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Planning Design Economics

**LONDON BOROUGH OF BROMLEY  
HOUSING SUPPLY STRATEGY  
MARCH 2005**

PART II

ASSESSMENT SITES REPORT

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## **1.0 INTRODUCTION**

- 1.1 This section outlines our brief summaries for each of the sites assessed in detail as part of this report.
- 1.2 Reference should be made to Chapters 7 and 8 of the main report, which set out the criteria of these assessment exercises and the levels referred to in this text.

## 2.0 PROPOSAL SITES

### Land Rear of Bromley North Station (Proposal Site 14)

#### *Summary of Characteristics*

- 2.1 The site comprises Bromley North station platforms, the adjoining car park and bus turning facility, a LBB owned depot and land used for a weekly market. The site (2.26ha) is located behind Northside House and Bromley North station buildings (Grade II Listed) and is bound by to the west and east Babbacombe Road and Sherman Road.
- 2.2 An O/S of the site is attached.
- 2.3 The site is identified as a housing site in the Second Deposit Draft UDP.

#### *Previously Developed Land*

- 2.4 By virtue of the criteria set out in Annex C of PPG3 the site is classified as previously developed land and is entirely within the built up area.

#### *Infrastructure*

- 2.5 The site has been assessed as having high (Level 5) accessibility by non-car modes as Bromley North railway station and bus interchange are within the site boundary.
- 2.6 This accessibility is reflected in the PTAL rating of Level 6a.
- 2.7 The site has high (Level 5) accessibility to local services. It is well related to Bromley town centre which provides a range of existing educational, recreational facilities, physical and social infrastructure.

#### *Physical and Environmental Constraints*

- 2.8 The boundary of the site is tightly drawn within the existing urban framework. There are a range of existing uses within the vicinity of the site which would provide a good range of services for the occupiers of these units should development proceed. Given the site's location, high density housing is likely to be appropriate. Regard

must also be given to the Grade II Listed Station Buildings located to the south of the boundary, which may constrain the density of development.

*Defensible Boundary*

2.9 The site has well established and defined defensible boundaries.

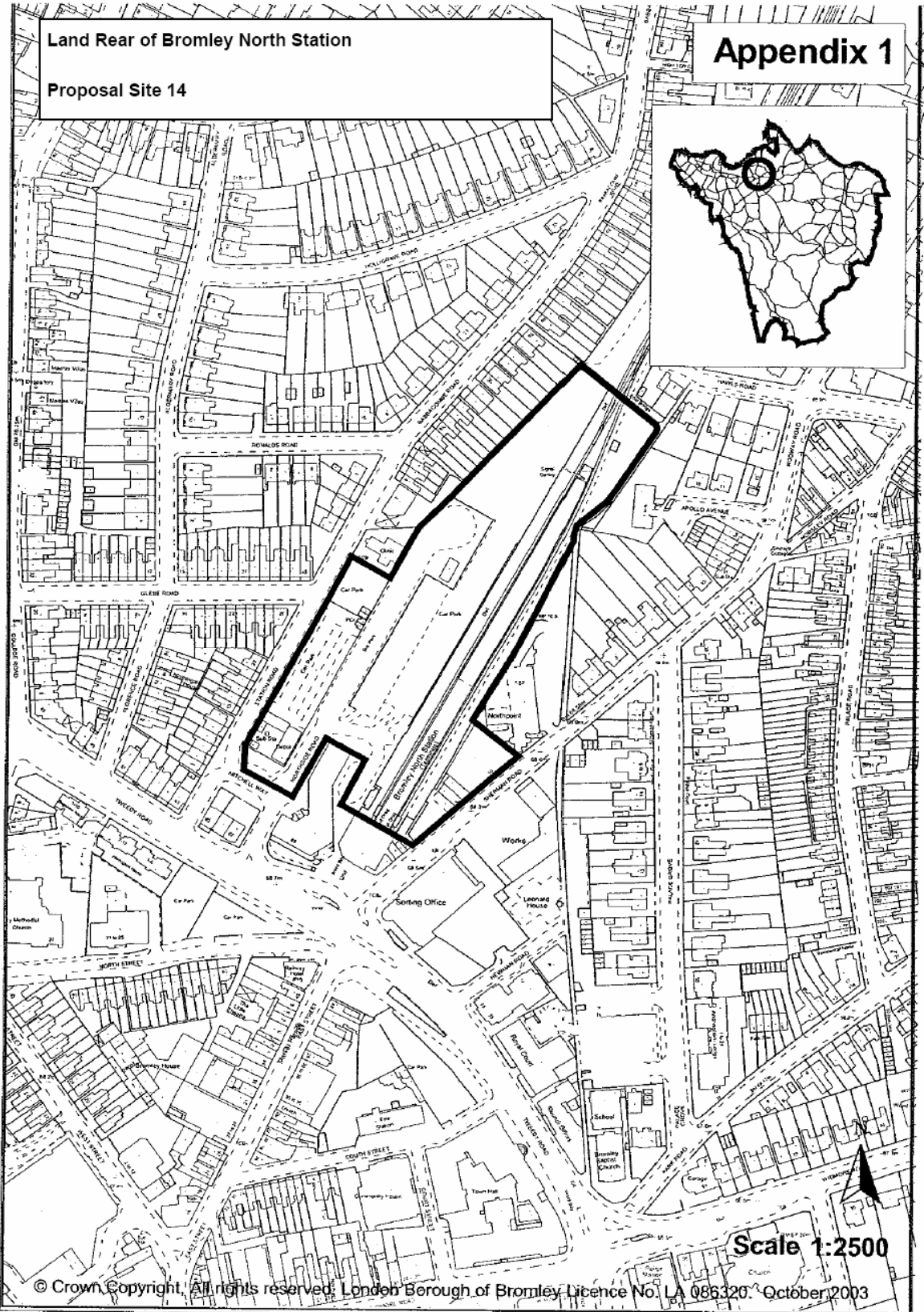
*Conclusion*

2.10 The site is clearly an appropriate location for redevelopment purposes. Its relationship with the town centre and transport links suggests a residential development should be acceptable.

Land Rear of Bromley North Station

Proposal Site 14

# Appendix 1



Scale 1:2500

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## **Bromley South Station (Proposal Site 13)**

### *Summary of Characteristics*

- 2.11 The site is 1.59ha and comprises Bromley South station and platforms, which is situated between Bromley High Street and Kentish Way. The northern boundary of the site is bordered by commercial properties whilst the south of the site abuts the existing access road to the station car park. There is an electrical substation located in the south eastern corner of the site. The site is currently owned by Network Rail.
- 2.12 An O/S of the site is attached.
- 2.13 The site is allocated in the LBB Second Deposit UDP (2002) as Proposal Site 13. The plan identifies the site for Town Centre leisure facilities and a Police Divisional Headquarters to the south of the station. The Police Divisional Headquarters was granted planning consent on 14<sup>th</sup> September 2001 (99/03438/FULL1) and has now been implemented.

### *Previously Developed Land*

- 2.14 By virtue of the criteria set out in Annex C of PPG3 the site is classified as previously developed land and is entirely within the built up area.

### *Infrastructure*

- 2.15 As a Town Centre site located within close proximity to existing rail and other public transport services, the site has high accessibility by non-car modes (Level 5).
- 2.16 This accessibility is reflected in the PTAL rating of Level 6a.
- 2.17 The site was assessed to have high accessibility (Level 5) to local services. It is well related to Bromley Town Centre which provides a range of existing retail, leisure, educational and recreational facilities, as well as physical and social infrastructure.

### *Physical and Environmental Constraints*

- 2.18 The site is physically constrained by the existing railway station and platforms which occupy the site. The east of the site abuts Kentish Way, which is a busy Strategic Secondary Road and, as such, mitigation measures to limit the impact of the road may be appropriate.

2.19 No environmental constraints were identified.

*Defensible Boundary*

2.20 The site has clear and well defined defensible boundaries.

*Conclusion*

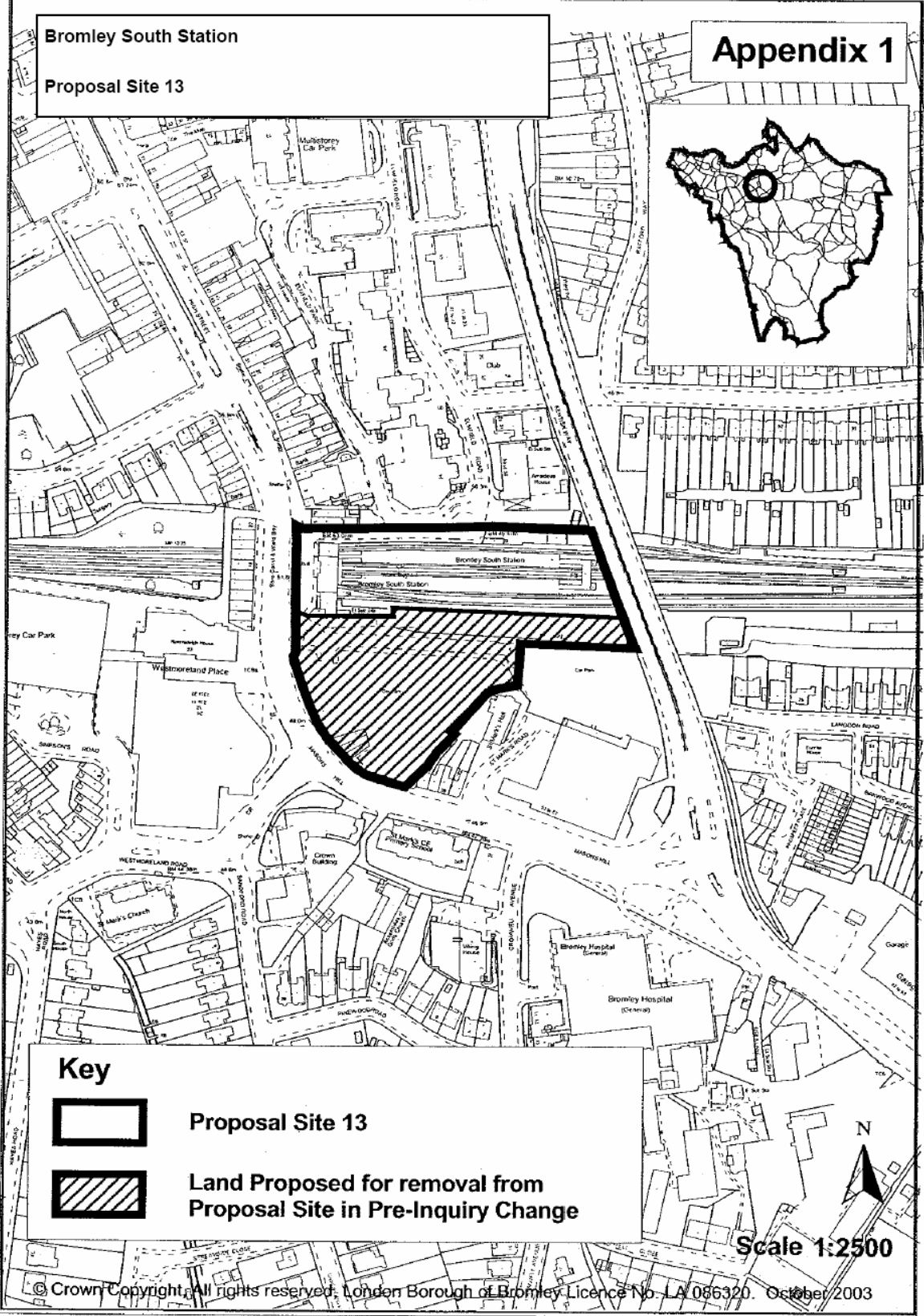
2.21 As is the case with Bromley North station, this is an appropriate location for residential development.



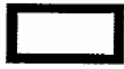
Bromley South Station

Proposal Site 13

# Appendix 1



## Key



Proposal Site 13



Land Proposed for removal from Proposal Site in Pre-Inquiry Change

Scale 1:2500

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## **Police Station/First Church of Christian Scientist, Widmore Road (Proposal Site 16)**

### *Summary of Characteristics*

- 2.22 The site is located on the junction between Widmore Road and Kentish Way, and is the site of the former police station that has now been relocated to new premises in Bromley South. The size is approximately 0.52 hectares in size.
- 2.23 Key designations: The former police station is Locally Listed; the church is on the Statutory List. It is proposed that the buildings will be retained and reused.
- 2.24 The site is identified in the Second Deposit Draft Unitary Development Plan as suitable for residential and/or commercial re-use. However, the Council has not ruled out the use of the site as a 'fine arts venue'.

### *Previously Developed Land*

- 2.25 The site is previously developed land and comprises of the Church, former police station and a commercial block separating the protected buildings.

### *Infrastructure*

- 2.26 The site is located within Bromley Town centre and enjoys excellent access to rail services at Bromley South (Victoria and Black Friars) and Bromley North Stations (London Bridge and Cannon Street) and close proximity to in excess of 14 local bus routes serving the surrounding residential areas.
- 2.27 The close proximity to the main retail hub of the Town Centre ensures that all relevant services and facilities are available within walking distance of the site.

### *Physical/Environmental Constraints*

- 2.28 The statutory listing of the church and the local listing of the police station represent constraints to development although these are not insurmountable and are likely to increase the character of the development should the site be brought forward for housing or a mixed use scheme.

*Additional Information*

- 2.29 The Council is currently in the process of producing a planning brief for the site, but this is unavailable at present.

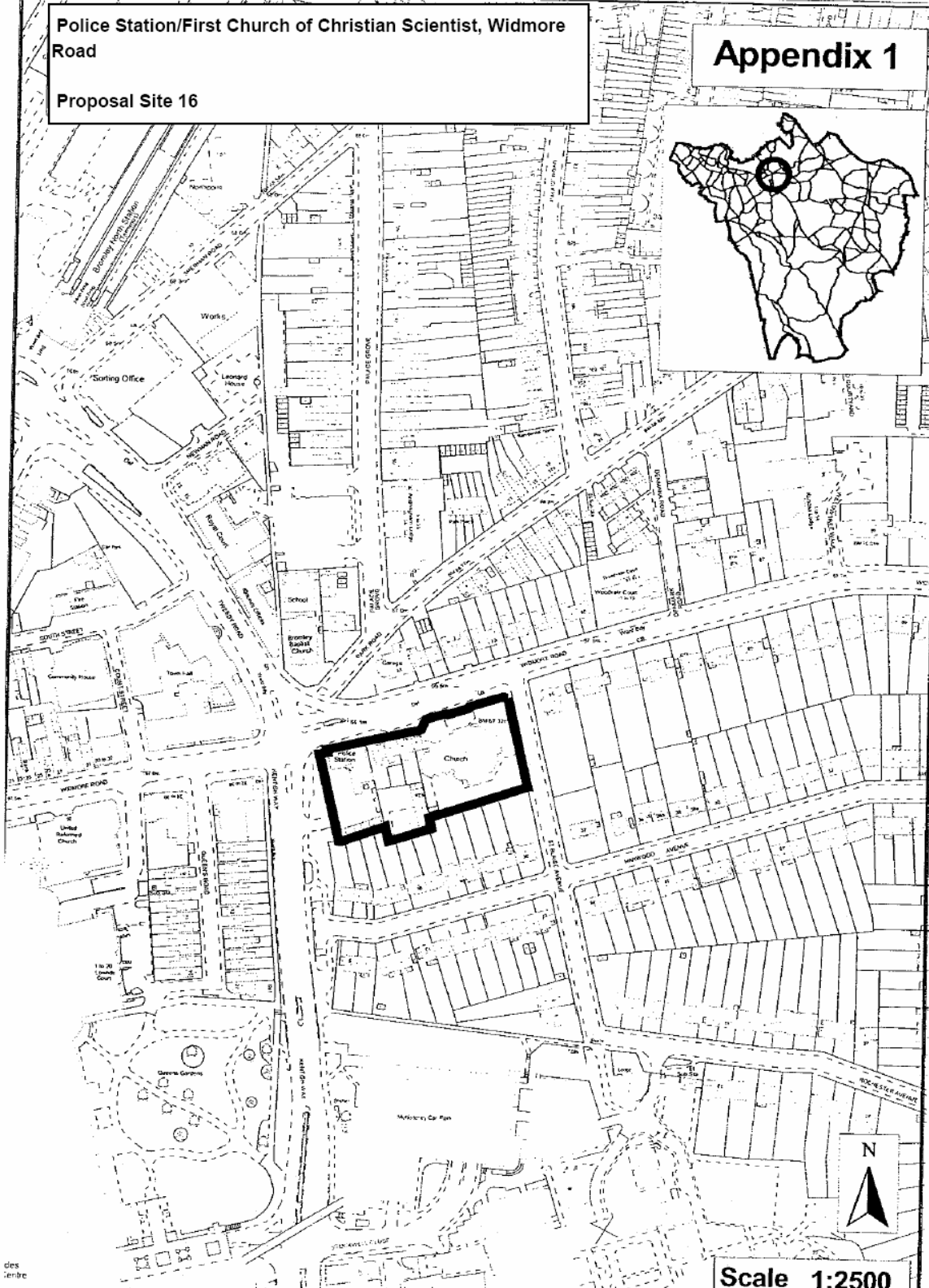
*Conclusion*

- 2.30 This town centre site enjoys excellent access to public transport and a wide range of services and apart from the constraints resulting from the statutory listing of the church and the local listing of the police station, which are not considered to be insurmountable, we consider that the site would represent a sustainable location for future housing development or as part of a mixed use scheme.

Police Station/First Church of Christian Scientist, Widmore Road

Proposal Site 16

# Appendix 1



Scale 1:2500

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### **Land Off Tweedy Road (Proposal site 11)**

- 2.31 The site is a small, narrow parcel of land located to the south of Tweedy Road and site is approximately 0.5 ha and is currently in the ownership of LBB. The site is currently vacant.
- 2.32 An O/S of the site is attached.
- 2.33 The site is currently allocated in the Second Deposit Draft as Proposal Site 11. The site is allocated for housing in the adopted UDP (Opportunity Site D).
- 2.34 There is currently an undetermined application for the erection of 2 three storey blocks comprising 24 flats with 22 car parking spaces and a covered cycle storage facility and a refuse enclosure (04/03587/OUT) on the site.

#### *Previously Developed Land*

- 2.35 By virtue of the criteria set out in Annex C of PPG3 the site is not previously developed land.

#### *Infrastructure*

- 2.36 The site has been assessed as having high accessibility by non-car modes due to its close proximity to Bromley North railway station and bus station. It benefits from access to both rail and bus services providing the site with a range of frequent services, connecting to a range of destinations.
- 2.37 This accessibility is reflected in the PTAL rating of Level 5 / 6a.
- 2.38 The site was assessed to have high accessibility to local services. It is well related to Bromley town centre which provides a range of existing educational, recreational facilities, physical and social infrastructure.

#### *Physical and Environmental Constraints*

- 2.39 The potential capacity of the site is limited due to its shape, the proximity of Bromley College to the south, which is a listed building, and Tweedy Road the north.

#### *Defensible Boundary*

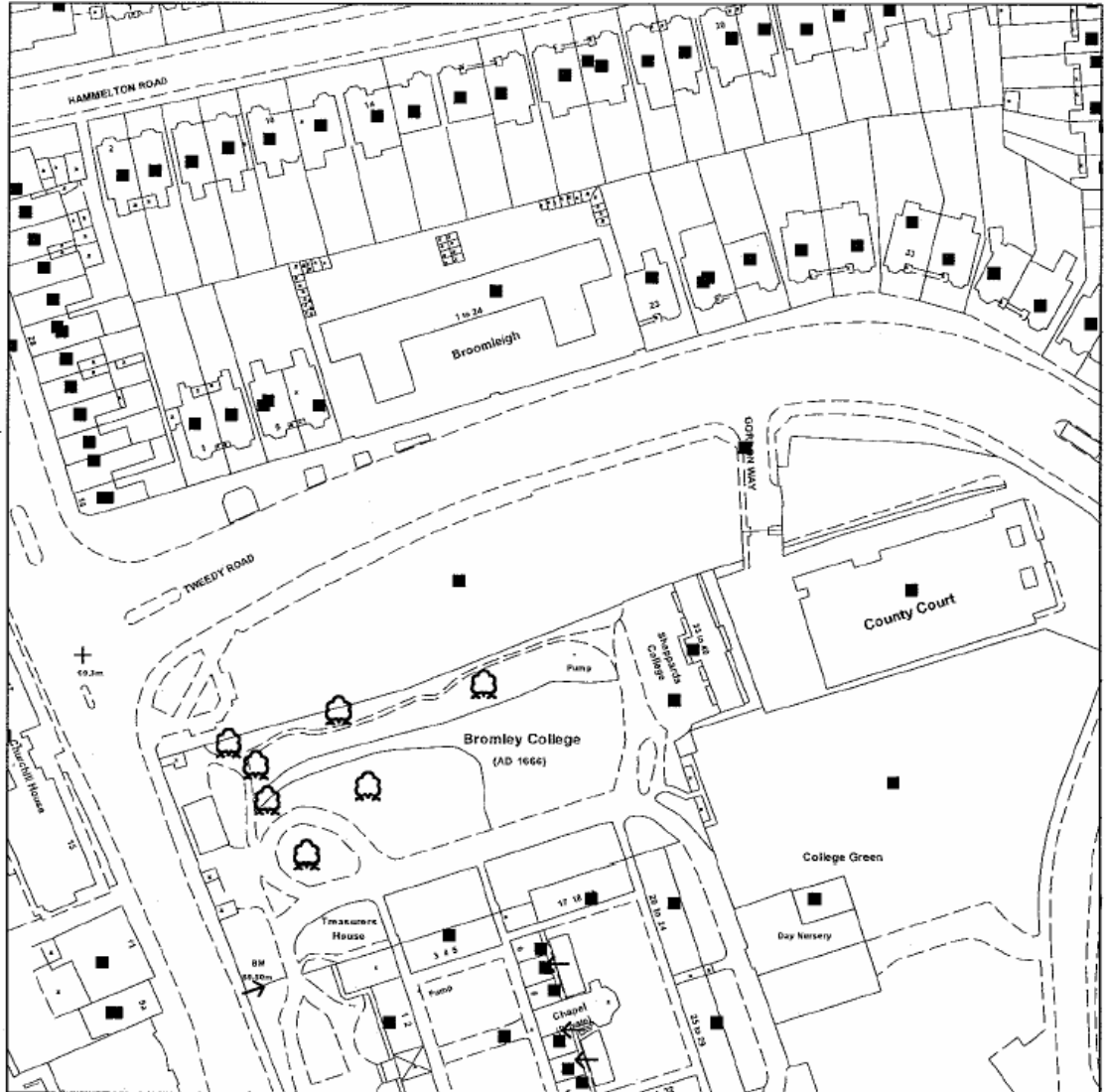
- 2.40 The site is considered to have well established and defined defensible boundaries.

*Conclusion*

- 2.41 The site is clearly an appropriate site for housing. It is slightly constrained but this should not prevent future development.

Land off Tweedy Road

Proposal Site 11



Produced using ESRI (UK)'s MapExplorer 2.0 - <http://www.esriuk.com>

### **Land at Worsley Bridge Road, Beckenham - (Proposal Site 5a)**

- 2.42 The site is located on the eastern side of Worsley Bridge Road, Beckenham and is bound to the north by Stumps Hill Lane, to the east by Abbey Lane and Stevens Close and by the playing fields of Worsley Bridge Junior School to the south. The site is approximately 1.2 ha and gently slopes, rising from west to east. The site is located in a well established residential area which is characterised by a range of densities and dwelling type.
- 2.43 An O/S of the site is attached.
- 2.44 Key designations: The site is currently designated in the adopted UDP as MOL and Green Chain but is allocated as a Housing Proposals site in the 2<sup>nd</sup> Deposit Draft UDP.

#### *Previously Developed Land*

- 2.45 By virtue of criteria set out in PPG3 the site is not previously developed land.

#### *Infrastructure*

- 2.46 The site has been assessed as having low accessibility by non-car modes. There is one bus service (no. 352) which runs along Worsley Bridge Road between Lower Sydenham and Beckenham Junction. The site is within 1km of New Beckenham, Lower Sydenham, Beckenham Hill and Beckenham Junction railway stations whilst the Tramlink is available from Beckenham Junction. These factors give the site a degree of accessibility.
- 2.47 This accessibility is reflected in the PTAL rating of Level 1b.
- 2.48 The site was assessed to have moderate accessibility to local services. The site is well related to existing educational and recreational facilities although the majority of physical and social infrastructure is located in Beckenham Town Centre which is located 0.8kms to the south of the site.

#### *Physical and Environmental Constraints*

- 2.49 No physical or environmental constraints were identified.



*Defensible Boundary*

2.50 The site is considered to have well established and defined defensible boundaries.

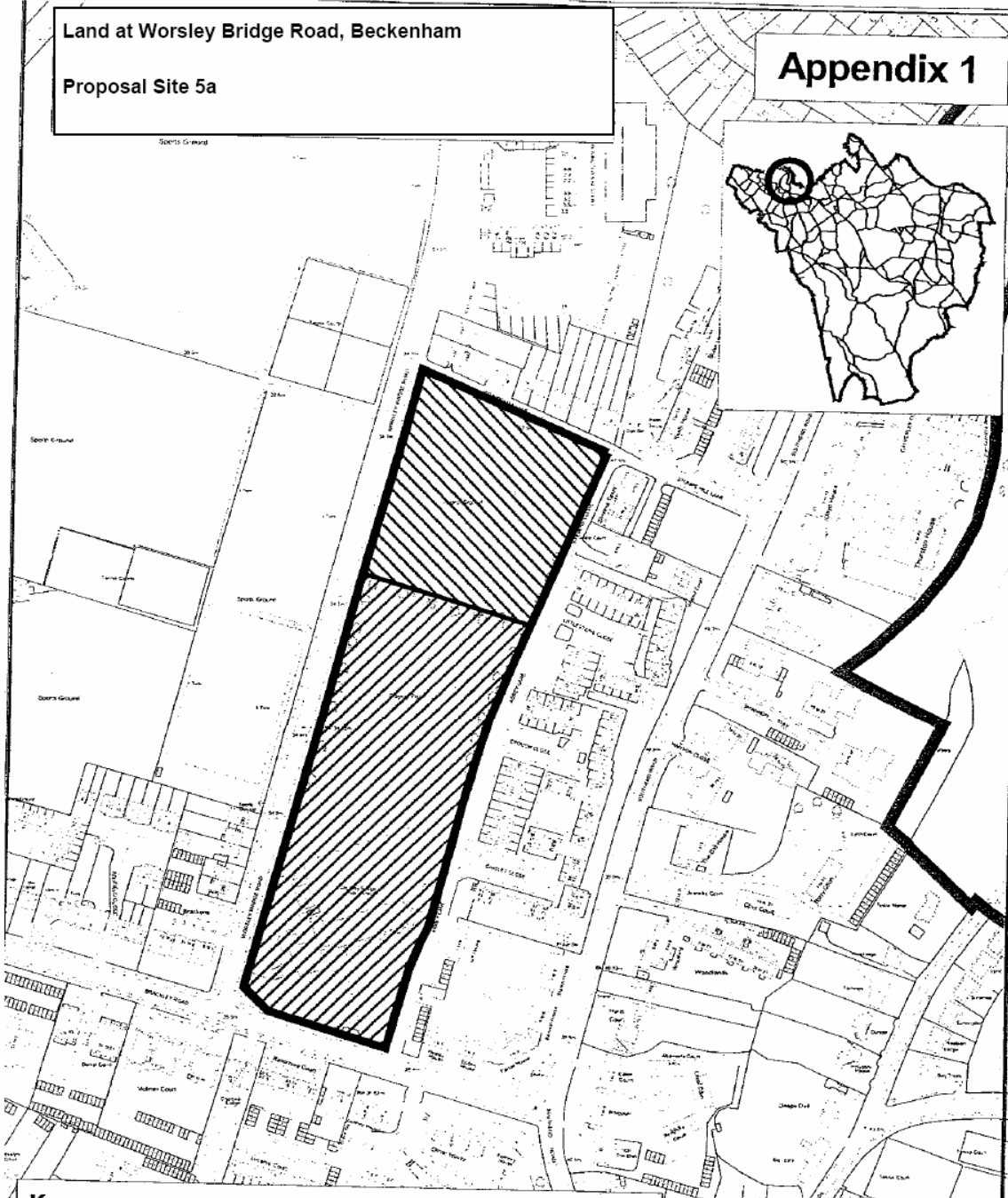
*Conclusion*

2.51 The policy proposals for the housing development of this site appear reasonable. The site is in a good location and more accessible than the PTAL indicates. It has strong boundaries and its function as MOL is questionable.




Land at Worsley Bridge Road, Beckenham

Proposal Site 5a

# Appendix 1



### Key

-  Objection Site
-  MOL & Green Chain designations removed, designated as Urban Open Space Second Deposit Draft
-  MOL & Green Chain designations removed, designated as a Proposal Site Second Deposit Draft



Scale 1:3000

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### **Land off Goddard Road, Elmers End (Proposal Site 3)**

#### *Summary of Characteristics*

- 2.52 The site is located off Goddard Road, Elmers End and is identified as Proposals Site 3 in the Second Deposit Draft UDP. The site (0.52 ha) is located on the southern edge of a residential area consisting of a mix of detached and semi-detached houses. The Marian Vian School Primary School is located to the east of the site, a recreation ground directly to the south and there is an established area of industrial units to the west, accessed from the A222. On the opposite side of the A222 are a Tesco superstore and Elmers End railway / Tramlink station.
- 2.53 An O/S of the site is attached.

#### *Previously Developed Land*

- 2.54 The site has been in use as allotments since 1945 and does not compromise previously developed land. We understand that none of the allotments are currently in use.
- 2.55 We accept the Inspectors comments that in light of the apparent lack of demand for such facilities, there is no reason to hold the loss of the allotments against the proposed allocation for housing.

#### *Infrastructure*

- 2.56 The site is considered to be highly accessible to public transport. Elmers End Station is within 5 – 10 minutes walk of the site and has good access to six bus services which stop at the Station (Nos. 54, 194, 356, 358, 367 and 726) and the Tramlink, with regular services to Bromley and Croydon town centres.
- 2.57 The level of accessibility is higher than that indicated by LBB in their Planning brief for the site which considered it to be of moderate accessibility.
- 2.58 This high accessibility of the site is reflected in the good PTAL rating (Level 4).
- 2.59 Following our assessment of the site we consider that the site is well located to local facilities and services such as the nearby Tesco superstore to the west, a range of shops at Elmers End, the adjacent Primary School and recreational grounds to the south.

### *Physical and Environmental Constraints*

- 2.60 It was reported by the Inspector and in LBB Planning Brief (2003) that the western corner of the site falls within an area of potential flood risk from a 1 in 100 year flood event. We agree with the Inspectors view that the matter of possible flooding across a small part of the site and protective measures would need to be balanced against the housing needs of the Borough and the points that fall in favour of its allocation.
- 2.61 The western and southern edges of the site, closely bordering the existing industrial units, are likely to have some influence on the siting of residential development, and could be contaminated as a result of previous industrial uses. This matter could be overcome by remedial measures.

### *Defensible Boundary*

- 2.62 The site is bordered to the north and east by existing residential development and to the west by existing industrial units. The recreational site to the south is well defined and represents a natural boundary. Therefore, it is considered that the site has well defined, defensible boundaries.

### *Additional Information*

- Planning permission was granted on 23<sup>rd</sup> March 2004, for 22 units.

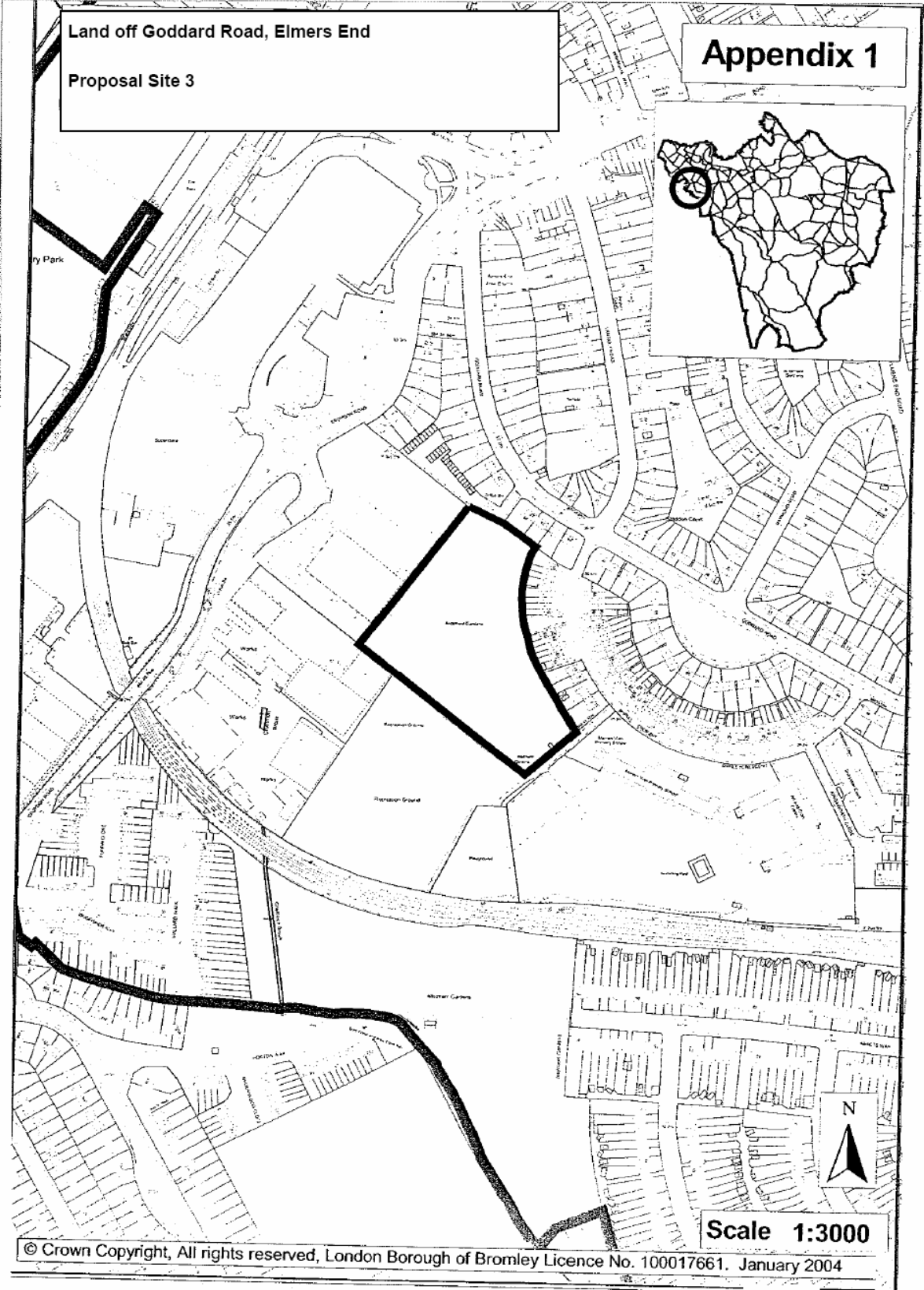
### *Conclusion*

- 2.63 The site represents a good use of redundant nurseries. It is accessible and forms a link with existing residential areas.

Land off Goddard Road, Elmers End

Proposal Site 3

# Appendix 1



Scale 1:3000

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## **Ravensbourne College, Walden Road, Chislehurst (OM57)**

### *Summary of Characteristics*

- 2.64 The site is located in a predominately residential area to the west of Chislehurst and is approximately 7.4 ha in total. The proposed Major Development Site (MDS) designation part of the site is 5.2 hectares, although this was dismissed by the Inspector. The College buildings occupy a large proportion of the site whilst a two-storey residential block is located to the east. The sole access to the site is from Walden Road which serves a number of car parking areas that lie to the west, south and east of the main buildings and which provide space for up to 235 cars.
- 2.65 To the east of the site is a relatively dense belt of woodland which is covered by a Tree Preservation Order. Beyond this to the north east of the site is Walden public recreation ground and adjacent wood. Running along the northern boundary of the site is The Green Chain Walk.
- 2.66 Owing to the site's elevated position there are a number of telecommunication installations equipment located on the buildings and on a separate mast.
- 2.67 The site is in close proximity to the site off Bushell Way and should not be read in isolation to this site.
- 2.68 An O/S of the site is attached.
- 2.69 Key Designations: The site is allocated in the adopted UDP as Metropolitan Open Land (MOL). In the proposed pre-Inquiry changes to the Second Deposit Draft UDP it is proposed as a Major Development Site (MDS) within MOL (April 2003), the Inspector dismissed these designations. The Green Chain Walk abuts the north of the site.

### *Previously Developed Land*

- 2.70 The site is split into a number of uses, for the purposes of the definition in PPG3 Annex C, part of the site should be defined as previously developed land and part greenfield.
- 2.71 The developed part of the site includes the curtilage of the existing educational and residential buildings and the car parking area

### *Infrastructure*

- 2.72 The site is poorly related to existing public transport networks. There is a limited bus service along Elmstead Lane linking with Bromley town centre, with more frequent services running through Chislehurst. The following bus services are within 1km of the site Nos. 61, 160, 161, 163, 273 and 314. Elmstead Woods Station is located approximately 1km to the south west of the site and provides a direct service to London Bridge.
- 2.73 The site has a PTAL rating of Level 1a.
- 2.74 The majority of physical and social infrastructure is located along Chislehurst High Street which is to the east of the site.

### *Physical and Environmental Constraints*

- 2.75 The sites physical and environmental constraints were identified in LBB Planning Brief for the site (September 2003) and are summarised below.
- 2.76 The Green Chain Walk, a public amenity route, runs along the northern boundary of the site.
- 2.77 The existing woodland to the east of the site, covering approximately 2.15ha, is protected by a Tree Preservation Order (TPO). In the Planning Brief for the site LBB state that the woodland should be protected and retained.
- 2.78 Any layout should pay particular attention to the topography of the site and respond to the level change.
- 2.79 The site contains telecommunications apparatus which will have to be taken into account in any housing proposals.

### *Defensible Boundary*

- 2.80 The site has well defined and defensible boundary and whilst The Green Chain abuts the north of the site there is no direct access. The woodland area to the east of the site, identified in the Planning brief for retention, provides a clear boundary and would provide a buffer between the site and the remaining areas of open space.

*Additional Information*

- 2.81 A planning application has been submitted for 251 dwellings on this site, which is presently under consideration.

*Conclusion*

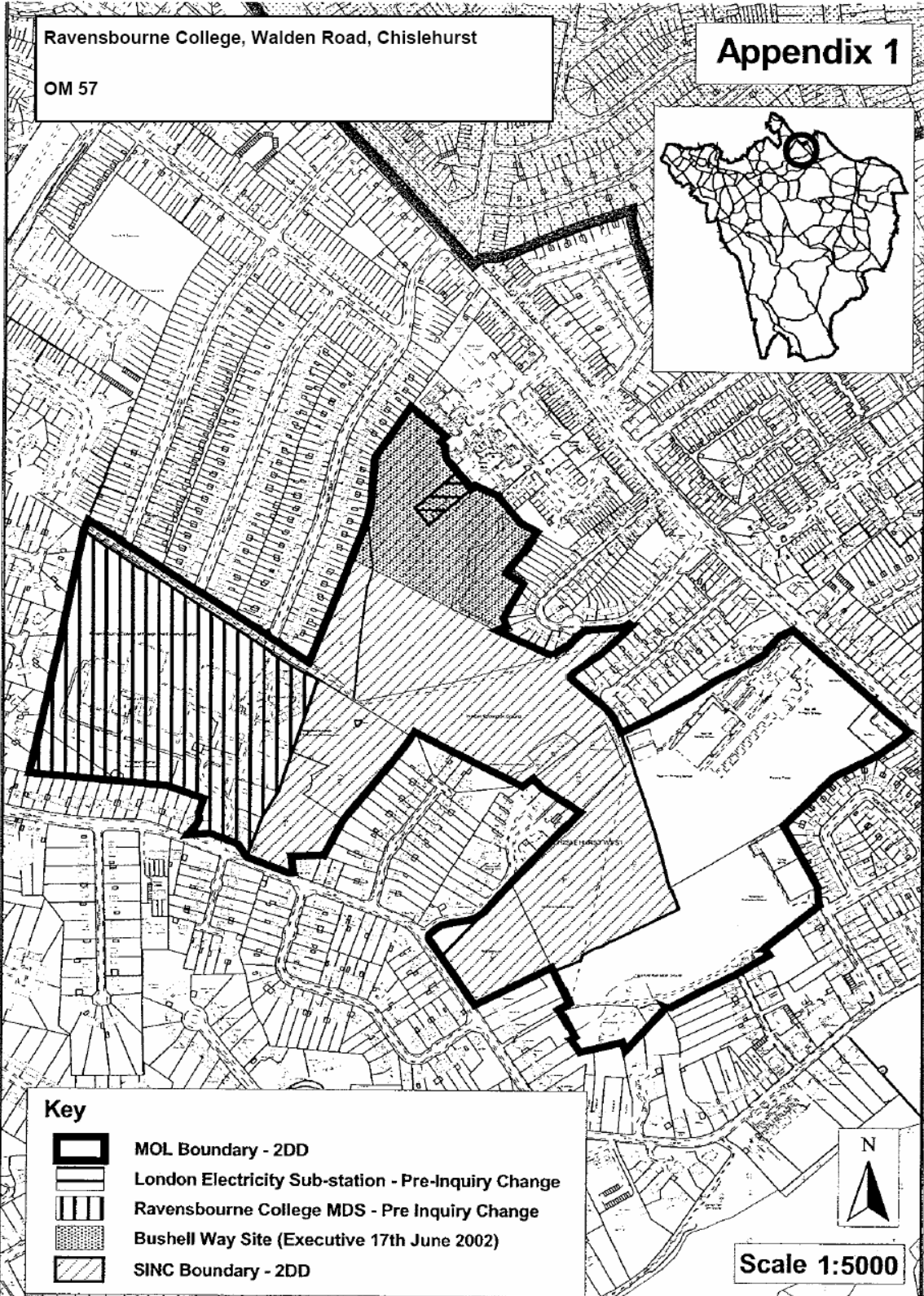
- 2.82 The Inspector did not consider the site suitable for MOL or MDS and it is therefore evident that the site is suitable for residential development. However, this should only relate to the existing built up area. The parts of the site that remain as MOL will continue to play an important role in protecting further expansion and general characteristics of this part of the Borough. It is, therefore, considered that further development beyond the existing permission could be harmful and unsustainable.








Ravensbourne College, Walden Road, Chislehurst

OM 57

# Appendix 1



### Key

-  MOL Boundary - 2DD
-  London Electricity Sub-station - Pre-Inquiry Change
-  Ravensbourne College MDS - Pre Inquiry Change
-  Bushell Way Site (Executive 17th June 2002)
-  SINC Boundary - 2DD

Scale 1:5000

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### **3.0 BROWNFIELD SITES**

#### **Land Adjacent To Clock House Station**

##### *Site Characteristics*

- 3.1 The site is located to the east of the station adjacent to Clockhouse Road. The site is currently used as an exit route from the station by passengers alighting at Clockhouse and is approximately 0.16 hectares in size.

##### *Previously Developed Land*

- 3.2 The site is currently subject to indiscriminate dumping and classified as previously developed land in the context of paragraphs 2 and 3 of Annex 3 of PPG3.

##### *Infrastructure*

- 3.3 Clock House Station provides links to London Bridge and PTALs produced by TfL suggest that the site is in an area of moderate accessibility (Level 3). Regular bus services provide links to Lower Sydenham and West Croydon (194) Bromley North and Crystal Palace (227) and Orpington (358) and Penge (354).
- 3.4 The site is located in close proximity to a wide range of services and facilities including, Clock House Methodist Church, Pharmacy, Newsagents, convenience store and the Clock House public house, which are all located within a few 100 yards of the station. The Churchfields Primary School is also located within walking distance of the site (approximately 0.3 km). The recreation ground at Betts close is also located within walking distance of the site. The nearest Post Office is located in Rectory Road, Beckenham (approx 0.6 km away). Beckenham Library and The Spa Leisure Centre are also located on Beckenham Road within walking distance of the site.
- 3.5 The site is therefore considered to enjoy excellent access to both transport infrastructure and local services and facilities and is therefore considered to be a sustainable location for potential development.

### *Physical and Environmental Constraints*

- 3.6 The noise resulting from the adjoining rail related uses is likely to provide a constraint to development although this is not considered to be insurmountable.
- 3.7 The site has been the subject of indiscriminate dumping and there is a slight possibility of contamination on the site, however, the redevelopment of the site is likely to improve the quality of the local environment for surrounding residents.
- 3.8 The Council has indicated that any proposals to develop the site would need to take into account the need to improve access from the station.

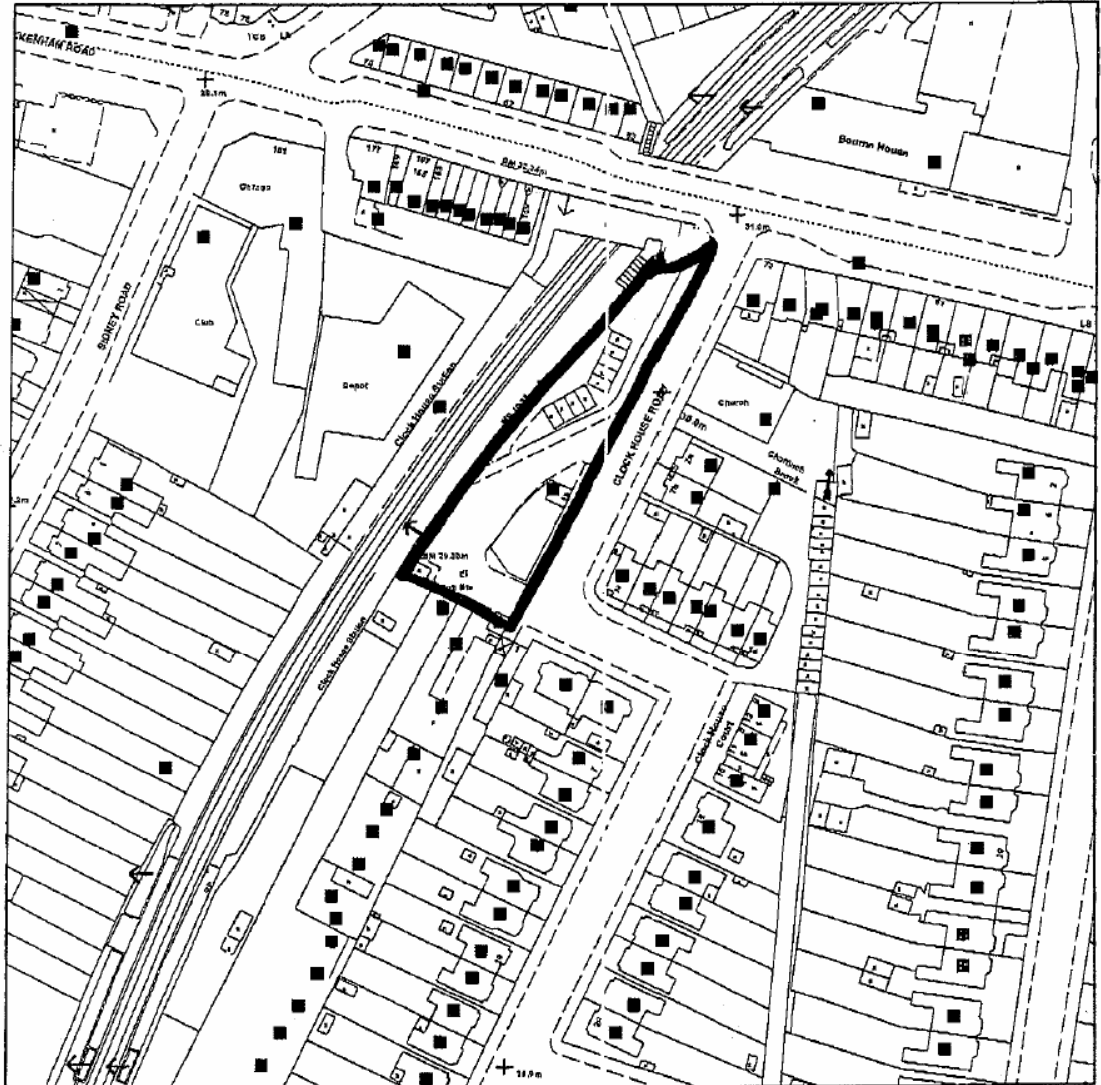
### *Additional Information*

- 3.9 This is a previously developed site and enjoys good access to a wider range of services and facilities and good public transport links. The site is considered to be sequentially preferable as the location for additional housing provision to accommodate some of the shortfall identified for the period. The development of the site may also serve to eliminate the problem of illegal dumping in the area and improve the quality of the environment for surrounding residents.

### *Conclusion*

- 3.10 It is recommended that LBB consider the allocation of the land at Clock House for allocation for housing to contribute towards the identified shortfall in the provision of housing for the period. This housing provision may be limited by the site size and the need to improve access.

Land Adjacent to Clock House Station



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## **Land Adjacent To St Mary Cray Station**

### *Site Characteristics*

- 3.11 The site is located to the north of the railway line between the station, railway and Station Approach. The site is accessed from Station Approach and is approximately 0.47 hectares in size.
- 3.12 Key designations: The site is within an area of archaeological significance.

### *Previously Developed Land*

- 3.13 The site is currently used for the storage of materials and vehicles and classified a previously developed land in the context of paragraphs 2 and 3 of Annex 3 of PPG3.

### *Infrastructure*

- 3.14 St Mary Cray Station provides access to nearby Orpington and Central London. There are a range of bus services from St Mary Cray Station to St Pauls Cray (R1), Foots Cray and Sidcup (R11), Bexley (B14), Orpington and Green Street Green (R1) and Welling and Woolwich (51). Hail and ride services also provide access to Petts Wood, Downe and Biggin Hill. The site is located within an area of moderate accessibility (Level 3) as defined by PTALs.
- 3.15 The site is located in close proximity to a wide range of services and facilities including Leasons Hill Primary School (0.3 miles). The parade of shops at Sayes Court Road (adjacent to the station) provides easy access to a range of services including newsagents, foodstore and the nearby old community church. The nearest Post Office is approximately 0.5 miles (0.8 km) away at Mountfield Way, and the nearest doctor is at High Street St Mary Cray (approx 0.6 km from the site).

### *Physical and Environmental Constraints*

- 3.16 Noise resulting from the adjoining railway represents a constraint to development although mitigation measures could reduce the impact of the problem to what may be considered an acceptable level.
- 3.17 There is potential for contamination to exist on the site as a result of the previous uses.

### *Additional Information*

- 3.18 The Council previously could see no overriding need to release the site for housing.
- 3.19 In terms of the potential deliverability of this site, although we have not received any evidence about the position regarding the existing uses, this area of St Mary Cray and in particular the land surrounding the site is poorly maintained and 'run down' in appearance. At the time of the site visit there was evidence of graffiti, vandalism and indiscriminate dumping of rubbish in the areas surrounding the station car park and would benefit from improvement.

### *Conclusion*

- 3.20 Despite the potential for the loss of the site as employment land, it is considered that the potential of the site for additional housing development to contribute towards the additional requirement is worthy of further consideration by the Council, although questions remain over its deliverability.

Land Adjacent to St Mary Cray Station



Produced using ESRI (UK)'s MapExplorer 2.0 - <http://www.esriuk.com>

## **Land Adjacent To Chelsfield Station**

### *Site Characteristics*

- 3.21 The site is located to the south of the railway line adjacent to the existing station. The site is accessed from Station approach off Warren Road and is approximately 0.19 hectares.

### *Previously Developed Land*

- 3.22 The site is currently a commuter car park for the station and remains predominantly empty at weekends at which time cars are parked in the surrounding unrestricted roads. The site is therefore previously developed land in the context of paragraphs 2 and 3 of Annex 3 of PPG3.

### *Infrastructure*

- 3.23 Although Chelsfield station provides rail links to Sevenoaks and Tonbridge and Central London, and the R3 bus service provides a 30 minute service on weekdays and hourly on evenings and weekends, between Chelsfield Village, Orpington and Locks bottom, the PTALs produced by TfL suggest that the site is in an area of low accessibility (Level 2).
- 3.24 The size of the site means that level of accessibility vary considerably across the site with the western parts of the site that are in close proximity to Chelsfield Station enjoying significantly higher levels of accessibility that the far eastern corners of the site.
- 3.25 The site is located in close proximity to a wide range of services and facilities including Post Office, Chelsfield Methodist Church, Lloyds Pharmacy, Fourbuoys Newsagents, the Chelsfield public house and Doctors surgery which are all located on Windsor Drive in close proximity to the station. The Highway Primary School is also located within walking distance of the site. (0.2 miles). High Beeches public open space is also nearby.



### *Physical and Environmental Constraints*

- 3.26 The noise generated by the adjacent rail related uses is likely to serve as a constraint to the development of the site for residential purpose, however, this is not considered to be insurmountable.
- 3.27 The boundary of the site to the south demonstrates a change in levels that could provide a constraint to development.
- 3.28 During weekdays, the site is currently used as a commuter car park. The issue of replacement car parking provision would need to be considered by the Council should any the site be considered suitable for allocation.

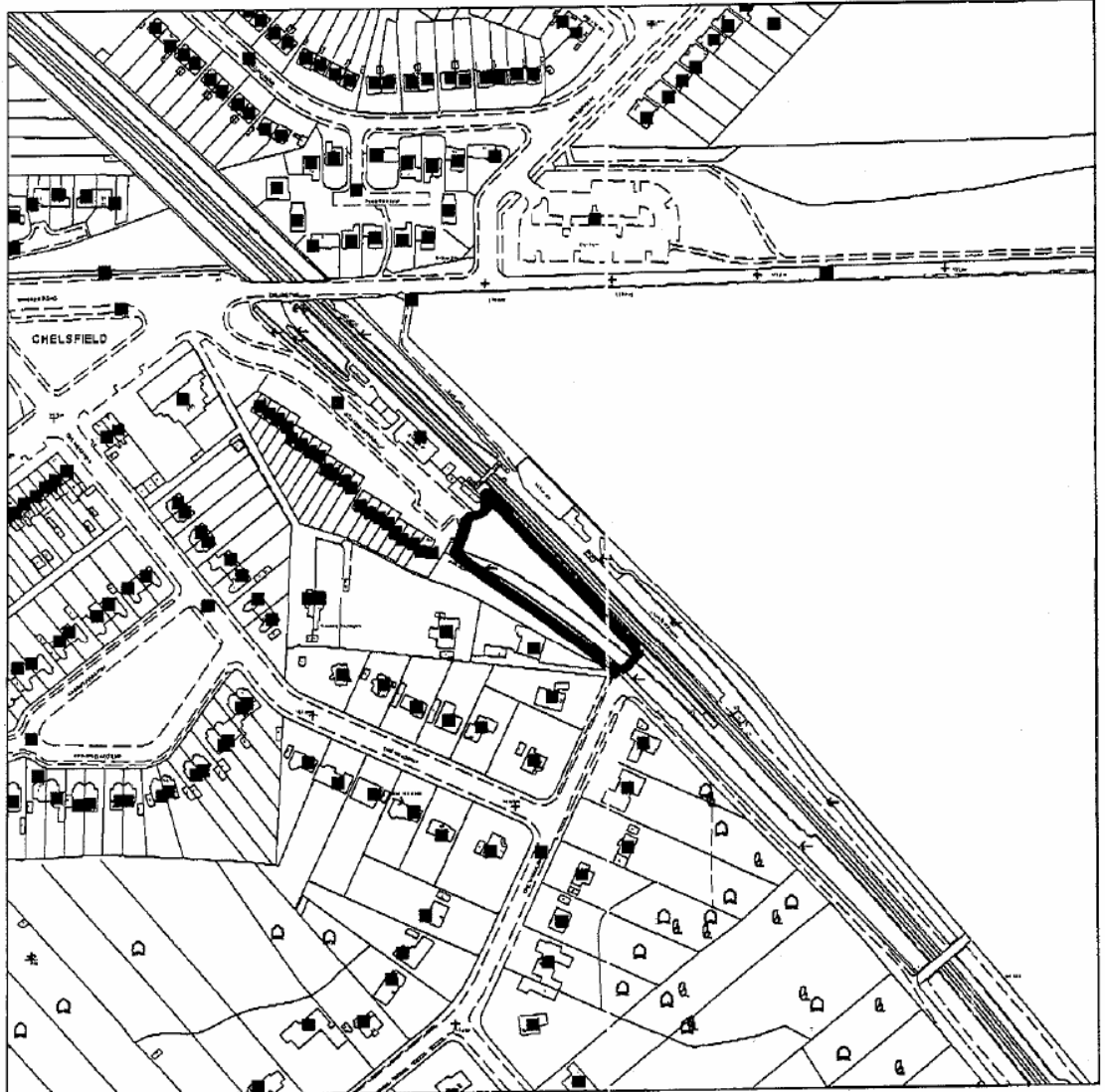
### *Additional Information*

- 3.29 On the whole the site enjoys good access to public rail facilities and slightly more despite the more limited accessibility provided by bus services. There are also a good range of public services and facilities in close proximity to the site.

### *Conclusion*

- 3.30 In view of the sustainable nature of the site, it is considered that if the issue of alternative car parking provision could be addressed then this site is considered to be worthy of further consideration by the Council. However, it is difficult to see where replacement provision could be located so this could represent a major constraint to the development of this site.

Land Adjacent to Chelsfield Station



Produced using ESRI (UK)'s MapExplorer 2.0 - <http://www.esriuk.com>

## **Land Adjacent To Bickley Station**

### *Site Characteristics*

- 3.31 The site is located to the south of the railway line and comprises of a strip of land bordering on to properties in The Pantiles and Abinger Close. The site is approximately 0.86 hectares in size.

### *Previously Developed Land*

- 3.32 The site is previously developed land in the context of paragraphs 2 and 3 of Annex 3 of PPG3. A range of former uses have taken place on this site in the past including the use of the site for a mini cab office.
- 3.33 Bickley Station provides links to London Blackfriars and PTALs produced by TfL suggest that the site is in an area of moderate accessibility (Level 3). Regular bus services provide links to Bromley and Beckenham (162) and Chislehurst, Sidcup and Bexleyheath (269). Bromley and Locksbottom (336 every 20 minutes) and an hourly service to Orpington (R7) from Monday to Saturday.
- 3.34 The site is located in close proximity to a modest range of services and facilities including, St Georges Primary School Bickley, church, Doctors in Blackbrook Lane (approx 0.5 miles) and newsagents. A Post Office was previously located in the entrance to the Station on Southborough Road, but this is now vacant. The nearest Post Office is now located in Widmore Road approximately 1.1km from the site and the site is more that 1km from local shops.
- 3.35 The site is therefore considered to adhere to some of the criteria set out in PPG3, however, access to local services and facilities is not as good as at some of the other station sites that have been put forward by objectors for housing.

### *Physical and Environmental Constraints*

- 3.36 The noises generated to the adjoining rail related uses are likely to represent a constraint to the development of the site for housing, although this is not considered to be insurmountable.
- 3.37 The presence of a telecommunications mast and equipment cabin on the site.

3.38 The potential exists for contamination on the site from previous uses.

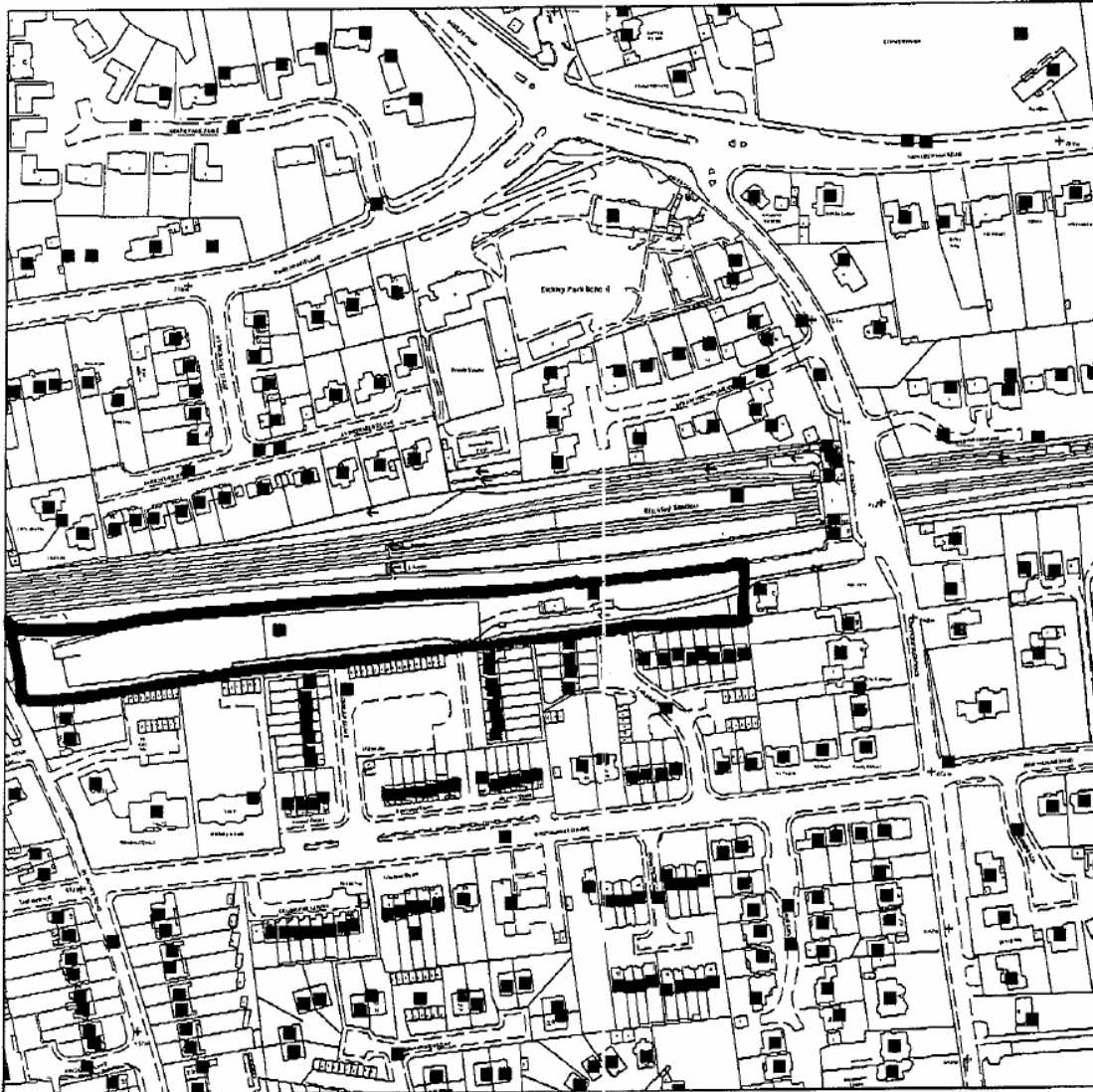
*Additional Information*

3.39 Although this is a previously developed site, and is located in close proximity to good transport links provided by Bickley Station, the development of this site would result in the loss of an area that is used for car / coach parking for the station. In addition the site is not as closely located to the range of public services as some of the other sites that have formed part of this assessment.

*Conclusion*

3.40 Although the site is accessible and constraints such as the siting of the telecommunications mast and the potential loss of parking facilities, these factors are not considered to be insurmountable. In considering the potential of this site as a location for additional housing provision the Council should have regard to the limited accessibility of the range of services and facilities when compared to all of the other station sites.

Land Adjacent to Bickley Station



Produced using ESRI (UK)'s MapExplorer 2.0 - <http://www.esriuk.com>

#### **4.0 ADDITIONAL SITES ASSESSED BY NATHANIEL LICHFIELD AND PARTNERS**

##### **Oakley Road / Gravel Road, Bromley, Former Allotments (OM 51)**

###### *Summary of Characteristics*

- 4.1 The site comprises a parcel of land situated between Gravel Road and Oakley Road, Bromley which was formerly used as allotments. The site (0.58 ha) was last used for this purpose in 1996 and is now significantly overgrown and clearly vacant.
- 4.2 An O/S of the site is attached.
- 4.3 Key Designations: The site is designated in the Second Deposit Draft as Urban Open Space.

###### *Previously Developed Land*

- 4.4 The site is not previously developed land in terms of the definition given in Annex C of PPG3.

###### *Infrastructure*

- 4.5 The site has a low PTAL accessibility index. The site is approximately 2 kilometres from Hayes railway station and is poorly served by local bus services. As a consequence the site was considered to be poorly served by public transport with limited choice available within a reasonable walking distance.
- 4.6 The site is located within 1 kilometre of both Primary and Secondary Schools and is well related to public open space. The site is accessible to Locksbottom District Centre, but Bromley Town Centre is approximately 3.8 kilometres from the site. The assessment of the site concluded that it has poor access to local services.

###### *Physical and Environmental Constraints*

- 4.7 No physical or environmental constraints were identified on the site.

###### *Defensible Boundary*

- 4.8 The site is considered to have well established and defined defensible boundaries.

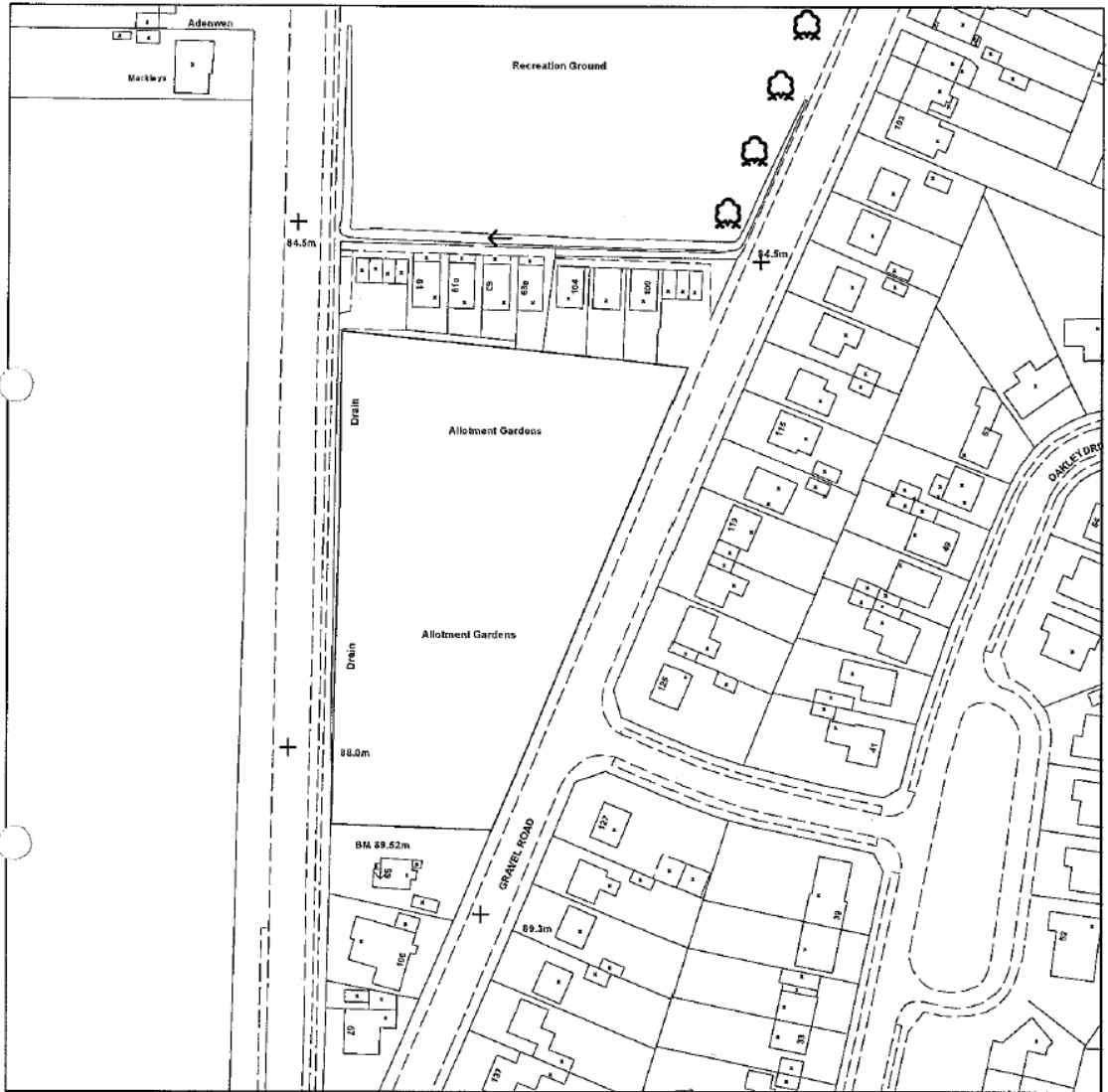
### *Conclusion*

- 4.9 Although the site is allocated as UOS, it clearly has fallen into disuse. Although this is not a reason in itself for housing, the site characteristics mean that it is questionable as UOS. The site is in a strong location, in terms of its relationship with adjoining residential dwellings. Although the site has a low PTAL scoring, it is accessible to local schools and a District Centre and therefore should be considered for future housing needs.

# 51 Oakley Road/ Gravel Road Bromley (Allotment)



GIS by ESRI (UK)



Scale : 1:1250

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<b>Organisation</b>	London Borough of Bromley
<b>Department</b>	Environmental Services Department
<b>Comments</b>	
<b>Date</b>	11 February 2005
<b>SLA Number</b>	100017661



## **Land Adjacent To Pickhurst Green**

### *Summary of Characteristics*

- 4.10 The site is adjacent to Pickhurst Green and accessed via the unmade road that runs along the boundary of Pickhurst Green with Pickhurst Mead. The site is located to the rear of the garages in Sedgewood Close and originally formed part of the garden to 48 Pickhurst Mead.
- 4.11 The site covers an area of approximately 410 sq m. Although the site is under the 0.5ha threshold for the sites included in this study, it is an omission site that was considered within the Inspectors Report and as it is close to the specified threshold has been included in the assessment.
- 4.12 Key Designations: Urban Open Space, TPO 119 and 1630 (consent has been given for the removal of 1630).

### *Infrastructure*

- 4.13 The nearest rail stations are Hayes (0.6 miles, 0.9 km). Bromley South is also accessible by bus from the site. The 138 bus service links provides a 20 minute service between Coney hall, Bromley and Catford. The 246 bus service also provides a half hourly service between Bromley Biggin Hill and Westerham.
- 4.14 Previous applications on the site (Refs: 02/02564 and 03/00020) were refused on the grounds that the proposals was contrary to open space policy, and the access to the site was considered unacceptable. A subsequent appeal was dismissed.
- 4.15 Pickhurst Infants and Junior Schools are located within 0.2 miles (0.3 km) of the site. The nearest Post Office is located at 34 Letchworth Drive (0.8km from the site). Additional post offices are located at Station Approach, Hayes and Westmoreland Road Bromley 0.9 km (0.6 miles) from the site. Doctors surgeries are located at 315 Pickhurst Lane and 56 Pickhurst Lane, within 600-800 yards of the site.

### *Physical / Environmental Constraints*

- 4.16 The provision of access to the site which is currently along an unmade road.
- 4.17 The existence of a pond immediately adjacent to the site.

- 4.18 The presence of TPOs (119 and 1630) on the site. Permission was granted for the removal of 1630 in 2003.

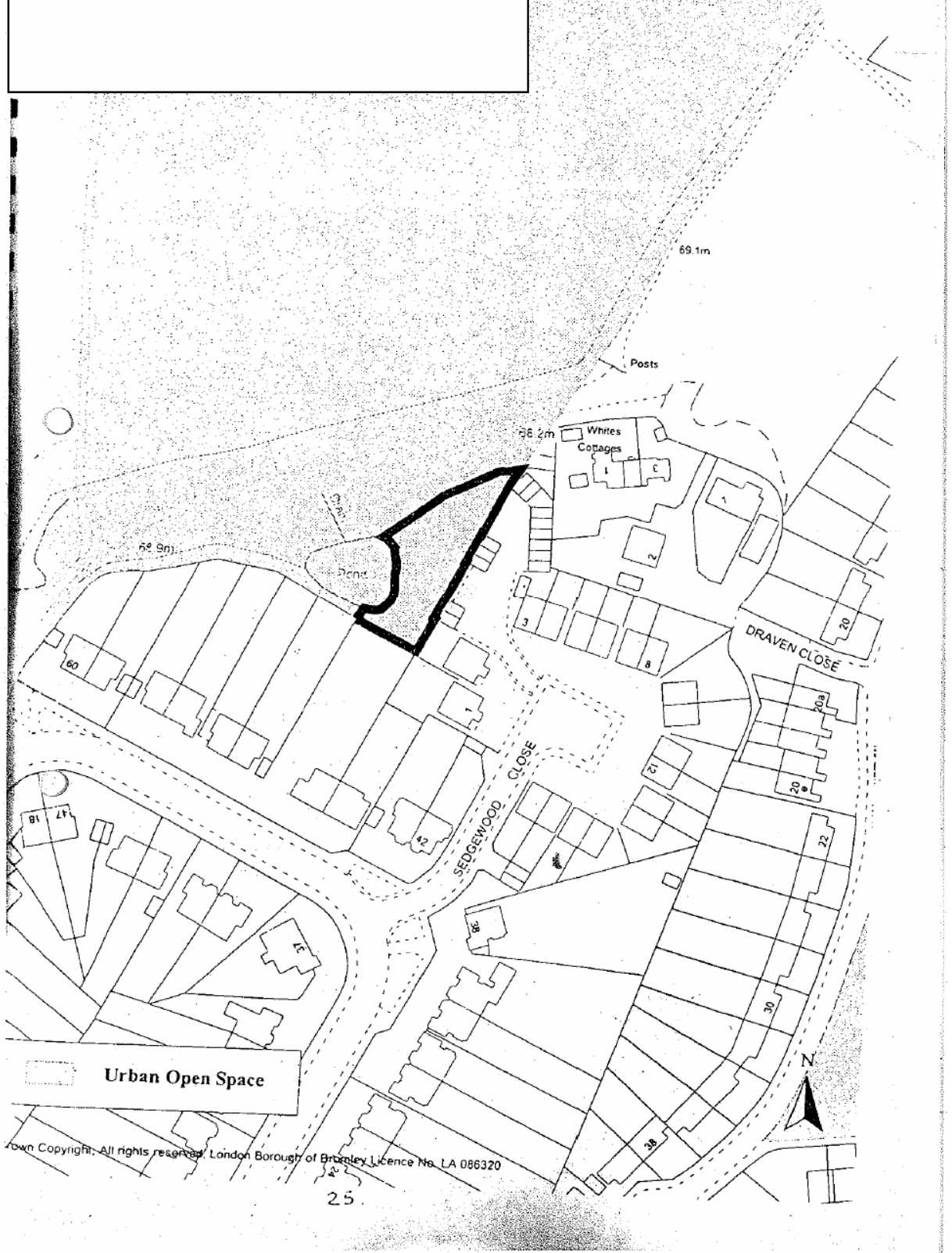
*Defensible Boundary*

- 4.19 The site has previously used as garden land for the keeping of chickens but forms part of a wooded area that abuts the residential Development adjacent to Pickhurst Green.
- 4.20 In previous appeal decisions on the site (referred to above) the Inspector considered that the site contributes towards the semi-rural character of the adjacent Urban Open Space. Apart from the boundary of the site with the rear of the garages in Sedgewood Close, the site is surrounded by trees and we consider that it does make a positive contribution to the character of the adjacent Urban Open Space.

*Conclusion*

- 4.21 Although the site does display some potential benefits for housing development, the number of units that the site has the potential to accommodate is severely constrained by the configuration of the site and its access via an unmade road from Pickhurst Lane.

Land Adjacent to Pickhurst Green



## **Land off Bushell Way, Chislehurst**

### *Summary of Characteristics*

- 4.22 The site is located off Bushell Way and to the east of Oakdene Avenue. The site was once used as a domestic tip and is now heavily overgrown and contains a large electrical sub-station. The site is approximately 2.59 hectares although only 2 hectares is developable.
- 4.23 The site is in close proximity to Ravensbourne College and should not be read in isolation of this site.
- 4.24 An O/S of the site is attached.
- 4.25 The site is wholly in the ownership of LBB.
- 4.26 Key designations: The site is currently designated in the adopted UDP as MOL and was identified in the First Deposit Draft as Proposals Site 1 for housing. It was subsequently removed in the Second Deposit Draft as the Council reasoned it was not necessary to release further housing sites and further considered that MOL designation was appropriate. The Green Chain Walk abuts the south of the site.

### *Previously Developed Land*

- 4.27 By virtue of criteria set out in PPG3 the site is not considered to constitute previously developed land.

### *Infrastructure*

- 4.28 This site is in relatively close proximity to Chislehurst High Street which has regular and frequent bus services to Bromley (Nos. 61, 160, 161, 162 and 273). Elmstead Woods railway station is approximately 1.2 kilometres to the south west of the site.
- 4.29 The High Street also provides a range of local services including superstore and clinic whilst the site is also well placed for access to open space, recreational and educational facilities. Red Hill Primary school is located approximately 300 metres from the site.
- 4.30 The site has a PTAL rating of 2/1b.

### *Physical and Environmental Constraints*

- 4.31 We agree with the Inspectors comments that the adjoining Green Chain Walk should not be regarded as an impediment to development and that the woodland located to the south of the site could provide a necessary buffer. In identifying the site for housing development this area of woodland should be omitted from the site.
- 4.32 Former domestic tip although there are no longer indication of this use.
- 4.33 Reflecting this former use there is the potential for some land contamination across the site. It is considered that any contamination of the site could be overcome by appropriate remedial measures.

### *Defensible Boundary*

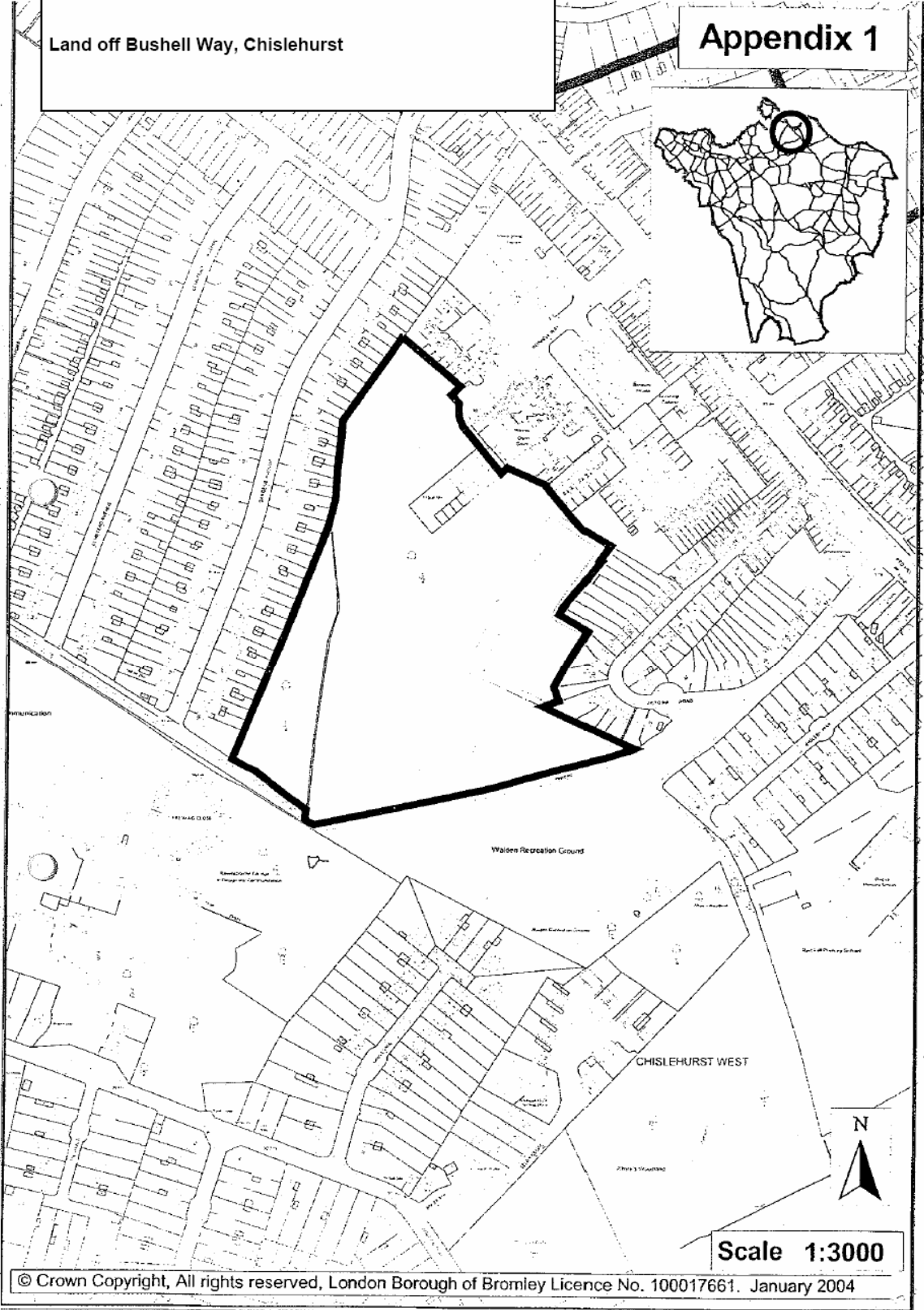
- 4.34 We accept the view of the Inspector that if identified for housing, The Green Chain Walk to the south of the site would not represent a satisfactory boundary. If LBB decide to progress the site for housing it would be appropriate to produce a Development Brief for the site that clearly identifies the southern boundary of the site whilst consolidating the remaining areas of open space.

### *Conclusion*

- 4.35 The site has previously been considered for housing and does not display a number of positive characteristics. The site is in close proximity to local services and is reasonably accessible for public transport, despite its low PTAL scoring. Its role as MOL should be carefully considered and the potential for housing reviewed.

Land off Bushell Way, Chislehurst

# Appendix 1



Scale 1:3000

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## **91-117 Copers Cope Road**

### *Summary of Characteristics*

- 4.36 The site is located to the rear of Nos 91-117 Copers Cope Road and is bounded to the south by Grangewood Lane, to the east by the railway line and to the North by the tennis court associated with the Natwest Sports Ground. The site is approximately 1.5 hectares in size.
- 4.37 Key Designations: MOL, Green Chain, TPO (268A)

### *Previously Developed Land*

- 4.38 Despite the use of the site as a nursery until the 1970's the site is overgrown and only limited remnants of the previous use remain in terms of evidence of the existence of previous structure. It is considered that evidence of the previous use has largely been absorbed into the landscape and, in accordance with the views expressed by both the Inspector and LBB and the guidance contained in PPG3, we consider that the site cannot be described as previously developed land.

### *Infrastructure*

- 4.39 Although access to bus services is limited, the site is only on the route (352) which links the site to Beckenham and Bromley town centres. A second bus route (356) is within walking distance. The site is located in close proximity to New Beckenham Station; a factor that we accept is not adequately reflected in the despite low PTAL figures (Level 1). Train services operate from New Beckenham to London Bridge and in the rush hour to London Victoria.
- 4.40 The majority of physical / social infrastructure is located in nearby Beckenham Town centre (approximately 1km away).

### *Physical Environmental Constraints*

- 4.41 The presence of a TPO (TPO268A) on the northern part of the site represents a significant constraint to development as does the provision of an access to the site, although we understand that the developer has ownership of 103 & 105 Copers Cope Road.

### *Defensible Boundary*

- 4.42 Although the current boundaries of the MOL are clearly defined, we accept the view of the Inspector that the boundaries of the rail embankment and the dense tree belt would also comprise similarly recognisable features. However, the fact that a defensible boundary may be achieved does not necessarily justify any alteration to the MOL or take account of the contribution of the site to the wider MOL..
- 4.43 The site is currently hidden from the road by the existing houses together with their rear gardens. The site is essentially a 'backland' site and we concur with the views of the Inspector that any development on this site would be visible from the new access that would be required on Copers Cope Road.

### *Key Issues*

- 4.44 Although the site would be visible from Copers Cope Road, and the surrounding residential dwellings, we do not consider that the development of the site would be significantly detrimental to the function of the wider MOL or Green Chain in this location. Indeed, the existence of the TPO over the northern part of the site will, subject to the appropriate controls on development that it affords the Council, help to retain the open appearance of the site when viewed from the adjoining sports ground.
- 4.45 In our view, the PTAL rating for this site does not accurately reflect the proximity of the site to New Beckenham Station, however, we do acknowledge that bus services to the site are limited. Although the site is not located within close proximity to many of the public services and facilities required, the majority of these services can be found within 1km of the site.

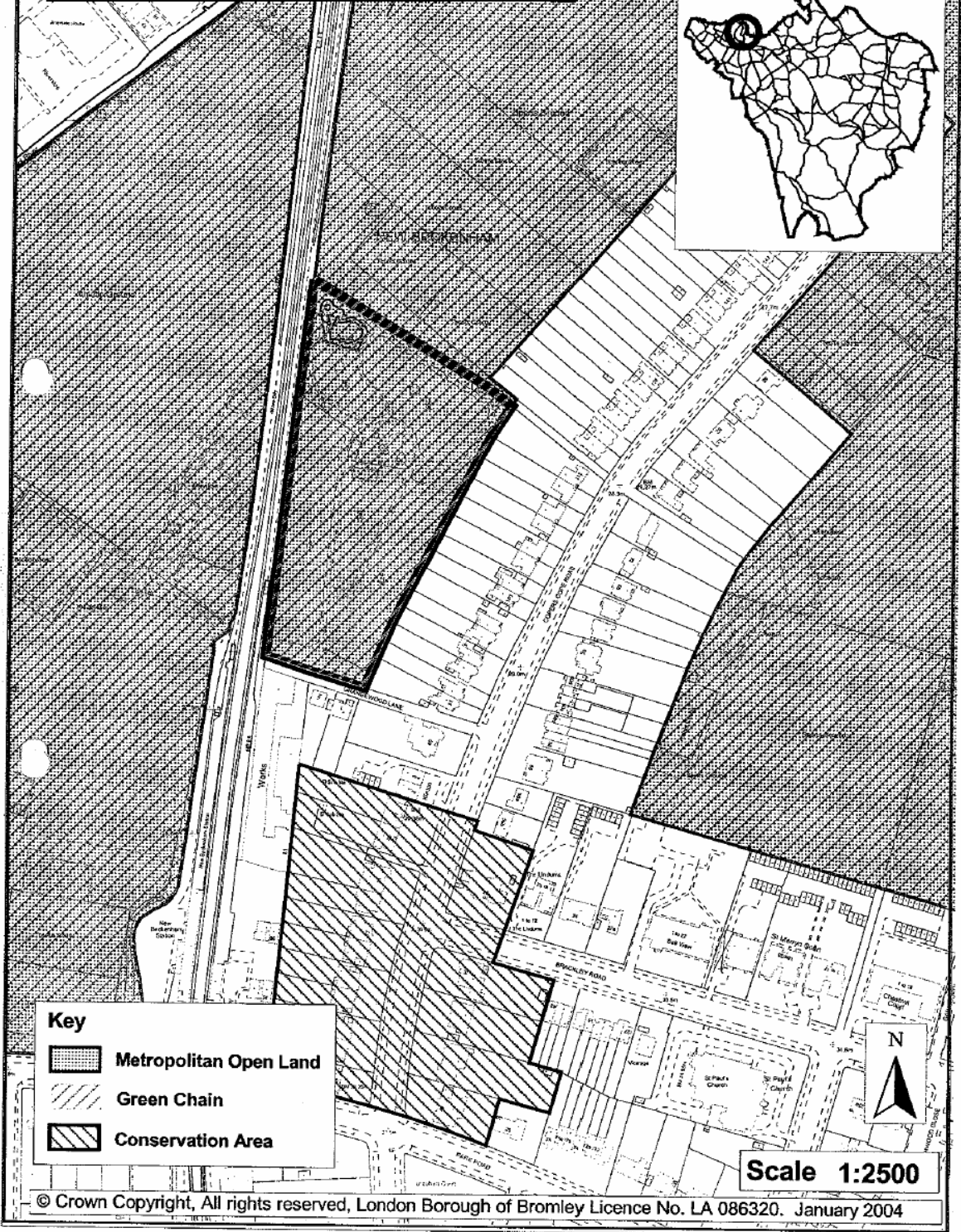
### *Conclusion*

- 4.46 On the basis of this assessment, it is considered that should the Council not be able to identify sufficient suitable housing sites to accommodate the identified shortfall in housing provision then, subject to there being no sequentially preferable sites available, the Council should reconsider the potential of 91-117 Copers Cope Road for allocation for housing development, subject to appropriate access and the protection of important trees.
- 4.47 Copies of appeal decisions Refs: 85/2943 and 85/2947 and the TPO are attached.



91-117 Copers Cope Road

# Appendix 1



## **Blue Circle Site (Former) Bromley Common (OM17/1)**

### *Summary of Characteristics*

- 4.48 The site is the former Blue Circle Sports Ground and adjoining land between Bromley Common, Crown Lane and Turpington Lane Bromley. The site extends to include approximately 13.75 ha and contains a number of derelict buildings including a former sports pavilion which is located towards the northern part of the site.
- 4.49 An O/S of the site is attached.
- 4.50 Key Designations: The site is allocated in the Second Draft Deposit as Green Belt.
- 4.51 An Inspector dismissed a call in application for the development of the site for a school.

### *Previously Developed Land*

- 4.52 We concur with the finding of the Inspector and LBB that the site is not previously developed land in terms of the definition given in Annex C of PPG3.

### *Infrastructure*

- 4.53 In her review of the site the Inspector comments that detailed evidence relating to the public transport of the site was put to an Inquiry as part of a mixed use development and secondary school proposal on the site in 2002. It was established then, and confirmed by the Inspector, that 60 buses per hour pass the site linking it to all parts of the Borough, including the stations at Bromley. We have no reason the question these findings and this is reflected in our assessment of moderate accessibility to public transport. The site has a PTAL rating of Level 3.
- 4.54 Local shops on Southborough Lane and Chatterton Road are within easy walking distance. Whilst LBB found these to provide moderate accessibility in their proof of evidence (28/11/2003), our assessment of the site found that it is not within 800m of three or less essential facilities. It should therefore score low in this category.

### *Physical and Environmental Constraints*

- 4.55 The LBB proof of evidence states that an Environmental Assessment carried out for the site in connection with earlier proposals identified that there was some site

contamination, some protected trees and hedgerows worthy of retention and some habitat potential for wildlife. However, both LBB and the Inspector conclude that there are no overriding constraints that would prevent development taking place. Following our site assessment we have identified no additional physical or environmental constraints.

#### *Defensible Boundary*

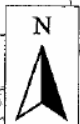
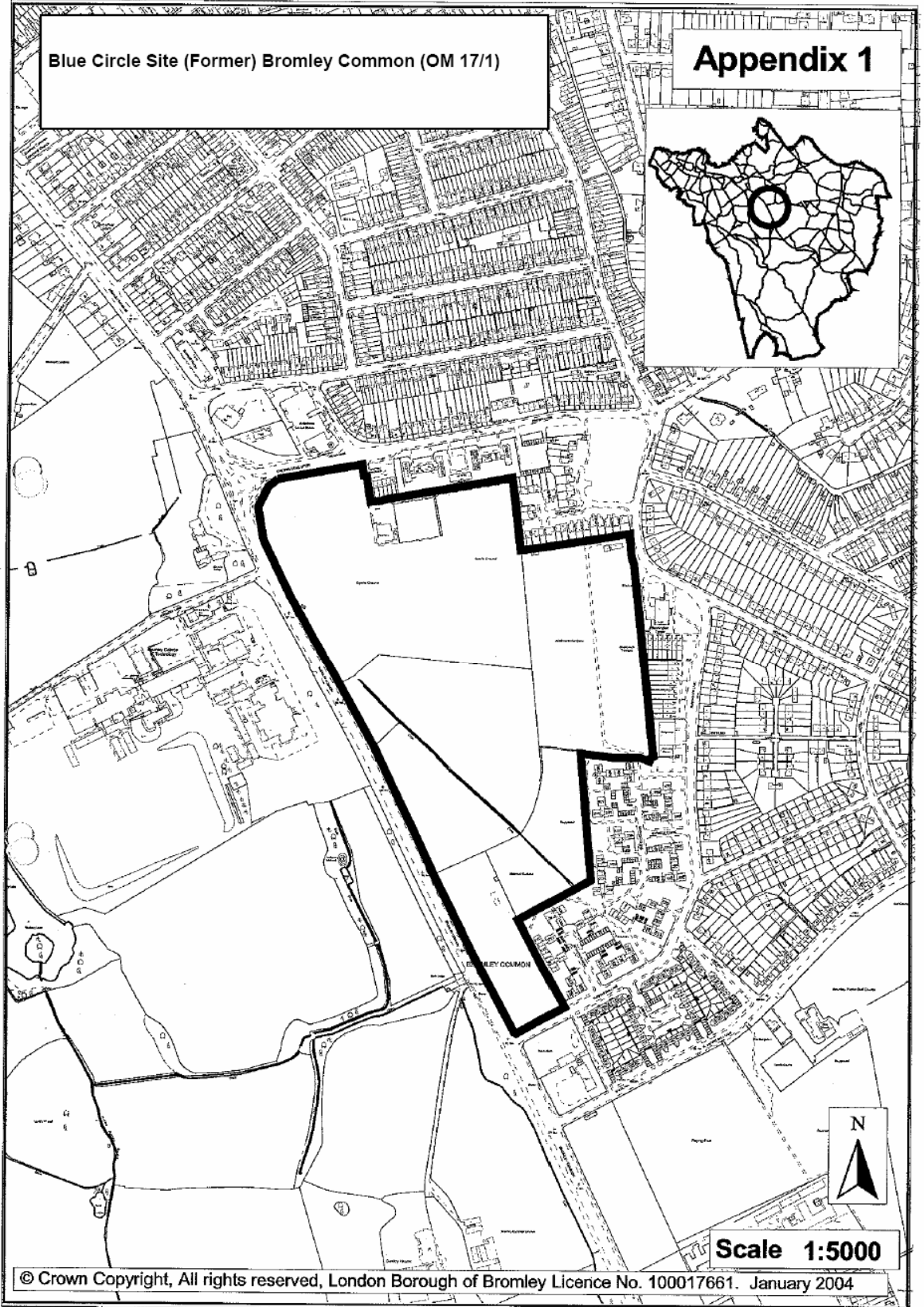
- 4.56 Whilst the site is currently allocated as GB our assessment has shown that the site has distinguishable and defensible boundaries. The site is bordered on three sides by residential development which also marks the extent of a GB. The A21, Bromley Common, forms the frontage boundary of the site to the west.

#### *Conclusion*

- 4.57 The planning history of this site suggests that the development of this GB site is unacceptable. Clearly there is a strong policy presumption against its development and, should the Council wish to proceed with this site, it will need to demonstrate exceptional circumstances. Although the site does display some Green Belt characteristics and functions, its defensible boundaries and relationship with adjoining residential uses mean that it may be preferable than other GB or MOL sites.

Blue Circle Site (Former) Bromley Common (OM 17/1)

# Appendix 1



Scale 1:5000

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## **Land Adjacent To Warren Road, Chelsfield (OM 71/1)**

### *Summary of Characteristics*

- 4.58 The site is situated to the north of Warren Road and abuts the southern boundary of the A224 Orpington Bypass. The site is currently in agricultural use and measures approximately 19 ha. A footpath and bridleway exist to the south of the site.
- 4.59 An O/S of the site is attached.
- 4.60 Key Designations: The site is allocated as Green Belt.

### *Previously Developed Land*

- 4.61 We concur with the finding of the LBB that the site is not previously developed land in terms of the definition given in Annex C of PPG3.

### *Infrastructure*

- 4.62 The southern part of the site is particularly accessible by train as Chelsfield Station is approximately 0.5 km to the west, whilst there are also a number of frequent bus services available within close proximity of the site.
- 4.63 Despite this the PTAL rating as defined by TfL indicates that the site is situated within a low accessibility area (Level 2).
- 4.64 The site is within 800m of all essential facilities and therefore is considered to have moderate access to local services.

### *Physical and Environmental Constraints*

- 4.65 Access to the site is identified as a possible constraint. Residential properties bound the northwest boundary and a footpath and bridleway exist along the southern boundary. Therefore, as illustrated by LBB in their UDP proof of evidence (26<sup>th</sup> November 2003) the access is potentially confined to the Orpington By-Pass. The insertion of any access point from the By-Pass would have to satisfy Policy T15 of the Second Draft Deposit UDP.

### *Defensible Boundary*

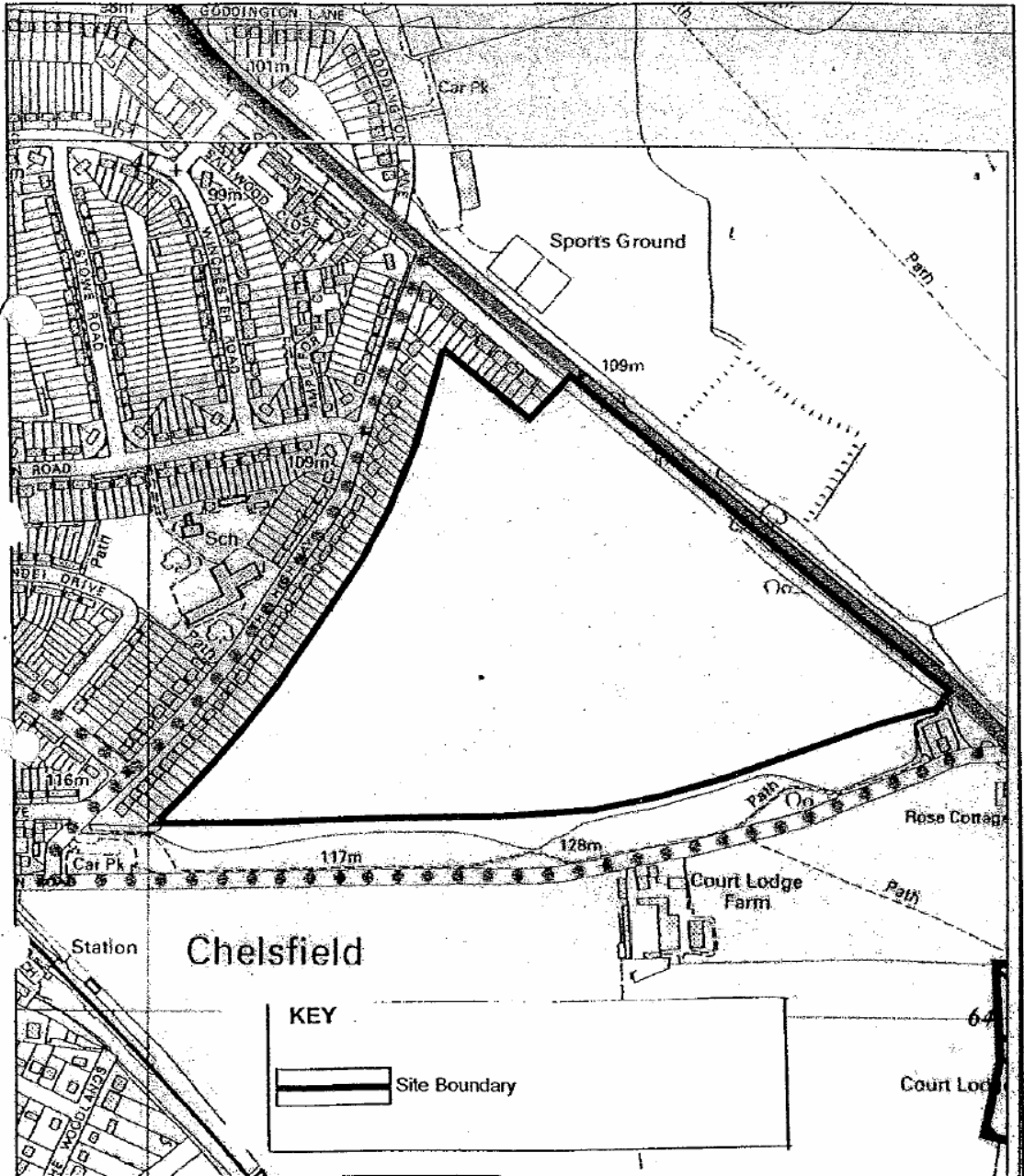
- 4.66 The site is triangular in shape and has well defined and defensible boundaries to the north, east and west due to Court Road and existing residential properties. The southern boundary of the site borders Chelsfield Green which is a small strip of land between the boundary of the site and Warren Road and is designated Green Belt. Despite this, we support the findings of LBB presented in their UDP proof of evidence (26<sup>th</sup> November 2003) that the current Green Belt boundary is defensible and has the characteristics of permanence as required by guidance contained within PPG2.

### *Conclusion*

- 4.67 We do not consider this site could be developed without causing harm to the Green Belt.

Land Adjacent to Warren Road, Chelsfield

(OM71/1)



UDP Public Local Inquiry  
28 October 2003

7

LBB proof: LBB/ PM/OM Site 71/1  
Final (26/11/03)

## **The Drift, Croydon Road, Keston**

### *Summary of Characteristics*

- 4.68 The site is located to the north of Croydon Road and the east of the Drift in Keston. The Drift is an unmade residential road also providing access to Ravens Wood School. The site is bounded to the east by the Keston Methodist Church. The site covers an area of 1.7 ha.
- 4.69 The site forms an integral part of the surrounding Green Belt that lies to the north, west and east. This is a greenfield site currently comprising of a mixture of grassland and scrubland.

### *Infrastructure*

- 4.70 The site is poorly served by public transport with the nearest stations located at either Bromley South or Orpington several miles away. However, three bus services provide regular services that are accessible within a short walking distance from the site. Bus services including the 654 (Selson, via Croydon Road and Orpington to Chelsfield), the 664 providing a schools service between New Addington, Hayes and Keston), and 353 (Ramsden, Orpington, Hayes and Addington). In addition the 630 provides four services daily to provide a link to local schools (including Ravens Wood) and stops at the nearby Keston Mark.
- 4.71 In terms of local services and facilities, although a church, petrol station and secondary school (Ravenswood School) are located nearby, the local provision is poor, with the nearest centres providing essential services and facilities located in Hayes, Farnborough, or Bromley and which are all located several miles away. The nearest primary school (Keston Church of England Primary) and Post office (4 Heathfield Road) are located approximately 800m from the site. The nearest doctor is over 1,600m away.

### *Physical/Environmental Constraints*

- 4.72 This is a Greenfield site and there are no obvious physical / environmental constraints, although suitable access to the site would need to be established.



### *Defensible Boundary*

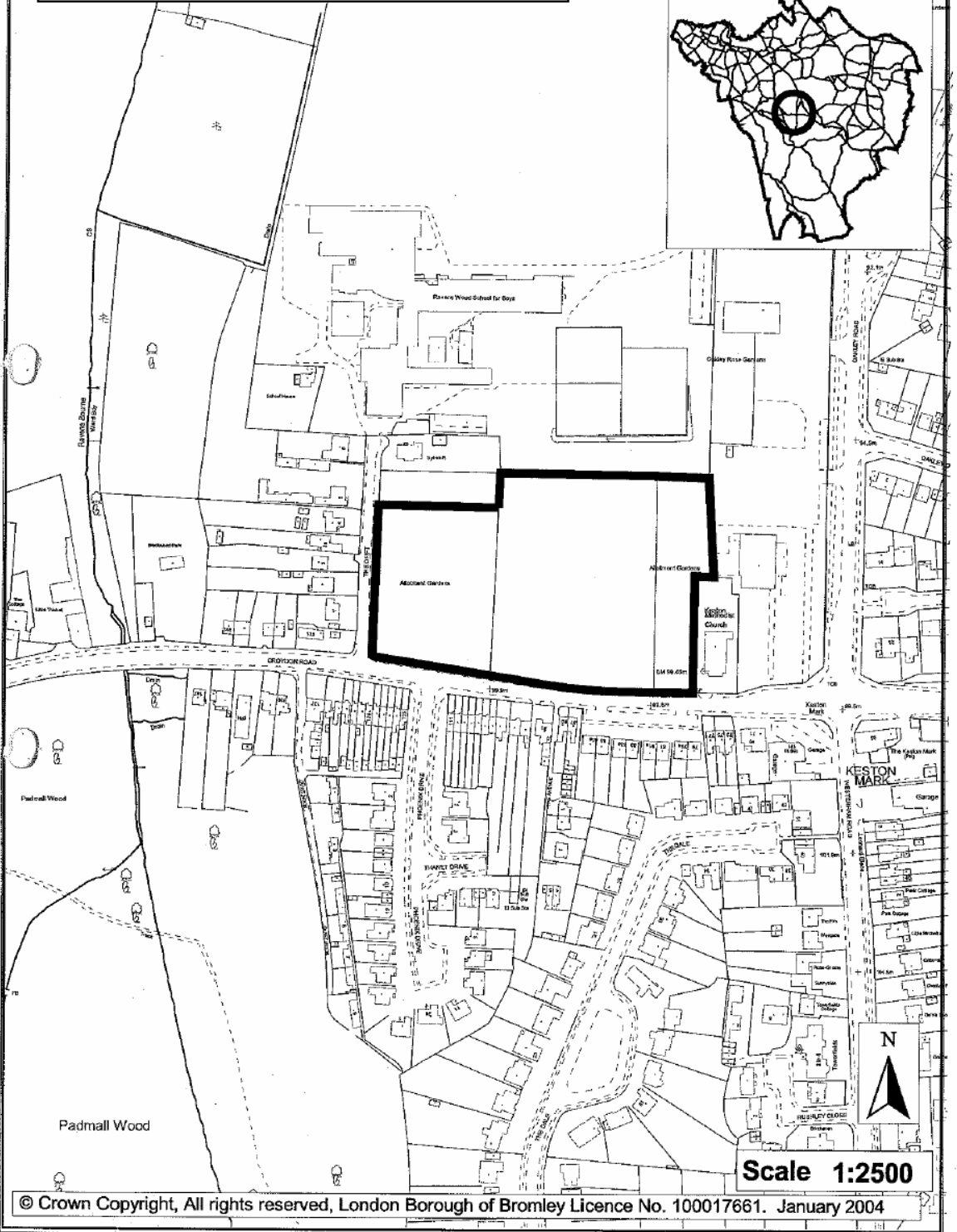
- 4.73 The Council's position is that the current Green Belt boundary is defensible and has the characteristics of permanence as required by the guidance given in PPG2. The Council consider that the removal of this site from the Green Belt would create an unsatisfactory boundary.
- 4.74 In evaluating the merits of the site in Green Belt terms, the Inspector considers that the land marks the start of the Green Belt and the site, in particular heralds the clear difference between the urban area on one side and rural areas beyond. Taking into consideration the topography of the land and the school buildings, it safeguards the countryside from encroachment and prevents the coalescence of developed areas. The houses in the Drift and the garden centre neither disrupt views towards the Green Belt to the north or west, nor do they compromise its openness or purposes. The Inspector considers that the site is properly designated as Green Belt.
- 4.75 However, the Inspector accepts that there may be scope for achieving a recognisable and firm boundary by excluding the proposed housing area and the church but retaining the school site, houses on the Drift and garden centre within the Green Belt.
- 4.76 The Inspector considers that Croydon Road and Oakley Road form clear defensible boundaries and that the same cannot be said for the boundaries proposed. The Inspector believes that the proposed boundary at the line of the hardstanding around the school buildings would mark the end of the Green Belt with the consequential loss of robustness and pressure for future development northwards.
- 4.77 Although the site has residential development to the south and west, the other surrounding uses, for example Ravenswood School and surrounding business uses, are at a far lower density helping to contribute to the more open feel of the surrounding area. We accept the view of the Council that this site should be viewed in the wider context and that it contributes to the open characteristics of this part of Keston and assists in separating the residential areas Bromley and Hayes and Keston. We therefore consider that the merits of the site do warrant its existing designation as Green Belt and that this designation accords with Government guidance and should therefore be retained.

*Conclusion*

- 4.78 It is considered that this site should not be allocated for housing development at this stage in the current review of the UDP.

The Drift, Croydon Road, Keston

# Appendix 1



## **Land to the Rear of Juniper Close, Aperfield Road**

### *Summary of Characteristics*

4.79 The site is located to the rear of residential properties in Juniper Close and is bounded to the west by properties in Old Tye Avenue. To the north of the site are located the playing fields for Biggin Hill Infants and Primary schools and to the east are buildings associated with Grubb Grounds Farm. This Greenfield site is currently being used for the grazing of horses.

4.80 Key Designations: Green Belt

### *Infrastructure*

4.81 There is no direct rail station to Biggin Hill, and bus services are limited. The R8 bus service (which runs hourly Monday to Saturday but not late evenings), runs along Aperfield Road and links Biggin Hill to Orpington Town Centre and the Ramsden Estate. The R2 also runs every 30 minutes Monday to Saturday between Biggin Hill Valley and Petts Wood and Orpington.

4.82 In terms of access from Biggin Hill to the surrounding areas the 320 bus service provides a link to Bromley Town centre at between 15 and 30 minute intervals depending on the time of day. The 246 provides links to Bromley and Westerham and operates half hourly at peak times reducing to hourly off peak.

4.83 PTAL levels are low, the site falls within part Level 1 and part Level 2 in terms of non-car modes.

4.84 Biggin Hill Junior School is located adjacent to the site, the nearest Post Office (132 Main Road) and doctors (Stock Hill) are located within approximately 0.4 miles of the site. The local centre of Biggin Hill is relatively close to the site although not the range of services available is limited.

### *Physical/Environmental Constraints*

4.85 This is a Greenfield site and no significant constraints apart from access have been identified.

### *Defensible Boundary*

- 4.86 The Council consider that the site forms an integral part of the Green Belt and the boundary of the Green belt in this location is defensible. The Inspector considers that, while the existing boundary is defensible, the boundary proposed by the objector is equally well defined and defensible. The Inspector agrees with the Council that the site provides an open undeveloped link between the urban areas to the west and the wider expanse of GB to the north, south and east.
- 4.87 Although the site does meet some of the sequential criteria, partly due to the proximity of the limited facilities and employment opportunities available in Biggin Hill, accessibility by public transport is poor.
- 4.88 We agree with the view of the Council that, although the site is bounded to the north by school playing fields and to the east and west by buildings associated with Grubb Grounds Farm, the site does not form part of the built up area and that the site makes a major contribution to the amenity of the area.
- 4.89 The site makes a significant contribution to the openness and rural character of the locality and the amenities of surrounding residential areas and, as such, it is considered that the Green Belt status of the site is justified and accords with Government guidance.

### *Conclusion*



- 4.90 The Inspector indicates that the time may come when it would be necessary to look at urban extensions as the next sustainable and available option, however on the basis of our research on the housing requirement and the availability of housing sites we consider that sufficient capacity can be identified on more sequentially preferable sustainable sites and that this site should not be allocated for housing in the review of the UDP.

Land to the Rear of Juniper Close, Aperfield Road

# Appendix 1



**Key**

-  Objection Site
-  Green Belt (1st Deposit Draft)



**Scale 1:2500**

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## **Land at Cockmannings Lane, Cockmannings Lane, Orpington (OM 30)**

### *Summary of Characteristics*

- 4.91 The site is located to the north east of Chelsfield Lane at the junction with Cockmannings Lane. The site is approximately 2.5 ha in size and is bound to the north by residential development and two cottages in the southwest corner. The eastern boundary abuts a sports ground, along which there is a row of conifers. A public footpath cuts diagonally across the southeast corner from Cockmannings Lane to the sports ground.
- 4.92 An O/S of the site is attached (Appendix X).
- 4.93 Key Designations: The site is designated as Green Belt in the adopted UDP and Second Deposit Draft.

### *Previously Developed Land*

- 4.94 We agree with both the findings of LBB and the Inspector that the site is not previously developed land in the terms of the definition given in Annex C of PPG3.

### *Infrastructure*

- 4.95 There are three bus routes within a two minute walk of the site that will take passengers towards Orpington High Street and Station. Overall, the site is considered to be poorly served by public transport and this is reflected in the PTAL rating of Level 1, or low accessibility.
- 4.96 Located approximately 800m to the east of the site is the Ramsden Estate which has a clinic, three primary schools, a secondary school and a selection of local shops. Orpington High Street is some 2 kilometres from the site. Consequently, the site is considered to have moderate access to local services.

### *Physical and Environmental Constraints*

- 4.97 We have identified no physical or environmental constraints.

### *Defensible Boundary*

- 4.98 The north of the site abuts existing residential development, the western boundary borders Chelsfield Lane and the rear of Petham Cottage whilst the other two sides that extend into the green belt are defined by a narrow country lane to the south, and a sports field to the east.
- 4.99 In her report the Inspector states that Cockmannings Lane, to the south of the site, provides a strong defensible boundary and that northern and western boundaries of the site are distinguishable and provide a strong defensible barrier. To the east, the boundary with the sports field is marked by a row of tall conifer trees.

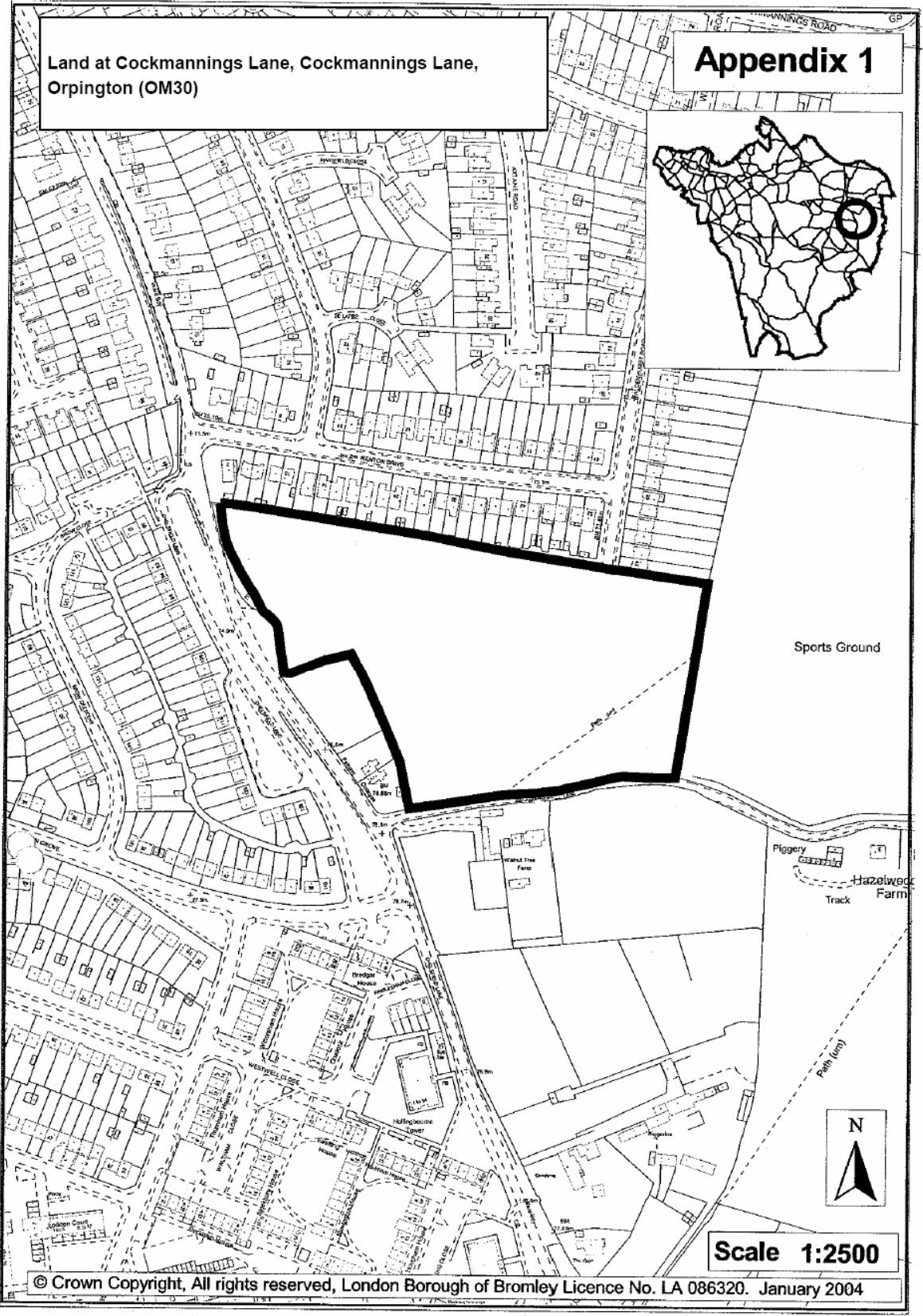
### *Conclusion*

- 4.100 Whilst we agree with the Inspectors comments, we consider that, if the site were to be brought forward as a housing site, there would be added pressure to develop land to the east of Chelsfield Lane, south of the site, a point acknowledged by the Inspector. However, whilst the Inspector concludes that the Green Belt area surrounding the site could be reasonably protected from encroachment; our assessment has shown that the site is not sequentially preferable and should not be considered in preference to the other sites which better satisfy the criteria set out in PPG3 or cause less damage to the openness of the GB.



Land at Cockmannings Lane, Cockmannings Lane,  
Orpington (OM30)

# Appendix 1



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## **Blackbrook Lane, Bickley (OM15/1)**

### *Summary of Characteristics*

- 4.101 The site is located on the eastern side of Blackbrook Lane, Bickley and comprises an undeveloped, uncultivated area of land measuring approximately 3.4 hectares. The site is mainly open grassland although part of the site is wooded with a belt of mostly native deciduous trees along all of its boundaries. These trees are subject of a Tree Preservation Order (TPO 1996 No.1302). The overall topography of the site is flat.
- 4.102 An O/S of the site is attached.
- 4.103 Key Designations: The site is allocated in the adopted UDP and the Second Deposit Draft as Green Belt.

### *Previously Developed Land*

- 4.104 We agree with the views expressed by both LBB in their proof of evidence submitted as part of the UDP Public Inquiry (28<sup>th</sup> October 2003), and the Inspector that the site is not previously developed in terms of the definition given in Annex C of PPG3. We acknowledge that in the past the site was occupied by brick build Government office buildings, but these were cleared many years ago and the site cannot, therefore, be considered as previously developed.

### *Infrastructure*

- 4.105 Our assessment of the sites accessibility found that access by non-car modes of transport is poor, a factor that is reflected in the low PTAL figure achieved by the site (Level 1).
- 4.106 Chislehurst and Bickley railway stations are within 15-20 minutes walk whilst there are five bus services along Bickley Park Road and Southborough Lane with the nearest bus stops approximately 670 – 720m and 800m from the site.
- 4.107 We also judged the site to be poorly served by local services as the nearest shops are located at Southborough Lane approximately 1km away. There are various schools located within an acceptable distance of the site.

### *Physical and Environmental Constraints*

- 4.108 The presence of a TPO (TPO 1996 No.1302) along the site boundary represents a significant constraint to development although it maybe possible to proceed without harming the trees.
- 4.109 We did not identify any additional physical or environmental constraints.

### *Defensible Boundary*

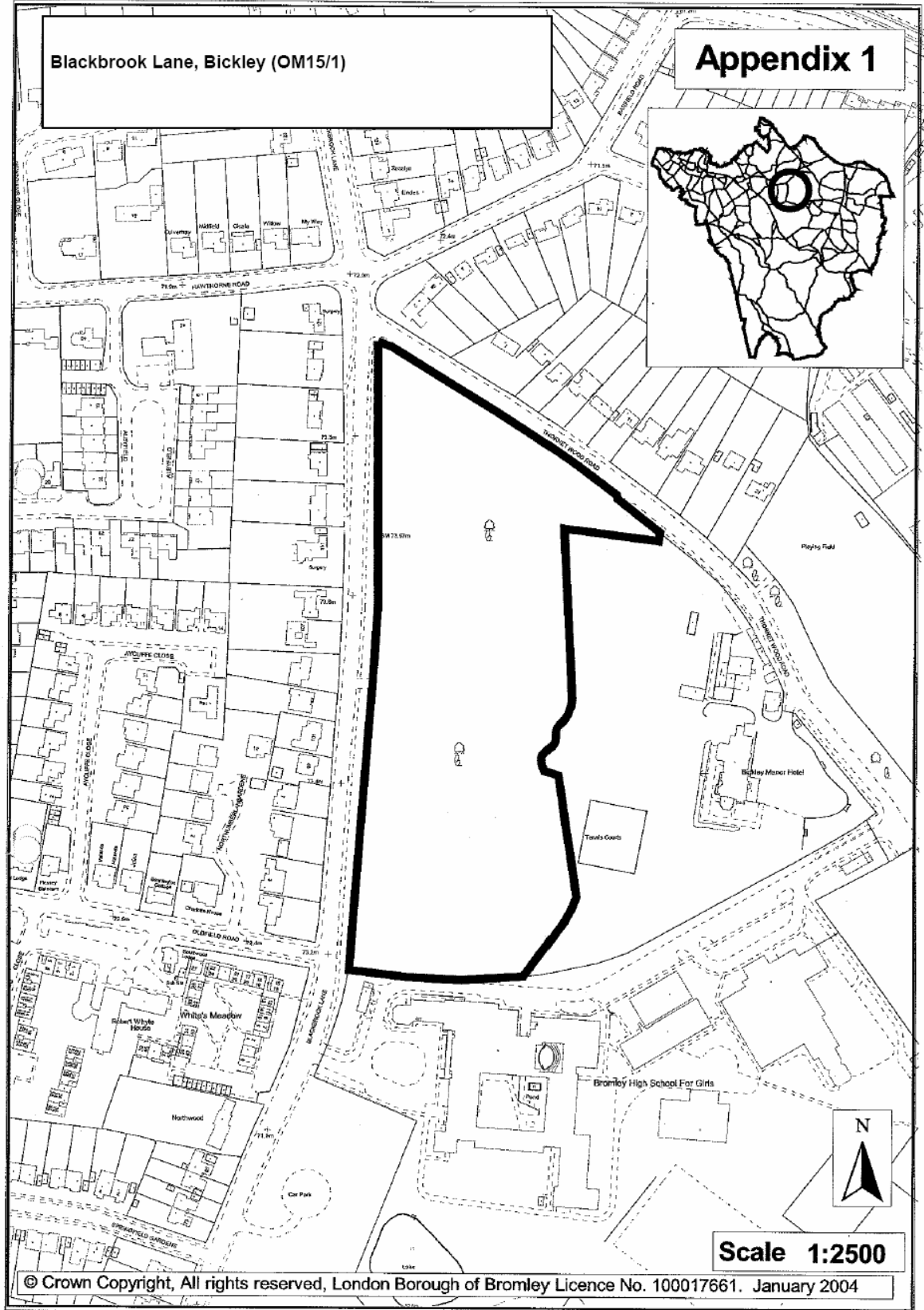
- 4.110 Blackbrook Lane marks the western boundary of this part of the Green Belt and also of the site. We agree with the view of the Inspector that this road provides a recognisable feature of the sort PPG2 states should be used for the clear defining of boundaries. The protected trees on the eastern and southern boundaries of the site could equally provide defensible boundaries.

### *Conclusion*

- 4.111 We consider that this site is not an appropriate housing site, sue to the harm that it could cause to the GB. The site performs an important role in preserving openness between groups of buildings, the removal of which will detract from the character and open nature of this setting. Its location with respect to local transport and facilities do not override these issues.

Blackbrook Lane, Bickley (OM15/1)

# Appendix 1



## **Cockmannings Farm, Cockmannings Road, Orpington (OM 29)**

### *Summary of Characteristics*

4.112 The site (4.1ha) is situated to the east of Orpington at the south side of Cockmannings Road at its junction with Cockmannings Lane. At present, the majority of the site comprises open grassland and is currently in use for the grazing of horses. Cockmannings Farmhouse itself is situated in the north east corner of the site and is an early 18<sup>th</sup> century Grade II Listed Building. Within the curtilage of the Farmhouse are a barn and an area of hardstanding. To the south of this are a number of single-storey commercial premises, with an adjacent area used for commercial purposes and further south is a stable block and associated buildings.

4.113 An O/S of the site is attached.

4.114 Key Designations: The site is allocated in the Second Deposit Draft as Green Belt.

### *Previously Developed Land*

4.115 We agree with both the findings of LBB and the Inspector that as the site is split into a number of uses, for the purposes of the definition in PPG3 Annex C, part of the site should be defined as previously developed land and part Green Field.

4.116 We concur with the Inspectors findings that the previously developed part of the site includes the curtilage of the farmhouse and commercial buildings.

### *Infrastructure*

4.117 Our assessment found that the site is poorly served by public transport with extremely limited choice within 400m for bus and 800m for rail. This is reflected in the sites PTAL rating of Level 1 or low, bordering Level 2 or moderate.

4.118 The site is not well located in relation to local services and facilities. The closest local shops are at Ramsden and Carlton Parade, which are approximately 1600m and 1700m from the site. To reflect this poor relationship, the site scored low, or 1, in the site appraisal.

### *Physical and Environmental Constraints*

4.119 We have identified no physical or environmental constraints.

### *Defensible Boundary*

4.120 In their proof of evidence, LBB find the current Green Belt to be defensible and display the characteristics of permanence as required by the guidance contained within PPG2. The Inspector states that, whilst Cockmannings Lane could reasonably represent a stronger and more defensible boundary if the site were to be removed from the Green Belt, it would be surrounded on three sites by open countryside and greenbelt. This would represent an overbearing incursion on the openness and character of the greenbelt.

### *Conclusion*

4.121 We concur with the view of the Inspector with respect to the potential harm to the openness of the Green Belt that would arise from the development of this site.

