SA8: Environmental impact SA14: Climate change SA15: Water environment	No direct link	It is essential to ensure development is in line with capacity of drainage infrastructure and that wherever possible sustainable forms of drainage of developed to minimise the impact on the environment and the existing system.
Policy BTC12- Combined Heat and Power	Objective 7: Sustainable Development	SA8: Environmental impact SA10: Air, noise and light pollution SA14: Climate change SA16: Natural resources	No direct link	Local heating and cooling networks such as Combined Heat and Power and Combined Cooling Heat and Power will be key in supporting a more localised and sustainable approach to energy use, with the potential to reduce financial and environmental costs across the town centre.
Policy BTC13-	Objective 7: Sustainable	SA8: Environmental impact	No direct link	New development should

Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
<b>Recycling</b>	Development	SA16: Natural resources SA17: Waste		encourage recycling at every opportunity and as such the scale of proposals within the AAP presents an opportunity to build on Bromley's recycling levels.
<b>Policy BTC14- Biodiversity</b>	Objective 6: High Quality Design  Objective 7: Sustainable Development	SA8: Environmental impact SA11: Biodiversity	No direct link	The improvements to Bromley's existing green spaces, proposed green links through the town centre and new development all present opportunities to protect or enhance biodiversity in the town centre, this should be promoted wherever possible.
<b>Policy BTC15- Noise</b>	Objective 6: High Quality Design  Objective 7: Sustainable Development	SA8: Environmental impact SA10: Air, noise and light pollution	No direct link	Town centres and higher densities can potentially create significant noise pollution that can affect amenity and create hostile environments. In many areas these issues can be designed out and as such noise will need to be a key sustainability consideration for Bromley's projected growth.
<b>Policy BTC16 Design Quality</b>	Objective 5: Protecting Historic Areas of Town Centre	SA1: Health & health inequalities SA3: Decent homes	Design out crime	Design will need to be placed at the heart of all

Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
	Objective 6: High Quality Design	SA4: Reduce crime SA5: Community identity & social responsibility SA8: Environmental impact SA10: Air, noise and light pollution SA11: Biodiversity SA12: Quality of landscapes and townscapes SA13: Historic environments SA14: Climate change SA15: Water environment SA16: Natural resources SA17: Waste SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA21: Unnecessary movement of labour and goods	Ensuring disabled access	new development in Bromley.  The town centre will need to build on its distinctiveness at historic elements through good design. It will also need to embrace new development where appropriate to add to the areas character and attractiveness. Good design can also support crime reduction and health targets as well as sustainability goals.
<b>Policy BTC17 Public Realm</b>	Objective 2: Vibrant, Thriving Accessible Town Centre  Objective 5: Protecting Historic Areas of Town Centre  Objective 6: High Quality Design	SA4: Reduce crime SA5: Community identity & social responsibility SA7: Access to local services SA9: Traffic and travel SA10: Air, noise and light pollution SA11: Biodiversity SA12: Quality of landscapes and townscapes SA13: Historic environments SA15: Water environment SA16: Natural resources	Design out crime	Improvements to the public realm are important to the success of Bromley as an attractive place to live, visit, shop and do business.  A cleaner, greener, safer and more legible Bromley will be a more enjoyable experience and this will have knock on effects for the town centre in terms of

Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
		SA17: Waste SA22: Profile of the borough for businesses		investment.
<b>Policy BTC18 Inclusive Design</b>	Objective 2: Vibrant, Thriving Accessible Town Centre  Objective 6: High Quality Design  Objective 7: Sustainable Development  Objective 8: Improving Travel Choice	SA1: Health & health inequalities SA3: Decent homes SA4: Reduce crime SA5: Community identity & social responsibility SA7: Access to local services SA9: Traffic and travel SA12: Quality of landscapes and townscapes	Ensuring disabled access  Ensuring lifetime homes provision  Design out crime  Improving retail offer for local people	The design, construction and management of the whole range of buildings, spaces, and places are a fundamental part of an environment in which a diverse population can exist.  The opportunities presented within the AAP must be made available to as wider proportion of the population as possible.
<b>Policy BTC19 Building Height</b>	Objective 5: Protecting Historic Areas of Town Centre  Objective 6: High Quality Design	SA8: Environmental impact SA10: Air, noise and light pollution SA12: Quality of landscapes and townscapes SA13: Historic environments SA21: Unnecessary movement of labour and goods SA22: Profile of the borough for businesses	No direct link	Tall buildings have the potential to add distinctiveness and character to the town centre. Their location must be considered and appropriate to the context of the site and should not be detrimental to Bromley's existing historic elements.
<b>Policy BTC20 Play and Informal</b>	Objective 2: Vibrant, Thriving Accessible Town Centre	SA1: Health & health inequalities SA3: Decent homes SA12: Quality of landscapes and	Increasing social infrastructure provision	Bromley will need to attract families to the town centre, to help establish a balanced

Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
<b>Recreation</b>	Objective 4: Increasing Residential Capacity  Objective 8: Improving Travel Choice Objective 6: High Quality Design  Objective 7: Sustainable Development	townscapes SA5: Community identity & social responsibility		and diverse community.  Play and informal recreation is a vital amenity for families and young people and will need to be placed at the heart of proposals to bring families to the area.
<b>Policy BTC21 Transport Schemes</b>	Objective 1: Economic Growth;  Objective 2: Vibrant, Thriving Accessible Town Centre  Objective 3: Extending Shopping Opportunity  Objective 4: Increasing Residential Capacity  Objective 8: Improving Travel Choice	SA3: Decent homes SA4: Reduce crime SA7: Access to local services SA9: Traffic and travel SA10: Air, noise and light pollution SA14: Climate change SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA21: Unnecessary movement of labour and goods SA22: Profile of the borough for businesses	No direct link	Transport measures should facilitate the growth and development of the town centre and be progressive in supporting the wider objectives of the AAP.
<b>Policy BTC22 Public Transport</b>	Objective 8: Improving Travel Choice	SA9: Traffic and travel	No direct link	Improvements to key public transport hubs and to the bus network will increase travel choice.
<b>Policy BTC23 Transport</b>	Objective 8: Improving Travel Choice	SA9: Traffic and travel	No direct link	Further highway and public transport improvements will

Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
<b>Schemes Safeguarding land</b>				increase the attractiveness of the town centre and the AAP needs to protect planned improvements to safeguard future development plans.
<b>Policy BTC24 Walking and Cycling</b>	Objective 7: Sustainable Development  Objective 8: Improving Travel Choice	SA8: Environmental impact SA9: Traffic and travel SA10: Air, noise and light pollution SA14: Climate change	No direct link	Sustainable modes of transport should be encouraged to help make Bromley an attractive town centre and to support travel choices amongst its residents and businesses.
<b>Policy BTC25- Parking</b>	Objective 1: Economic Growth;  Objective 2: Vibrant, Thriving Accessible Town Centre  Objective 3: Extending Shopping Opportunity  Objective 4: Increasing Residential Capacity  Objective 8: Improving Travel Choice	SA3: Decent homes SA4: Reduce crime SA7: Access to local services SA9: Traffic and travel SA10: Air, noise and light pollution SA14: Climate change SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA21: Unnecessary movement of labour and goods SA22: Profile of the borough for businesses	Ensuring disabled access	Managing parking within the town centre will be vital to providing the basis for growth and increasing the services and facilities within the area.
<b>Policy BTC26 Phasing of Transport Improvements</b>	Objective 1: Economic Growth;  Objective 2: Vibrant, Thriving Accessible Town Centre	SA3: Decent homes SA4: Reduce crime SA7: Access to local services SA9: Traffic and travel	No direct link	Managing transport development in line with town centre capacity is crucial to sustainable

Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
	Objective 3: Extending Shopping Opportunity  Objective 4: Increasing Residential Capacity  Objective 8: Improving Travel Choice	SA10: Air, noise and light pollution SA14: Climate change SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA21: Unnecessary movement of labour and goods SA22: Profile of the borough for businesses		development
<b>Policy BTC27 Traffic Management</b>	Objective 7: Sustainable Development  Objective 8: Improving Travel Choice	SA8: Environmental impact SA9: Traffic and travel SA10: Air, noise and light pollution SA14: Climate change	No direct link	Providing active management of traffic within the town centre will support increases in road capacity and thus facilitate the levels of development proposed within the AAP.
<b>Policy BTC28 car Clubs</b>	Objective 7: Sustainable Development  Objective 8: Improving Travel Choice	SA8: Environmental impact SA9: Traffic and travel SA10: Air, noise and light pollution SA14: Climate change	No direct link	Supports travel choice and environmental improvements
<b>Policy BTC29 Freight</b>	Objective 1: Economic Growth;	SA9: Traffic and travel SA10: Air, noise and light pollution SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA21: Unnecessary movement of labour and goods SA22: Profile of the borough for	No direct link	Maintaining the free flow of traffic; minimising disturbance to residents and users of the town centre.

Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
		businesses		
<b>Policy OSA: Bromley North Station</b>	Objective 1: Economic Growth;  Objective 2: Vibrant, Thriving Accessible Town Centre  Objective 3: Extending Shopping Opportunity  Objective 4: Increasing Residential Capacity  Objective 8: Improving Travel Choice	SA1: Health & health inequalities SA3: Decent homes SA4: Reduce crime SA5: Community identity & social responsibility SA6: Unemployment and local employment SA7: Access to local services SA9: Traffic and travel SA12: Quality of landscapes and townscapes SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA21: Unnecessary movement of labour and goods SA22: Profile of the borough for businesses	Increasing social infrastructure provision  Ensuring disabled access  Ensuring lifetime homes provision  A suitable mix of affordable homes  Design out crime  Improving retail offer for local people	Townscape improvements  Improved public transport interchange  Encourage use of public transport  Improved access to community facilities and town centre  Mix of housing including affordable  New business and employment opportunities
<b>Policy OSB: Corner of Tweedy Road/ London Road</b>	Objective 4: Increasing Residential Capacity  Objective 5: Protecting Historic Areas of Town Centre	SA3: Decent homes SA12: Quality of landscapes and townscapes SA13: Historic environments	Ensuring disabled access  Ensuring lifetime homes provision  A suitable mix of affordable homes  A balance and mixed typology	High accessibility index- no significant transport impact  Provision of housing including affordable  Mitigation measures proposed to minimise environmental impacts



Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqlA Scoping Report addressed by Policy	Key Benefits
<b>Policy OSC: Former Town Halls and South Street Car Park</b>	Objective 1: Economic Growth;  Objective 2: Vibrant, Thriving Accessible Town Centre	SA6: Unemployment and local employment SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA21: Unnecessary movement of labour and goods SA22: Profile of the borough for businesses SA23: Social and environmental performance of economy	No direct links	Improved range of town centre facilities  Economic benefits  New business opportunities  Townscape improvements
<b>Policy OSE: The Pavilion</b>	Objective 1: Economic Growth;  Objective 2: Vibrant, Thriving Accessible Town Centre  Objective 3: Extending Shopping Opportunity	SA6: Unemployment and local employment SA7: Access to local services SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA21: Unnecessary movement of labour and goods	Improving retail offer for local people	Expansion of retail offer and economic benefits  Employment benefits  Positive impact on townscape
<b>Policy OSF Bromley Civic Centre</b>	Objective 2: Vibrant, Thriving Accessible Town Centre  Objective 4: Increasing Residential Capacity  Objective 5: Protecting Historic Areas of Town Centre	SA1: Health & health inequalities SA3: Decent homes SA5: Community identity & social responsibility SA7: Access to local services SA12: Quality of landscapes and townscapes SA13: Historic environments	Increasing social infrastructure provision  No direct links	Social benefits of new leisure centre and new civic facilities  Improved linkages and accessibility

Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
		SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment		
<b>Policy OSG: West of the High Street</b>	Objective 1: Economic Growth;  Objective 2: Vibrant, Thriving Accessible Town Centre  Objective 3: Extending Shopping Opportunity  Objective 4: Increasing Residential Capacity  Objective 6: High Quality Design	SA1: Health & health inequalities SA3: Decent homes SA6: Unemployment and local employment SA7: Access to local services SA12: Quality of landscapes and townscapes SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA21: Unnecessary movement of labour and goods SA22: Profile of the borough for businesses	Increasing social infrastructure provision  Ensuring disabled access  Ensuring lifetime homes provision  A suitable mix of affordable homes  A balance and mixed typology  Improving retail offer for local people	Economic and social benefits associated with regeneration  Extended retail capacity Housing including affordable housing  Townscape improvements  Community benefits including new health facilities
<b>Policy OSJ: Bromley South Stations and environs</b>	Objective 1: Economic Growth;  Objective 2: Vibrant, Thriving Accessible Town Centre  Objective 8: Improving Travel Choice	SA9: Traffic and travel SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA21: Unnecessary movement of labour and goods SA22: Profile of the borough for businesses	No direct links	Improved public transport facilities and accessibility to town centre  Economic benefits  Townscape improvements

Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
<b>Policy OSK: Westmoreland Road Car Park</b>	Objective 2: Vibrant, Thriving Accessible Town Centre  Objective 3: Extending Shopping Opportunity  Objective 4: Increasing Residential Capacity	SA3: Decent homes SA5: Community identity & social responsibility SA7: Access to local services SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment	Ensuring disabled access  Ensuring lifetime homes provision  A suitable mix of affordable homes  A balance and mixed typology	Improved range of town centre facilities will make it more attractive  Economic benefits  Good access to public transport  Efficient use of land and buildings
<b>Policy OSL: DHSS building and adjoining Bromley Christian Centre</b>	Objective 1: Economic Growth;  Objective 2: Vibrant, Thriving Accessible Town Centre  Objective 4: Increasing Residential Capacity	SA2: Education & skills SA3: Decent homes SA5: Community identity & social responsibility SA7: Access to local services SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA22: Profile of the borough for businesses	Increasing social infrastructure provision  Accommodating religious facilities  Ensuring disabled access  Ensuring lifetime homes provision  A suitable mix of affordable homes  A balance and mixed typology	Economic benefits  Extend range of facilities to include hotel accommodation  Townscape improvements
<b>Policy OSM:</b>	Objective 2: Vibrant, Thriving	SA5: Community identity & social	Improving retail offer for	Improvements to open space

Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
<b>Queens Gardens</b>	<p>Accessible Town Centre</p> <p>Objective 5: Protecting Historic Areas of Town Centre</p> <p>Objective 6: High Quality Design</p>	<p>responsibility</p> <p>SA11: Biodiversity</p> <p>SA12: Quality of landscapes and townscapes</p> <p>SA13: Historic environments</p>	<p>local people</p>	<p>quality</p> <p>Improved linkages</p> <p>Biodiversity benefits of improvements to green space</p>
<b>Policy OSN: Central Library and Churchill Theatre</b>	<p>Objective 2: Vibrant, Thriving Accessible Town Centre</p> <p>Objective 5: Protecting Historic Areas of Town Centre</p> <p>Objective 6: High Quality Design</p>	<p>SA5: Community identity &amp; social responsibility</p>	<p>No direct link</p>	<p>Extended range, quality and accessibility of facilities</p> <p>Cultural benefits</p> <p>Townscape improvements</p> <p>More efficient use of buildings</p>
<b>Policy IA1 Bromley North Village Improvement Area</b>	<p>Objective 1: Economic Growth;</p> <p>Objective 2: Vibrant, Thriving Accessible Town Centre</p> <p>Objective 3: Extending Shopping Opportunity</p> <p>Objective 4: Increasing Residential Capacity</p>	<p>SA5: Community identity &amp; social responsibility</p> <p>SA12: Quality of landscapes and townscapes</p> <p>SA13: Historic environments</p> <p>SA18: Sustain economic development</p> <p>SA19: Achieve economic potential</p> <p>SA20: Increase investment</p>	<p>Improving retail offer for local people</p>	<p>Protecting the historic elements within Bromley North should support further managed growth and economic development within the area.</p> <p>Improvements to the area, while retaining its distinctiveness and attractiveness will benefit</p>

Policy	AAP Objectives Met by Policy	SA Objectives Met by Policy	Issues raised in EqIA Scoping Report addressed by Policy	Key Benefits
	Objective 5: Protecting Historic Areas of Town Centre  Objective 6: High Quality Design			the whole town centre as a destination and cultural hub.
<b>Policy IA2 Business Improvement District</b>	Objective 1: Economic Growth;  Objective 2: Vibrant, Thriving Accessible Town Centre	SA12: Quality of landscapes and townscapes SA18: Sustain economic development SA19: Achieve economic potential SA20: Increase investment SA21: Unnecessary movement of labour and goods SA22: Profile of the borough for businesses	No direct link	Improvements to existing commercial offer will promote increase in quality of employment opportunities and help to drive the economy in the town centre.

## 4.2. Promoting a Vibrant Mix of Uses

### **Policy BTC1: Mixed Use Development**

In order to promote a vibrant mix of uses and activities in Bromley Town Centre, the Council will work with the private sector to deliver mixed use development schemes on the Opportunity Sites identified in the Key Diagram which together will comprise:

- Around 42,000 sq m (gross) additional retail floorspace
- Around 7,500 sq m (gross) additional food and beverage floorspace
- Around 7,000 sq m (gross) additional business floorspace
- Around 2000 residential units
- Around 4000 sq m (gross) additional leisure floorspace
- Around 3000 sq m (gross) additional community facilities
- Two hotels

Development will be in accordance with the land use strategy set out in the Key Diagram.

Development proposals should achieve the maximum intensity of use compatible with local context, the development principles for Opportunity Sites set out in the AAP and transport capacity

Proposals for development of other sites within the town centre will be considered against relevant planning policies and the cumulative impacts of development taking into account the Opportunity Sites identified in the AAP.

4.2.1. It is vital that Bromley's strategic role as a location for businesses, shopping, services, culture, leisure and community and civic facilities is maintained and its range of facilities improved to reinforce its designation as a Metropolitan Centre and provide improved opportunities for residents and businesses in the Borough.

4.2.2. The Council seeks to accommodate growth of town centre uses. In addition, in accordance with national and regional policy, realising the potential to provide additional homes as part of mixed use development schemes will help to meet housing needs and achieve sustainable development whilst also accommodating town centre

uses. Policy BTC1 is designed to extend the range and quality of facilities and services to create a vibrant, thriving town centre.

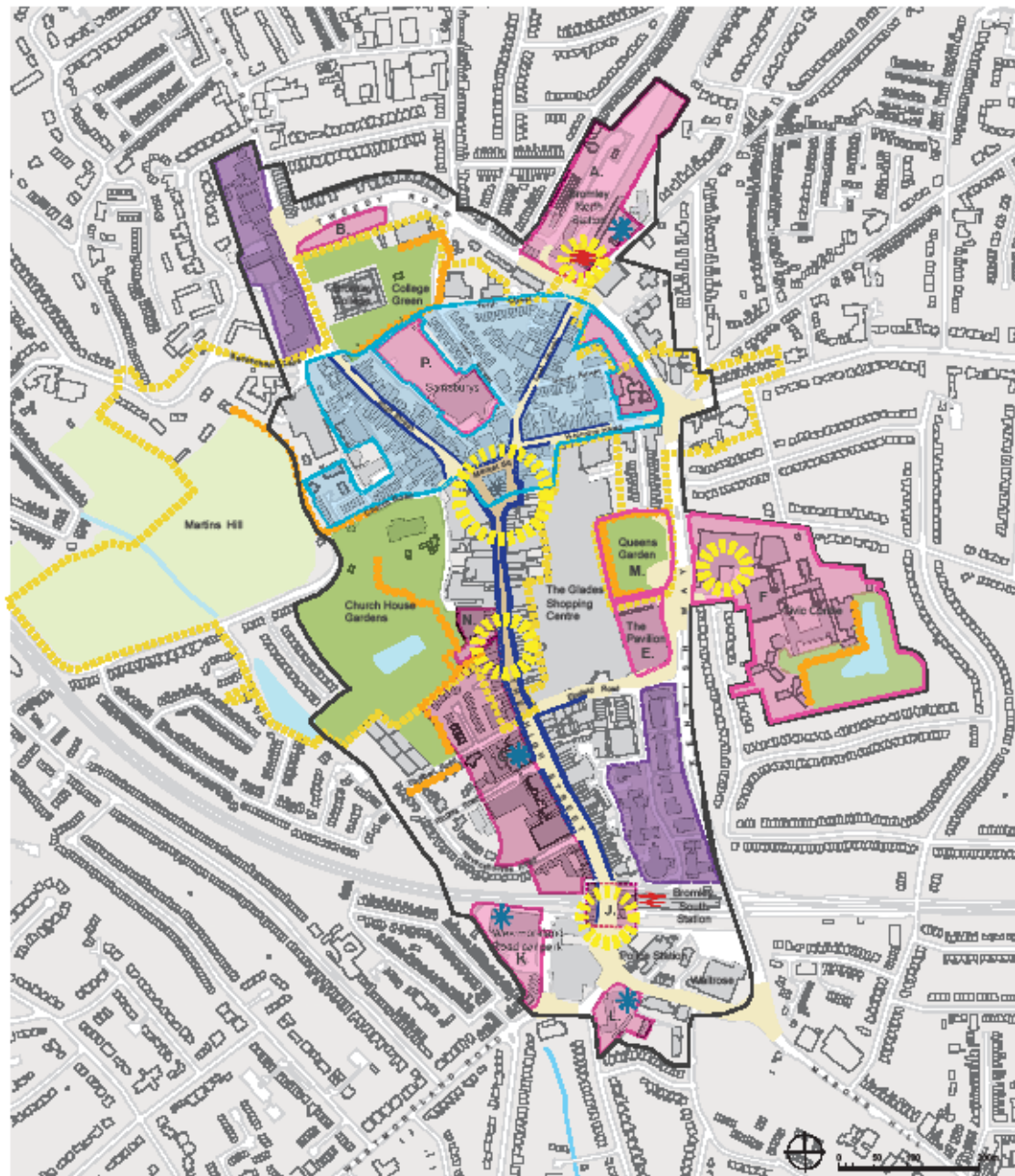
- 4.2.3. It is paramount for Bromley Council to build on the strengths of the town centre to accommodate growth requirements and promote sustainable forms of development. Mixed use development will promote the objectives of sustainable development promoted by government policy, promote vitality and diversity and reduce the need to travel by ensuring access to public transport. The South London Regional Development framework states that growth across the sub region must be accommodated in those areas with the greatest potential for sustainable development, which includes the Metropolitan Town Centre of Bromley.
- 4.2.4. A key part of the strategy for improving Bromley Town Centre's attractiveness is the focus on leisure and cultural activities and the enhancement of the food and beverage offer to appeal to a wider demographic and help establish Bromley as a vibrant town centre. This should support the increased residential population and contribute to the success of improvements to the retail and commercial offer.
- 4.2.5. The key diagram identifies a number of Opportunity Sites which will be the focus for development in the town centre. The distribution of development is summarised in Table 3.2. These will be phased over a 15 year period. An indicative phasing programme is provided: Phase 1 (1-5 years), Phase 2 (6-10 years) and Phase 3 (11-15 years).
- 4.2.6. The identification of the Opportunity Sites does not preclude other sites coming forward for redevelopment within the timescale of the AAP where it can be demonstrated that these will meet the objectives of the AAP and the Transport Strategy. Development proposals will be considered against relevant national, regional and local planning policies.

Table - 4.2 - Distribution of Development (gross floorspace)

Opportunity Sites	No. of Residential Units	Business (B1) sq. m (gross additional)	Retail (A1) sq. m (gross additional)	Food and Drink (A3/A4/A5) sq. m (gross additional)	Hotel Beds (gross additional)	Leisure sq. m (gross additional)	Community Use sq. m (gross additional)c
A. Bromley North Station	Around 400	2,000	-	Ancillary	-	-	1,000
B. Corner of Tweedy Road/London Road	Around 70	-	-	-	-	-	-
C. The former Town Hall and South Street Car park	-	5,000	-	-	150	-	-
E. Pavilion	-	-	22,000	-	-	-	-
F. Bromley Civic Centre	Around 25	-	-	-	-	Replacement leisure centre	-
G. West of the High Street	Around 1200	-	20,000	5,000	-	-	2,000
J. Bromley South	-	-	-	-	-	-	-
K. Westmoreland Road Car Park	Around 280	-	-	1,000	-	4,000	-
L. DHSS building and Bromley Christian Centre, Bromley South	Around 50	-	-	-	100	-	-
M. Queens Garden	-	-	-	1,000	-	-	-
N. Central Library Churchill Theatre	-	-	-	500	-	-	-
P. Sainsbury, West St	Around 25	-	Replacement food store	-	-	-	-
<b>Total</b>	Around 2025		42,000	7,500	250	4,000	3,000



Diagram 4.1 Key Diagram



**Key Diagram**

- Town centre boundary
- Primary retail frontage
- Secondary retail frontage
- Business improvement areas
- North Village area improvement
- Bromley north conservation area boundary

- New / improved public spaces
- Improved public realm and / or building frontages
- Pedestrian area improvement
- Protected parks and open spaces
- Key frontages onto public spaces
- Possible locations for tall buildings

- Opportunity sites
- A. Bromley North Station
- B. Corner of Tweedy Road/London Road
- C. Former Town Hall and South Street car park
- E. Pavilion
- F. Bromley Civic Centre
- G. West of the High Street
- H. Bromley South
- K. Westmoreland Road Car Park
- L. DHSS building and Bromley Christian Centre, Bromley South
- M. Queens Garden
- N. Central Library / Churchill Theatre
- P. Sainsburys, West Street

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### 4.3. Promoting Town Centre Living

- 4.3.1. Town centre living will add to the vitality of the area and new housing development in the town centre is a key objective. Residential development will assist in providing a more pleasant and secure environment at all times of the day and will encourage a greater diversity in the evening economy.
- 4.3.2. Provision is made for around 2025 new homes as part of mixed use development schemes to meet a range of housing needs. The promotion of residential uses as part of mixed use development schemes is in accordance with national and regional policy and is a key element in delivering the vision for Bromley Town Centre and the objectives set out in the Community Plan and the UDP.
- 4.3.3. The Consolidated London Plan sets a target for the development of a minimum of 4,850 dwellings in the Borough by 2016/17, which is just under 9% of the total expected for the South East Sub Region as a whole. Currently, the town centre contains a relatively small proportion of the Borough's housing stock with around 3.35% of the housing stock located within the town centre area. Bringing forward a significant proportion of the Borough's targets within the town centre could result in the Council surpassing its target and a potential reduction in the overall strategic target post 2016/17.
- 4.3.4. There is a related need to provide necessary education, health and other community facilities and services to support this planned growth in population within the town centre.

#### **Policy BTC2- Housing Density**

Residential density should be maximised taking into account site characteristics and should reflect the Density Matrix in the London Plan (Table 3A.2).

The number of residential units to be accommodated on the Opportunity Sites should be in general conformity with the indicative numbers identified in Policy BTC1. It will be necessary to demonstrate that the proposed development is in conformity with other policies and will not result in unacceptable impacts.

It will be necessary to demonstrate that associated requirements for education, health, open space and play and other community facilities can be met.

(Relevant policies H1, 2 & 7 of the UDP (2006) and 3A.2, 3A.3, 3A.5 of

- 4.3.5. The London Plan promotes the principles of a compact city. Bromley is defined within the Plan as a Metropolitan Town Centre and as such is identified as an area where housing should be intensified as part of mixed use schemes with good access to public transport and community facilities, including open space. The promotion of higher densities is in accordance with planning policy guidance which encourages a more efficient use of land and sustainable patterns of development and will help to protect the suburban character of the rest of the Borough.
- 4.3.6. As many sites within the town centre will be brought forward as mixed use development, density calculations based on the London Plan's density matrix will need to be utilised in conjunction with plot ration guidance. The Plan suggests ratios of at least 3:1 should generally be achieved wherever there is good public transport.

#### **Policy BTC3- Housing Mix**

The Council will require a mix of housing including private and affordable housing. The level of affordable housing required in any development scheme will be in accordance with adopted local and strategic policy and take into account other objectives of the AAP.

New developments should provide a range of housing choices in terms of the mix of housing sizes and types, including housing for family occupation (3 bedrooms and above) where appropriate.

New housing will be required to meet Lifetime Homes (or subsequent) standards as set out in Appendix 2 and at least 10% of units within each scheme must have the following features :

- level access;
- all internal door widths sufficient for wheelchair access;
- bathroom/WC designed and finished on the basis of a "wet room" and such that can be easily converted to a room with a shower and no bath;
- living room & dining room and kitchen and at least 67% of bedrooms should have sufficient space to manoeuvre a wheelchair;
- all kitchen fittings/appliances/worktops/plumbing etc should be designed and constructed so that they can be easily adjusted in height;
- entrance doorways, if external, should be level and covered;
- each unit to have a designated parking space with sufficient room for a wheelchair user to access their vehicle;

- walls and ceilings to be of sufficient construction to be able to install and take the strain of handrails and ceiling hoists.

(Relevant policies H7 of the UDP (2006) and 3A.5 of Consolidated London Plan (2008))

4.3.7. In line with UDP Policies H1, 2 and 3, the Council will promote a mix of housing including private and affordable housing. The Housing Needs Survey is currently being updated. It was undertaken by Bromley Council in 1999 and last updated in 2003. The survey concluded that Bromley has an under-supply of affordable housing units. On all sites where proposed developments is at or above the 10 dwellings or 0.4 ha threshold set out in UDP Policy H2, negotiations will take place to determine the number of affordable dwellings to be provided. In negotiating the amount of affordable housing on each site, the Council will seek to negotiate 35% provision taking into account other policy objectives, with 70% social-rented housing and 30% intermediate provision. Consideration will also need to be given the affordable housing policies set out in the London Plan.

4.3.8. Recent development within and adjacent to the town centre has largely comprised one and two bed apartments. As such, there is a significant shortage of new larger housing units and a need to deliver more sustainable patterns of development, including larger family homes within a town centre context.

4.3.9. The AAP seeks to secure a mix of accommodation for single people, the elderly and the disabled across all the Opportunity Sites where residential is identified. The provision of family housing will be sought wherever viable and in particular on the larger Opportunity Sites A, G and K. Residential development provides the potential to make services accessible to all as well as promoting opportunities, independence and choice in accordance with the objectives of the Community Plan.

#### 4.4. Promoting a Competitive Town Centre

4.4.1. In order to achieve necessary growth of the town centre and to remain competitive in relation to nearby centres, it is critical to accommodate an expansion of retail floorspace, complementary uses, offices and leisure opportunities.

## Retail

### Policy BTC4- New retail facilities

The Council will work with the private sector to provide up to 42,000 sq m (gross) additional retail floorspace through the promotion of new retail development on Opportunity Sites E and G and to improve the existing retail stock through the extension of the Primary Shopping Frontage as shown in the Key Diagram.

Retail development will be required to provide a range of unit sizes to complement and be fully integrated and well connected with existing retail facilities. The improvement and extension of existing shops will be permitted provided they achieve a high standard of design and are well integrated with the rest of the town centre.

(Relevant policies S1,S2 & S3 of UDP (2006) and 3D.1, 3D.2 & 3D.3 of Consolidated London Plan (2008))

- 4.4.2. Bromley performs an important sub-regional role as a Metropolitan Centre and a major shopping centre. Bromley's function is primarily as a comparison goods shopping destination with a total retail floor space of circa 115,200 sq m (1.24 million sq ft) including The Glades which comprises 40,700 sq m (438,000 sq ft) gross floor space and the Mall, which has recently been extended and refurbished and comprises about 10,7807,990 sq m (116,000 sq ft) gross floor space.
- 4.4.3. There has been little new retail development since the completion of The Glades shopping centre in 1991 and with the recent closure of two department stores, the Council is concerned that the town centre may be losing trade as it becomes less attractive to shoppers with the expansion of competing centres, notably Bluewater and Croydon. A Retail Capacity Study (2004) concluded that Bromley Town Centre could accommodate approximately 41,000 square metres (441,324 sq ft) (gross) of additional comparison gross retail floorspace up to 2016. However, existing retail units do not meet the needs of retailers in terms of size, location and quality and there is a need for new retail development within the town centre to accommodate future requirements. By focusing retail development within the town centre, the AAP satisfies the requirements of the sequential test as set out in PPS6 and the preference for retail development to be located within town centres.
- 4.4.4. Bromley ranks 23 on the PMA Retail Score and 23 on the PMA Fashion Score, however the town ranks 71 on the PMA Anchor

Score which explains the market perception that Bromley's retail offer has declined in recent years in comparison with other centres in the region, as a result of the loss of department store representation. Bromley has a slightly below average volume and quality of retail provision relative to the size and affluence of the shopping population.

- 4.4.5. In developing the AAP, particular importance has been placed on how to improve the range and quality of the retail offer and the competitiveness of Bromley Town Centre in line with recent surveys and the SRDF requirements and how to reduce the current leakage of expenditure from the catchments area to other competing centres. The South London Sub Regional Development Framework (SRDF) states that it is essential that South London develops and sustains a co-ordinated town centre network that optimises the performance of each town centre within the whole network. The SRDF identifies the need for between 35,000 and 51,000 sq m (gross) of additional comparison retail floorspace within Bromley. There is currently a limited retail development pipeline in Bromley and Policy BTC5 provides for additional retail floorspace within the range set out in the SRDF. Without achieving this level of retail development, not only will the SRDF range not be met but there is also a major risk that Bromley's position in the shopping hierarchy will slip relative to other nearby centres (e.g. Croydon and Lewisham), which have a more extensive pipeline of retail development. The future success of the town centre relative to its competitors and its ability to maintain its current market share (and therefore its status as a Metropolitan Centre as defined in the SRDF) is contingent on securing the level of growth set out in Policy BTC5.

## Offices

### Policy BTC5- Office Development

The Council will seek to retain existing office uses and to maximise the opportunities for new employment generating activity through the development of around 7,000 sq m (gross) of additional business floorspace (Class B1) on Opportunity Sites A and C.

With the exception of changes of use which may be permitted in the Bromley North Village Improvement Area under Policy IA1, development proposals resulting in the loss of B1 office floorspace will only be acceptable if the office floorspace is re-provided as part of the redevelopment of the site.

The Council will achieve these policy aims through promoting the development of the Opportunity Sites identified in the Plan and improvements to existing premises and facilities in the Business Improvement Areas identified on the

Key Diagram to create a high quality business environment.

(Relevant policies EMP1 & EMP2 of UDP (2006) and 3B.1, 3B.2, 3B.3, 3D.1, 3D.2, 3D.3 of Consolidated London Plan (2008))

- 4.4.6. In looking to the future the town faces a challenging period as much of the existing office space is in a secondary office location and is predominately dated accommodation compared to Croydon. This is reflected in terms of supply, demand and amount of new build development coming to the market. There is currently around 6200 sq m vacant office floorspace in the town centre. The limited stock of good quality office space at a premium this is seen as an obstacle to the growth in non-service employment opportunities. There is scope however to provide new office floorspace well located near the two railway stations.
- 4.4.7. Bromley has a relatively low number of major employers, which places it in a relatively weak position. However, whilst the Bromley office market is relatively small in comparison to Croydon, it has a good cluster / concentration of office accommodation which is predominantly located within easy reach of Bromley South Station. The main cluster of accommodation is situated east of the High Street on Elmfield Road. There is also a secondary office area in the north of the town centre on London Road.
- 4.4.8. As with the office market generally, there has been little new build development in recent years reflecting the general downturn in the market. There are a number of office buildings offering substantial space, but again of varying degrees of quality. However, the demand for office accommodation in Bromley is currently limited. Bromley is not seen as a prime office location and the market appears to reflect this view. Whilst it is unlikely that Bromley will be able to compete with Croydon as an office location, it is important that it continues to promote itself as a good alternative to the larger centres in order to enhance the local economy, providing opportunities for the local skills base and capture potential spend through increased employment in the area. In developing the AAP, therefore, particular emphasis has been placed on the need to strengthen the Town Centre as a focus for new and diversified employment opportunities by providing a range of business floorspace and new retail, leisure and hotel/ conference facilities together with improvements to the public realm and transport facilities in order to ensure that existing major employers choose to remain and invest in the town centre.

- 4.4.9. There is an opportunity for the Council to improve the efficient use of land and working practices. Opportunity Site F provides for the potential rationalisation of council office accommodation to allow for improved service delivery.



## 4.5. Creating an Attractive Destination

- 4.5.1. The creation of a vibrant town centre which meets the needs of all residents is dependent on the provision of a range of leisure, entertainment and cultural facilities. The London Plan recognises cultural and leisure activity as a key part of a vibrant and successful town centre and a key economic driver at the local and regional scale.

### Leisure

#### Policy BTC6- Replacement Leisure Centre

Redevelopment of the Pavilion Leisure Centre (Opportunity Site E) for retail uses is dependent on the appropriate re-provision of leisure facilities elsewhere within the town centre. The Council will work with the private sector to ensure the relocation of leisure facilities is secured prior to the commencement of development of the existing leisure centre.

The Civic Centre site (Opportunity Site F) has been identified as a suitable site for the re-provision of leisure facilities within the town centre.

(Relevant policies L9 of UDP (2006) and 3D1 & 3D.4 of Consolidated London Plan (2008))

- 4.5.2. The Pavilion is a public leisure centre offering a wide range of activities. The centre is situated adjacent to The Glades shopping centre and was built as an integral part of that development. Initial research has identified further demand for health and fitness facilities in the Borough. However, whilst the Council places significant importance on the retention of leisure facilities in the town centre, it is recognised that the Pavilion has not kept pace with changing leisure requirements and the cost of any refurbishment would be costly. The Council will support the suitable relocation of leisure facilities currently provided in The Pavilion to a suitable new site in order to accommodate a retail extension of The Glades Shopping Centre.
- 4.5.3. A new leisure centre would help to improve the town centre's attractiveness and by making the facility more accessible with an improved and updated offer it would support health prevention objectives set out in the Community Strategy.
- 4.5.4. A detailed feasibility study in relation to the relocation of the Leisure Centre will be undertaken in early 2009. Studies

undertaken by Bromley Council's Property Team show that a Leisure Centre could be located at the north end of Site F. This would include both the health facilities and a swimming pool.

## Culture

### **Policy BTC7-Theatres and Entertainment Venues**

In order to retain the character and vibrancy of the town centre, the Council will encourage new facilities whilst resisting the change of use or redevelopment of existing theatres, live music venues and other existing entertainment facilities to accommodate other uses within the town centre. Proposals for the redevelopment of existing facilities will be required to include appropriate provision of entertainment facilities within redevelopment proposals.

The Council will encourage proposals to enhance Bromley Little Theatre as a performance venue and community arts facility.

(Relevant policies L9 of UDP (2006) and 3D1 & 3D.4 of Consolidated London Plan (2008))

- 4.5.5. The Bromley Cultural Strategy identifies a number of key objectives for culture in Bromley over the next five years, including maximising the impact of cultural activities and protecting and enhancing the built infrastructure, ensuring that the right facilities are provided in the right place to serve the arts, sports, education and leisure needs of people in Bromley. It also aims to promote Bromley's image and identity through a wide range of cultural events and activities and through supporting the full range of voluntary, statutory and private providers of cultural services.
- 4.5.6. The AAP seeks to protect and enhance theatres and live venues in Bromley, such as the Churchill Theatre and Bromley Little Theatre and build on this existing cultural base. It is therefore important that current facilities are retained.
- 4.5.7. Bromley Little Theatre has been a theatre for 70 years and expansion of the theatre facilities will contribute to achieving the aims of the AAP through the provision of a diverse range of activities and cultural and leisure facilities for planned population increase; management of evening economy to attract a wider range of visitors including families with children; extended range and quality of leisure and entertainment facilities; and protection and enhancement of the heritage and distinctive character of the town centre, particularly Bromley North Village. Current proposals

include adding a studio to provide a third live theatre venue in the town centre; training facilities; doubling of capacity and a community facility for arts and culture. It is also proposed to develop community arts and cultural programmes and to work with council to deliver Borough-wide initiatives such as an arts festival.

#### 4.6. Creating a Sustainable Town Centre

- 4.6.1. The Planning and Compulsory Purchase Act 2004, Planning Policy Statement (PPS) 1 and its supplement on climate change, PPS 22 on renewable energy, PPS 25 on flood risk, The Consolidated London Plan and Bromley's UDP all underline the importance of environmentally sustainable development. The AAP offers the opportunity to produce development with highest environmental standards and to achieve environmental protection and enhancement. The Council would wish to work with the Environment Agency on the best ways to manage and improve green infrastructure and achieve improved water and energy efficiency.

#### Sustainable Design and Construction

##### **Policy BTC8 Sustainable Design and Construction**

Commercial and community buildings will be required to achieve a BREEAM excellent rating.

Residential development will be required to meet the requirements set out in the Code for Sustainable Homes or other subsequent guidance.

20% of all energy requirements should be met from on-site renewable technologies in accordance with the London Plan. Development proposals will be required to set out how energy requirements will be met. The Council will work with developers to develop a town centre-wide renewable energy strategy setting out the requirements for strategic energy infrastructure and carbon emissions reduction and to ensure that all new development is consistent with this strategy.

Developers will be required to demonstrate that the increase in water and waste water demand to serve the proposed development can be met and that the development will not result in any adverse off-site impacts on the water supply and sewage networks. New developments should incorporate water efficiency measures.

(Relevant policies BE1, ER4 & ER15 of UDP (2006) and 4A.3, 4A.4, 4A.7 of Consolidated London Plan (2008))

- 4.6.2. The Council recognises the importance of design quality of buildings and public spaces and the need to enhance local character and support local services. Well designed neighbourhood should be socially, economically and environmentally sustainable. Building Regulations require new homes to be zero carbon by 2016. The AAP promotes opportunities for water and energy saving and the creation of new residential neighbourhoods which are convenient and safe to walk or cycle to shops, schools and access to public transport with range of tenures and types of housing. Green roofs and surface water storage to reduce flood risk will be encouraged.
- 4.6.3. Redeveloping the centre with new buildings to high environmental standards provide an opportunity to improve the average environmental performance of the town's existing building stock. Relatively little is known about the environmental performance of specific buildings in the centre, apart from the Council's own stock. However, it is reasonable to use the UK average performance as a useful proxy. In 2004, the average UK house had a SAP of 52 (Review of Sustainability of Existing Buildings DCLG). New homes are now expected to exceed a SAP of 100, which indicates the beneficial effect that new development could have in improving the Borough's environmental performance. The Government's policy statement 'Building a Greener Future' (2007) demonstrates the intention to set a Code for Sustainable Homes standard, reaching zero carbon in 2016, with recent Budget announcements referring to zero carbon non-residential buildings by 2019.
- 4.6.4. In accordance with central government guidance, the required residential Code for Sustainable Homes level is due to be increased during the plan period with the ultimate objective of achieving Level 6 and being zero carbon by 2016.
- 4.6.5. The AAP seeks to ensure that a significant proportion of energy supply of new development is gained on-site and renewably and/ or from decentralised, renewable or low carbon energy supply and support use of renewables, CHP and bio fuels. The use of recycled building materials and materials with low embodied energy and promote retrofitting existing buildings to make them more energy efficient is to be encouraged.
- 4.6.6. The London Plan sets out a clear target to improve energy efficiency. An energy strategy for each major development would need to include baseline energy demand and carbon dioxide emissions from the developments, along with expected energy savings from energy efficiency, cleaner technologies and sustainable energy measures.

## Flood Risk

### Policy BTC9-Flood Risk

Developers are required to prepare a Flood Risk Assessment where appropriate that takes into account the Strategic Flood Risk Assessment for the Town Centre. Where development is identified within areas at risk of flooding the assessment of flood risk proposals should be carried out in line with the sequential test set out in PPS25.

Development should reduce flood risk and its adverse effects on people and property in Bromley Town Centre by:

- a) Appropriate comprehensive flood risk management measures within or affecting the Town Centre in consultation with the Environment Agency;
- b) Reducing the risk of flooding from surface water and its contribution to fluvial flooding by requiring all developments of one or more dwellings, and all other development over 500m<sup>2</sup> of floor space in the Town Centre, to have appropriate drainage schemes. Floor levels for the buildings to be set at a minimum level of the 1 in 100 year flood level plus climate change allowance with an additional 300mm 'freeboard' added to that level.

The layout of development will need to take into account the management of extreme flood flows, by showing any flow paths in extreme events (i.e. 1 in 1000 year event).

(Relevant policies ER12 of UDP (2006) and 4A.13 of Consolidated London Plan)

4.6.7. A Flood Risk Assessment is a critical part of the development and planning process. PPS25 requires new development to be steered to areas at lowest probability of flooding by applying a 'Sequential Test'. A Strategic Flood Risk Assessment has been undertaken as part of the AAP preparation. As sites come forward site specific flood risk assessments will be required based on the findings of the SFRA.

4.6.8. The Level 2 Strategic Flood Risk Assessment (SFRA) has been used to inform the AAP and the Sequential Test as set out in the Sustainability Appraisal. Proposals for Opportunity Sites A to G, M, N and P are within Zone 1. The land use types within these sites are a mixture of more vulnerable, less vulnerable, water compatible and essential infrastructure. No Exception Test would be required for these sites as they are in Zone 1.

- 4.6.9. The southern part of the town centre located to the south of railway is designated as Flood Zone 3 where there is a 1% or greater chance of flooding in any given year. Opportunity Sites J, K and L each contain three different flood zones. They also contain land uses of different levels of vulnerability. The SA demonstrates that sites J, K and L cannot be located in Zone 1 (within the Town Centre boundary or elsewhere within the administrative boundary of the planning authority). As such, it is necessary to apply the Exception Test for these sites, which means it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk and that the development will be safe, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. As such a Flood Risk Assessment will be required on these sites.

### **Policy BTC10 River Ravensbourne**

The Council will maintain and look for opportunities to enhance the setting of and increase space for the River Ravensbourne and its tributaries. The could include the replacement of culverts downstream/to the north of the Bromley South railway line, with larger capacity natural open channels, along with downstream storage to Queen's Mead. In considering development proposals the Council will:

- Ensure the protection of landscape features that contribute to the setting of the rivers;
- Seek to protect and enhance views of the rivers;
- Pay special attention to the design of development located in riverside settings to ensure that it respects and makes a positive contribution to the setting of the rivers;
- Ensure that the quality of the water environment is maintained;
- Seek opportunities to improve public access to and alongside the rivers and ensure that existing public access is maintained.

Facilities which support the recreational use of the River Ravensbourne will be safeguarded and promoted by:

- Refusing development which involves the loss of facilities, including those for access to the water;
- Supporting the maintenance and provision of visitor facilities, including those for access to the water.

- 4.6.10. The River Ravensbourne last flooded in the town centre in 1968. Since that time, much of the river network between Bromley Town centre and the outlet of the river into the Thames at Deptford Creek has been improved. This reduces the risk of future flooding. A robust approach is needed to manage flood risk in the future and a balance must be struck between maintaining and supporting natural floodplains and reducing flood risk.

### Drainage

#### Policy BTC11 - Drainage

Drainage strategies will be required within any Site Specific Flood Risk Assessment undertaken for development within the AAP. This will need to

- Follow the design requirements set out in Chapter 7 of the level 2 SFRA for Bromley Town Centre;
- Seek to incorporate SUDS techniques, in line with guidance from the Environment Agency and Thames Water, where possible;
- Design drainage to come appropriately with the peak runoff rates and volumes for the following design criteria:
  - 1 to 2 year event to protect the watercourse from erosion if discharging into watercourse;
  - 1 in 30 year event to meet Sewers for Adoption (Thames Water) requirements;
  - 1 in 100 year events to ensure the site does not increase flooding.
- Ensure runoff from development sites, where possible, is limited to the Greenfield rates for the above design events, if this is not possible the London Plan Standards should be used as a minimum requirement for site runoff rates;
- Ensure drainage design is undertaken with an allowance for climate change in accordance with the increases in rainfall predicted and outlined in PPS25;
- Ensure discharges to Source Protection Zones reflect EA guidelines; only roof water will be permitted to discharge to ground at sites on Inner SPZ's;
- Ensure pollution protection methods are used on sites identified within the Bromley Town Centre Level 2 SFRA to ensure there is no pathway for polluted water;
- Ensure roof runoff does not discharge into the existing surface water pipe network system;
- address the Groundwater Source Protection Zone within which Bromley Town Centre is located, including the construction period.

(Relevant policies ER13 & 14 of UDP (2006) and 4A.3, 4A.11 & 4A.14 of Consolidated London Plan)

- 4.6.11. A drainage strategy setting out the requirements and impacts of development is essential to managing flood risk in the town centre. The London Plan SPG on Sustainable Planning and Construction states that development should use Sustainable Urban Drainage Systems (SUDS) wherever practical (essential); achieve 50% attenuation of undeveloped site's surface water runoff at peak times (essential); and achieve 100% attenuation of undeveloped site's surface water runoff at peak times (preferred). Drainage must be designed to cope appropriately with peak runoff rates and volumes and allow for climate change in accordance with increases in rainfall predicted and outlined in PPS25. The use of green/brown roofs is critical to managing this risk in the long-term and will be a key part of any strategy.
- 4.6.12. Areas of the town centre are located within a designated Groundwater Source Protection Zone which provides water for public supply and is vulnerable to pollution such as site drainage. Within these areas, pollution prevention measures must be followed in accordance with 'Policy and Practice for Protection of Groundwater'. Only roof water must be discharged to ground within inner source protection zones. Where development is proposed on or near a site known or believed to be contaminated, a site assessment will be required to establish the nature and extent of contamination prior to determining the application. Remediation must reduce risk to acceptable levels.



## Combined Heat and Power

### Policy BTC12- Combined Heat and Power

Developments should evaluate combined cooling, heat, and power (CCHP) and combined heat and power (CHP) systems and where a new CCHP/CHP system is installed as part of a new development, examine opportunities to extend the scheme beyond the site boundary to adjacent areas. Developments will be required to demonstrate that the proposed heating and cooling systems have been selected in accordance with the following order of preference:

- connection to existing CCHP/CHP distribution networks;
- site-wide CCHP/CHP powered by renewable energy;
- gas-fired CCHP/CHP or hydrogen fuel cells, both accompanied by renewables;
- communal heating and cooling fuelled by renewable sources of energy;
- gas fired communal heating and cooling.

Where CCHP or CHP is not currently viable development must be designed and built to be able to connect with potential future CCHP or CHP provision.

Any feasibility work will need to factor in the Air Quality Management Area within which the town centre sits.

(Relevant policies BE1 & ER4 of UDP (2006) and 4A.3, 4A.4, 4A.5 and 4A.6 of Consolidated London Plan (2008))

- 4.6.13. Decentralised energy schemes make more use of primary energy than large scale generation via the national grid. As set out in the London Plan, where a district CHP or CCHP scheme provides only a proportion of a development's power, and/or heating, and/or cooling demand, the scheme should address the remainder utilising renewable energy technology where feasible.

## Recycling and Waste

### Policy BTC13- Recycling

All new residential development should include provision to facilitate recycling and waste management. 40% of domestic waste from new developments within the AAP area should be recycled or composted by 2010, rising to 45% by 2015 and 50% by 2020, as per the Waste Strategy for England 2007.

(Relevant policies BE1, ER1, ER3 & ER4 of UDP (2006) and 4A.21 of Consolidated London Plan (2008))

4.6.14. The Council will require recycling and waste management to be designed into new development schemes. Bromley' Council's target for household recycling is 38% by 2010. New development should aim to surpass these targets, improving access to recycling facilities through good design.

4.6.15. The London Plan encourages new development to have regard to nature conservation and biodiversity and to achieve positive gains for conservation through the form and design of development. This should include, where appropriate, measures to create, enhance and manage wildlife habitats and natural landscape and improving access to nature.

### **Biodiversity**

#### **Policy BTC14-Biodiversity**

New development should have regard to nature conservation and biodiversity, and opportunities should be taken to achieve positive gains for conservation through the form and design of development.

Native species planting should be used throughout development to encourage biodiversity and to enhance areas of open space and linkages between defined areas of open space. Landscaping proposals should be submitted with planning applications. Applicants should appoint an ecologist to prepare appraisal of proposals and if appropriate a biodiversity action plan for site.

Relevant policies 3D.14 of Consolidated London Plan (2008)

4.6.16. The AAP is an ideal opportunity for the enhancement of low value conservation sites and the creation and enhancement of ecological networks and improving and linking green spaces to local residents. New development provides the opportunity for green spaces to become a major community resource through improved entrance ways and linkages and the enhancement and extension of existing green spaces. There is potential where appropriate to investigate the opportunity for improvements to the ecological value of green spaces by removing hard concrete edges along river corridors and replacing with them natural planting.

4.6.17. The Council will require development proposals to include appropriate landscaping and other ecological features that contribute to protecting, managing and enhancing local biodiversity.

## Noise

### Policy BTC15-Noise

Development proposals will be required to incorporate measures to reduce noise impacts and impacts on existing residential amenity by:

- minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals;
- minimising the impact of development during the build period;
- separating new noise sensitive development from major noise sources wherever practicable;
- supporting new technologies and improved practices to reduce noise at source, especially in road, rail and air transport;
- reducing the impact of traffic noise through highway management and transport policies;
- containing noise from late night entertainment and other 24-hour activities, and where appropriate promoting well-managed designated locations;
- identifying areas of relative tranquillity, which it is intended should be protected or enhanced.

Relevant policies ER6 & 8 of the UDP (2006) and policy 4A.20 of Consolidated London Plan (2008)

4.6.18. The need to abate the adverse effects of noise and maintain or enhance soundscape quality through design and management is underlined in the London Plan. The need for a rigorous approach to noise reduction at a strategic and local level will become increasingly important as the town centres become denser and new development takes place in line with the objectives of the compact city set out in the London Plan.

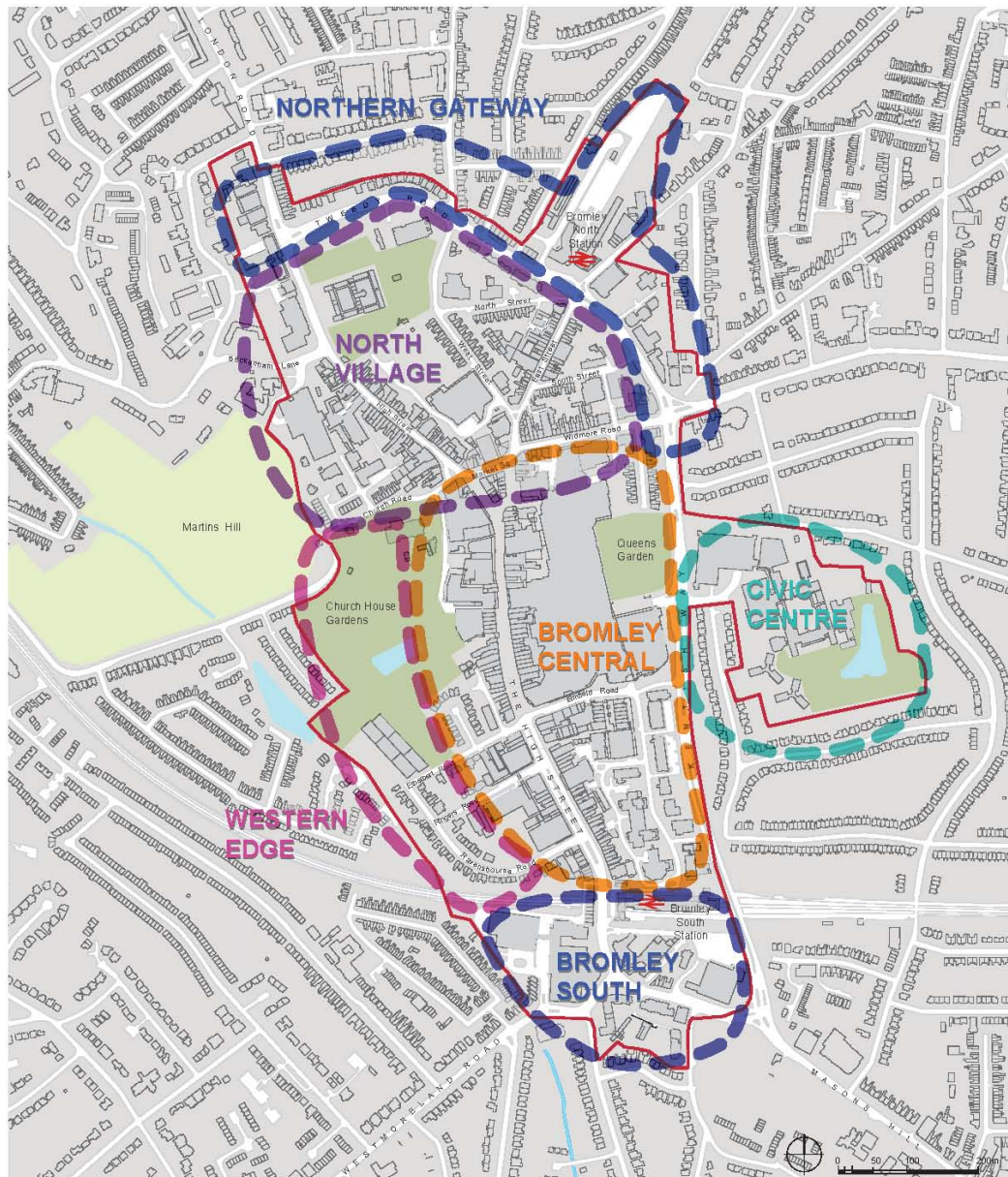
4.6.19. Development within the AAP area will be required to address local sources of noise through sensitive design, management and operation. These areas are expanded upon in the Mayor's Sustainable Design and Construction SPG.

## 4.7. Design and the Public Realm




### Character Areas

- 4.7.1. An Urban Design Appraisal of the town centre has been undertaken for the town centre in order to identify:
- Important features, such as buildings and groups of buildings of heritage merit or distinctive character;
  - Variations in built form scale and style throughout the town centre and the extent to which they form character areas;
  - Skylines and important views and vistas.
- 4.7.2. The shape of the town centre and its relationship with the main road network has made the northern and southern end of the High Street key gateway points into the town centre. However, the absence of landmark buildings at both ends mean the experience at these important junctures is poor. Furthermore, the town centre's retail activities and focus has become increasingly concentrated around The Glades, leading to the continued decline of the southern part of the High Street and to a secondary retail role in North Village.
- 4.7.3. The Urban Design Appraisal identifies six character areas, which are set out in Diagram 4.2 and in Table 4.4.

Diagram 4.2 – Character Areas



**Character Areas**

-  Town centre boundary
-  Character area boundaries
-  Existing parks and open spaces

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Table 4.4 Character Areas –

Character Area	Description and Key Characteristics
Northern Gateway	Transition zone between residential areas and the Town Centre. This Character Area is dominated by arterial roads and includes major arrival points (station and road).
Bromley North Village	The historic nucleus of Bromley. Bromley North Village was absorbed into the wider London conurbation during the mid-nineteenth century but still exhibits a village character. The village character is further enhanced by the numerous parks and gardens within and adjacent to the Town Centre's historic buildings, along with its Conservation Area status. Future development within the Bromley North Village should enhance the character of the area. Typical characteristics include fine grained, low scale (2-3 storeys) architecture, shop frontages and a pedestrian scale public realm.
Bromley Central	The main retail and commercial core focussed around the continuous retail frontage of High Street and the covered Glades Shopping Centre. Queens Garden is an important open space but is poorly integrated with the surrounding town centre. There is a strong concentration of activity and retail uses within Bromley Central but limited activity outside standard retail hours.
Western Edge	Transition zone between Bromley Central and the residential areas to the west. Steep topography and the extensive parkland including Church House and Library Gardens and Martins Hill are major features of this character area.
Civic Centre	A transition zone delineated by Kentish Way which severs the Civic Centre site from Bromley Central. The site is characterised by the Bishops Palace and lake and grounds which are important assets but and are poorly integrated with the rest of the town centre.
Bromley South	The principal gateway into the Town Centre including Bromley South Station and the major vehicular approaches of Westmoreland Road and Masons Hill

## Design Quality

### Policy BTC16 Design Quality

The Council will require the highest standard of design in all new development. Development proposals will be required to enhance the appearance and environment of the town centre. The design of new development will be required to reflect the Character Area analysis set out in Appendix 3.

The Council will:

- Maximise the potential of sites taking into account local context;
- Promote high quality inclusive design and create or enhance the public realm.

The Council will require new development to:

- Protect and enhance the character of the Conservation Area;
- Respect local context, history, built heritage and character;
- Protect and enhance of heritage character of town centre;
- Protect existing residential amenity;
- Address security issues and provide for safe and secure environments through the application of Secure by Design principles.

(UDP Policies BE1, 2 & 11 and 4B.1, 4B.2, 4B.3, 4B.4, 4B.5, 4B.6, 4B.8, 4B.9, 4B.10, 4B.11, 4B.12 of Consolidated London Plan (2008))

4.7.4. Good design is paramount to achieving the objectives for Bromley Town Centre and to creating an attractive town centre. This will serve to attract new investment and make the town a more attractive place to live, work and visit. It will be particularly important in promoting the objective of more intensive development.

4.7.5. Town centre development will be required to enhance the appearance and distinctiveness of the Character Areas. The Urban Design Appraisal has identified a number of key Design Principles to support good town centre design and the wider urban renewal goals of the AAP. These are set out in Appendix 2.

4.7.6. There are a number of listed and locally listed buildings and structures in Bromley Town Centre. These have been identified as part of the Urban Design Appraisal and form a crucial part of the Character Areas. Much of the central and northern parts of the

town centre are within a Conservation Area. The listed buildings and Conservation Area status provides a significant opportunity to build upon in terms of shaping a place with a unique identity.

- 4.7.7. The Bromley North Conservation Area includes a significant part of Bromley Town Centre. PPG15 Planning and the Historic Environment sets out national policy for the protection and enhancement of built heritage in the UK, including Conservation Areas. It supports the role of heritage as an economic driver and as a vital source of context and identity. The guidance highlights the need to identify the opportunities where the historic fabric of an area can offer as a focus for renewal. While conservation (whether by preservation or enhancement) of its character or appearance is a major consideration, this should not prevent all new development. Rather, there is a need for controlled and positive management of change to support renewal and allow the area to prosper, at the same time as ensuring that any new development accords with the area's special architectural and historic interest.
- 4.7.8. Where gap sites or buildings, which make no positive contribution to the character or appearance of the area, their replacement should be a stimulus to imaginative, high quality design, and be seen as an opportunity to enhance the area. It is important that new buildings should not directly imitate earlier styles, but that they should be designed with respect for their context, as part of a larger whole which has a well-established character and appearance of its own.



## Public Realm

### Policy BTC17 Public Realm

The Council will seek to promote a high quality, well designed and well connected public realm in accordance with the Public Realm Strategy shown in Diagram 3.3 in order to improve the appearance and attractiveness of the town centre. Through the design of public realm improvement schemes and the development of the Opportunity Sites, the Council will seek to:

- Improve the quality of streets and public spaces;
- Create a sense of arrival at key entrances to the town centre, including Bromley South and Bromley North stations;
- Improve integration of parks and open spaces with the town centre through the creation of high quality pedestrian green links;
- Enhance the pedestrian environment/ streetscape building on recent improvements to the High Street;
- Protect and enhance existing parks and open spaces;
- Create new public spaces as part of development proposals as indicated in the Key Diagram including a new town square outside the Churchill Theatre and Library;
- Improve signage and way finding in the town centre and from the stations;
- Improve the quality of the pedestrian environment including better crossings on A21 Kentish Way/Tweedy Road at the Civic Centre and Bromley North;
- Improve the environment of the A21 Tweedy Road/Kentish Way;
- Require environmental improvements and landscaping in association with new development;
- Enhance the quality of public spaces, streets and building frontages in Bromley North Village Improvement Area;
- Promote the provision of public art in public spaces including Queens Garden.

(UDP Polices BE1, 2, 11 & T16 and 4B.1, 4B .2, 4B .3, 4B .4, 4B .5, 4B.6, 4B.8, 4B.9, 4B .10, 4B .11, 4B .12 of Consolidated London Plan (2008))

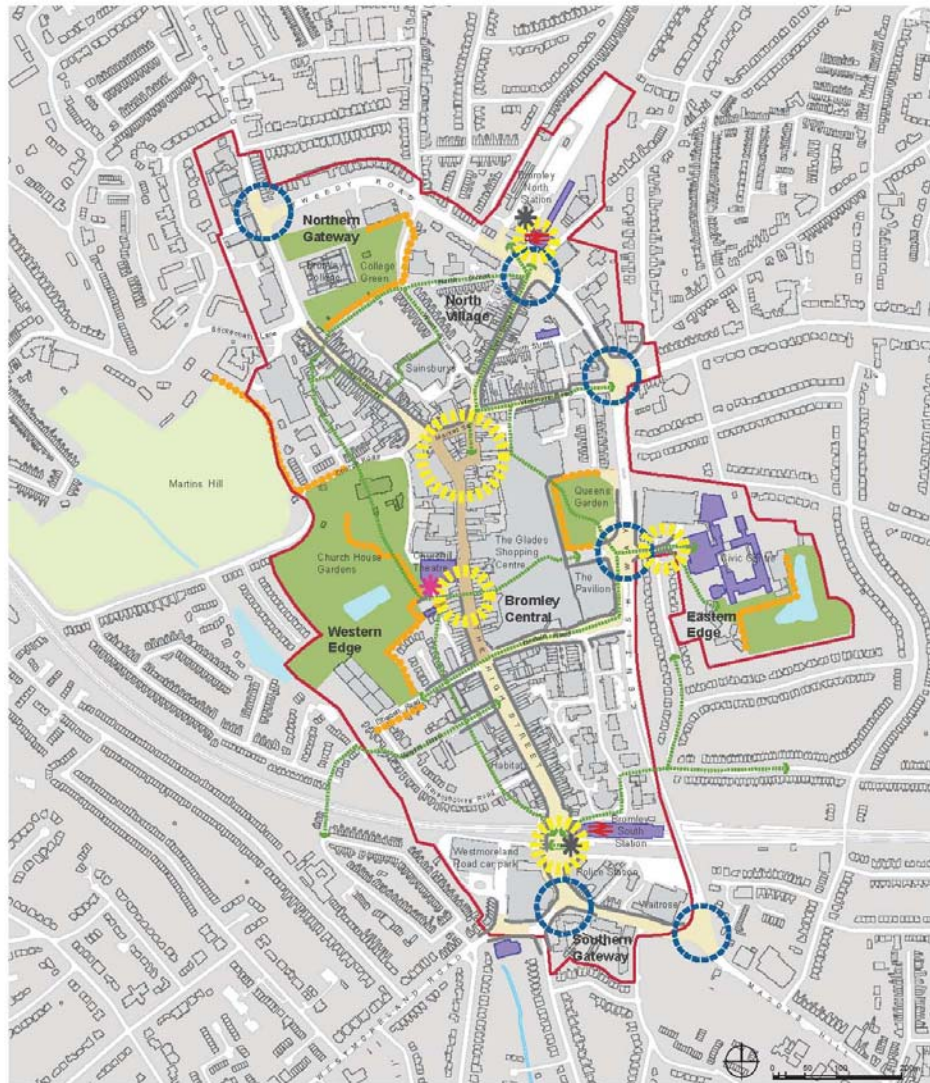
- 4.7.9. The quality of the public realm and pedestrian environment has declined over the years and whilst recent improvements have been undertaken to the lower end of the High Street and outside Bromley South Station, there is a need to enhance the overall appearance and image of the town centre. The town centre contains attractive open spaces which are largely hidden from public view but contribute to its character and distinctiveness. Whilst the town centre contains a number of high quality buildings, and a limited

number of distinctive landmark buildings there are in turn also a number of poor and under-utilised buildings.

- 4.7.10. Particular consideration has been given to the opportunities and challenges associated with landscape, public realm, built form, topography and views. These are reflected in the guidelines for Opportunity Sites set out in the AAP.
- 4.7.11. Bromley North Village, Bromley Central and the Western Edge typically provide good pedestrian environments. However the quality of the existing public realm varies throughout Bromley. The Town Centre Urban Design Appraisal identifies a number of strategic town wide initiatives that could improve the public realm, including:
- Improvements to connectivity across the major heavily trafficked vehicular barriers to pedestrian movement particularly Kentish Way, Tweedy Road, Masons Hill and parts of London Road;
  - Improved links between the Town Centre and the surrounding areas of open space;
  - Improved links between the Town Centre and the Civic Centre.
- 4.7.12. The quality of the streetscape also varies. Some areas such as the High Street toward Bromley South have been recently upgraded, but many areas require further improvement. Priority areas include the junctions of:
- Tweedy Road and London Road;
  - Widmore Road and Kentish Way;
  - Kentish Way and Masons Hill.
- 4.7.13. Furthermore, certain areas of high pedestrian volumes have poor pedestrian crossings such as:
- The link between Queens Garden and the Civic Centre;
  - The link between the Town Centre and Bromley North Station.
- 4.7.14. The junction of Widmore Road, Kentish Way and Tweedy Road is an example of a cluster of buildings with high architectural value (including Bromley Methodist Church and the Former Bromley Town Hall). The public realm between these buildings presents a poor pedestrian environment that includes vehicular domination, narrow footpaths, poor pedestrian crossings and an abundance of street clutter, such as street railings and signage.

- 4.7.15. The overriding issue with public spaces in the town centre is their relatively poor accessibility and visibility and relative lack of animation and activity. The AAP seeks to create a network of well connected spaces. At present these spaces feel isolated and act as relatively weak destinations and as a result their full potential is not being realised. This is particularly evident with Church House and Library Gardens and Queens Garden, which are located on the western and eastern periphery of the town respectively.
- 4.7.16. The opportunity for an east-west connection between the town centre's open spaces has been affected by the development of The Glades Shopping Centre. Whilst there is a 24 hour right of way through the building, this gives rise to issues of security outside of normal shopping hours and there is no visual and very limited physical connection between these important spaces and the High Street. Building a strong and legible public realm to counter this is important to the overall connectivity of the area.

Diagram 4.3 Public Realm Strategy



**Public Realm Strategy**

- |  |                                  |                                   |
|--|----------------------------------|-----------------------------------|
| Town centre boundary                                 | Key frontages onto public spaces | Improvements to existing junction |
| Protected parks and open spaces                      | New / improved frontages         | Interchange locations             |
| Improved public realm and / or building frontages    | Community / civic uses           | New/Improved pedestrian access    |
| Extended pedestrianisation and improved public realm | Cultural hub                     | Railway station                   |
|  | New / improved public spaces     |                                   |

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- 4.7.17. There are four main public open spaces within the town centre. Church House and Library Gardens is a unique and tranquil open space comprising mature landscaping, water features, children's play and performance facilities. Church House and Library Gardens began its life as two separate sites, Church Gardens and Library Gardens and these gardens continued as two separate parks until the Second World War when they became one park following the bombing of the Church House and Parish Church. Although the gardens provide a gateway to the town from the west, the gardens are underutilised and many residents and visitors are unaware of its existence due to the poor connections from the High Street.
- 4.7.18. Martin's Hill is an important open space with striking views across to the western horizon and contains the war memorial located at the end of Church Road. The space contributes to the fragmented nature of the town edge and also suffers from a lack of high quality development frontage.
- 4.7.19. Queens Garden is the principal public space within the town centre providing a mix of recreational and landscaped areas. The impact of Kentish Way has been reduced by a line of mature Horse Chestnut trees which gives it a sense of enclosure. In contrast, the Garden's easterly aspect is provided by the blank facades of The Glades Shopping Centre and The Pavilion which contribute very little character or activity to the space. Queens Garden provides the potential for additional external café/ restaurant areas.
- 4.7.20. Market Square is the heart of the town centre. The space has an excellent setting with good scale and quality period buildings. It still acts as a key meeting place. At present it is pedestrianised on three sides, to the south with buses and general traffic running along the north side. The quality of the existing public realm is relatively poor, given the importance of the space and does not offer an appropriate setting for the town centre.
- 4.7.21. Bromley College and the surrounding open spaces are largely contained within a walled enclosure and bear little direct relationship to the surrounding buildings or town centre. There is potential, however, for the enhancement of College Green, the open space immediately to the east of the college. Through a carefully considered design approach, this space could become an attractive public space for social, leisure and recreational activities in North Village which would improve the setting of the surrounding buildings.

## Inclusive Design

### Policy BTC18 Inclusive Design

The Council will require all develop to incorporate principles of Inclusive Design as set out in the London Plan

(Relevant policy 4B.5 of the Consolidated London)

- 4.7.22. The London Plan sets out the basis for inclusive design, identifying the design, construction and management of the whole range of buildings, spaces, and places as a fundamental part of an environment in which a diverse population can exist harmoniously and where everyone, regardless of disability, age or gender, ethnicity or other circumstances, can participate equally and independently, with choice and dignity.
- 4.7.23. Developments within the AAP area should be accessible and inclusive and use The Commission for Architecture and the Built Environment (CABE) Principles of Inclusive Design to guide their design. Applicants should set out in their Design and Access Statements how the objective of creating an inclusive development will be met and the process to achieve this.

## Building Height

### Policy BTC19 Building Height

There may be potential for the development of taller buildings in locations identified on the Key Diagram subject to design and environmental considerations and integration with the surrounding area.

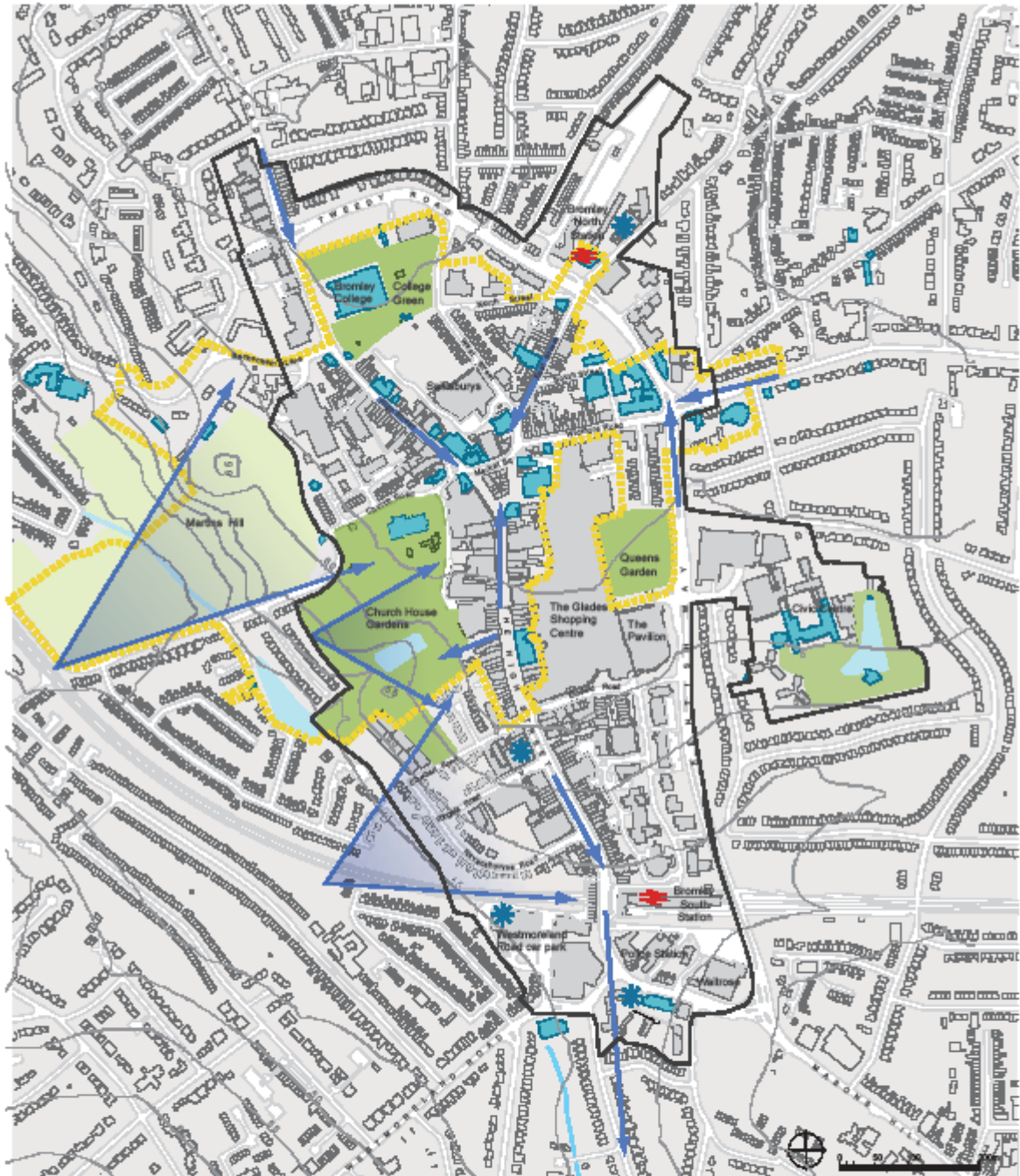
Proposals for tall buildings will be required to follow the guidance set out in the English Heritage/ Commission for the Built Environment's Guidance on Tall Buildings (2007). An assessment will be required as part of any planning application. In particular, it will be necessary to take account of key views and vistas and impact on the character of town centre and Conservation Area and residential amenity

(UDP Polices BE1 and 2 and 4B.1, 4B .2, 4B .3, 4B .4, 4B .5, 4B.6, 4B.8, 4B.9, 4B .10, 4B .11, 4B .12 of Consolidated London Plan (2008))

- 4.7.24. The location of taller buildings is based on the urban design and townscape analysis set out in Appendix 4. It includes topographical considerations, as well as views in, out and within the site. The relationship to the Conservation Area is also a key consideration.
- 4.7.25. The urban morphology of Bromley is driven by its topography. The topography of Bromley Town Centre drops gradually away from Tweedy Road in the north to Bromley Station in the south (approximately 15m change in elevation), while the change in elevation from the east to the west is much more dramatic with a steep valley wall dropping over 25 metres in less than 500 metres with some short lengths of steep gradient (greater than 1:10 fall).
- 4.7.26. The Churchill Theatre and Library Tower is an imposing landmark with a visual magnitude that is amplified beyond its actual physical scale due to the underlying topography. Conversely other buildings of a similar height (around 10 storeys) located on sites with lower relief such as the cluster of tall buildings in the vicinity of Bromley South Station have much less visual impact. The majority of the visually sensitive land on the topographic high points of Bromley lies within the Conservation Area.
- 4.7.27. The majority of buildings within the town range between 2-5 storeys. However, south of Elmfield Road, some buildings are up to 10 storeys high. Current government guidance encourages higher density development in town centres. Permission has also been given for a residential development on the site of the old annex to the Army & Navy store for a residential development consisting of two buildings of 11 and 9 storeys. However, it will be necessary to ensure that any proposals for new taller buildings are of the highest standard of design and take fully into account the character of the surrounding area and possible environmental impacts.



Diagram 4.4 - Views and Protected Sites



Views and Protected Sites

- |   |  |   |                                       |
|---|--|---|---------------------------------------|
|  | AAP/ town centre boundary                |  | Key views                             |
|  | Listed and locally listed buildings      |  | Key vistas                            |
|  | Bromley north conservation area boundary |  | Long distance views                   |
|  | Protected parks and open spaces          |  | Possible locations for tall buildings |

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## Play and Informal Recreation

### Policy BTC20 Play and Informal Recreation

Developers will be required to provide play and informal recreation facilities based on an assessment of needs generated by proposed development. Provision will include the provision of play art and the enhancement of facilities in existing open spaces

(Relevant policies G8 of UDP (2006) and 3D.11 & 3D.13 of Consolidated London Plan (2008))

- 4.7.28. Provision of play and informal recreation will have a fundamental role in encouraging families to move to Bromley Town Centre. Appropriate open space is essential to families living in urban areas and the AAP promotes a significant uplift and mix in residential dwellings within the town centre boundary. Given the preference for mixed use development 'Play art' should be incorporated into the design of new public spaces as it can offer an inclusive solution that allows all children a range of sensory experiences. The Mayor's SPG, Providing for Children and Young People's Play and Informal Recreation, will need to inform all residential developments within the AAP area.

## 4.8. An Accessible Town Centre

- 4.8.1. In order to achieve the objectives for improving the town centre, it will be essential to ensure that the traffic impacts of proposed development can be accommodated and that the town centre is highly accessible. This will require a range of mitigation measures to accommodate future growth of town centre functions and to minimise the amount of additional traffic, along with promotion of travel choice. The key transport proposals range from strategic public transport improvements to the pedestrian environment, parking management and travel plans.
- 4.8.2. By road, Bromley town centre is well connected by a range of radial routes to a variety of destinations in south and south east London, Kent and Surrey. The A21, which is part of Transport for London's Road Network (TLRN), runs north-south through Bromley, skirting the east side of the town centre. The town is relatively easily accessed from both the M20 and M25 motorways. Bromley town centre is well served by public transport – it has a PTAL accessibility rating of 6a – a level only exceeded by major public transport nodes in Central London. There is a range of facilities for cyclists, including cycle routes provided as part of the London Cycle Network.

### Transport Strategy

- 4.8.3. The key transport issues facing Bromley Town Centre over the next 15 years can be summarised as follows:
- The need to manage traffic congestion at peak times;
  - The need to make most effective use of the town's car parking stock;
  - The need to improve the attractiveness, accessibility and efficiency of public transport in the town, especially at Bromley South and Bromley North stations as key public transport gateways;
  - Promotion of travel choice;
  - The need to improve walking and cycling routes and facilities;
  - Ensuring new development is supported by appropriate transport measures.
- 4.8.4. A comprehensive Transport Strategy has been prepared to support the AAP. The Transport Strategy focuses on addressing these key transport issues and identifying a series of transport interventions

that will positively support new planned development in and around the town centre. It seeks to support the identified development aspirations in the AAP and to do so in a way that makes a positive contribution both to enhancing the attractiveness of the town and to addressing the transport issues that have been identified.

- 4.8.5. Extensive traffic modelling has been undertaken in order to understand the implications of the level of development that has been proposed in the AAP. This modelling has concluded that:
- Traffic generated by Phase 1 development can be accommodated on the town centre road network with minor adjustments to signal timings;
  - Without extensive mitigation measures, traffic generated by development in Phases 2 and 3 would cause significant increases in congestion and unacceptable levels of delay;
  - **Assuming no changes to the levels of non-development traffic in the model, a key highway scheme requirement was the widening of the A21 to two lanes in each direction between Kentish Way and Bromley Common (south east of Hayes Lane). For Phase Two at least, this would reduce congestion levels towards base conditions again, though it is not sufficient alone to support overall levels of retail development above 25,500 sq m;**
  - There are very limited prospects for further significant highway improvements that will provide a sufficient step change in network capacity above that level of development;
  - There is a significant need for capacity building measures that will enhance the overall accessibility of the town centre, whilst managing traffic levels. This applies not only to new development but also to existing town centre activities.
- 4.8.6. Alongside land assembly difficulties, modelling analysis has informed the decision to delete the development proposals at Site D (North West of High Street to Martins Hill), in part because of the problems of accommodating the scale and routeing of the traffic that would be generated by this site and the displacement of existing traffic that would need to park at other sites to the north of the town centre.
- 4.8.7. The last of the conclusions in paragraph 4.8.5 above is very significant in shaping the transport strategy approach that has therefore emerged. A strong emphasis of the transport strategy must be to support the town's economic success and further development by a wide range of measures that will allow a greater and growing volume of journeys to Bromley to be made by means

other than the car. This is by no means aimed at stopping people from driving into Bromley. Instead, the key objective must be to provide for growth in travel and activity where capacity is less constrained – recognising that there is limited capacity in the town’s highway network – in order that the town’s economic growth is not similarly constrained.

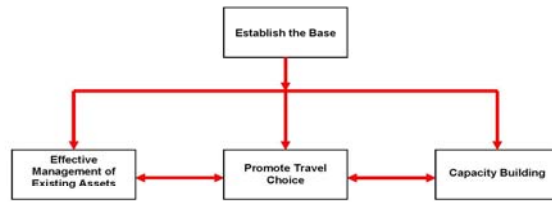
4.8.8. Emphasis has therefore been placed on addressing these key transport issues, and identifying a series of transport measures (both policies and other interventions) that will positively support new planned development in and around the town centre.

4.8.9 The Transport Strategy has four central themes:

- **Establish the Base**  
Using the existing transport network base, with some enhancements, to facilitate early development;
- **Effective Management of Existing Assets**  
Getting the best use out of the transport network and other transport assets;
- **Promoting Travel Choice**  
Securing a growing awareness programme that promotes information on all modes and travel options;
- **Capacity Building**  
To build capacity in the transport network as a whole to facilitate further levels of development and enable more people to visit Bromley by a choice of means.

A variety of supporting transport measures will be required, some directly related to specific developments, some related to supporting development overall and others directed at the town’s transport network as a whole.

Diagram 4.3 Transport Strategy Themes

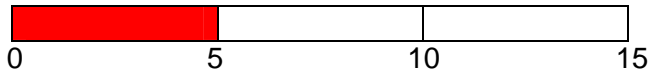


- 4.8.9. A number of elements will be common to each phase of the transport strategy. These will include:
- Improvements to all means of access to the town centre, especially to more sustainable modes;
  - A progressive roll-out of a town centre-wide travel plan scheme;
  - Activities to promote and increase awareness of travel alternatives and travel choice;
  - On street parking controls that rebalance provision towards shorter stay use and increase the protection of local residents from overspill parking by extending the scope of the town's Controlled Parking Zones;
  - Making most effective use of the highway network.
- 4.8.10. Development will be required to enhance the setting and legibility of the listed building and other listed monuments on the site. An archaeological assessment will be required at the planning application stage. Mitigation measures, such as landscaping, to minimise the impact of development on the listed building, parkland and adjoining residential properties will be required.
- 4.8.11. In preparation for future transport schemes (improved public transport priority and the A21 widening scheme), land will need to be safeguarded to ensure that delivery of these key initiatives is not precluded.
- 4.8.12. The key interventions in the transport strategy at each Phase are set out in Section 5.4. They are also explained in more detail in the separate Transport Strategy document.
- 4.8.13. Where these measures cannot be secured by direct development funding, the Council will seek to secure developer contributions towards the overall implementation of the strategy either through a Transport Scheme Tariff or, once the necessary legislation is in place, a Community Infrastructure Levy.

Diagram 4.6 Transport Interventions (Phase 1-3)

# Phase 1 – Up To Year 5

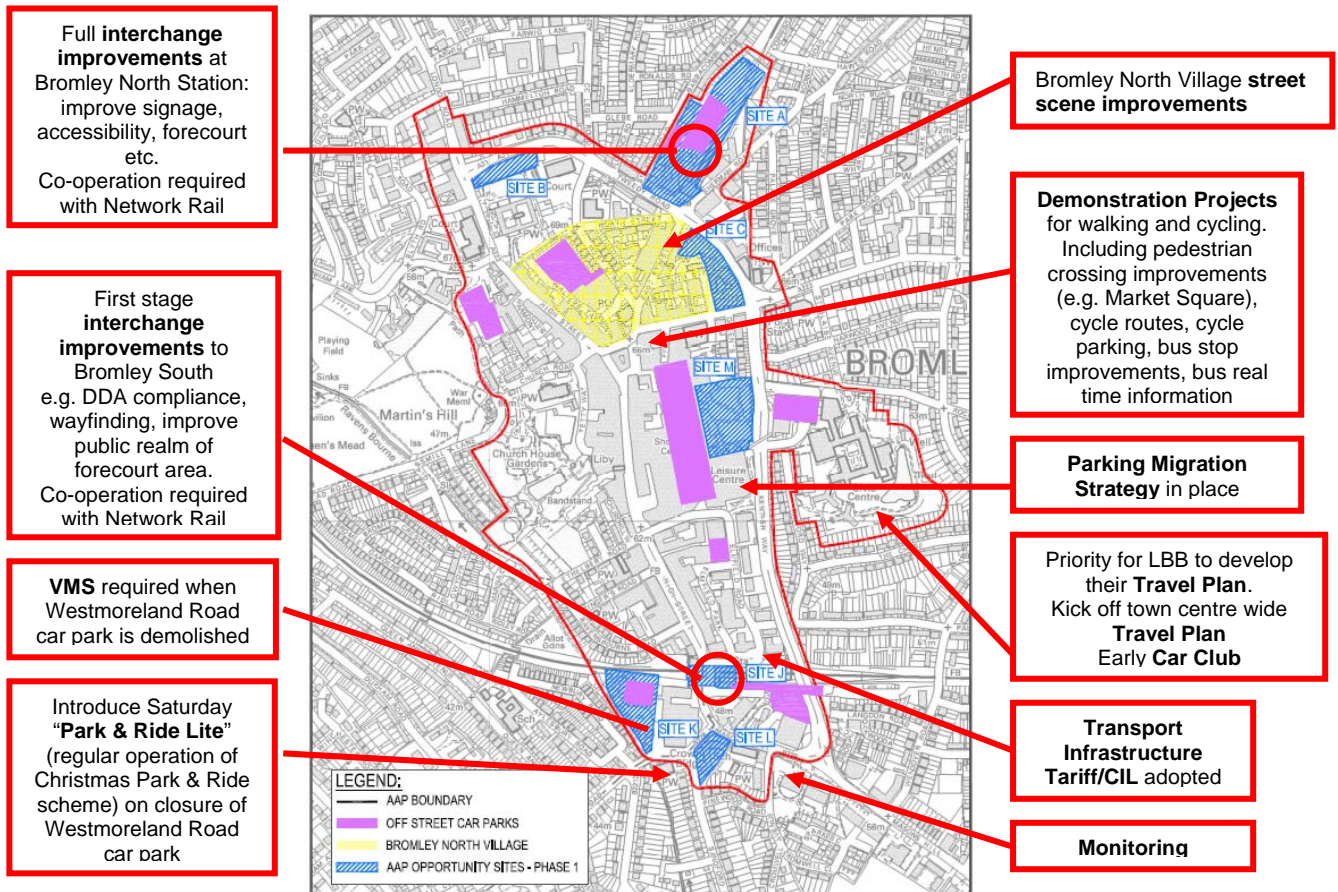
Development Completed	Main Impacts	Supporting Interventions	Impact on Parking
Site A – Bromley North Station (1 <sup>st</sup> phase)	400 homes. Impact on public car park (178 spaces).	Safeguard for public transport corridor in development brief. Full interchange improvements at Bromley North station as part of development.	Replace majority of existing parking.
Site B – Corner of Tweedy Road/London Road	Potential CPZ issues – control of overspill parking. Low traffic impacts.	Limited interventions required.	Residents not to be issued with on street parking permits.
Site C – Town Hall	Limited traffic impacts. Loss of South Street car park (68 spaces).	Coach pick-up/set-down.	Loss of South Street car park. Disabled parking to be addressed in Parking Migration Strategy.
Site J – Bromley South Station	Virtually no impact.	Full interchange improvements. Public transport priority safeguarding.	None.
Site K – Westmoreland Road	Complete loss of car park during construction. New car park, but overall net loss in parking. RBS parking impacts? Development traffic impacts relatively low	Introduction of "Park & Ride" Lite – Sat operation of Xmas P&R scheme – on closure of car park. VMS scheme required before construction phase, to direct drivers to other car parks. Parking Migration Strategy required. Contribution to first stage interchange improvements at Bromley South.	Loss of 496 spaces when Westmoreland Road car park is demolished. New car park: 400 spaces, but needs to support development on the site.
Site L – DHSS (1 <sup>st</sup> phase)	Tbc – some traffic impact.	Full interchange improvements at Bromley South.	Tbc.
Site M – Queens Gardens	No transport impacts.	No transport interventions required.	None.
North Village	No traffic generation impacts.	Street scene improvement programme.	None.



Development Related

## Summary of Interventions

General



## Phase 2 – Up to Year 10

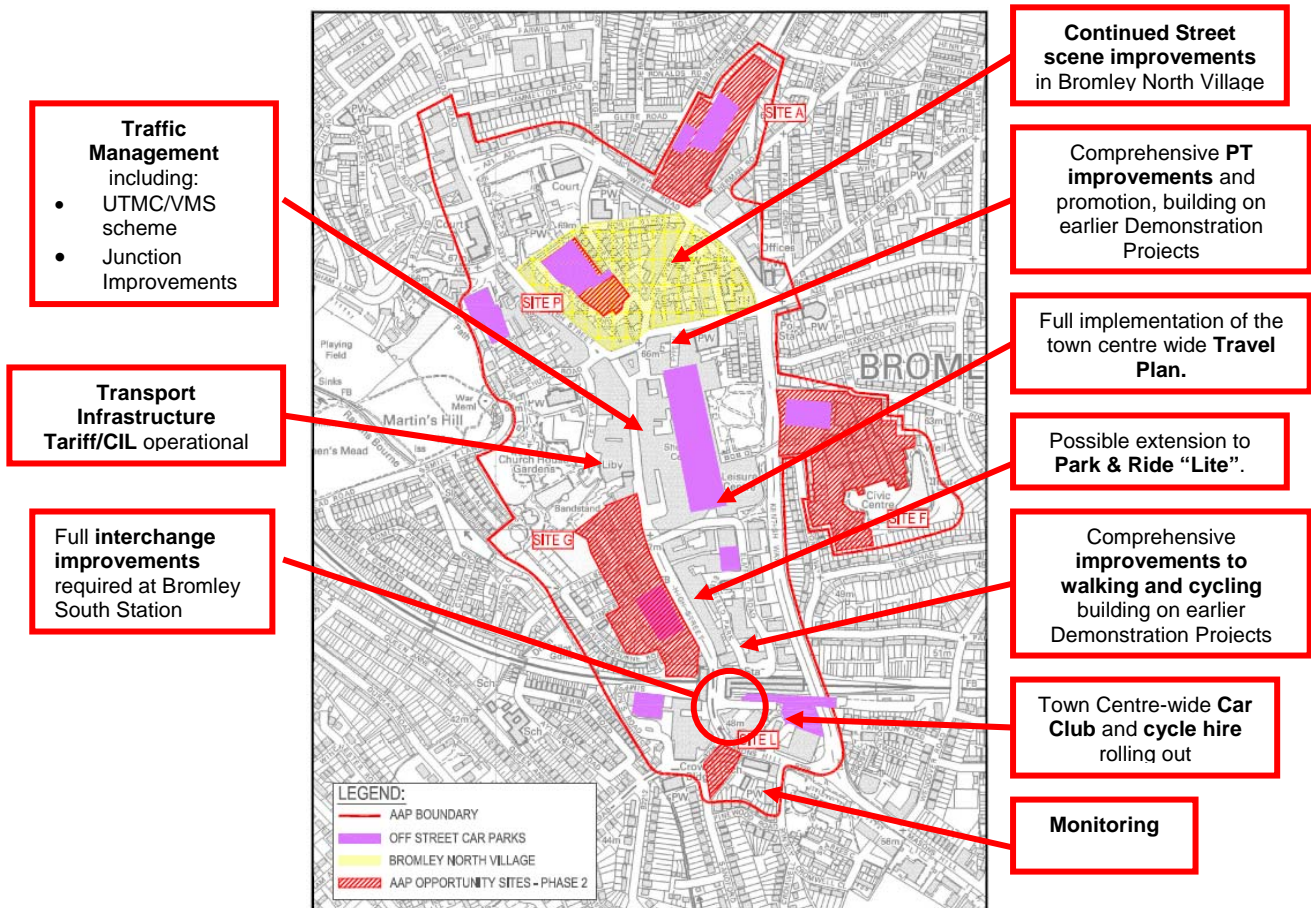
Development Completed	Main Impacts	Supporting Interventions	Impact on Parking
<b>Site A – Bromley North Station (2<sup>nd</sup> phase)</b>	400 homes. Impact on public car park (178 spaces).	Safeguard for public transport corridor in development brief. Full interchange improvements at Bromley North station as part of development.	Replace majority of existing parking.
<b>Site F – Civic Centre (1<sup>st</sup> phase)</b>	Relatively low traffic impacts. Proportionate reduction in available parking (public and LBB staff).	LBB Travel Plan interventions required. Links with comprehensive public transport, walking and cycling improvements.	Available parking unchanged, but shared across larger volume of uses.
<b>Site G (1<sup>st</sup> phase)</b> including all residential units, and retail units Halifax Road-Ringers Road.	Significant traffic impacts. 600 residential parking spaces. Pressure on parking overall.	Full interchange improvements at Bromley South. Key junction improvements. Delivery & Servicing Plan required. Home deliveries/consolidation centre? Possible extension of Park & Ride scheme. Provision of Car Club – generally/publicly available.	Addition of 600 residential spaces (but not publicly available). Need for operational parking for non-residential.
<b>Site L – DHSS (2<sup>nd</sup> phase)</b>	Tbc – some traffic impact.	Full interchange improvements at Bromley South.	Tbc.
<b>Site N – Churchill Theatre/Library (1<sup>st</sup> phase)</b>	No traffic impacts.	No transport interventions required.	None.
<b>Site P – Sainsbury's</b>	Relatively low traffic impacts	Car Club linked to residential. Better integration with wider Bromley North Village.	Replacement retail car parking. Small residential element.



**Development Related**

### Summary of Interventions

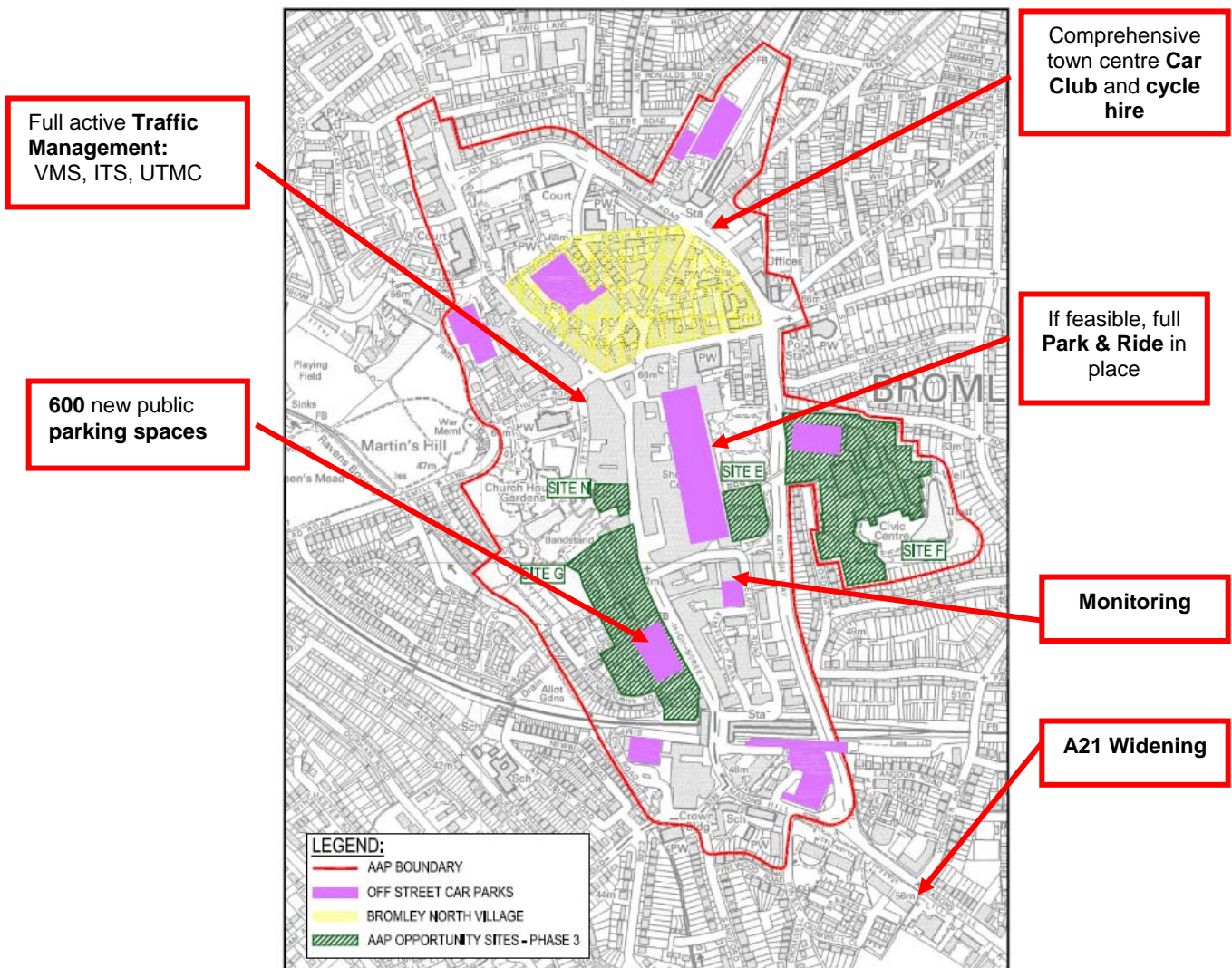
**General**





# Phase 3 – Up to Year 15

Development Completed	Main Impacts	Supporting Interventions	Impact on Parking
<b>Site E – The Pavilion</b>	Some traffic impact, although no additional parking at The Glades.	Improved pedestrian access across Kentish Way. Linkages to Site F and Site M. Full Park & Ride scheme on permanent site, if feasible.	No additional parking.
<b>Site F – Civic Centre (2<sup>nd</sup> phase)</b>	Relatively low traffic impacts. Proportionate reduction in available parking (public and LBB staff).	LBB Travel Plan interventions required. Links with comprehensive public transport, walking and cycling improvements.	Available parking unchanged, but shared across larger volume of uses.
<b>Site G (2<sup>nd</sup> phase) including Department Store (Ringers Road-Ravensbourne Road)</b>	Significant traffic impacts. 600 public parking spaces. Pressure on parking overall.	Further junction improvements. Updated Delivery & Servicing Plan required. Home deliveries/consolidation centre. Full Park & Ride scheme on permanent site, if feasible. Wider roll-out of Car Club – generally/ publicly available.	Addition of 600 public spaces. Pressure on overall parking within town centre.
<b>Site N – Churchill Theatre/Library (2<sup>nd</sup> phase)</b>	No traffic impacts.	No transport interventions required.	None.



- 4.8.14. Implementation of the Transport Strategy is supported by a number of policies which are set out below.

#### **Policy BTC21 Transport Schemes**

The Council will seek to ensure that transport scheme proposals:

- Contribute to economic regeneration and development
- Do not increase net traffic capacity unless essential to regeneration;
- Provide environmental benefits;
- Improve safety for all users;
- Improve conditions for pedestrians, cyclists, disabled people, public transport, freight and business;
- Integrate with local and strategic land use planning policies.

*Relates to London Plan policy 3C.16*

- 4.8.15. The Council expects that all physical transport schemes in the town centre will contribute positively to the wider objectives of the Area Action Plan, as well as to specific transport objectives.

#### **Policy BTC22 Public Transport**

The Council will promote the use of public transport that serves the town centre. The Council will expect:

- Step-change improvements at both Bromley South and Bromley North stations to reflect their increasingly important roles as public transport gateways, including better interchange and disabled access;
- The continued development of the London Bus Network;
- Improvements to bus waiting areas and bus service information (including real time displays);
- Retention of the bus stands at Bromley North (Site A) and at Westmoreland Road (Site K);
- Improvements to pedestrian access to and cycle parking near the stations and bus stops;
- Improvements to interchange between bus services.

The Council will promote and support bus priority and other public transport improvement schemes that improve service reliability, route capacity and linkages to poor served locations.

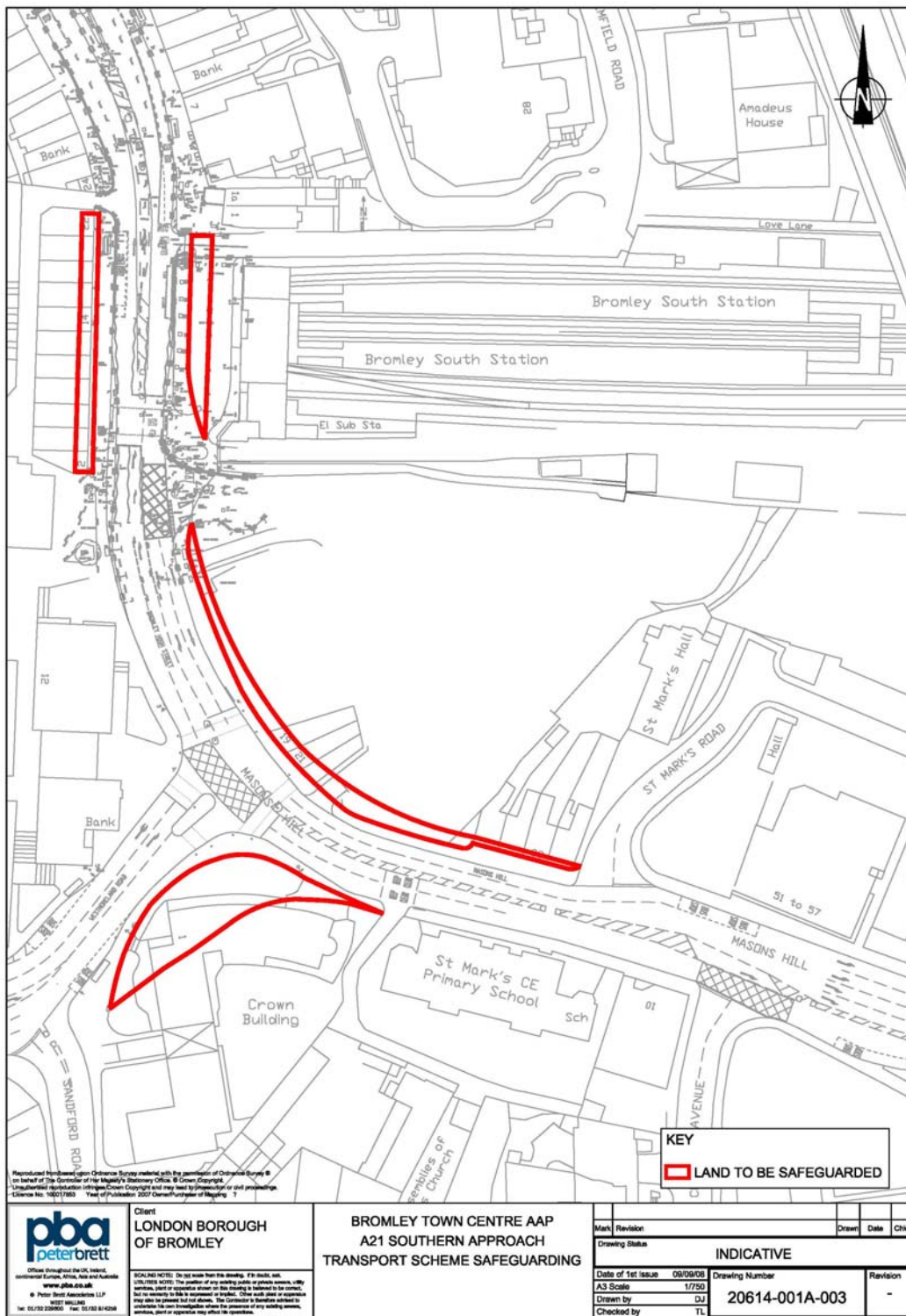
- 4.8.16. Bromley Town Centre has two railway stations which provide excellent connections with central London along with a variety of other destinations in south London and across Kent. The fast connection into London Victoria makes Bromley South particularly popular with commuters – it is used by some 5.7 million passengers per year (making it one of the busiest South East stations outside central London) and Bromley North by some 633,000. The town enjoys an extensive radial network of nineteen bus routes (along with two Night Bus routes) which tend to be very well used for journeys to and from the town centre. However, some orbital links – especially for longer distances across south London – are poorly served. Road congestion means that bus service reliability can be an issue. Not all routes run on Sundays, which is an increasingly popular shopping day.
- 4.8.17. Both Bromley South and Bromley North stations need an uplift in quality that reflects the growing role they will have as public transport hubs and important gateways to the town centre. Facilities at Bromley South especially need upgrading for people with mobility difficulties.
- 4.8.18. The Council will promote the use of local bus routes that serve the town centre by seeking the continued development of bus services. The nature of bus operation means that new services can be introduced to deliver improvements quickly, making bus-based public transport an effective tool in improving accessibility.
- 4.8.19. Generally across the town centre, bus stops are of variable quality and way-finding can be difficult for public transport users. The Council will also promote bus priority and other public transport improvement schemes in order to improve service reliability and route capacity – and hence the attractiveness of services.

#### **Policy BTC23 Land Safeguarded for Transport Schemes**

Land shown at Diagram 4.2 is safeguarded for the construction of the transport schemes as shown. Other development will not be permitted on this land if it would be likely to prejudice the implementation of any of these schemes.

*Relates to London Plan policies 3C.4, 3C.14*

Diagram 4.7 A21 Southern Approach Transport Scheme Safeguarding



4.8.20. Land is safeguarded for the following transport schemes:

- Improvements at Bromley South station to provide a better public transport gateway, interchange, bus priority and disabled access (required before Phase Two of the AAP);
- Bus priority improvements at the Masons Hill/Westmoreland Road junction (required for Phase Three of the AAP);
- Highway improvements on Masons Hill between the High Street and Kentish Way (required for Phase Three of the AAP).

#### **Policy BTC24 Walking and Cycling**

The Council will promote walking and cycling for shorter journeys. The Council will seek to improve facilities for pedestrians and cyclists, including safe and attractive road crossings, with a view to increasing walking and cycling. The Council will seek to ensure that the pedestrian environment is accessible to people with disabilities. Particular attention will be paid to routes to schools.

4.8.21. Whilst there is fair provision for walking and cycling to access the town centre, provision could be improved considerably, by providing better quality continuous routes for cyclists, better crossing facilities over busy main roads for both cyclists and pedestrians and better secure cycle parking, to make the town centre a more pleasant place at the pedestrian scale.

4.8.22. Walking and cycling will be modes of growing importance as part of the town centre transport strategy. This will be the case especially with the growing quantity of residential development in the town centre, to provide ease of access to the local facilities that people will need.

## Policy BTC25-Parking

Parking provision for non-residential development will be provided in the form of publicly available paid parking. A high standard of build quality and operational design (both for vehicles and pedestrians) will be expected for new car parks in the town centre, including personal security requirements.

The Council will require a reduction of existing private non-residential parking provision, where this is linked to the implementation of a suitable Travel Plan.

The Council will further develop and expand the Controlled Parking Zones around the town centre to mitigate the impacts of commuter and shopper parking. The Council will prioritise the use of on-street parking for shorter stays. Residents within opportunity sites will not be eligible to acquire Resident's Parking Permits to park on-street.

The Council will encourage Park & Ride operations to be developed. Implementation of an initial Saturdays-only Park & Ride will be investigated, based on the Christmas Park & Ride operation.

The Council will support a full-time Park & Ride service, triggered by development in Phase Three, subject to further study, including identification of an acceptable permanent site with adequate environmental safeguards and a viable business case.

*Relevant policies T3, T4 of UDP (2006). Relates to policies 3C.23, 3C.24 of the Consolidated London Plan (2008)*

4.8.23. According to the 2001 Census, the London Borough of Bromley has the third highest car ownership level of any London Borough, though this is lower in the town centre ward. Across the Borough, there are 16% more cars than households - there is therefore a high reliance on the car.

4.8.24. Parking provision in the town has to work in support of Bromley town centre's role as a Metropolitan Town Centre, in particular as an important destination for comparison shopping as well as employment and as a place to live. There are currently over 4,400 off-street managed parking spaces across Bromley town centre along with some 750 on-street parking bays. These provide both short and long stay functions, at a variety of tariffs dependent on location and ownership/management. Peak parking demand occurs on Saturdays. The distribution of demand across the town's car parks is uneven; some individual car parks are already

exceeding a critical 90% demand level on Saturdays. A more even distribution would result in better use of the available capacity and fewer operational and user disadvantages.

- 4.8.25. Parking capacity and highway capacity are the two constraints on traffic demand in the town centre. There is no benefit in providing more parking than can realistically be served by the highway network. Whilst overall traffic levels are falling, this is a general picture and not necessarily reflected at all times or in all locations and there is still congestion on routes into, out of and around the town.
- 4.8.26. The Council will prepare a comprehensive Parking Plan within three years of the adoption of the AAP. The Transport Strategy outlines the key components of the Parking Plan and how they should be addressed.
- 4.8.27. On street spaces are likely to be more convenient for short stay use and will be increasingly managed with this in mind. This will support the perception of the town as a convenient place to visit. Off street car parks will still provide for short, medium and long stay.
- 4.8.28. New off street car parks will be provided in the Opportunity Sites at Site G (West of High Street) and Site K (Westmoreland Road Car Park). However, there is likely to be a net loss of parking at Site K. Other development sites will normally be expected to replace the majority of capacity of existing car parks.
- 4.8.29. Provision of Private Non-Residential (PNR) parking will be discouraged and opportunities taken to reduce existing PNR provision. This will assist in reducing peak traffic demand to the benefit of the highway network and of the development capacity of the town.
- 4.8.30. Residential streets in and around the Town Centre are protected by Controlled Parking Zones (CPZs). The size of the town centre means that the walk time to the centre from the uncontrolled residential streets on the fringes of the town is still not long or inconvenient. As the regeneration of the town centre takes shape, demand to travel will increase. The Council is concerned that leaving these outer streets uncontrolled will result in much more parking demand from visitors and commuters, to the detriment of local residents. The Council will therefore expand the coverage of the Controlled Parking Zones (CPZs) around the town.

- 4.8.31. The Council will encourage Park & Ride operations to be developed. For development in Phase One, a Saturdays-only facility will be investigated, based on the current Christmas Park & Ride site. A more permanent Park & Ride site on the south side of the town will also be explored.

#### **Policy BTC26 Phasing of Transport Improvements**

Planning permission for development will only be granted where the transport measures required by the proposed development (both on and off site) are either already in place or their provision is assured. Provision may be phased, relating to the phasing of development.

Planning permission will not be granted where development will cause significant adverse physical impacts on transport infrastructure or services that cannot reasonably be mitigated or that would prejudice the implementation of improvements.

- 4.8.32. The Transport Strategy has identified the transport measures that are required in support of the development in the AAP. It is important that the pace and phasing of development is in step with delivery of these transport measures, to mitigate potential negative consequences on the attractiveness of the town centre, especially in terms of congestion and accessibility.

#### **Policy BTC27 Traffic Management**

The Council will seek to make best use of the road network, taking into account the needs of all road users, through promotion and measures to optimize road use in relation to capacity. The Council will seek to achieve the following targets, relative to traffic levels in 2001.

- -1% growth (i.e. 1% reduction) up to 2011
- 0% growth to end of Phase 2
- No more than 3% growth to end of Phase 3

The Council will promote traffic management schemes in support of its wider town centre objectives. In designing such schemes, the following criteria will be taken into account:

- On the Transport for London Road Network (TLRN) and other A roads, the presumption will be to support their role as corridors for



movement;

- To place an increasing emphasis on “place” rather than movement on other roads and, where appropriate, to rebalance the functionality of streets as places.

*Relates to London Plan policies 3C.17 & 3C.18*

- 4.8.33. Between 2001 and 2007, overall traffic levels around the town centre fell by 11.7%. Current projections to 2011 suggest a continuing slight downward trend. Despite this, the town centre's road network still becomes congested – notably in-bound in the weekday morning peak, out-bound in the weekday evening peak and on the peak shopping day, which is Saturday.
- 4.8.34. The Council will seek to make best use of the road network, taking into account the needs of all road users, through provision of information and measures to optimize road use in relation to capacity.
- 4.8.35. Traffic patterns in the town centre will change as the regeneration activity progresses. Traffic signal timings will therefore be kept under review to reflect those changing patterns of demand and to optimise traffic flow. Minor junction and other highway alterations will need to be identified in Transport Assessments for specific development proposals.
- 4.8.36. The Council will encourage the use of techniques such as Variable Message Signing, Intelligent Transport Systems and Urban Traffic Management & Control to optimise the use of the highway network in the town centre.

#### **Policy BTC28 Car Clubs**

**The Council will require all developments within the AAP area to allow for appropriate provision for car clubs**

- 4.8.37. Car Clubs are a successful option for providing people with access to a car without having to own one. Car Clubs have only been introduced into the UK in recent years but are becoming increasingly popular. By associating a Car Club with a new development, there is the opportunity to provide a reduced level of parking. Members of the Car Club (who may pay an annual membership fee) are able to hire a car by the hour and by the mile, at rates that will be cheaper than hiring a car for a whole day.
- 4.8.38. The larger Opportunity Sites within the AAP will be expected to bring forward Car Club proposals, coordinated with wider Travel Plan initiatives. The Council will expect new development to bring forward Car Club operations in such a way that the wider community will benefit, not only through open membership but also, if possible, through coordinated operations so that

membership is inter-available between different cars in the town's Car Club network.

### **Policy BTC29 Freight**

The Council will require all major new developments to:

- Provide for rear servicing and deliveries;
- Encourage and support measures to coordinate logistics operations across the town;
- Submit Delivery and Servicing Strategies as part of their proposals, which should be coordinated with other such strategies as they emerge.

The Council will encourage the production of Delivery and Servicing Plans for existing town centre development.

*Relates to London Plan policy 3C.25*

- 4.8.39. Rear servicing facilities are appropriate when servicing the frontages within town centres is problematic, especially for larger developments. However, even where rear servicing is available, the timing of deliveries can still have a potential adverse impact on the free flow of traffic, particularly where servicing still takes place from the front. It is desirable for delivery journeys to take place outside the times of peak traffic flow, although the Council recognises that deliveries at night (where allowed under the conditions of the London-wide night and weekend lorry ban) can potentially be more disruptive to residents.
- 4.8.40. For major developments, the Council will require the submission of a DSP as part of any Transport Assessment. Similarly, Transport Assessments should consider the way in which goods are carried away from the development and the town centre, and to state what arrangements will be put in place to offer home delivery to customers.
- 4.8.41. The Council will expect construction traffic to be managed in accordance with approved Codes of Construction Practice and will encourage the operation of Considerate Contractor Schemes. The Council will also encourage coordination between concurrent developments so that potential impacts can be further reduced.

## 5. OPPORTUNITY SITES

### 5.1. Introduction

5.1.1. The AAP identifies 9 Opportunity Sites which have the potential for significant change and development to provide new or intensified town centre uses and another 3 that offer potential for improvement to achieve the overall objectives for each Character Area and the overall vision for the town centre. Site D The Hill Car Park and land adjacent to Martins Hill has been removed from the AAP after consultation at the preferred options stage.

5.1.2. The proposals for each Opportunity Site should be read in conjunction with other policies set out in the AAP. The proposals identify appropriate uses and an indicative scale of development. The precise amount and mix of different uses will be subject to more detailed assessment and site planning at the planning application stage.

5.1.3. Planning applications will be determined in accordance with the individual proposal site policy and all other relevant policies in the AAP, Local Plan and Regional Spatial Strategy. More detailed design guidance in respect of each of the Opportunity Sites is set out in Appendix 2. The proposals are summarised in this section.

5.1.4. Development of the Opportunity Sites will be phased in accordance with the indicative phasing set out in Table 4.1.

### 5.2. Site A: Bromley North Station

5.2.1. A mixed use residential led development is proposed focused on an improved public transport interchange and the creation of a Northern Gateway into the town centre at Bromley North Station. Development will include improvements to transport infrastructure, improved pedestrian links to the town centre and the provision of new commercial space and community facilities.

### **Policy OSA: Bromley North Station**

The Council will work with Network Rail land, land and property owners and developers to secure the comprehensive development of this area to secure a mixed use development comprising:

- Improved station and transport facilities
- Up to 400 residential units, including provision of family housing;
- 2,000 sq m of B1 offices
- Ancillary retail uses and food and drink
- 1,000 sq m for community uses (including a health facility)
- Decked car parking to replace existing number of public parking spaces
- On site provision for residential parking and restriction on residents' ability to buy parking permits on nearby streets
- An improved market facility if this has not by that time been relocated to a suitable new site in the town centre

Development will be required to retain and enhance the appearance of the listed station building and to incorporate improvements to the public realm and pedestrian links into the town centre.

Because this site is adjacent to a key public transport hub, it is suitable for higher density development subject to environmental considerations. Measures will be required to protect existing residential amenity.

Development will be required to incorporate a new civic space and high quality public realm and improved pedestrian crossings and links to Bromley North Village.

Transport improvements associated with the development will include:

- Improvements to Bromley North station, including better bus/rail interchange;
- Improved pedestrian crossing across Tweedy Road and contribution towards improved way-finding and street scene improvements towards the High Street;
- Retention of existing bus stand capacity, unless other operationally acceptable alternatives can be found;
- Safeguarding of suitable land as show in Diagram 4.8 to protect the ability for future public transport link between Tweedy Road and the Network Rail track. The objective is to protect the ability to have a guided bus or tram link, so that conversion of the Grove Park-Bromley North route at some stage in the future is not precluded.

- 5.2.2. An outdoor space will be provided for the Charter Market on-site unless it has been relocated to a suitable new site in the town centre before the existing site is redeveloped. While there is no need at present to replace Bromley North Clinic, the building has been included within the Opportunity Site to allow for potential future enhancement and extension of health facilities in the area.
- 5.2.3. Development must respect the setting and legibility of the listed station building and enhance the historic environment. A full Archaeological Assessment will be required at the planning application stage.
- 5.2.4. The rear of the site is proposed for residential development with the front part of the site suitable for a mix of uses including commercial uses and transport interchange facilities.

### 5.3. Site B: Corner of Tweedy Road/ London Road

- 5.3.1. Site B is currently vacant and is proposed for residential development to enhance the appearance of the northern entrance to the town centre and to protect and enhance the surrounding environment. A sensitive and high quality design is essential to minimise the impact of development on the setting of the adjacent Grade 1 listed building.

#### **Policy OSB: Corner of Tweedy Road/ London Road**

The Council will work with developers to secure the sensitive redevelopment of the site for around 70 residential units. Development will be required to respect and enhance the historic environment and setting of both Bromley College and Sheppard's College. The area at the junction of Tweedy Road/ London Road will be retained as a landscape open space in order to maintain views of the listed building.

Development which has an unacceptable impact on the setting of the listed building and Conservation Area will not be permitted.

Transport measures associated with the development will include:

- Restriction on residents' ability to buy parking permits on nearby streets.

5.3.2. A very high quality and sensitive design will be required on this prominent site. Residential development should create an attractive frontage to Tweedy Road and respect the setting of the listed building and Conservation Area.

5.3.3. A full Archaeological Assessment will be required at the planning application stage.

#### 5.4. Site C: Former Town Halls and South Street Car Park

5.4.1. Development will be required to be in keeping with the scale and character of the surrounding development and to respect the listed status of the existing buildings and identify appropriate new uses.

#### **Policy OSC: Former Town Halls and South Street Car Park**

The Council will work with developers to secure a mixed use development comprising offices and/or hotel uses. The site is identified as suitable for

- Up to 5,000 sq m additional net B1 office use; and/or
- 150 bed high quality hotel with an option for a conference centre.

The sensitive conversion and restoration of the listed building will be required.

Facilities for coaches to pick up and set down passengers will need to be identified.

5.4.2. Development will be required to address the relationship to the adjacent listed building and Conservation Area and the policy objectives to enhance the appearance of Bromley North Village. Development will be required to create attractive road frontages and to be in keeping with the scale and character of the surrounding development.

5.4.3. A sensitive conversion of the listed building to appropriate uses will be required as part of the comprehensive development of the site.

#### 5.5. Site E: The Pavilion

5.5.1. Site E provides the potential for the retail extension of The Glades Shopping Centre to contribute to meeting the requirement for new retail floorspace in the town centre. Development will be subject to

the relocation of the existing leisure centre prior to commencement of development.

- 5.5.2. The design of the extension to The Glades must be sensitive to the setting of Queens Gardens and must not impact on The Bromley Oak adjacent to Kentish Way. A high quality of design will be required to create interest on Kentish Way. Development could also be coordinated with proposals for the enhancement of Queens Garden (Site M) and provide improved linkages between the town centre and the Civic Centre as well as the area to the east of Kentish Way.

#### **Policy OSE: The Pavilion**

The site is proposed for an extension to The Glades Shopping Centre to provide a net additional 22,000 sq m of (gross) retail floorspace. The Council will work with developers to secure the relocation of the existing leisure centre. Development will not be permitted until the re-provision of leisure facilities has been secured.

Development will be required to provide an active frontage and pedestrian linkages to Queens Gardens, public realm improvements and improved linkages across Kentish Way. Development will be required to enhance the setting of Queens Gardens and to protect the Bromley Oak adjacent to Kentish Way.

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#### **5.6. Site F: Bromley Civic Centre**

- 5.6.1. Redevelopment of Bromley's Civic Centre offers the potential to provide improved accommodation for existing civic uses, along with a replacement leisure centre and the opportunity to enhance public enjoyment of the parkland and listed building.
- 5.6.2. The Council is committed to improving service delivery and improving access to services for the community. Development will be subject to completion of a feasibility study by the Council to review future accommodation requirements.
- 5.6.3. Development will be required to enhance the setting and legibility of the listed building and other listed monuments on the site. An archaeological assessment will be required at the planning application stage. Mitigation measures, such as landscaping, to



minimise the impact of development on the listed building,  
parkland and adjoining residential properties will be required.

## Policy OSF Bromley Civic Centre

The Civic Centre is identified for mixed use development comprising:

- Redevelopment of existing civic office floorspace and associated functions
- A 5,000 sq m new leisure facility to replace The Pavilion (subject to and in advance of, the redevelopment of Site E)
- A low density residential development of about 25 units

The Council will undertake a comprehensive review of future accommodation requirements and coordinated service delivery in line with strategic objectives. Development will be required to protect and enhance the landscape setting and architectural integrity of the Palace and to secure an appropriate use of this building.

There will be a requirement for the creation of an improved civic frontage onto Kentish Way and improved pedestrian linkages and road crossings to the retail centre.

Development will be limited to existing building footprints and surfaced car parks and will not be permitted to extend into any part of the existing parkland which will be retained and enhanced and made available for public access. No loss of open space will be permitted. Measures will be required to protect existing residential amenity.

## 5.7. Site G: West of the High Street

- 5.7.1. This site on the western side of the High Street offers the first real opportunity for a major commercial development to occur in the town centre since the opening of The Glades in 1991. By developing the site comprehensively the Council's aim is to deliver renewal of the lower part of the High Street and to create an attractive extension to the primary shopping frontage. In commercial terms it will provide modern retailing units more suited to the retailing industry and improve customer choice by accommodating the necessary planned growth of the town centre. The Council wish to encourage the provision of a new department store and the comprehensive mixed use retail led development will also include residential, office, faith and health facilities. Development of the western side of the High Street will improve the appearance of the town centre.

### **Policy OSG: West of the High Street**

The Council will work with land owners and developers to promote the comprehensive mixed use development of land to the west of the High Street as identified on the key diagram. Development will comprise:

- Approximately 20,000 sq m (gross) additional retail floorspace including a new department store
- Approximately 5,000 sq m (gross) additional food and beverage floorspace
- Around 1200 residential units, including provision of family housing
- Up to 2,000 sq m of community, faith and health facilities.
- Around 600 residential car parking spaces
- 600 public car parking spaces

Provision will be made for the suitable relocation and or retention of existing faith uses as part of the redevelopment of Site G.

The development will be required to incorporate public realm improvements and to be integrated with the proposals for a new town square and enhanced cultural quarter on Site N.

Development will be required to enhance the setting of the Churchill Theatre and Library building as well as the entrance to Church House and Library Gardens and to minimise any impact on the character of the parkland and Conservation Area. In order to achieve the objectives for town centre renewal, it will be necessary to demolish existing properties. Where buildings do not contribute positively to the character or appearance of the Conservation Area, demolition may be acceptable providing they form part of a comprehensive development and are replaced with high quality buildings that enhance the character of the area.

Taller buildings may be acceptable in the locations identified on the key diagram subject to an appropriate assessment in accordance with Policy BTC18

- 5.7.2. Development of Site G is central to achieving the vision for Bromley Town Centre as an attractive, vibrant living town that meets the needs of residents, businesses and visitors. In order to secure a new department store, it is accepted that there is a need for the development to contain other uses that create value, notably residential. The residential uses will facilitate development of the new retail floorspace and contribute to the creation of a more active and vibrant town centre.

- 5.7.3. Development will be required to create a sensitive active frontage to the High Street and Church House and Library Gardens and linkages/ integration with the parkland and the proposals to create a new town square and enhanced cultural quarter around the Churchill Theatre and Library. The site offers the potential for taller buildings subject to environmental and design considerations.
- 5.7.4. The development will be phased and a variety of high quality architectural design will be required. The Council will encourage the use of different architects for different phases of development. It will, however, be important to ensure that each phase integrates well with not only each other but with the town as a whole in terms of design, character and materials used.
- 5.7.5. The retail uses at ground level will create activity and interest and by using the upper floors for residential purposes it will help to not only bring people back into the town centre in the evening but also help meet current housing requirements and create a safe and secure environment.
- 5.7.6. The development will include the appropriate level of affordable housing in accordance with policy and will also be required to minimise impacts on the remaining nearby existing residential properties. Development will step down to the western side of the site to integrate with the existing residential area. A new residential street is proposed along the western boundary of the site and a number of short and long term highway improvements will be required
- 5.7.7. Public car parking is proposed for up to 600 spaces as part of the comprehensive Parking Strategy for the Town Centre in support of the non-residential elements of the development.
- 5.8. Site J: Bromley South Station (including the retail units opposite station)
- 5.8.1. Bromley South Station caters for upwards of 5 million passengers a year and is a major gateway into the town centre and a critical element of the Transport Strategy. Improvements are proposed to create a more accessible station and to deliver a much improved public transport hub. Public realm improvements are proposed including a new public square and improved pedestrian and mobility impaired access. The potential for improved connections between the station and the new development on Site K- Westmoreland Car Park will help direct users and visitors between the two sites and assist in enhanced facilities for pedestrians.

5.8.2. The existing retail units opposite the station would benefit from a comprehensive approach to either re-development or refurbishment. The Council considers that these units do not contribute a positive frontage in townscape terms for a major London town centre on exiting the station.

### **Policy OSJ: Bromley South Stations and environs**

The Council will work with Network Rail and Transport for London to deliver improved transport facilities and an enhanced gateway to the town centre comprising:

- Improvements to the station building including full access to the mobility impaired
- Improved public transport facilities;
- Re-development or refurbishment of existing retail units opposite station
- Improved linkages to Site K
- Public realm improvements
- Improvements to signing and wayfinding and to the station's gateway role

Transport measures associated with the development will include:

- Safeguarding of land for further public transport improvements and priority measures.

## 5.9. Site K: Westmoreland Road Car Park

5.9.1. Site K is proposed for mixed-use cinema-led development to enhance the existing leisure and entertainment facilities in the town centre. Development will need to be sensitive to the scale and form of surrounding development and to address the relationship and linkages to Bromley South Station and the High Street. Part of the site is located within Flood Zone 3. A sequential test has been undertaken and it is concluded that development of the site is required to deliver early renewal benefits and to maximise the development potential of brownfield land with high levels of accessibility. Following consideration of all available sites, it has been concluded that this is the most suitable location for leisure and entertainment uses within the town centre, in part due to the excellent transport links and access to public car parking facilities. Development will require a flood risk assessment and to be in compliance with Policy BTC13.

5.9.2. It is considered important that the town provides a range of leisure uses to specifically balance the evening economy and provide opportunities for family entertainment. A high quality scheme will bring forward the Council's priority of providing a new multi-plex cinema complex and replacement public parking for the town. Given the site's location, within the town centre character area of Bromley South, together with its topography which falls to the south and west, the site has been identified as one that is capable

of accommodating higher buildings. This will enable the mixed use development to provide a sense of place by giving greater visual legibility to the commercial and entertainment attractions and to address linkages with Bromley South Station. The additional height therefore allows for an increase in the number of residential units without giving rise to additional residential parking given the sites high PTAL rating and accessibility to excellent public transport links.

- 5.9.3. Currently cinema provision is very limited, consisting only of the Bromley Empire (4 screens). If proposals for Site K impacts on the commercial viability of the existing cinema the building should be reused for alternative entertainment or cultural purposes.

#### **Policy OSK: Westmoreland Road Car Park**

The Council will work with developers to deliver a leisure led mixed use development comprising:

- Re-provision of public parking in multi-storey car park as part of the town-centre wide car parking strategy
- Around 280 residential units, including provision of family housing
- Around 4,000 sq m cinema and associated leisure uses
- Residential development at an appropriate density
- 1,000 sq m A3/4/5 food and drink uses

A detailed Flood Risk assessment will be required to accompany development proposals and to confirm the number of residential units which can be accommodated. The development will be required to incorporate necessary mitigation measures and to minimise impacts on existing residential amenity.

Taller buildings may be acceptable on parts of the site as indicated on the key diagram subject to an appropriate assessment in accordance with Policy BTC18.

Land safeguarding measures as set out in the Strategic Flood Risk Assessment will need to be included as part of proposals.

Transport measures associated with the development will include:

- Contribution to town-wide VMS scheme for car park information;
- Contribution towards setting up and running a Saturday Park & Ride operation (subject to feasibility);
- A restriction on residents' ability to buy parking permits on nearby streets within CPZ.

## 5.10. Site L: DHSS building and Bromley Christian Centre

- 5.10.1. Site L provides an important gateway to the town centre. The site is considered an appropriate location for a hotel to make the town centre a more attractive destination for business and leisure visitors. The Bromley Christian Centre is proposing redevelopment of their existing premises. A comprehensive approach to site development will therefore be required.
- 5.10.2. A safeguarding line has been identified for necessary transport priority measures to accommodate town centre development. Any future development must respect this safeguarding line.

### Policy OSL: DHSS building and adjoining Bromley Christian Centre

The Council will work with landowners and developers to promote a mixed use comprehensive hotel-led development comprising:

- 100 bed hotel
- Around 75 residential units
- Community and faith uses

A Transport Assessment will be required which should establish parking levels, both residential and commercial. A section 106 commitment should be entered into to restrict residents' ability to buy parking permits on nearby streets covered by CPZs.

Transport measures associated with the development will include:

- Safeguarding of land for future public transport priority measures.

A detailed Flood Risk Assessment will be required to confirm the number of residential units which can be accommodated. The development will be required to incorporate necessary mitigation measures and to minimise impacts on existing residential **amenity in compliance with Policy BTC13.**

Taller buildings may be acceptable on parts of the site as indicated on the key diagram subject to an appropriate assessment in accordance with Policy BTC18.

Facilities should be provided for coaches to pick up and set down passengers and, if physically possible, for coach parking.



5.10.3. A high quality gateway development will be required together with enhancement of the public realm. Taller buildings may be acceptable where this will not conflict with important vistas from the High Street. Development will be required to respect and enhance the setting of the adjacent listed building.

#### 5.11. Site M: Queens Garden

5.11.1. Queens Garden is an important open space and offers opportunities for quiet relaxation as well as access into and through The Glades, the town and civic facilities beyond. Limited improvements to the park and public realm are proposed to enhance its value as part of the open space network and to create an attractive destination well linked with the rest of the town centre.

#### **Policy OSM: Queens Gardens**

Queens Gardens is a protected open space. The Council will seek to improve pedestrian access to the Garden and seating areas, promote public art and enhance existing landscaping. New cafes and restaurants will be permitted around the edge of the Garden provided that development does not result in the loss of any green space. Landscaping may be required in order to minimise the impact of development within the Garden.

#### 5.12. Site N: Central Library and Churchill Theatre

5.12.1. The area around the Central Library and Churchill Theatre is proposed as an enhanced cultural quarter with a new town square to provide a new focus for the town centre and a venue for public events. The square will link Church House and Library Gardens to the High Street and provide an enhanced setting for the theatre and library. The development of Site N will be integrated with the comprehensive development proposals for Site G.

### **Policy OSN: Central Library and Churchill Theatre**

The Council will promote the enhancement of the area around the Central Library and Churchill Theatre as a cultural quarter with improvements to the pedestrian linkage between the High Street and Church House and Library Gardens and the entrance to the gardens. A new town square is proposed and this will be delivered as part of the development of Site G. The Council will encourage the use of vacant floorspace within the library and theatre for cultural and community facilities. The development of a sensitively designed building for use as a café will be encouraged at the entrance to Church House and Library Gardens. Development will not be permitted where this would result in a loss of existing open space or impact on the character of Church House and Library Gardens.

5.12.2. Development will be required to create a high quality public realm with a cultural focus and to incorporate public art, landscaping and seating. Proposals for the enhancement of facilities in this area will be linked to the development of Site G.

5.12.3. Design of new development and public realm works will be required to enhance the character of the Conservation Area.

### **5.13. Site P: Sainsburys, West Street**

5.13.1. The existing Sainsbury food store performs an important convenience retail function. The site offers the potential for redevelopment and possible extension to the existing retail floorspace plus enhancement of North Village in accordance with Policy BTC25.

### **OSP: Sainsburys, West Street**

The Council will work with land owners and developers to deliver a mixed use retail led development to include:

- Replacement and possible extension of retail floorspace
- Replacement of existing public parking spaces
- Around 25 residential units at upper levels

The development will be required to respect and enhance the character of North Village and to create an active frontage onto West Street. The scale of development will be subject to the need to minimise impacts on North Village and adjacent residential properties.

Transport measures associated with the development will include:

- Contribution to improvements to pedestrian environment in Bromley North Village.

5.13.2. A high quality design will be required which reflects and enhances the character of North Village. Residential uses will be permitted at upper levels.

#### 5.14. Bromley North Village Improvement Area

5.14.1. Bromley North Village is part of the wider town centre Conservation Area and adds to the distinctive character of the town centre. The Council places great importance on ensuring that development in this area will not adversely impact on the appearance of the area. However, the designation of the Bromley North Village Improvement Area will allow a comprehensive approach to enhancement of the area including shop front improvements and traffic management. Particular emphasis will be placed on the promotion of independent retailers to add to the variety of the retail offer in the town centre.

#### **Policy IA1 Bromley North Village Improvement Area**

The Council will seek to protect and enhance the character of Bromley North Village through the designation of the Bromley North Village Improvement Area. New development will be expected to:

- respect and enhance the character of Bromley North Village and the layout, scale, form and materials of existing buildings and spaces;
- respect and incorporate into the design of new development landscape or other features that contribute to the character, appearance or historic value of the area; and
- ensure that the level of activity, traffic, parking services or noise generated by the proposal will not detract from the character or appearance of the area.

The Council will use its planning powers to improve the appearance and design of shop fronts to enhance the quality of the streetscene. Planning permission will be granted for the change of use of upper floors above shops to residential, offices or other appropriate service or community uses which will enhance the vitality of Bromley North Village and improve its appearance.

(Relevant policies BE11 of UDP (2006) and 3B.11, 3B.12 & 3B.14 of Consolidated London Plan (2008))

## 5.15. Business Improvement Areas

- 5.15.1. It is important that Bromley continues to promote itself as a good alternative to the larger centres in order to enhance the local economy, provide opportunities for the local skills base and capture potential spend through increased employment in the area. In developing the AAP, therefore, particular emphasis has been placed on the need to strengthen the Town Centre as a focus for new and diversified employment opportunities by providing a range of business floorspace and new retail, leisure and hotel/ conference facilities together with improvements to the public realm and transport facilities in order to ensure that existing major employers choose to remain and invest in the town centre. The designation of the Business Improvement Areas will assist in creating a high quality business environment for the retention of existing businesses and new business development.

### **Policy IA2 Business Improvement Areas**

The Council will seek to support existing businesses and promote new business development through the designation Business Improvement Areas as shown on the Key Diagram. Development proposals resulting in the loss of B1 office floorspace will not be permitted in the Business Improvement Areas. The Council will work with businesses to secure improvements to premises and facilities and the appearance of the public realm to create a high quality business environment.

**Table 5.1 Town Centre Opportunity Sites- Indicative Development Areas and Development Principles Summary**

**Note: Site D excluded after Consultation on Revised Preferred Options**

Opportunity Sites	Area (Hectares)	Proposed Development	Development Phase	Development Principles	Indicative Development Areas/ public parking provision	Benefits of Proposed Development
<b>A. Bromley North Station</b>	2.86	<p>Mixed use development comprising:</p> <ul style="list-style-type: none"> <li>Improvements to Station facilities and new ancillary retail</li> <li>Public transport interchange- to include public conveniences and bus facilities</li> <li>Refurbishment of listed building</li> <li>Decked car park</li> <li>improved public space</li> <li>Residential</li> <li>Offices/businesses</li> <li>Associated food and drink</li> <li>Improved pedestrian access to town centre</li> <li>Improved community, and health facilities</li> </ul>	Phase1/2	<ul style="list-style-type: none"> <li>Existing listed building to be retained and refurbished, with an improved forecourt and setting</li> <li>Civic space and high quality public realm</li> <li>Potential for taller buildings that respect existing residential amenities</li> <li>Possible introduction of future transit system to be safeguarded in consultation with TfL/Network Rail/LB Lewisham</li> <li>Improved pedestrian crossing and links to Bromley North Village</li> <li>High quality design</li> <li>No redevelopment of Northside House</li> <li>Market to be accommodated on this site if not relocated within town centre</li> </ul>	<ul style="list-style-type: none"> <li>Residential- 400 units</li> <li>Business (B1)- 2,000 sq m</li> <li>Community uses 1,000 sq m</li> <li>A3/A5 Ancillary food and drink</li> <li>Replacement of public car parking</li> </ul>	<ul style="list-style-type: none"> <li>Townscape improvements</li> <li>Improved public transport interchange</li> <li>Encourage use of public transport</li> <li>Improved access to community facilities and town centre</li> <li>Mix of housing including affordable</li> <li>New business and employment opportunities</li> </ul>
<b>B. Corner of Tweedy Road/London Road</b>	0.37	<ul style="list-style-type: none"> <li>Residential development</li> </ul>	Phase 1	<ul style="list-style-type: none"> <li>Sensitive design to minimise impact on the setting of Bromley and Sheppard's College (Grade 1 listed building) and to enhance appearance of gateway</li> <li>Retention/enhancement of public space at</li> </ul>	<ul style="list-style-type: none"> <li>Residential around 70 units subject to acceptable design</li> </ul>	<ul style="list-style-type: none"> <li>High accessibility index- no significant transport impact</li> <li>Provision of housing including affordable</li> <li>Mitigation measures proposed to minimise environmental impacts</li> </ul>

Opportunity Sites	Area (Hectares)	Proposed Development	Development Phase	Development Principles	Indicative Development Areas/ public parking provision	Benefits of Proposed Development
				junction of Tweedy Road/London Road <ul style="list-style-type: none"> <li>Development to be in accordance with Design Guidance</li> </ul> Residential development in line with urban density levels in the London Plan 165-275 units/ha)		
<b>C.</b>  <b>The former Town Hall and South Street Car park</b>	0.70	Mixed use scheme: <ul style="list-style-type: none"> <li>Offices/businesses and/or hotel/ conference centre</li> </ul>	Phase 1	<ul style="list-style-type: none"> <li>Development to address the road frontages and be in keeping with the scale and character of the surrounding development and Conservation Area</li> <li>Development to respect listed status of buildings on site and to identify appropriate new uses</li> <li>Address relationship with adjacent listed buildings</li> </ul>	<ul style="list-style-type: none"> <li>Additional Business (B1)- 5,000 sq m</li> <li>150 bed hotel/ conference centre</li> <li>Pick-up/set-down point to be provided for coaches</li> </ul>	<ul style="list-style-type: none"> <li>Improved range of town centre facilities</li> <li>Economic benefits</li> <li>New business opportunities</li> <li>Townscape improvements</li> </ul>
<b>D</b>  <b>The Hill Car Park</b>  <b>REMOVED POST CONSULTATION</b>						
<b>E.</b>  <b>Pavilion</b>	0.69	<ul style="list-style-type: none"> <li>Retail extension to The Glades</li> </ul>	Phase 3	<ul style="list-style-type: none"> <li>Development to provide an active frontage and links to Queens Gardens</li> <li>Improved linkages across Kentish Way</li> <li>Improved linkages to High Street</li> <li>Re-provision of appropriate leisure uses within town centre</li> <li><b>Linkages to Sites F and M</b></li> </ul>	<ul style="list-style-type: none"> <li>Retail- 22,000 sq m (net additional)</li> <li>No additional parking</li> </ul>	<ul style="list-style-type: none"> <li>Expansion of retail offer and economic benefits</li> <li>Employment benefits</li> <li>Positive impact on townscape</li> </ul>

Opportunity Sites	Area (Hectares)	Proposed Development	Development Phase	Development Principles	Indicative Development Areas/ public parking provision	Benefits of Proposed Development
<b>F. Bromley Civic Centre</b>	5.75	Mixed use development comprising elements of the following: <ul style="list-style-type: none"> <li>Reconfigured civic offices and car parking</li> <li>Low density residential development including conversion of listed building</li> <li>Leisure centre</li> <li>Improved pedestrian connections</li> </ul>	Phase 2/3	<ul style="list-style-type: none"> <li>Development to respect and enhance the scale, architecture and landscape setting of the Palace</li> <li>Improved Civic frontage on to Kentish Way</li> <li>Improved pedestrian linkages to town centre</li> <li>Requirement for mitigation of impact of development on adjoining residential properties</li> <li>Protection of listed folly and rocks</li> <li>Travel Plan</li> <li>Public use of car parks</li> <li>Preference for housing rather than apartments</li> <li><b>Linkages with Site E</b></li> </ul>	<ul style="list-style-type: none"> <li>Residential- 25 units</li> <li>Residential parking not to exceed 2 spaces per dwelling average</li> <li>Leisure Centre- 5,000 sq m (relocated and reconfigured from Site E)</li> <li>Reconfiguration of existing office floorspace</li> </ul>	<ul style="list-style-type: none"> <li>Social benefits of new leisure centre and new civic facilities</li> <li>Improved linkages and accessibility</li> </ul>
<b>G West of the High Street (incorporates site H after preferred options stage)</b>	3.58	Comprehensive mixed use development comprising: <ul style="list-style-type: none"> <li>Redevelopment of existing buildings</li> <li>Retail</li> <li>Residential</li> <li>car parking</li> <li>Bars/cafes/restaurants</li> <li>Community (including Faith) and health facilities</li> <li>Replacement office floorspace</li> <li>Public spaces</li> </ul>	Phase 2/3	<ul style="list-style-type: none"> <li>Sensitive approach to Conservation Area</li> <li>Need for a comprehensive approach to development</li> <li>Agreed phasing plan</li> <li>Variety of architectural style</li> <li>Development to provide permeability and create a sensitive active frontage onto Church House and Library Gardens and High Street</li> <li>Includes a Department Store</li> <li>Sensitive integration of residential uses</li> <li>Potential for taller buildings</li> <li>Enhanced gateway to the town centre from the south</li> <li>High quality public realm/civic focus</li> </ul>	<ul style="list-style-type: none"> <li>Retail up to 20,000 sq m (net additional) including up to 5,000 sq m 3/A5 food/drink</li> <li>Residential- 1200 units</li> <li>New public parking- 600 spaces</li> <li>Community/health 2,000 sq m (net additional)</li> <li>Appropriate operational parking</li> </ul>	<ul style="list-style-type: none"> <li>Economic and social benefits associated with renewal</li> <li>Extended retail capacity with larger retail units</li> <li>Increased food and drink offer</li> <li>Housing including affordable housing</li> <li>Townscape improvements</li> <li>Community benefits including new health facilities and relocated faith groups</li> <li>Modern office facilities</li> <li>Vibrant mix of uses</li> <li>Re-provision of Department Store</li> <li>Improvements to park</li> </ul>

Opportunity Sites	Area (Hectares)	Proposed Development	Development Phase	Development Principles	Indicative Development Areas/ public parking provision	Benefits of Proposed Development
		Linkages to the parks		<ul style="list-style-type: none"> <li>Opportunities for provision of Public art</li> </ul>		
J. Bromley South	0.48	<ul style="list-style-type: none"> <li>Improved station and forecourt</li> <li>Improved public transport interchange facilities</li> <li>Retail, food and drink and improvements or replacements of existing retail</li> <li>Improved drop off facilities</li> </ul>	Phase 1	<ul style="list-style-type: none"> <li>Improvements to enhance appearance of gateway</li> <li>Creation of quality public realm and transport interchange</li> <li>Improved pedestrian and mobility impaired access</li> <li>Re-developed of re-furbished shop units</li> </ul>		<ul style="list-style-type: none"> <li>Improved public transport facilities and accessibility to town centre</li> <li>Townscape improvements</li> </ul>
K. Westmoreland Road Car Park	0.94	<p>Mixed use cinema led development comprising the Re-provision of multi-storey car park, cinema and associated leisure uses together with elements of:</p> <ul style="list-style-type: none"> <li>Residential</li> <li>Food and drink</li> </ul>	Phase 1	<ul style="list-style-type: none"> <li>Proposed development to be accord with urban design guidelines in AAP</li> <li>Potential for taller buildings on appropriate parts of site as per urban design guidelines</li> <li><b>Need to consider relationship and links to Site J, G and adjoining play space</b></li> <li>Need for integration with the High Street and good quality pedestrian linkages</li> <li>Need to address flood risk and incorporate mitigation measures</li> </ul>	<ul style="list-style-type: none"> <li>Residential- 280 units</li> <li>Residential parking not to exceed 140 spaces</li> <li>Cinema- 4,000 sq m</li> <li>A3/A4/A5 Food &amp; Drink- 1,000 sq m</li> <li>No more than 400 public parking spaces overall</li> </ul>	<ul style="list-style-type: none"> <li>Improved range of town centre facilities will make it more attractive</li> <li>Economic benefits</li> <li>Good access to public transport</li> <li>Efficient use of land and buildings</li> <li>Improvements to existing play area</li> </ul>
L. DHSS building and Bromley Christian Centre, Bromley South	0.53	<p>Mixed use hotel-led development comprising:</p> <ul style="list-style-type: none"> <li>Hotel</li> <li>Residential</li> </ul>	Phase 1/2	<ul style="list-style-type: none"> <li>Enhancement of public realm/setting</li> <li>High quality gateway development</li> <li>Improved community facilities</li> <li>Respect / enhance setting of listed building</li> <li>Accommodate safeguarding line for transport</li> </ul>	<ul style="list-style-type: none"> <li>Residential- 50 units</li> <li>Hotel- 100 beds</li> <li>Community use</li> <li>Replacement of existing car parking</li> </ul>	<ul style="list-style-type: none"> <li>Economic benefits</li> <li>Extend range of facilities to include hotel accommodation</li> <li>Townscape improvements</li> <li>Improved community facilities</li> </ul>



Opportunity Sites	Area (Hectares)	Proposed Development	Development Phase	Development Principles	Indicative Development Areas/ public parking provision	Benefits of Proposed Development
		<ul style="list-style-type: none"> <li>Community and Faith use</li> </ul>		improvements		
<b>M. Queens Garden</b>	1.23	<ul style="list-style-type: none"> <li>Cafes and restaurant use along the boundary with the Glades</li> <li>Improved pedestrian access</li> </ul>	Phase 1	<ul style="list-style-type: none"> <li>Proposed development to respect and enhance the landscape structure of the Gardens</li> <li>Improved public realm, seating areas and pedestrian linkages</li> <li>Opportunities for provision of Public art</li> <li><b>Linkage to Site E</b></li> </ul>	<ul style="list-style-type: none"> <li>A3 food and drink- 1,000 sq m</li> <li>No additional parking</li> </ul>	<ul style="list-style-type: none"> <li>Improvements to open space quality</li> <li>Improved linkages</li> </ul>
<b>N. Central Library Churchill Theatre</b>	0.35	<p>Mixed uses comprising:</p> <ul style="list-style-type: none"> <li>Community hub/ public facilities/ meeting space</li> <li>Library (refurbishment and new entrance/ground floor display area)</li> <li>Churchill Theatre (improved entrance and facilities linked to library)</li> <li>Improved access from the High Street</li> <li>Retained or relocated public conveniences</li> </ul>	Phase 2/3	<ul style="list-style-type: none"> <li>New town square with improved access to theatre and library</li> <li>Enhancement of setting of the Theatre and Library and improved access and relationship with the High Street</li> <li>Improved entrance to Church House and Library Gardens</li> <li><b>Linkages with Site G</b></li> </ul>	<ul style="list-style-type: none"> <li>Reuse/extension of existing library and theatre floorspace at ground floor level</li> <li>A3/A4 food and drink 500 sq m</li> <li>No additional parking</li> </ul>	<ul style="list-style-type: none"> <li>Extended range, quality and accessibility of facilities</li> <li>Cultural benefits</li> <li>Townscape improvements</li> <li>More efficient use of buildings</li> </ul>
<b>P. Sainsburys, West St</b>	1.25	<p>Mixed use redevelopment to comprise:</p> <ul style="list-style-type: none"> <li>Replacement/ possible extension of food retail</li> <li>Replacement parking</li> <li>Residential at upper levels</li> </ul>	Phase 2	<ul style="list-style-type: none"> <li>Integration with North Village</li> <li>Improved configuration of parking</li> <li>Improved access</li> <li>Creation of active frontage to store on West St</li> <li>Proposed development to respect existing residential amenities including those properties to be retained in West Street</li> </ul>	<ul style="list-style-type: none"> <li>Residential- 25 units</li> <li>Replacement or extended food store</li> <li>Maximum 15 residential car parking spaces</li> </ul>	<ul style="list-style-type: none"> <li>More efficient use of land and buildings</li> <li>Improved retail facilities</li> <li>Housing including affordable housing</li> <li>Townscape improvements</li> <li>Highway improvement to facilitate improved vehicle access and egress</li> <li>Improvements to Conservation Area</li> </ul>

Opportunity Sites	Area (Hectares)	Proposed Development	Development Phase	Development Principles	Indicative Development Areas/ public parking provision	Benefits of Proposed Development
				<ul style="list-style-type: none"> <li>Extension of food retail subject to impacts on North Village</li> </ul>		
<b>Bromley North Village</b>		<ul style="list-style-type: none"> <li>Improved streetscape</li> <li>Improved integration with Market Square</li> <li>Better integration between pedestrians and vehicles</li> <li>Encouragement of niche/independent traders</li> <li>Protection of existing entertainment and cultural facilities</li> </ul>		<ul style="list-style-type: none"> <li>Improvements to shop frontages having regard to the heritage and Conservation Area status</li> <li>Improved public realm</li> <li>Noise protection of residential amenities</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Townscape improvements</li> <li>Improvements to Conservation Area</li> <li>Economic benefits</li> </ul>
<b>Town Centre Business Areas</b>		<ul style="list-style-type: none"> <li>Improved streetscape</li> <li>Traffic management scheme to improve access where necessary</li> </ul>		<ul style="list-style-type: none"> <li>Improved public realm</li> <li>Improved pedestrian and vehicle linkages with town</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Economic benefits</li> <li>New business and employment opportunities</li> </ul>

## 6. IMPLEMENTATION

6.1.1. The AAP will provide the framework for the coordination of future development proposals and investment in the town centre. Achieving the vision set out in the Area Action Plan will be dependent on an integrated approach to the development of the Opportunity Sites, enhancement of the Character Areas and transport and public realm improvements.

6.1.2. A number of principles underpin the implementation of the AAP:

- Implementation of the vision for the town centre must be approached in a coordinated way whilst allowing development proposals to come forward on a phased basis;
- The provision of new infrastructure must be secured as development takes place to ensure that the impacts of development can be accommodated. This will include necessary highway schemes, public transport improvements and the provision of social infrastructure to meet the needs of new residents including health and education facilities;
- Development and public realm proposals must be of the highest design quality and incorporate sustainable and innovative building technologies;

### 6.2. Partnership Working

6.2.1. The Council is committed to ensuring that new development will be of the highest quality and will enhance the town centre as a place to live, work, shop and visit. In doing so it will continue to work with a range of private, public and voluntary sector organisations to deliver new development and improvements to the town centre. This will facilitate delivery of the AAP within the plan period. Key partners will include:

- Public organisations such as the GLA and London Development Agency;
- The Local Strategic Partnership and community and voluntary sector organisations to ensure development meets the objectives set out in the Community Strategy;
- Network Rail and transport operators, Transport for London (TfL) and South East London Transport Strategy

Partnership to deliver priority transport schemes and public transport improvements;

- The Environment Agency to ensure environmental protection and enhancement and to address issues of climate change and flood protection;
- Infrastructure providers including Thames Water to ensure the requirements of new development can be met and new development will not impact on future provision;
- Land and property owners and potential developers to deliver Opportunity Sites and mixed use development schemes;
- Major investors / potential investors;
- Existing businesses and business organisations to enhance Bromley as a business location and to create new employment opportunities;
- Local residents organisations, amenity societies and faith groups to engage the local community in the development of the town centre;
- Local businesses and occupiers, such as retailers;
- Emergency Services to create a safe and secure environment for residents and users of the town centre; and
- Primary Care Trust to ensure that the health needs of existing and new residents are met.

6.2.2. Since the commencement of work on the AAP, the Council has been actively engaging with key partners in taking forward options for the Opportunity Sites including TfL, Network Rail, the PCT, Faith Groups and landowners and developers. It will continue to build on these relationships to ensure delivery of the AAP.

### 6.3. Delivery Mechanisms

6.3.1. A coordinated approach to implementation of the AAP is proposed combining a number of delivery mechanisms. The Council will play a central role in this process both in terms of bringing forward land in its ownership for development and facilitating other development through development partnerships and through the exercise of its planning and land assembly powers as well as its role as an occupier of the Civic Centre site and library. This strategy will maximise the resources available for renewal of the town centre and ensure that public and private sector work in partnership in developing the AAP. The Council has engaged consultants DTZ to advise on the delivery process including the nature of development agreements, funding mix and land assembly.

- 6.3.2. The Council will resist incremental and piecemeal change, by implementing the policies and proposals set out in the AAP via a plan led approach, using its development control powers and strategic development partnerships with the private sector.
- 6.3.3. In order to deliver the AAP Objectives, the Council is committed to the following:
- The adoption of a planning-led approach to ensure the APP is brought forward in a holistic manner in accordance with planning policy guidance and Development Plan policies and progressed where appropriate through its service roles;
  - Working with other public sector bodies to ensure co-ordination of funding support to deliver key projects;
  - Bringing forward for development key sites in the town centre which are within the Council's ownership;
  - Working with land owners and developers to bring forward proposals for Opportunity Sites and to ensure that new development and public realm proposals are of the highest design quality;
  - Where necessary and justified on planning grounds, to use where necessary Compulsory Purchase powers to bring forward land for development in accordance with the proposals set out in the AAP;
  - Securing developer contributions towards improvements to the town centre and necessary infrastructure provision, in particular public realm and transport improvements and social infrastructure through the use of Section 106 legal agreements;
- 6.3.4. Where delivery of the AAP objectives and development proposals require land assembly, this will be sought through negotiation. However, if necessary, the Council will use its Compulsory Purchase Order (CPO) powers to deliver planning benefits as encouraged by PPS 6. The Council will support developers where site assembly can only be achieved by the application of compulsory powers and would seek to obtain such powers in appropriate cases and where the developer is able and prepared to indemnify the Council against all relevant costs

## 6.4. Phasing

- 6.4.1. Development of the Opportunity Sites will be phased over the 15 year timescale of the AAP. An indicative phasing programme is set out in Table 5.1 together with key actions required to implement the proposals set out in the AAP.
- 6.4.2. Projects are set out within three indicative phases: Phase 1 (1-5 years), Phase 2 (6-10 years) and Phase 3 (11-15 years).

### Policy BTC30 – Phasing

The Council will work with land owners and developers in bringing forward development of the Opportunity Sites. The Council expects development to be phased generally in accordance with the phasing schedule set out in Table 5.1. Infrastructure provision, including transport, community facilities and play and open space provision will be phased in relation to new development to ensure that adequate capacity is available. Development will not be permitted unless the necessary physical and social infrastructure has been secured.

(Relevant policies 6A.3 & 6A.8 of Consolidated London Plan (2008))

- 6.4.3. Phasing is based on a range of key considerations, including market capacity, construction, finance, deliverability, partner and stakeholder aspirations, viability, planning, land assembly, infrastructure requirements and integration with the town centre's transport strategy. For example, should CPO be required to assemble land, this will have an implication on the timescales for development. To be prudent, an allowance of 18 months should be made to cover the time between preparing the CPO and taking possession on a best-case scenario basis. If the Council decides to use these powers, they must follow the statutory process set down in the Acquisition of Land Act 1981. The main benefit of the use of compulsory purchase for the Council and developer is the certainty of being able to obtain vacant possession. Benefits for the owners of property interests affected by the CPO are that there is a clearly defined statutory system for their objections to be heard prior to confirmation, and a statutory framework for compensation for their losses once the Order is confirmed.
- 6.4.4. If other sites come forward for development (other than the proposal sites) within the timescale of the AAP, these will be considered in relation to relevant planning policies and the objectives and policies set out in the AAP including the need to

contribute s106 benefits where relevant. Consideration will also be given to the cumulative impact of development proposals (taking into account existing commitments and allocations) on the town centre and wider area. Consideration will be given to the scale and nature of the proposed development and the implications of the proposed development for meeting the objectives set out in the AAP.

6.4.5. The requirement for infrastructure improvements is a key determinant of phasing. It is considered that the development proposals likely to come forward within Phase 1 can be accommodated without the requirement for major new infrastructure provision of transport investment. However, it will be necessary to assess the infrastructure requirements associated with development proposals at the planning application stage and to demonstrate that infrastructure requirements can be satisfied before development takes place.

6.4.6. Transport improvements will be phased in relation to development and contributions will be sought from developers to implement proposals in the Transport Strategy. Transport improvements will be phased as described below and as summarised in the accompanying phasing diagrams:

6.4.7. In Phase One of the AAP, Site K (Westmoreland Road) has the most significant transport effect, in particular on the closure of the existing Council-owned multi-storey car park. Key transport measures in Phase One include:

- Prior to the closure of Westmoreland Road car park, a number of mitigation measures will be required. These will include:
  - A Parking Migration Strategy, which sets out how to manage the loss of car parking for both visitors and workers at Westmoreland Road. Specifically, this is likely to trigger a review of LBB staff parking across the town; more information about other car parks; and promotion of alternative means of travel;
  - Pre-paid letter survey to users of the car park to ascertain what they are likely to do after closure of the car park;
  - Introduction of a town-wide Variable Message Sign (VMS) system to provide information on car park space availability for people driving into the town, with funding from the Site K development. This will enable people who would otherwise have parked at Westmoreland Road to find spaces in other car parks. This will also require a thorough review of town centre car park signing;

- Subject to further investigation, introduction of a Saturday Park & Ride scheme, based on the Christmas Park & Ride operation at Norman Park. This will compensate to some extent for the loss of Saturday shopper parking, bearing in mind the relative lack of spare parking capacity on Saturdays. The car park site is well related to approach routes for people who would naturally use the Westmoreland Road car park. Alternative parking arrangements may need to be found for existing users of Norman Park itself.
- Development at Site A (Bromley North) should include improvements to access and interchange at the station to enhance its operation as a key public transport hub and gateway. Interchange improvements should reflect the needs of both rail/bus and bus/bus interchange movements. Improved pedestrian road crossings, access and wayfinding between the town centre and Bromley North station should also be a priority, coordinated with potential street scene improvements in Bromley North Village.
- Similarly, in support of development at Sites K (Westmoreland Road) and L (DHSS), works should be undertaken at and around Bromley South station to improve wayfinding and accessibility. This is likely to be a forerunner of more comprehensive improvements to this public transport hub at a later stage, in keeping with the station's current and future role a prime gateway to the town centre. Wayfinding proposals here should integrate with similar measures for the wider town centre.
- A town-wide Travel Plan needs to be rolled out as early as possible in Phase One, towards which LBB will also need to commit to its own comprehensive Travel Plan for staff. The town-wide Travel Plan will need to be geared to the needs of both workers and other visitors, to promote access to Bromley by a choice of means and to support delivery of the "Ten in Ten" target. The particular emphasis will be to encourage fewer long stay single-occupancy car journeys – so that more parking spaces can be made available for town centre shoppers and other visitors.
- A series of demonstration projects should be secured and implemented at an early stage. Experience with these demonstration projects should then be taken forward into a series of interventions that lead to step change quality



improvements to access to the town by walking, cycling and public transport. These projects should act as examples of initiatives that will then need to roll out increasingly in later stages of the AAP. Examples are likely to include better pedestrian crossings, improved walk and cycle routes and better bus waiting areas and passenger information.

- Changes in traffic patterns are likely as Phase One progresses. It will be necessary to keep traffic signal junction phasing under review to ensure new patterns are properly reflected.
- This Phase should see introduction of a Car Club or clubs, at least in support of Site K. Car Clubs should be progressively introduced in the town centre from Phase One.

6.4.8. Phase Two of the AAP sees the greatest amount of new development of any one phase – in particular the first stage of development (residential and initial retail) at Site G (West of High Street).

- For this phase of the transport strategy, the emphasis is placed on **capacity building**, so that the town's overall transport system is prepared to support both existing and future travel needs. Key measures to be implemented at this stage are outlined below.
- Development at Site J and the first phase of Site G will need to be supported by full public transport gateway improvements at Bromley South Station. These will include comprehensive interchange improvements, wayfinding and full accessibility to the station including DDA compliance.
- Station improvements will be also be supported by enhancements to walking and cycling routes and facilities building on the Phase One demonstration projects, as described in 8.10.
- Alongside this a comprehensive programme of bus service improvements, including bus priority, better bus stop facilities and passenger information should be rolled out within the town centre. This will need to be supported by more thorough promotion of public transport services.
- The significant increase in development seen within this phase will also require improved traffic management of the town centre. In particular the existing VMS system will need to be

enhanced and critical junction improvements, in particular relating to the first stage of Site G will need to be completed.

- Development at Site P (Sainsburys) will need to be well integrated to the continued street scene improvements in Bromley North Village.
- Park & Ride based on a permanent site to the south of the town will be investigated, which would be supported by increased bus priority measures to ensure a fast and reliable service. A new Park & Ride operation could be delivered by the end of Phase Two/early Phase Three.
- A full commitment to a high profile town centre wide travel plan and associated Car Club is required in Phase Two in order to encourage mode shift from the private car to more sustainable means of travel. This will need to be supported by a continued commitment from the council. Town centre information points raising awareness of the travel plan and general town centre branding focussed on travel by more sustainable modes will support this.
- It is intended that, by the end of Phase Two, the “Ten in Ten” target – to reduce the proportion of car trips by 10% - will have been achieved.

6.4.9. The key theme for Phase Three is sophisticated network management. The town’s supporting transport network will be substantially in place by the beginning of Phase Three and, whilst further development will be taking place, the emphasis will be on better management of the network. Key interventions are summarised below.

- By the end of the Phase Three all the bus priority, walking, cycling and traffic management measures will be in place to fully support the development in the town centre.
- The key new intervention for this phase will be Comprehensive Intelligent Transport Systems (ITS) that will need to be in place to manage the town centre network including:
  - VMS information on parking and incidents;
  - Real time public transport information at stops and at key locations in the town centre;
  - A comprehensive Urban Traffic Management and Control (UTMC) system to coordinate traffic signals and provide CCTV monitoring of the performance of the network.

- It is expected that the A21 Widening Scheme will be required in support of Phase Three of the AAP, so will need to be delivered prior to the opening of new retail development in that phase.
- A comprehensive town centre wide car club and cycle hire will be in operation, supported by the town centre travel plan.

Table 6.1 Delivery Strategy

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
A. Bromley North Station	Phase 1/2	Bromley Council Network Rail Linden Homes Other smaller landowners	Bromley Council is working with other landowners and developers including Network Rail and Linden Homes to preparing a comprehensive scheme. Use of compulsory purchase order may be necessary to promote comprehensive development. Provision of parking will be in accordance with town centre parking strategy.	Improvement to access and interchange at Bromley North station. Improved pedestrian road crossings, access and signing and wayfinding between the town centre and Bromley North station coordinated with potential street scene improvements in Bromley North Village. Travel Plan Re-phasing of traffic signals to reflect changes in traffic patterns Introduction of a Car Club. Introduction of Cycle Hire facilities Contribution to social infrastructure Energy and water efficiency measures	Land assembly	Smaller or less comprehensive schemes could come forward if full land assembly not achieved. However, this would realise fewer benefits for the town centre as a whole.
B. Corner of Tweedy Rd/London Rd	Phase 1	Bromley Council Developers	Site owned by Bromley Council. Site has been marketed with design guidelines. Development will be dependent on grant of planning consent for a suitable scheme which does not adversely affect setting of Conservation Area or Listed Building	Contributions to Phase 1 transport improvements Improved access and signing and wayfinding and potential street scene improvements in Bromley North Village. Travel Plan Introduction of a Car Club. Contribution to social infrastructure Energy and water efficiency measures	Planning consent required	Council will work with interested parties to address site constraints and use planning powers to ensure development proposals address issues relating to setting of Conservation Area and Listed

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
						Buildings.
C. Former Town Hall and South Street Car Park	Phase 1	Bromley Council Developers	Site owned by Bromley Council. Site is currently being marketed. Developer interest in development of hotel/ conference centre. Deadline for submissions is October 2008.	Improved pedestrian road crossings, access and signing and wayfinding coordinated with potential street scene improvements in Bromley North Village. Travel Plan Re-phasing of traffic signals to reflect changes in traffic patterns Introduction of a Car Club. Energy and water efficiency measures	Attracting suitable development partner. However, there has been solid interest from the market.	Council to review strategy if necessary following receipt of developer bids in October 2008.
E. The Pavilion	Phase 3	Bromley Council  Capital Shopping Centres  Bromley My-time	Freehold of the site owned by Bromley Council. Capital Shopping Centres and Bromley My-time have property interest. The Council is working with both parties to investigate the extension to the Glades and relocation of a leisure facility.  The phasing of development will be dependent on the development of Site F.	Contribution to Phase 3 Transport improvements Completion of remaining bus priority, walk, cycle and traffic management measures Comprehensive Intelligent Transport Systems (ITS) in place to manage the network, including: <ul style="list-style-type: none"> <li>• VMS information on parking and incidents</li> <li>• Real time public transport information at stops and at key locations in the town centre</li> <li>• Comprehensive Urban Traffic Management and Control (UTMC) system to coordinate traffic signals and provide CCTV monitoring of the</li> </ul>	Development is contingent on relocation of leisure centre	The Council's accommodation review will take into account the opportunity to relocate the leisure centre onto the Civic Centre site (Site F).  Funding for the refurbishment of Pavilion Leisure Centre is secured and will take place in the short-term.  Site E will need to be brought forward

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
				<p>performance of the network</p> <p>Comprehensive and high quality travel information</p> <p>Comprehensive town-wide Car Club and cycle hire</p> <p>Permanent Park &amp; Ride in place, subject to feasibility.</p>		<p>to ensure Bromley increases its retail offer. Should Site E not go ahead it would be difficult to meet the targets set in the Sub Regional Framework.</p> <p>Including Site E in Phase 3 will allow time for the leisure centre to be relocated.</p>
F. Bromley Civic Centre	Phase 2/3	Bromley Council	Site owned and occupied by Bromley Council as civic offices. A feasibility study is planned to assess current and future requirements for civic accommodation, the potential relocation of a leisure facility and the extent to which surplus land can be made available for low density residential accommodation.	<p>Contribution to transport improvements</p> <p>Improved crossing on Kentish Way and pedestrian links to town centre</p> <p>Contribution to social infrastructure</p> <p>Energy and water efficiency measures</p>	A feasibility study is required to look at the consolidation and rationalisation of the Civic Centre estate. This will be undertaken in 2009 and will take into account proposals for Site E.	If a decision is taken not to re-locate the Pavilion Leisure Centre on Site F, Site G could come forward to ensure Bromley increases its retail offer and its ability to compete with nearby centres, and to maintain its position in the shopping hierarchy whilst alternative sites are

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
						considered. Phasing allows for coordination of development across sites F and E.
G. West of the High Street (including former Army and Navy annex )	Phase 2/3	Bromley Council Landowners Developers	Bromley Council is working with landowners and developers on a comprehensive scheme. The use of compulsory purchase order may be necessary to promote comprehensive development	Contribution to transport improvements in Phases 2 and 3 Comprehensive walking and cycling improvements A comprehensive programme of bus service improvements, including bus priority, better bus stop facilities and travel information and more thorough promotion Travel Plan, in particular awareness raising and promotion and travel information points Contribution to a full-time Park & Ride scheme by end of Phase Two/early Phase Three A21 widening, including improved bus priority (particular in support of the Park & Ride operation) by end of Phase Two/early Phase Three Enhanced Variable Message Signing to cover wider travel information Completion of critical junction improvements and traffic management works Car Club and cycle hire	The Council is in the advanced stage of negotiations with the developer who have extensive land holdings on the site.  To deliver a comprehensive scheme, the site still has a significant land assembly requirement. As such, the major risk is the failure to assemble the land that will make a comprehensive scheme viable and feasible.	A smaller scale scheme could be possible if full site assembly is not achieved. However, this would yield fewer benefits for the town centre as a whole, compromise the ability to accommodate retail requirements and limit Bromley's ability to compete effectively with nearby centres.  Should development of Site G be delayed, development on Site E and F could be brought forward to facilitate an

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
				Contribution to social infrastructure Energy and water efficiency measures		increase in retail provision in the town centre. Fine tuning the phasing of both the scheme as a whole and its individual components can be used to assist achieving viability.
J. Bromley South	Phase 1	Bromley Council Network Rail	Bromley Council is working with Network Rail, on a phased refurbishment scheme in order to improve access for all and improvement of shops opposite station which are in Network Rail ownership. Improvements are in Network Rail programme	Full public transport hub improvements, interchange, accessibility and wayfinding  Mitigation measures as set out in the Strategic Flood Risk Assessment	Network Rail and the train operators have identified £1,730,000 for station improvements to Bromley South. This money is due to be spent from 2010/11. These proposals from Network Rail need to become clear commitments to avoid any risk that the improvements may not happen.	
K.	Phase 1	Bromley	Site owned by Bromley	Contribution to transport	Two preferred	Will be reviewed if



Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
Westmoreland Rd Car Park		Council Developers	Council and has been re-marketed with development and design guidance. Strong market interest with two preferred developers submitting financial bids in September 2008. Development will be subject to an acceptable flood risk assessment as part of any planning application. A decision on the Council's preferred developer is expected in November 2008.	<p>improvements</p> <p>Prior to the closure of Westmoreland Road car park, the following mitigation measures will be required:</p> <ul style="list-style-type: none"> <li>• A Parking Migration Strategy, including information about other car parks promotion of alternative means of travel</li> <li>• Introduction of a town-wide Variable Message Signage System to provide information on car park space availability</li> <li>• Introduction of a Saturday Park &amp; Ride scheme, based on the Christmas Park &amp; Ride operation</li> </ul> <p>Better pedestrian links with an improved Bromley South station.</p> <p>Travel Plan Car Club. Contribution to social infrastructure Energy and water efficiency measures</p> <p>Mitigation measures as set out in the Strategic Flood Risk Assessment</p>	developers with appropriate schemes. Major risk is a downturn in the market, which results in both parties pulling out of development.	necessary following the Council's decision on its preferred developer in November 2008.
L. DHSS building, Bromley	Phase 1 /2	Bromley Council Developers	Site in private ownership The building was vacated during 2007. The church	Contribution to transport improvements Travel Plan	Safeguarding line for transport infrastructure splits	Proposed phasing allows time for market conditions

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
Christian Centre @ Bromley South			wishes to expand its facilities. .	Car Club. Contribution to social infrastructure Energy and water efficiency measures  Mitigation measures as set out in the Strategic Flood Risk Assessment	the site. Viability could be a concern.	to improve and for a suitable scheme to be worked up.
M. Queens Garden	Phase 1/2	Bromley Council  Capital Shopping Centres	Bromley Council and Capital Shopping Centres working together to deliver improvements to the public realm and limited new frontage food and beverage development.	Landscape improvements	Risk is a down turn in the market conditions preventing Capital Shopping Centres releasing funding and entering into partnership with Council on this project.	Improvements (particularly the most costly elements) could be delayed and put in a later phase of the AAP by which point market conditions will have improved. Alternatively, funding could be secured from elsewhere, for example through public sector sources, section 106 monies, etc.
N. Central Library, Churchill Theatre & adjoining	Phase 2/3	Bromley Council  Landowners	Bromley Council is working with landowner/developers on Site G to deliver improvements to this	New town square Improved links between High St and Church House and Library Gardens	The site is linked to the development of Site G.	Were this not to go ahead alternative sources of funding would need to be found.

Opportunity Site	Indicative timescale for development	Partners	Delivery strategy	Infrastructure requirements	Risk	Flexibility
area		Developers	identified cultural quarter and associated facilities, along with integration with development of Site G			
P. Sainsbury, West St	Phase 2	Bromley Council Landowners	The owners are interested in redevelopment of existing store. Design to be in keeping with character of North Village and enhance townscape	Contribution to transport improvements Streetscape improvements Contribution to social infrastructure Energy and water efficiency measures	Timescale dependent on retailer's store development programme.	The AAP is not dependent on this proposal and the timescale may be reviewed in relation to development programme

## 6.5. Funding

- 6.5.1. It is likely that development proposals will be largely financed by the private sector. The Council will work with developers and other public agencies to facilitate development of the Opportunity Sites and to secure funding for improvements to transport, public realm, open space and other infrastructure.

### Policy BTC31– Funding

All residential and commercial developments in the town centre will be required to make an appropriate contribution to affordable housing, environmental improvements, transport, education, health and social/community facilities to be agreed with the Council taking into account other policies in the AAP.

(Relevant policies IMP1 of UDP (2006) and 6A.3, 6A.4, 6A.5 & 6A.6 of Consolidated London Plan (2008))

- 6.5.2. A key element of delivery is the developer contributions which each individual project will be required to make towards the renewal of the town centre to compliment other sources of funding and investment. The Council will apply planning obligations / planning conditions to ensure the development objectives of the Area Action Plan are realised.
- 6.5.3. To ensure that the benefits from s106 contributions can be maximised in order to assist the coordinated and comprehensive approach to the improvement of the town centre that the Council is seeking, the Council has established a Town Centre Improvement Initiative. This comprises a capital fund into which the Council has placed relevant Section 106 contributions and additional Council funds. A mechanism is in place for these funds to be allocated to approved town centre initiatives throughout the Borough. Contributing to this fund through s106 will also apply to development proposals coming forward within the town centre on sites not identified as opportunity sites in this AAP.

### **BTC32: Developer Contributions**

Section 106 planning obligations will be sought on all sites. Depending on the development principles for each site such agreements will cover;

- Affordable housing or payments in lieu in exceptional circumstances;
- Wider town centre improvements including improvements to public realm, streetscape and historic environment;
- Contributions to Variable Message Signing (VMS);
- Safety and security measures including CCTV;
- Improvements to and maintenance of public open spaces including nature conservation and ecological enhancements;
- Public transport improvements;
- Provision and enhancement of pedestrian and cycle routes;
- Financial contributions towards health and/or educational facilities including nursery and other childcare facilities;
- Contribution to employment and training opportunities;
- Possible commuted payments for provision of parking spaces in new car parks and extension of CPZ;
- Delivery of Travel Plans and associated transport measures
- Town centre management;
- Play facilities;
- Public art;
- Drainage/ flood prevention works;
- Waste management; and
- Any remedial works to ensure an adequate supply of fresh water and sewerage.

- 6.5.4. Further guidance on obligations will be drawn up by the Council as part of a Borough-wide SPD. This will take into account the Planning Bill now before Parliament, which includes regulations to empower local councils to apply a Community Infrastructure Levy (CIL) on new developments in their areas to support infrastructure delivery. As it is intended that CIL will be a discretionary tool, the Council will determine how it may be used in terms of delivery of the AAP. This document will form part of a separate consultation exercise including independent examination prior to it being published. This will allow the document to be reviewed and revised at specific intervals to reflect economic circumstances.

## Transport Funding

- 6.5.5. It is anticipated that transport-specific investment will be sought from a number of contributors from both the private and public sector, and from organisations large and small. It is planned to secure funding through the public sector through the normal bid process to Transport for London; investment from Network Rail and the train operating companies for rail and station improvements; and Bromley Council as the local authority and the owner of some of the developments sites.
- 6.5.6. The Council will seek private sector developers' contributions towards the overall implementation of the strategy through two specific mechanisms:
- Where the need for specific transport interventions arises directly from that development, those measures will be secured and funded through s106 agreements; and
  - Where transport interventions are needed by a number of separate developments, contributions will be made into a single funding pot. The mechanism for this will either be through a locally adopted transport scheme tariff or, once the necessary legislation is in place, a Community Infrastructure Levy.
- 6.5.7. The Investment Programme consists of eight elements. Table 5.2 provides outline indicative budget costs for different transport measures under those headings, including potential funding sources. This includes an identification of how developer funding might need to be split between s106 contributions and a funding stream through a tariff or CIL. The eight elements of the Investment Programme are summarised below.

### *Annual Programmes*

- 6.5.8. Bromley Council invests significant amounts in the transport infrastructure either from its own funds or through funds secured through the bidding process to the Mayor of London and Transport for London.
- 6.5.9. The future programme of works will include bus priority measures, the upgrading and maintenance of the infrastructure including traffic signals and bus shelters. In order to promote more sustainable forms of transport the provision of new and improved cycle and walking routes will be required. Some of this work will be contained within the Area Action Plan but there is a need to improve the cycling and walking facilities on the radial routes and

approaches to the town centre to encourage residents within this catchment area to use sustainable modes.

#### *Variable Message Signs and Traffic Information*

- 6.5.10. A fundamental part of transport strategy is to promote choice for all visitors to the town centre. The promotion of choice will be enhanced by the provision of variable message signs and traffic information systems on the public highway to provide information for motorists. It is proposed that these systems are funded by developers and owners of existing car parks, along with Bromley Council and TfL as the Highway Authorities.
- 6.5.11. Passenger information at train stations and bus stops will be improved to provide timely and reliable information for travellers. It is anticipated that these works will be funded by the rail and bus operators. In addition it is planned that public transport information will prominently displayed in all major shopping developments to promote public transport. These works will be funded by the developers.

#### *Public Realm and Environmental Improvements*

- 6.5.12. A major element of the AAP is to improve the quality of the public realm and to enhance the appearance of the urban landscape in the town centre. The Council as the highway and traffic authority will bring forward schemes to improve the public realm in Bromley North village. Other improvements to public realm including the creation of new public squares will come forward in association with development proposals.
- 6.5.13. Improvements to the forecourts of Bromley North and South railway stations will be a requirement of the development of these sites.

#### *Improvements to public car parking and the provision of public car parking on and off street*

- 6.5.14. The existing multi-storey car parks will be upgraded by the owners over the life of the plan. The provision of new public parking places within new developments will be designed to a higher standard to enhance the experience to meet the growing expectation of the customer.
- 6.5.15. Changes to on street parking controls within the existing controlled parking zone will have to be introduced through the life of the plan to adjust and manage the parking stock available on street. It is

anticipated that the CPZ will have to be extended with the introduction of new controls to restrict the opportunity of residents in new residential development to park on street. It is planned that the developers of these sites will contribute to the introduction of these new restrictions.

#### *Rail & Bus Improvements funded by partners*

- 6.5.16. The train operating companies and the bus companies are essential partners in improving access to the town centre. Bromley town centre already is one of the most accessible locations by public transport. The Council continues to work with partners to improve the frequency and quality of the journey by public transport.

#### *Promotional Programmes, Travel Plans and Delivery & Servicing Plans*

- 6.5.17. A key element of the Transport Strategy are our plans to work with all local businesses and residents in the AAP area to promote and develop sustainable travel options to single occupancy car use. It is anticipated that these plans will be developed and implemented throughout the life of the AAP.
- 6.5.18. Developers will be expected to implement supporting measures from their own travel plans, as well as participating in the town-wide travel plan. Similarly, they will be expected to bring forward Delivery & Servicing Plans in respect of their logistics needs.

#### *Car Clubs*

- 6.5.19. Car clubs will be an essential element of all the residential developments in the town centre. It is anticipated that car clubs will be set up and funded by the developers.

#### *Major Projects and investment in highway network*

- 6.5.20. Capacity Building: In order to accommodate all the development proposed over the lifetime of the plan there will be a need to build new capacity on the highway to cope with the demands for access to the town centre.
- 6.5.21. Major Projects: The A21 Widening Scheme needs to be developed up in good time to cope with the pressures that will arise from the developments in Phase 3. A Park & Ride scheme, based on a permanent site will be investigated fully and, subject to a deliverable scheme being possible, would also be appropriate in support of the transport strategy for the town. Work will need to



start in the planning, design and the application of statutory powers so that start of work on these schemes does not delay commencement of construction of the developments.

- 6.5.22. The proposed extension of the tram system from Beckenham Junction to Bromley South and onto Bromley North and the separate investigation of improvements of the link from Bromley North through to Grove Park and beyond will be constructed at or around the end of the plan period because of the planning and statutory processes that are required for the development and implementation of such schemes in this country. Preliminary work and further studies will need to be undertaken to develop the business case for these works.

**Table 6.2 Preliminary Transport Implementation Programme with Indicative Budget Costs**

£'000s					
	Potential Schemes	LBB-TfL	s106	CIL/Tariff	Total
<b>1</b>	<b>Annual Programmes</b>				
	Review bus priority measures	2,100	0	0	2,100
	Improve and upgrade street lighting.	2,300	0	0	2,300
	Improve and upgrade traffic signals.	1,100	800	0	1,900
	Introduce new pedestrian and walking routes to the Town Centre.	230	0	0	230
	Introduce an upgrade new cycle routes to the Town Centre.	350	0	0	350
	Increase the number of cycle parking stands on street.	120	0	0	120
	Work with developers to ensure cycle parking is provided at all new development sites.	0	200	0	200
	<b>Sub-total section 1</b>	<b>6,200</b>	<b>1,000</b>	<b>0</b>	<b>7,200</b>
<b>2</b>	<b>Variable Message Signs and Traffic Information</b>				
	Improving traffic information in the town centre which may include variable messages to parking destinations, new static signs to parking destinations or lorry routes. Signs to improve delivery.	250	200	0	450
	Improve countdown real time passenger Information	200	0	200	400

	system at all bus stops in the Town Centre.				
	Introduce passenger transport information system in all new and existing shopping centres and selected locations on street.	0	110	0	110
	Set up new web site to provide travellers with traffic and travel information to help inform travel decisions.	0	0	60	60
	<b>Sub-total section 2</b>	450	310	260	1,020

£'000s

	Potential Schemes	LBB-TfL	s106	CIL/Tariff	Total
<b>3</b>	<b>Public Realm and Environmental Improvements</b>				
	Pedestrian sites. Need to improve pedestrian signage in town centre.	0	0	100	100
	Improve pedestrian access, which may include formal and informal crossing points, the widening or improvement of pedestrian paved areas, the upgrade and maintenance of the towns pedestrian squares and general improvements to the street scheme.	200	0	400	600
	Public realm improvements in East Street as part of the improvements for Bromley North Village.	380	0	100	480
	Public realm improvements in Bromley High Street as part of the improvements for Bromley North	490	0	100	590
	Public realm improvements in Market Square as part of the improvements for Bromley South.	450	0	0	450
	Public realm improvements in the remainder part of Bromley North Village as part of the improvements for Bromley North Village.	0	0	280	280
	Provision of new litter bins.	20	0	60	80
	Changes to street lighting	20	0	80	100
	Potential shop front grants.	200	0	200	400
	Provision of lighting to illuminate buildings in public realm.	0	200	0	0
	Provision and maintenance of CCTV.	100	0	400	500
	Measures to reduce crime and increase security.	200	200	200	600
	<b>Sub-total section 3</b>	<b>2,060</b>	<b>400</b>	<b>1,920</b>	<b>4,380</b>

£'000s

	Potential Schemes	LBB-TfL	s106	CIL/Tariff	Total
<b>4</b>	<b>Improvements to Public car parking and the provision of public car parking on and off street</b>				
	Review of CPZ.	0	0	400	400
	To look at amendments needed with existing boundaries of the CPZ that arise from any changes resulting from development. These may include introducing or modifying permit schemes. Introducing or modifying parking controls.	200	0	0	200
	Review the boundaries of CPZ and possible extensions to permit scheme.	0	0	200	200
	Improvements to existing off-street car parks may include improved lighting and CCTV to aid security or improvements to information boards, car park surface and/or maintenance of car parks.	0	0	250	250
	The creation of new or expansion of existing car parks.	200	600	0	800
	Improvements to car parks including upgrade to pay on foot machines.	350	0	300	650
	Work with developers to provide high quality parking provision in the town centre.	0	4,000	0	4,000
	<b>Sub-total section 4</b>	<b>750</b>	<b>4,600</b>	<b>1,150</b>	<b>6,500</b>
<b>5</b>	<b>Rail &amp; Bus Improvements funded by partners</b>				
	Provision of improved passenger information signs on street, at bus stops and shopping centres.	250	0	0	250
	Improvements to bus shelters and street furniture.	350	0	0	350
	Public transport hub improvements at Bromley South	300	0	500	800
	Station access improvements at Bromley South	250	0	600	850
	Station access and public transport hub improvements at Bromley North	250	0	400	650
	Work with train operating companies to improve frequency, reliability and additional capacity to all railway stations in the borough.	n/a	n/a	n/a	n/a
	Work with Network Rail to improve disability facilities at Bromley South and Bromley North and to improve access for all.	n/a	n/a	n/a	n/a
	Work with the Bus Companies to improve the frequency and reliability of bus services into the town centre.	n/a	n/a	n/a	n/a

	Illuminate and Floodlight Public Buildings	0	600	0	600
	<b>Sub-total section 5</b>	1,400	600	1,500	3,500

£'000s

	Potential Schemes	LBB-TfL	s106	CIL/Tariff	Total
<b>6</b>	<b>Promotional Programmes &amp; Travel Plans</b>				
	Establish a town-wide travel plan to support "Ten in Ten" target.	300	0	1,200	1,500
	Work with all new developers as part of the planning process to ensure that they have a travel plan and that they join the town-wide travel plan process.	0	1,500	0	1,500
	Work with all existing businesses in the town centre to ensure they join the town-wide travel plan.	0	0	800	800
	<b>Sub-total section 6</b>	300	1,500	2,000	3,800
<b>7</b>	<b>Car Clubs</b>				
	Car clubs are to be provided as part of all major developments	n/a	tbc	n/a	n/a
	<b>Sub-total section 7</b>	n/a	tbc	n/a	n/a
<b>8</b>	<b>Major Projects and investment in highway network</b>				
	Park & Ride "Lite" Contributions to the existing Park & Ride or the development, creation and possible maintenance of new Park & Ride sites to serve the town centre.	400	0	800	1,200
	Permanent Park & Ride: studies & development	250	0	0	250
	Permanent Park & Ride: contributions to the existing Park & Ride or the development, creation and possible maintenance of new Park & Ride sites to serve the town centre	1,200	0	2,000	3,200
	A21 widening to improve access to the town centre for public transport and general traffic.	10,000	0	11,000	21,000
	Tramlink extension studies	300	0	300	600
	Tramlink extension from Beckenham Junction to Bromley Town Centre construction phase.	n/a	n/a	n/a	n/a
	Study to consider converting heavy rail links from Bromley North to Grove Park to light rail.	300	0	0	300
	Bromley North to Grove Park construction phase of works required.	n/a	n/a	n/a	n/a
	<b>Sub-total section 8</b>	12,050	0	13,300	25,350
	<b>Totals</b>	<b>£23.21m</b>	<b>£8.41m</b>	<b>£20.13m</b>	<b>£51.75m</b>

### Policy BTC33 Public Realm Improvements

Developers and landowners will need to develop a public realm management framework to be agreed with the local authority to ensure adequate access to and maintenance of new spaces created as part of any new development.

(Relevant policies G8 of UDP (2006) and 3D.11, 3D.13, 3D.14 & 6A.2 of Consolidated London Plan (2008))

6.5.23. Many of the proposals in the AAP will be delivered through partnership with private developers. The open space and public realm created or enhanced as part of these developments will need to be made accessible to the public to ensure the full benefits are felt. This will require agreements between Bromley Council and developers/landowners to ensure access is provided where appropriate and in line with any safety requirements.

### 6.6. Planning Application Requirements

6.6.1. The AAP provides the strategic framework for development within Bromley Town Centre. It proposes a series of major developments, which will require significant further technical work to ensure development coming forward, is appropriate for these and other sites in the town centre not specifically identified in this AAP. As such, developers will need to provide a number of documents to help ensure that proposals deliver the maximum benefit for the town centre and wider area, whilst mitigating against significant adverse impacts.

### **Policy BTC 34 – Planning Applications**

The following documents will need to be considered and an approach agreed with the Council at or before the planning application stage for all development in the town centre. They address site wide issues that require further detailed work to ensure comprehensive development:

- Masterplan
- Design codes
- Landscape and open space strategy
- Energy strategy
- Flood risk assessment and drainage strategy
- Community facilities strategy
- Phasing and delivery strategy
- Fire Safety Statement
- A Transport Assessment taking account of TfL Transport Assessment Best Practice
- Undertake to produce, monitor and maintain a suitable Travel Plan

(Relevant policies BE1, G8 and IMP1 of UDP (2006) and 3C.1, 3D.1, 3D.12, 4A.4, 4B.1, 4B.5 6A.8 of the Consolidated London Plan (2008))

- 6.6.2. The Council will work with developers in preparing masterplans and will provide further guidance to ensure a high quality design of new development which will assist in delivery of the overall vision for the town centre. As part of its on-going drive towards the improvement and renewal of the town centre, Bromley Council will undertake to produce a number of documents to further support and guide development in the area.

### **Policy BTC 35 Further Guidance for future developments**

To assist the detailed implementation of this plan, the Council shall prepare

- Planning guidance for major sites
- A Town Centre Energy Strategy
- Guidance on Section106/CIL/Transport Tariff contributions

## 6.7. Town Centre Management

- 6.7.1. A well managed town is crucial and town centre management co-ordinates a wide range of services and activities that are vital to improving the visitor's perception of the town. Working in partnership with local business and key stakeholders forms part of the Council's approach towards town centre initiatives and although Town Centre Management work is outside the scope of the planning system it is important within the wider remit of the Council.

### **Policy BTC 36- Town Centre Management**

The Council will seek to build on town centre management initiatives to help enhance the vitality and viability of all the town centres, to assist them in remaining competitive, and to give confidence to investors and retailers.

Relevant policies 3D.1 of Consolidated London Plan (2008)



## 7. SUPERSEDED POLICIES

Proposal Sites to be superseded			
UDP Number	Location	Ownership at time of UDP publication (2006)	UDP proposals and supporting justification
PROPOSALS SITE 6	Tweedy Road/ London Road	Vacant (LBB)	To provide additional housing and improved landscaping.
PROPOSALS SITE 7	Tweedy Road/South Street	Vacant (LBB)	To provide office accommodation for small businesses.
PROPOSALS SITE 8	Bromley South Station	Railway station and ground level car park (Network Rail)	To provide a new railway station with improved ticket facilities, access and concourse together with a mix of uses (planning permission has been granted) to add vitality to the southern section of the town to enhance the appearance and function of the Town Centre.
PROPOSALS SITE 9	Land rear of Bromley North Station	Car park (Network Rail / LBB)	To provide additional housing. New development should incorporate or provide an alternative location for the existing bus terminus.
PROPOSALS SITE 10	Police Station/shop units/First Church of Christ Scientist, Widmore Road	Police Station and offices, church (Private)	To achieve the appropriate mix of residential and commercial re-use of the listed church and locally listed police station buildings.
PROPOSALS SITE 11	Terrace on south side of Queens Garden	Underused pedestrian/ garden area (Private)	To provide retail/cafe/restaurant uses which will complement Queens Garden, The Pavilion and The Glades.
PROPOSALS SITE 12	Westmoreland Road (multi-storey car park) and 1-9	Car park and retail units	To retain town centre car parking and provide new

	Simpsons Road	(LBB)	retail development, an element of residential and/or office development and leisure uses which respect the scale and character of the adjacent residential area.`
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## 8. MONITORING MECHANISMS –

8.1.1. The AAP will be subject to monitoring and review against its key objectives. Targets will be updated as part of the review process.

No	AAP Objective	Indicators	Targets
1	Promoting economic growth and local employment opportunities- creating a prosperous economy and improving employment opportunities for benefit of Borough and London as a whole;	New employment space	Business and employment related permissions and completions
		Business confidence in the AAP area (as measured by regular survey)	TBC
		GOAD ranking	TBC
		Rental yields	TBC
		Business start ups/ registration	TBC
		Types and numbers of jobs created	TBC
2	Extending the range, quality and accessibility of facilities and services- creating a vibrant, thriving town centre;	Leisure related permissions and completions	Around 4000 sq m (gross) additional leisure floorspace

		Number of people using the town centre (Pedestrian footfall counts)	TBC
		Public perception of Town Centre (assessed by regular surveys including evening ambience)	TBC
		Number of new/improved health facilities	TBC
		New community services and facilities	TBC
		Annual crime rates and reports of anti-social behaviour	TBC
		Number of people who believe Bromley is a safe place	80% (2009-10) Bromley Performance Plan 2007
		Bromley Town Centre Footfall	140,000 (2009-10) Bromley Performance Plan 2007
3	Extending the capacity, range and quality of the shopping opportunity- providing for the needs of all residents and creating a more competitive town centre;	Retail related permissions and completions	42,000 gross additional retail floorspace approved by 2024
		Percentage of vacant units in Primary Shopping Area	2% (2009-10) Bromley Performance Plan 2007
4	Providing residential capacity within the town centre whilst accommodating future growth of town centre functions- ensuring housing meets local needs including ensuring supply of affordable housing;	Net additional residential dwellings	Around 2025 by 2024

		Number of affordable housing completions	Around 600 by 2024
5	Enhancing the character and heritage of the town centre- ensuring that new development adds to its distinctiveness		TBC
6	Promoting high quality design and townscape improvements- enhancing the quality and character of the town centre	Number of public realm improvement or building improvement schemes started each year	TBC
		Percentage of people very/fairly satisfied with parks and open spaces	78% (2009-10) Bromley Performance Plan 2007
7	Promoting sustainable development, minimising impacts on the environment and ensuring Bromley is an attractive place to live, work, visit and invest	Percentage of new approvals for development incorporating energy efficient designs/layouts appropriate to size and intended use.	TBC
		Air quality	TBC
		Contribution to enhancement of biodiversity	TBC
		Carbon emissions	TBC
		Achievement of Code for Sustainable Homes and relevant BREEAM versions	TBC
8	Improving accessibility and travel choice, encouraging use of more sustainable forms of transport and providing supporting promotion and information.	Visitor frequency/length of stay	TBC
		Reduce traffic growth	Reduce the proportion of car use by 10% over ten years ("ten in ten"), i.e. by the end of AAP Phase Two;

			<p>To manage the level of traffic, so that the following traffic targets are not exceeded (compared with 2001 levels):</p> <ul style="list-style-type: none"> <li>• -1% up to 2011 (which is the Mayor of London's Transport Strategy target)</li> <li>• 0% up to the end of AAP Phase Two</li> <li>• +3% up to the end of AAP Phase Three</li> </ul> <p>Delivery and Servicing Plan and Codes of Construction Practice to be approved for all new major developments prior to implementation;</p> <p>A Parking Plan for implementation to be approved within 3 years.</p> <p>A Town Centre wide Travel Plan to be implemented within 3 years and associated plans for new developments to be in place upon occupation</p>
		<p>Improving access to Bromley South Station:</p>	<p>Target: Network Rail to complete refurbishment including external and general improvements to station building, concourse, booking hall and accessibility arrangements by</p>

			December 2010
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## 9. GLOSSARY

Area Action Plan (AAP)	A Development Plan Document which focuses on a specific location subject to significant change or in need of conservation. An AAP provides a spatial framework for delivering planned development in that location.
Building Research Establishment Environmental Assessment Method (BREEAM)	A tool for measuring the environmental performance of new and existing buildings. An 'Excellent' is the highest rating, signifying a score of over 70
Character Area	Areas of Bromley identified as having certain tangible or distinctive characteristics within its boundaries
Code for Sustainable Homes	A national standard for sustainable design and construction of new homes launched in December 2006. The Code measures the sustainability of a new home against categories of sustainable design, rating the 'whole home' as a complete package. The Code uses a 1 to 6 star rating system to communicate the overall sustainability performance of a new home. The Code sets minimum standards for energy and water use at each level and, within England, replaces the EcoHomes scheme, developed by the Building Research Establishment (BRE). In February 2008 the Government confirmed a mandatory rating against the Code



will be implemented for new homes from 1 May 2008.

**Combined Cooling Heat and Power (CCHP)**

A power plant (producing electricity) that simultaneously generates both heat and cooling for use in buildings (space-heating or air-conditioning). Also known as 'tri-generation'.

**Combined Heat and Power (CHP)**

A power plant (producing electricity) that will also produce heat, usually in the form of steam, that can be used for heating space or water. Also known as 'cogeneration'. Both CHP and CCHP are more efficient than conventional plants because they harness heat that would otherwise be lost as a waste product.

**Community Strategy**

A strategy prepared by a local authority to improve local quality of life and aspirations, under the Local Government Act 2000

**Comparison Goods**

As defined in MapInfo's Goods Based Retail Expenditure Estimates & Price Indices – Information Brief 07/02):

- Books
- Clothing & footwear
- Furniture, floor coverings and household textiles
- Audio-visual equipment and other durable goods
- Hardware and DIY supplies
- Chemists' goods
- Jewellery, watches and clocks

- Bicycles
- Recreational and other miscellaneous goods

**Conservation Area**

Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

**Core Strategy**

A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy

**Equality Impact Assessment (EqIA)**

An method for assessing the likely impacts of a policy, strategy or project on certain groups of people known as equality target groups, identified by the Greater London Authority as: women; black and minority ethnic people; young people and children; older people; disabled people; lesbians; gay men; trans people and people from different faith groups. An EqIA is designed to anticipate these consequences and identify steps to ensure that, as far as possible, any negative impacts are eliminated or minimised and opportunities for promoting equality are maximised.

**Flood Risk Assessment**

An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully

considered.

## Inclusive Design

Aims to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity. Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society.

## Lifetime Homes

Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from young children to frail older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure that the home will be flexible enough to meet the existing and changing needs of most households, as set out in the Joseph Rowntree Foundation report 'Meeting Part M and Designing Lifetime Homes'.

## Local Development Framework (LDF)

Term used to describe a folder of documents, which includes all the local planning authority's local development documents. The Planning and Compulsory Purchase Act 2004 requires the eventual replacement of UDPs with a new LDF. An LDF is comprised of:

- Development Plan Documents (which form part of the statutory development plan)
- Supplementary Planning Documents

The local development framework

will also comprise of:

- the Statement of Community Involvement
- the Local Development Scheme
- the Annual Monitoring Report
- any Local Development Orders or Simplified Planning Zones that may have been added

### Local Strategic Partnership (LSP)

Cross-sectoral, cross-agency umbrella partnerships focused and committed to improving the quality of life and governance in a particular locality. They seek to enable services to be aligned in a way that effectively meets the needs and aspirations of those who use them.

### London Plan

A Spatial Development Strategy for the capital produced by the Mayor. It is London's Regional Spatial Strategies are made outside of London. This replaces the previous strategic planning guidance for London (known as RPG3), issued by the Secretary of State. The London Plan is the strategic plan setting out an integrated social, economic and environmental framework for the future development of London looking forward 15–20 years

### London Plan Density Matrix

Sets out a strategic framework for sustainable residential densities at different locations. It aims to reflect and enhance existing local character by relating the accessibility of an area to appropriate development

### Metropolitan Town Centre

A type of centre identified in the London Plan as making up the London Town Centre Network. Mainly in the suburbs, Metropolitan Town Centres serve wide catchment areas

covering several boroughs and offer a high level and range of comparison shopping. They typically have over 100,000 square metres of retail floorspace, including multiple retailers and department stores. They also have significant employment, service and leisure functions

### Opportunity Site

A site within this AAP which has been identified as suitable for redevelopment, but is not currently designated in adopted policy

### Preferred Options

A stage in the preparation of a Development Plan Document (following on from the Issues and Options Stage and before the Submission Stage), at which the Council is trying to identify the main choices they have. At this stage the public where asked for their views.

### Regional Economic Strategy

These statutory strategies take an integrated and sustainable approach to economic development and regeneration by tackling business competitiveness, productivity and the underlying problems of unemployment, skills shortages, social exclusion and physical decay. They provide:

- a regional framework for economic development, skills and regeneration to ensure better strategic focus for, and co-ordination of, activity in the region whether by the agency or by other regional, sub-regional or local organisations;
- a framework for the delivery of national and European programmes and influence the development of government

- policy; and
- the basis for the RDAs' detailed action plans.

### Sequential Test

A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.

### South London Sub-Regional Development Framework (SRDF)

Policy directions and focus for implementation for the South London sub-region identified in the London Plan, produced by the Mayor in 2006 in partnership with boroughs and other stakeholders. The sub-regional frameworks provide guidance on Opportunity, Intensification and Regeneration Areas, town centres, suburbs and Strategic Employment Locations. The frameworks were consistent with, and provided further guidance on, the policies in the London Plan.

### Standard Assessment Procedure (SAP)

Adopted by the government as part of the UK national methodology for calculation of the energy performance of buildings. It is used to demonstrate compliance with building regulations for dwellings - Part L (England and Wales), Section 6 (Scotland) and Part F (Northern Ireland) - and to provide energy ratings for dwellings

### Strategic Flood Risk Assessment

An assessment of the location and nature of flood risk, carried out by a

Council for its area in consultation with the Environment Agency. The assessment is used to inform Local Development Documents

### **Sustainability Appraisal**

An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

### **Unitary Development Plan (UDP)**

A development plan prepared by Local Planning Authorities, which contains policies equivalent to those in both a structure plan and local plan. These plans will continue to operate for a time after the commencement of the new development plan system, by virtue of specific transitional provisions, but will be superseded by the Local development Framework.

# 10. APPENDICES

## 10.1. Appendix 1 Policy Context

- 10.1.1. The Planning and Compulsory Purchase Act 2004 introduced major changes to the way the development plan system operates. It requires the eventual replacement of the Council's Unitary Development Plan (UDP) with a new Local Development Framework (LDF). The LDF will comprise a number of Local Development Documents (LDDs), including Area Action Plans (AAPs).
- 10.1.2. Bromley Council is required to draw up a Local Development Scheme (LDS) which sets out how the LDF will be developed over a 3 year period (and beyond). PPS 12 requires Local Authorities to produce a Core Strategy as part of their LDFs, which all other LDDs, including AAPs, should relate. In Bromley, priority is being given to the preparation of the AAP and it is being brought forward in advance of the Core Strategy. It will be informed by saved UDP policies and will feed into preparation of the Core Strategy. There is a particular need for more detailed local policy and development guidance in the town centre given the pressures for development.
- 10.1.3. The Draft AAP has been prepared in accordance with national, regional and local planning policies. A summary of the most relevant ones is set out below.

### National Policy

#### PPS1: Creating Sustainable Communities (2005)

- 10.1.4. The Government's commitment to the creation of sustainable communities and the delivery of sustainable development is reiterated in PPS1 which focuses on:
- The need for planning authorities to take an approach based on integrating the four aims of sustainable development: economic development; social inclusion; environmental protection and prudent use of resources;
  - The need for positive planning to achieve sustainable development objectives and proactive management of development;
  - The need for plans to set clear visions for communities and to help to integrate the wide range of activities relating to development and regeneration;



- The need for the planning system to actively promote participation and involvement.
- 10.1.5. PPS1 states that planning should facilitate and promote sustainable patterns of development by:
- Making suitable land available in line with objectives to improve the quality of life;
  - Contributing to sustainable economic growth;
  - Protecting and where possible enhancing the natural and historic environment and existing successful communities;
  - Ensuring high quality development through good design; and
  - Ensuring that development supports existing communities and contributes to the creation of safe, sustainable and liveable communities with good access to key services.
- 10.1.6. PPS1 promotes development that builds socially inclusive communities and the need to address accessibility to jobs, health, housing, education, shops, leisure and community facilities.
- 10.1.7. **PS3: Housing** establishes the Government's objectives for housing and reinforces the commitment to more sustainable patterns of development. Sustainable development is to be achieved through concentrating the majority of additional housing development within urban areas, making efficient use of land, maximising the re-use of previously developed land and creating compact mixed use and balanced communities. It seeks to ensure that housing development is well connected to and well served by public transport facilities and comprises high quality built development and open spaces. It promotes housing development in suitable locations which offer a good range of community facilities and with good access to jobs, key services and infrastructure. A key objective is that Local Planning Authorities will continue to make effective and efficient use of land and reduce and adapt to the impacts of climate change. Good design is highlighted as being fundamental to using land efficiently. Good design should be facilitated by identifying the distinctive features that define the character of an area
- 10.1.8. **PPS 6: Planning for Town Centres (2005)** sets out the Government's policy on planning for the future of town centres. Existing town centres are seen as having a key role to play in achieving sustainable development. The existing facilities and infrastructure present in town centres makes them well placed to accommodate major planned through high density, mixed-use

development patterns. The creation of viable and vital town centres which can accommodate this future growth is a key objective of the government. The vitality and viability of town centres should be promoted by:

- planning for the growth and development of existing centres
- focusing mixed-use development in centres and encouraging a wide range of services in a good environment which is accessible to all
- increasing consumer choice by meeting the needs of the entire community including socially-excluded groups within town centres.
- improving access, by ensuring new and existing development is supported by an expansion in sustainable transport capacity

10.1.9. Regional spatial strategies (in London, the Spatial Development Strategy) and local development documents should reflect these objectives by planning positively for the growth and development of town centres. Regional planning bodies should:

- Identify a regional hierarchy and network of centres;
- assess the need for further main town centre uses and ensure there is the capacity to accommodate them;
- focus development in, and plan for the expansion of, existing centres as appropriate

10.1.10. At the local level, local planning authorities should actively plan for growth and manage change in town centres over the period of their development plan documents by:

- selecting appropriate existing centres to accommodate the identified need for growth by:
  - making better use of existing land and buildings, including, where appropriate, redevelopment;
  - where necessary, extending the centre
- managing the role and function of existing centres by, for example, promoting and developing a specialist or new role and encouraging specific types of uses in some centres;
- planning for new centres of an appropriate scale in areas of significant growth or where there are deficiencies in the existing network of centres.

10.1.11. The Government recently published a **revised PPS6 for consultation (July 2008)** which sought to strengthen the Government's policy on positive planning for town centres. Planning authorities are required to assess the need for new town centre development and to take account of scale, impact and accessibility considerations or the sequential approach in selecting sites for development in development plans. Revised PPS6 highlights the

importance of planning for sustainable economic growth and the need for flexible policies which are responsive to change and to take account of Regional Economic Strategies when planning for town centres, and town centre uses.

- 10.1.12. As such, local councils are required to:
- assess the need for further main town centre uses and ensure there is capacity to accommodate them;
  - focus development in and plan for the expansion of the existing centre as appropriate and at the local level identify appropriate development sites;
  - identify the appropriate scale of development;
  - ensure retail expansion is linked to sustainable transport capacity improvements and that locations are accessible
  - promote town centre management, improve and maintain the town centre and manage the evening and night-time economy;
  - apply the sequential approach to site selection;
  - assess the impact of development on existing centres; and
  - regularly monitor and review the impact and effectiveness of its policies for promoting vital and viable town centres
- 10.1.13. **PPS 9: Biodiversity and Geological Conservation** sets out guidance and principles to ensure that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered. It states that development plan policies should be based on up-to-date information about the environmental characteristics of the area and should aim to maintain and enhance, restore or add to biodiversity and geological conservation interests.
- 10.1.14. **PPS 10: Planning for Sustainable Waste Management** sets out the Government's strategy for sustainable waste management, moving the management of waste up the 'waste hierarchy' of reduction, reuse, recycling and composting and only disposing as a last resort with the objective of breaking the link between economic growth and the environmental impact of waste. Development plan documents will be required to identify sites and areas suitable for new or enhanced waste management facilities and planning authorities should consider opportunities for on-site management of waste where it arises.
- 10.1.15. **PPS 22: Renewable Energy (2004)** states that local planning authorities should recognise the full range of renewable energy sources, their differing characteristics, locational requirements and the potential for exploiting them subject to appropriate

environmental safeguards. Consideration should be given to the opportunity for incorporating renewable energy projects in all new developments.

- 10.1.16. **PPS 23: Planning and Pollution Control (2004)** advises that any consideration of the quality of land, air or water and potential impacts arising from development possibly leading to impacts on health is capable of being a material planning consideration in so far as it arises or may arise from or may affect any land use. The planning system plays a key role in determining the location of development which may give rise to pollution either directly or indirectly and in ensuring that other uses and developments are not affected by potential sources of pollution. The statement reiterates that the Government believes that planning should become a more strategic, proactive force for economic, social and environmental well-being and attaches great importance to controlling and minimising pollution. In line with PPS23, any proposed development within the area will need to undertake a site risk assessment to identify contaminated land / remediation.
- 10.1.17. **PPS 25: Development and Flood Risk (December 2006)** sets out the Government's policy on flood risk management. The objective is to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding and to direct development away from areas of highest risk.
- 10.1.18. **PPG4: Industrial and Commercial Development and Small Firms (November 1992)** emphasises the need for development to take account of the locational demands of business and wider environmental objectives. The guidance reiterates PPG1 and other guidance by highlighting the contribution that mixed uses have in achieving sustainable development, the importance of re-using urban land, and minimising the need to travel (especially by private car). It encourages the provision of a range of employment land and accommodation.
- 10.1.19. The Barker Review of Land Use Planning (2006) made a series of recommendations on how to make the planning system more responsive to market conditions and better positioned to deliver economic growth. It identified a need for specific national planning policy guidance relating to economic development and regeneration to replace PPG4 which dated from 1992. As a result, the Planning White Paper *Planning for a Sustainable Future* (May 2007), proposed a new policy framework for encouraging sustainable economic development, including a commitment to publish a new planning policy statement. The Government published a

consultation paper seeking views on draft **PPS4: Planning for Sustainable Economic Development (December 2007)**. The draft guidance made recommendations based on the objectives set out in PPS1 designed to help local authorities plan for economic growth. The results of the consultation showed that:

- There was a general welcome for the positive approach to sustainable economic development set out in draft PPS4.
- There was strong support for the emphasis on the need for robust evidence to underpin both plan-making and decisions on planning applications.
- There was also strong support for a less prescriptive approach to non-residential car parking, provided that it would not result in unacceptable environmental and social costs.
- There were specific concerns about whether draft PPS4 achieved the right balance between economic, social and environmental considerations and whether the needs of rural areas were dealt with adequately.

10.1.20. **PPG13: Transport (March 2001)** outlines the government's aim of achieving reduced car dependency via transport and planning policies that are integrated at the national, strategic and local level. The Guidance places an emphasis on putting people before traffic, indicating that new development "should help to create places that connect with each other sustainably, providing the right conditions to encourage walking, cycling and the use of public transport."

10.1.21. **PPG15: Planning and the Historic Environment (September 1994)** seeks to ensure there is effective protection for all aspects of the historic environment. Conservation and economic prosperity are promoted as complimentary objectives and the historic environment is seen as being of particular importance for leisure and tourism. New development will be required to respect their historic setting in terms of scale, massing, height and alignment and to use appropriate materials.

10.1.22. **PPG16: Archaeology and Planning (November 1990)** sets out the government's policy on archaeological remains and how they should be handled, particularly in light of discovering the remains through the development plan process and actual development. The PPG advises the degree of weight they should be afforded in relation to planning decisions and conditions.

10.1.23. **PPG17: Sport and Recreation (July 2002)** seeks to protect and where possible enhance open space and recreation facilities and promotes the creation of high quality open spaces which are

accessible and well-suited to the needs of the communities they serve.

- 10.1.24. **Sustainable Communities: Building for the Future (February 2003)** identifies key proposals for sustainable growth in housing supply over the next 15 years. The initiative aims to deliver sustainable communities through such measures as raising the standard of homes and developing additional affordable homes. It forms part of the Government's wider initiative to raise the quality of life within communities and identifies the elements that form a sustainable community: these include flourishing local public transport system, housing choice, good quality public services, diversity and a sense of place.

Regional Policy

- 10.1.25. **The London Plan (Consolidated 2008)** provides a strategic regional planning framework which establishes a spatial policy framework for Greater London looking forward 10-15 years. The Mayor's vision of a sustainable world city is pursued by policies which seek to promote:
- strong, diverse long term economic growth
  - social inclusivity to give all Londoners the opportunity to share in London's future success
  - fundamental improvements in London's environment and use of resources.
- 10.1.26. In response to PPS6, the London Plan categorises a hierarchical network of town centres in Greater London. Five categories of town centre are identified as operating within London: International, Metropolitan, Major, District, and Neighbourhood. Bromley is identified in the London Plan as a *Metropolitan Town Centre*.
- 10.1.27. Metropolitan Town Centres:
- Serve wide catchment areas covering several boroughs and offer a high level and range of comparison shopping.
  - Typically have over 100,000 square metres of retail floorspace, including multiple retailers and department stores.
  - Have significant employment, service and leisure functions.
- 10.1.28. Within Metropolitan Town Centres, local planning policies should seek to:
- Improve accessibility from the areas they serve

- Provide a full range of town centre functions including retail, leisure, employment and community facilities and
  - Sustain and enhance the vitality and viability, including maximising housing provision through high density, mixed use development and environmental improvement.
- 10.1.29. The importance of town centres in sustainable development is highlighted by **Policy 2A.8 Town Centres** in the London Plan. London's polycentric network of town centres are seen as having a key role to play in sustaining long term economic, social and environmental sustainability. DPDs should:
- sustain and enhance the vitality and viability of town centres and include community and civic activities and facilities
  - accommodate economic and housing growth through intensification and selective expansion reducing delivery, servicing and road user conflict
  - meet the needs of Londoners and improve the sustainability of London's development
  - take account of the relationship with town centres in adjoining sub-regions and in the regions adjoining London, to provide strategic direction for the development of the network of centres.
- 10.1.30. The London Plan places particular emphasis on the need to ensure that development proposals achieve the highest possible intensity of use compatible with local context, design principles for a compact city and with public transport capacity. Bromley Town Centre is the most accessible area of the borough, and is classified as a central location in terms of density. The Plan states that Boroughs should adopt the residential density ranges set out in the London Plan Residential Density Matrix.
- 10.1.31. The London Plan sets out maximum parking car parking standards for employment, residential, retail and leisure uses and provides guidance on parking in large mixed use developments and parking for disabled people. The London Plan recommends that parking standards should be used in conjunction with other transport and spatial integration mechanisms to limit the use of the car and encourage access by sustainable modes of transport. Higher density and lower car parking is encouraged in areas with high public transport accessibility levels (PTAL) and close to town centres.
- 10.1.32. Key strategic priorities of relevance to the future development and role of Bromley Town Centre may be summarised as follows:

- Promoting more intensive forms of development in areas well served by public transport
- Intensifying retail, services, employment, leisure and housing in town centres
- Promoting use and Improvements to public transport
- Sustainable, safe and well designed development
- Realising the value of open space
- Promoting high quality architecture and design
- Heritage conservation

10.1.33. The Consolidated Plan aims to exploit the strengths of Metropolitan Town centres and support initiatives and development that increase their competitiveness. They support the development of a competitive retail sector; promoting the complimentary competitiveness of town centres and engaging with developers and operators to find appropriate sites. Development Plan Document policies are required to identify future levels of retail and other needs in the light of local assessments and provide the capacity to meet these needs.

10.1.34. The GLA classifies Bromley Town Centre as being within a cluster of town centres that have important night time activities (Managing the Night time Economy, GLA (March 2007)). The London Plan policies support the development of the night time economy where appropriate but recognise that its impacts often need to be managed and to reflect local circumstances. The GLA, however, consider that a wide range of uses enhances the vitality and viability of town centres and is a key element in any town centre regeneration. Town Centre Management therefore has an active role to play in coordinating activities and ensuring such activities are well managed. The integration of planning and licensing policies, in particular, can provide an approach which will support growth in appropriate locations while seeking to manage potential negative impacts. On Friday and Saturday evenings a marshalled taxi rank has already been provided in a prime location in order to encourage its use by taxi drivers and to provide opportunities for people in the town centre at night to access transport home more easily and safely.

10.1.35. **The South London Sub-Regional Development Framework (SRDF) (May 2006)** establishes the development framework for South London. Town centres are identified as providing significant scope for absorbing much of the growth in employment, housing and infrastructure, in particular through mixed use schemes that make best use of land resources and achieve increased densities.



- 10.1.36. The SRDF acknowledges that in South London, population and consumer expenditure growth is generating very significant need for new retail space, in particular for comparison goods and that relatively higher levels of comparison goods floorspace need have been identified in Bromley. The projected demand for new retail floorspace in Bromley Town Centre is 35,000-51,000 sq m.
- 10.1.37. The SRDF highlights the importance of culture, leisure and tourism and the fact that South London is well placed to exploit growth in these sectors. However, the region currently has less than 5% of London's supply of visitor accommodation (primarily in Croydon and Richmond) and the SRDF concludes that South London's town centres are well placed to take advantage of measures to diversify and increase tourism provision throughout London.
- 10.1.38. The ability of the sub-region's town centres to improve their image and attractiveness will be a key to accommodating sustainable growth. The SRDF highlights that much of their vitality will be driven by a suitable retail offer, a consolidated office market and a spread of other attractions- cultural, leisure and public services as well as housing. In addition to a need for comparison goods floorspace, the SRDF also identifies some speculative office development potential and a requirement for transport based expansion. Sufficient sites should be allocated to meet identified need.
- 10.1.39. Like many of its neighbours in the sub region, it is a key local economy in its own right as well as having a supply-chain relationship with the central London economy. The Mayor expects the development of a minimum of 11,450 dwellings by 2016, (annual monitoring target 570) just over a quarter of the total expected for the South London Region as a whole, which will accommodate 42,000 additional homes. It will be responsible for a share of the expected 36,000 new jobs in the sub-region by 2016.
- 10.1.40. The SRDF acknowledges that Bromley will continue to face competition from Bluewater but that this is being countered through retail refurbishments, traffic management and public realm improvements. The SRDF states that the scope for further mixed use intensification of the centre and strengthening the retail offer should be explored as a priority and that whilst Bromley possesses well developed commercial facilities and good radial connections, it could benefit from improved orbital connections. Enhanced public transport services to Bromley South where development potential exists, through Thameslink 2000 and London Metro could also improve the accessibility and commercial attractiveness of the town centre.

- 10.1.41. The process of developing the AAP has also taken due account of relevant development plan policies and proposals within adjoining Authorities. The SDRF encourages town centres within the South London sub region to consider how they could consolidate and enhanced their towns to meet increase retail capacity and additional housing. These towns include Bromley, Croydon and Lewisham.

#### Local Policy

- 10.1.42. The Area Action Plan will form part of the statutory development plan for the Borough along with the Unitary Development Plan (UDP) (July 2006) and the London Plan. The UDP was adopted in July 2006 and provides an up-to-date plan consistent with Government guidance and in general conformity with the London Plan. The UDP policies will be saved for three years until July 2009, when a further application for specific saved policies will need to have been approved, which and will form part of the LDF until that time.

#### Bromley Unitary Development Plan (2006)

The UDP policies aim to:

- Ensure high quality development through good and inclusive design and the efficient use of resources;
  - Contribute to economic development;
  - Protect and enhance the natural and historic environment;
  - Ensure that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all;
  - Promote the use of more sustainable transport modes and to allow for lower levels of off-street parking in association with new development particularly in locations accessible by public transport
- 10.1.43. The UDP highlights the key role of vital and viable town centres in creating sustainable communities. The growth and development of existing centres should be carefully planned and development should be focussed to encourage a wide range of services in a good environment which is accessible to everyone. The UDP policies on Town Centres and Shopping aim to support the strategic role of Bromley Town Centre and recognise that resolving issues of transport, housing, retail and service provision and the quality of the environment are all integral to the successful and sustainable

future of the town centre and their contribution to both the economy and the well being of the community.

- 10.1.44. The UDP identifies a number of strategic objectives which are relevant to the Bromley Town Centre Area Action Plan, notably:
- Supporting the strategic role of Bromley Town Centre as the major shopping centre;
  - Sustaining and promoting the vitality and viability of town centres and ensuring the appropriate range and level of facilities;
  - Improving the environment within town centres and shopping areas to make them safer and more attractive places;
  - Reducing traffic growth in the length and number of motorised journeys especially by car by integrating land use and transport planning;
  - Maximising the environmental and economic benefits of serving the Borough's travel needs by public transport in preference to the private car;
  - Reducing reliance on the private car and creating conditions to encourage greater use of public transport and alternative means of transport eg: by seeking improvements to public transport interchanges and public transport service provision, seeking safe, convenient conditions and improvements for cyclists, pedestrians and other vulnerable road users and allowing for reduced parking provision in areas of good transport accessibility;
  - Improving access to town centres by means of transport other than the car while providing parking for shoppers and leisure visits at levels that would enhance the attractiveness of the centre and reduce congestion;
  - Protecting and enhancing the quality of the Borough's built environment;
  - Encouraging a high standard of design of development and promoting sustainable environmental quality;
  - Preserving, enhancing and raising awareness of the Borough's heritage;
  - Protecting, promoting, enhancing and actively managing the natural environment, landscape and biodiversity of the Borough;
  - Improving indoor and outdoor recreation and leisure facilities encouraging the provision of new tourism related facilities in locations well served by public transport;
  - Consolidating and improving employment opportunities for the benefit of the Borough and London;
  - Providing the right climate for investment in Business Areas;

- Securing the provision of accessible good quality facilities to meet the health, educational, faith, social service and other essential needs of the community;
- Encouraging energy efficiency and promoting environmentally acceptable energy generation and use;
- Encouraging efficient use of water resources, reducing the risks of and from flooding and seeking improvements in the quality of the water environment;
- Delivering sustainable development and ensuring that social and environmental benefits are achieved through proper use of planning obligations in regeneration and new development proposals.

10.1.45. **The Bromley Community Plan 2007-2010 (September 2006)** has been prepared by the Bromley Local Strategic Partnership (LSP) which is a broad-based partnership of local organisations representing residents and the public, private and voluntary sectors of Bromley. The AAP is being prepared in full accordance with the vision and objectives set out in the Community Strategy. The key purpose is to develop a long-term comprehensive strategy to preserve and enhance an environment in which people can improve their well-being. The Community Plan sets out what the LSP want to achieve over the next 10-15 years. The vision of the Plan is overseen by the LSP. Feedback from residents has been encapsulated in a statement of the Council's immediate priorities:

- Safer communities
- A quality environment
- Vibrant, thriving town centres
- Supporting independence, especially of older people
- All children and young people having opportunities to achieve their potential
- To be an "excellent" Council

10.1.46. The Community Plan sets out a vision for the next 10-15 years based on the concerns and aspirations of residents, agencies and the voluntary sector. The Vision is that Bromley will be a place where:

- People have the freedom to sustain and improve their quality of life, as they see fit, within the law and with consideration for others;
- Crime is no longer the major concern - people feel safe and free from crime and the fear of crime. Minor crimes and anti-social behaviour are challenged or prosecuted by the relevant authority until they are no longer an everyday experience. The Local

Authority would encourage an attitude of zero tolerance to all misdemeanours;

- Bromley's environment retains the characteristics that make it an attractive place to live - green, open spaces and access to work, leisure and services. Less waste is produced and more recycled; energy and water conservation measures are in everyday use. Local people are able to enjoy the freedom of personal transport safely. They can do so in an environment of consideration and responsibility shown by all road users. Public transport is accessible, safe and reliable;
- Children and young people are given a good start in life and achieve their potential. They are protected from neglect and abuse and make a safe and successful transition to adulthood. All are equipped to play their part as active and responsible individuals and citizens as well as having the necessary skills for the world of work;
- People, particularly older people and vulnerable adults, are free to lead active independent lives. They can make informed choices with information about healthy lifestyles and have easy access to local health facilities. People with disabilities are able to maximise their potential;
- There is a supply of affordable housing for people to buy or rent. The number of people who are homeless or in temporary accommodation has been reduced and those with special housing needs are catered for. Unfit houses are improved to national standards;
- The local economy is prosperous and obstacles to business development have been removed or reduced; town centres and local parades thrive; there are accessible lifelong learning opportunities to acquire new skills;
- There are a wide range of leisure opportunities for residents' enjoyment. The opportunities are in accessible locations and also make major contributions to the delivery of other key themes.

10.1.47. **Bromley Draft Sustainable Community Strategy 2020** is in its early stages of development. It seeks to continue towards the goals of the current Community Strategy. Its draft vision is that the Borough has a high and improving quality of life, where:

- people choose to live, study and do business
- everyone has fair opportunities to maximise their talents, life chances, independence and dignity
- people have pride, take personal responsibility and have respect for others
- communities and citizens are actively involved in delivering this vision and as part of an

- innovative and vibrant local democracy
- public services are efficient and effective, supporting choice, influence and personalisation, not dependence
- what we all do locally is sustainable for future generations

10.1.48. To achieve the vision, Bromley will build upon its strengths and address its weaknesses as identified through community and stakeholder consultation by improving its retail offer and cultural, leisure and entertainment facilities; improving the quality of the streetscape and environment and protecting and enhancing its character and distinctiveness. The preparation of the AAP commenced in Spring 2005. The objective of the AAP is to ensure that Bromley remains a prosperous, vibrant and attractive centre, where people will choose to live, work, shop and spend their leisure time – A “living town” with a high quality and safe environment, high standard and inclusive design, a balanced mix of uses and improved accessibility which protects and enhances the built heritage and natural environment.

10.1.49. The AAP will be required to accommodate a range of town centre functions. The SRDF acknowledges that in South London, population and consumer expenditure growth is generating very significant need for new retail space, in particular for comparison goods and that relatively higher levels of comparison goods floorspace needs have been identified in Bromley. The projected demand for new retail floorspace in Bromley Town Centre is 35,000-51,000 sq m.

## 10.2. Appendix 2 – The Lifetime homes standards

10.2.1. The table below sets out the full Lifetime Homes standards for reference. Homes that meet all the standards are entitled to be designated 'Lifetime Homes'. They will also meet the Part M Building Regulations, the relevant parts of the Housing Corporation Scheme Development Standards as indicated in the table, and the requirements of most local authorities for accessible housing.

<b>Lifetime Homes standards</b>	<b>Specifications and dimensions which meet Lifetime Homes standards</b>
1 Where there is car parking adjacent to the home, it should be capable of enlargement to attain 3300mm width	The general provision for a car parking space is 2400mm width. If an additional 900mm width is not provided at the outset, there must be provision (e. g. a grass verge) for enlarging the overall width to 3300mm at a later date
2 The distance from the car parking space to the home should be kept to a minimum and should be level or gently sloping	It is preferable to have a level approach. However, where the topography prevents this, a maximum gradient of 1: 12 is permissible on an individual slope of less than 5 metres or 1: 15 if it is between 5 and 10m, and 1: 20 where it is more than 10m.* Paths should be a minimum of 900mm width
3 The approach to all entrances should be level or gently sloping	See standard 2 above for the definition of gently sloping
4 All entrances should: a) be illuminated relevant parts of 1.3.1.2 E b) have level access over the threshold and c) have a covered main entrance	The threshold upstand should not exceed 15mm

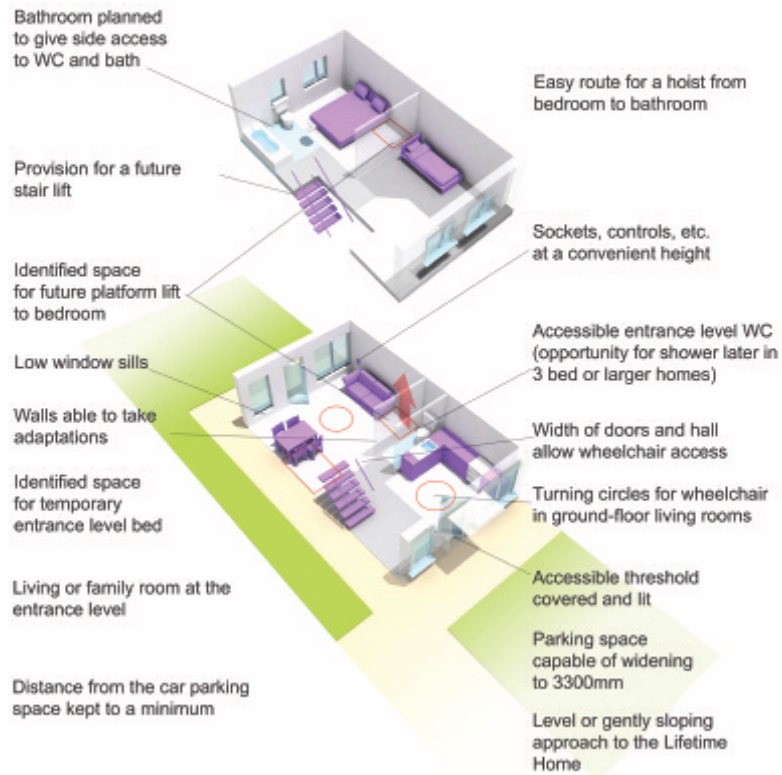
<p>5 a) Communal stairs should provide easy access and</p> <p>b) where homes are reached by a lift, it should be fully wheelchair accessible</p>	<p><i>Minimum dimensions for communal stairs</i></p> <p>Uniform rise not more than 170mm</p> <p>Uniform going not less than 250mm</p> <p>Handrails extend 300mm beyond top and bottom step</p> <p>Handrail height 900mm from each nosing</p>	
	<p><i>Minimum dimensions for lifts</i></p> <p>Clear landing entrances 1500x1500mm</p> <p>Min. internal dimensions 1100x1400mm</p> <p>Lift controls between 900 and 1200mm from the floor and 400mm from the lift's internal front wall</p>	
<p>6 The width of the doorways and hallways should conform to the specifications in the next column .</p>	<p><i>Doorway clear opening width (mm)</i></p> <p>750 or wider</p> <p>750</p> <p>775</p> <p>900</p> <p>The clear opening width of the front door should be 800mm. There should be 300mm to the side of the leading edge of doors on the entrance level</p>	<p><i>Corridor/ passageway width (mm)</i></p> <p>900 (when approach is head- on)</p> <p>1200 (when approach is not head- on)</p> <p>1050 (when approach is not head- on)</p> <p>900 (when approach is not head- on)</p>
<p>7 There should be space for turning a wheelchair in dining areas and living rooms and adequate circulation space for</p>	<p>A turning circle of 1500mm diameter or a 1700x1400mm ellipse is required</p>	



wheelchair users elsewhere	
8 The living room should be at entrance level	
9 In houses of two or more storeys, there should be space on the entrance level that could be used as a convenient bed- space	
10 There should be: a) a wheelchair accessible entrance level WC, with b) drainage provision enabling a shower to be fitted in the future	<p>The drainage provision for a future shower should be provided in all dwellings</p> <p><i>Dwellings of three or more bedrooms</i> For dwellings with three or more bedrooms, or on one level, the WC must be fully accessible. A wheelchair user should be able to close the door from within the closet and achieve side transfer from a wheelchair to at least one side of the WC. There must be at least 1100mm clear space from the front of the WC bowl. The shower provision must be within the closet or adjacent to the closet (the WC could be an integral part of the bathroom in a flat or bungalow)**</p> <p><i>Dwellings of two or fewer bedrooms</i> In small two- bedroom dwellings where the design has failed to achieve this fully accessible WC, the Part M standard WC will meet this standard</p>
11 Walls in bathrooms and toilets should be capable of taking adaptations such as handrails	Wall reinforcements should be located between 300 and 1500mm from the floor
12 The design should incorporate: a) provision for a future stair lift	There must be a minimum of 900mm clear distance between the stair wall (on which the lift would normally be located) and the edge of the opposite handrail/ balustrade. Unobstructed

<p>b) a suitably identified space for a through-the-floor lift from the ground to the first floor, for example to a bedroom next to a bathroom</p>	<p>'landings' are needed at top and bottom of stairs</p>
<p>13 The design should provide for a reasonable route for a potential hoist from a main bedroom to the bathroom</p>	<p>Most timber trusses today are capable of taking a hoist and tracking. Technological advances in hoist design mean that a straight run is no longer a requirement</p>
<p>14 The bathroom should be designed to incorporate ease of access to the bath, WC and wash basin</p>	<p>Although there is not a requirement for a turning circle in bathrooms, sufficient space should be provided so that a wheelchair user could use the bathroom</p>
<p>15 Living room window glazing should begin at 800mm or lower and windows should be easy to open/ operate</p>	<p>People should be able to see out of the window whilst seated. Wheelchair users should be able to operate at least one window in each room</p>
<p>16 Switches, sockets, ventilation and service controls should be at a height usable by all (i. e. between 450 and 1200mm from the floor)</p>	<p>This applies to all rooms including the kitchen and bathroom</p>

## Lifetime Homes



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Diagram indicative only

Figure 9.2 Lifetime Homes Standard