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DATE: 20 December 2013

EXECUTIVE - 15 JANUARY 2014

DEVELOPMENT CONTROL COMMITTEE – 7 JANUARY 2014

Please see the attached Part 1 report for the above meetings.

Members are requested to bring their copy of the report with them to either of the above meetings considering this item

- 8 DEVELOPING BROMLEY'S LOCAL PLAN - DRAFT POLICIES AND DESIGNATIONS FOR CONSULTATION (Pages 1-200)**

Copies of the documents referred to above can be obtained from
www.bromley.gov.uk/meetings

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Agenda Item 8

Report No.
DRR14/002

London Borough of Bromley

PART ONE – PUBLIC

Decision Maker: DEVELOPMENT CONTROL COMMITTEE
EXECUTIVE

Date: Tuesday 7 January 2014
Wednesday 15th January 2014

Decision Type: NonUrgent Non-Executive Non-Key

Title: DEVELOPING BROMLEY'S LOCAL PLAN - DRAFT POLICIES
AND DESIGNATIONS FOR CONSULTATION

Contact Officer: Mary Manuel, Head of Planning Strategy and Projects
Tel: 020 8313 4303 E-mail: mary.manuel@bromley.gov.uk

Chief Officer: Chief Planner

Ward: (All Wards);

1. Reason for report

- 1.1 This report seeks Development Control Committee's (DCC) endorsement of Appendix 1 as the consultative 'Draft Policies and Designations' stage in the preparation of Bromley's Local Plan. DCC is asked to consider the report and refer it to the Executive for approval for the purpose of consultation with residents, partner organisations, and the wider community.
- 1.2 In line with the Local Development Scheme approved by the Executive in October 2013 the consultation is scheduled for early 2014. Site allocations will form part of the next stage of the process when Bromley's 'Draft Local Plan' for consultation is produced. Appendix 1 therefore includes draft policies and designations and includes an invitation to comment on the draft policies and designations and identify potential sites for consideration for the next stage.
- 1.3 The report highlights where, and why there has been a revision to the Preferred Options and the designations included in the consultation, potential issues of non-conformity with the London Plan, the changing national and regional context and the proposed format for consultation.

2. **RECOMMENDATION(S)**

That Development Control Committee:

- 2.1 **Endorse Appendix 1 as the 'Draft Policies and Designations' document for the Executive to agree for public consultation.**

That the Executive:

- 2.2 Consider the comments from Development Control Committee with regard to the Draft Policies and Designations document, and**
- 2.3 Agree Appendix 1 as the Draft Policies and Designations document for consultation, subject to the Director of Regeneration and Transformation, in consultation with the Chairman, being authorised to make any minor alterations to the document as required prior to publication.**

Corporate Policy

1. Policy Status: New Policy:
 2. BBB Priority: Children and Young People Excellent Council Quality Environment Safer Bromley Supporting Independence Vibrant, Thriving Town Centres
-

Financial

1. Cost of proposal: Estimated cost for the current consultation £3k
 2. Ongoing costs: Non-Recurring Cost
 3. Budget head/performance centre: Planning and Renewal
 4. Total current budget for this head: £2.689m
 5. Source of funding: Existing revenue budget 2013/14
-

Staff

1. Number of staff (current and additional): 62ftes
 2. If from existing staff resources, number of staff hours:
-

Legal

1. Legal Requirement: Statutory Requirement
 2. Call-in: Not Applicable:
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Borough-wide
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Ward Councillors have been invited to participate in earlier stages of the plan preparation and will be consulted as part of the wider consultation process.
2. Summary of Ward Councillors comments:

3. COMMENTARY

- 3.1 The Local Development Scheme (LDS) agreed in October 2013 by the Executive sets an ambitious programme for the Local Plan in recognition of the importance of the Borough having an 'up to date plan' as required by Government guidance.
- 3.2 Consultation on the 'Options and Preferred Strategy' document was undertaken in Spring 2013. DCC considered the response to the 'Options and Preferred Strategy' document consultation undertaken in Spring 2013 at its June 2013 meeting and agreed that the Preferred Options be progressed to draft policies and site allocations, with key issues and areas of potential non-conformity with the London Plan brought back to the Local Development Framework Advisory Panel (LDFAP) and DCC for further discussion.
- 3.3 The Planning Strategy Team lead the Local Plan preparation, working with officers across the Council and partner organisations, producing further evidence where necessary and developing the draft policies and designations in line with the 'Vision and Objectives' and Council priorities. The LDFAP has met several times since the Options and Preferred Strategy consultation to oversee and guide the preparation of this stage of the Local Plan preparation. The LDFAP has considered the main policy areas, and noted that some of the detailed draft policies and designations include the areas of potential non-conformity with the London Plan. The proposed consultation is an 'informal' stage under regulation 18. It plays an important role in ensuring the early and ongoing engagement of the community and partners in the plan making process as required by Government. It provides a timely opportunity for residents, statutory and other partners to respond to, and comment on the draft policies and designations and help ensure that the draft plan when finalised is a robust and 'sound' plan.
- 3.4 Appendix 1 comprises the basis of the consultative 'Draft Policies and Designations', a key stage in the development of Bromley's Local Plan and meets the LDS programme of consultation in January /February 2014.
- 3.5 Development Control Committee is asked to consider and comment on Appendix 1 in advance of the Executive being asked to endorse the document for consultation. Comments from the DCC meeting will be reported to the Executive.
- 3.6 The Local Plan sets out the vision and objectives, and the policies against which planning applications will be determined (together with the London Plan) and the priorities against which the plan will be monitored and reviewed. The Local Plan is the spatial expression of Bromley 2020 as the borough's Community Strategy and extends the vision to 2030.
- 3.7 Bromley's Local Plan, together with the London Plan, when adopted, will form the Development Plan for the Borough. The Local Plan has to be in general conformity with the London Plan (July 2011) and with the National Planning Policy Framework published in March 2012.
- 3.8 The preparation of the Local Plan has to meet the requirements of planning legislation and regulations, including the Duty to Co-operate introduced in the 2011 Localism Act, (amending the 2004 Planning and Compulsory Purchase Act). Planning legislation and regulations set out procedures to be followed in the preparation of development plans and for the plan to be 'legal and sound'. The Duty to Co-operate places a legal duty on the Council to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation relating to strategic cross boundary matters. This has been met to date through meetings and dialogue with individual boroughs and partners and sub-regional officer groups and is ongoing..
- 3.9 The National Planning Policy Framework 2012 sets out the four 'Tests of Soundness' against which Bromley's Local Plan will be assessed by the Planning Inspectorate when examined. To demonstrate that the plan is 'sound' the Council the Plan will be:-

- Positively prepared –based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- Justified – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- Effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- Consistent with national policy – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

Potential non-conformity with the London Plan

3.10 The Local Plan is required to be in ‘general conformity with the London Plan. The GLA raised concerns with regard to the Preferred Options in relation to housing supply figures, parking standards for residential development, the level of protection of offices and waste.

Parking

3.11 The GLA raised objections to the Preferred Option (PO52) of having minimum parking requirements for residential development, however, Development Control Committee agreed that the preferred option should be progressed. Whilst officers examined other approaches including a hybrid of minimum and maximum requirements, the LDFAP advised that the minimum parking approach should be progressed in light of local circumstances and this is reflected in the draft policy in the ‘Getting Around’ Chapter. The draft policies use the London Plan parking standards for all other developments, and types of parking.

Housing Supply

3.11 The draft policy ‘Housing Supply’ in Appendix 1 sets out that ‘the Council will make provision for at least 470 additional homes per annum over the fifteen year Plan period’, and then details how this will be facilitated. This takes forward the Preferred Option 1 ‘Seek to deliver a realistic annual housing target of 470 homes’. The GLA raised issues of non-conformity with the London Plan (2011) which sets out an annual average housing provision monitoring target of 500 homes for Bromley and also that the figure of 470 is insufficient to meet need within the Borough. The latter concern was raised by a number of other respondents to the Options and Preferred Strategy consultation.

3.12 Whilst the Council agreed its five year housing land supply paper in June 2013 and has demonstrated it can meet the London Plan requirements for the next 5 years the concern is that a figure higher than 470 per annum throughout the plan period would be unsustainable.

Offices

3.13 The preferred options continued the UDP approach of resisting the loss of all offices across the Borough. However, factors have led to this approach being reviewed and reported to the Local Development Framework Advisory Panel. These include the GLA issue of potential non-conformity with the London Plan if an overly protective stance is taken, and evidence from the planning process suggesting redevelopment solely for office use may be unviable in some circumstances, and the recently introduced permitted development rights for change of use from office to residential impacting on the Council’s ability to control change. The work commissioned by the Council (Michael Rogers) into the office market in Bromley town centre again highlights the position.

- 3.14 The draft policies in 'Working in Bromley' therefore start with the highest protection for offices in the three proposed Business Improvement Areas in Bromley Town Centre (building on the existing two in the BTCAAP), protection of employment floorspace in the designated business areas; Strategic Industrial Locations, Locally Significant Industrial Locations, and increased flexibility outside these areas. This responds to both the most up to date evidence and the GLA's issues of potential non-conformity.

Waste

- 3.15 The GLA raised concerns that the South East London Waste Partnership Technical Paper does not satisfy the London Plan policy .The South East London Technical Paper is being amended and the commitment of the borough groups is being reinforced. It is hoped that this shows a sustainable approach. It has been supported by Inspectors for those Core Strategies already adopted.

Evidence

- 3.16 Where necessary, further work will be undertaken for the Draft Plan to ensure information is up to date and this may include:
- 3.17 The updated Strategic Flood Risk Assessment as required by the NPPF and will be expected in the spring.
- 3.18 A review of the Bromley Town Centre Office Market completed late 2013 and has contributed to the revised approach to office development/redevelopment outlined above and detailed in 'Working in Bromley' in Appendix 1.
- 3.19 The work into delivering economic growth in the three strategic areas of Bromley Town Centre, Biggin Hill and the Cray Business Corridor is underway and will contribute to the Draft Local Pplan.
- 3.20 In addition it is expected that the following will be finalised and available as supporting evidence to this consultation.

The audit of public open space.

Public House Assessment

Update to Gypsy and Traveller Evidence Base

A characterisation study of the Borough

Elderly Person Accommodation Needs Paper

Completed evidence will normally be published on the Council's website.

- 3.21 The collaborative work between the Council and the GLA in relation to Sites of Importance for Nature Conservation will form part of the consultation process together with the suggested minor changes to the open space designations of Green Belt, Metropolitan Open Land and Urban Open Space. In addition the new Local Green Space designation is included in a draft policy and sites can be put forward for consideration and assessment for LGS designation. The NPPF outlines the purpose and approach in paragraphs 76-77.
- 3.22 A set of background papers is available in the Members' Room.

The National and Regional Context

- 3.23 Since the Options and Preferred Strategy consultation the Government has introduced new permitted development (PD) rights, particularly relevant are the change of use from office to

residential use and the flexibilities relating to schools. The Government is considering further PD rights including a change of use from retail to residential

- 3.24 The Government has issued draft national planning policy guidance to run alongside the NPPF, however, this still has to be finalised, and until it has, the former guidance (other than that specifically cancelled previously) is still extant. However, the Council needs to be mindful of the draft guidance, as albeit subject to potential revision, it is likely to be published formally in the New Year.
- 3.25 The GLA adopted its Revised Early Minor Alterations to the London Plan. It is expected that the GLA will issue draft Further Alterations to the London Plan early in the New Year. The Mayor's draft SPG Town Centres is still to be finalised. Transport for London's 2013 Business Plan published in December 2013 and set out to 2020/21 refers to consideration to a coordinated approach of infrastructure investment proposals including 'options such as a possible extension of the Bakerloo line, the DLR or the Overground'.

Consultation

- 3.26 It is proposed that the consultation on the 'Draft Policies and Designations' follows the format used for the Options and Preferred Strategy (and previously the Core Strategy Issues Document) as outlined below. This consultation as outlined above, forms an informal stage of consultation in the Local Plan preparation, but a very important one. It will comply with the Council's adopted Statement of Community Involvement (2006).
- 3.27 Evidence of the consultation and engagement undertaken during the plan-making process will be required to demonstrate the Local Plan has followed the prescribed process, as set out in planning legislation and regulations, and the NPPF. This will be a matter for the Inspector at the Examination into the 'soundness' of the Local Plan.
- 3.28 The proposed consultation, as previously will be web based to minimise the costs to the Council and facilitate the analysis of responses. However, to maximise the awareness of the opportunity to respond it will include:
- Emails/ letters to around 1500 contacts on the planning database advising of the consultation details. This includes statutory consultees, adjoining boroughs and other partner agencies, residents associations and individuals, businesses and developers who have registered their interest in being consulted.
 - A dedicated webpage and link from the Council's home page.
 - Press releases and articles in the local papers and community newsletters.
 - Poster and flyers placed in Council offices (including the Civic Centre, Mottingham and Cotmandene Outreach Centres and libraries).
 - Article and link to the webpage in Community Links Bromley e-bulletin to over 500 voluntary and community organisations.
 - Article and link to the webpage in the Council's business bulletin sent to over 2500 businesses.
 - A display promoting the consultation within the Civic Centre
 - Inclusion in 'Update' circulated to all residents associations.

- 3.29 In addition copies of the consultation document will be made available for inspection at the Civic Centre, Mottingham and Cotmandene Outreach Centres and Bromley Community Links.

3.30 Format of the Consultation Document

The **Introduction and Strategic Context** explain the purpose of the document and set the scene in relation to the scale and nature of the Borough.

3.31 The **Spatial Strategy** is then set out which highlights in particular:

- Bromley Town Centre – a focus for sustainable growth for retail, office, homes, and leisure and cultural activities
- Cray Business Corridor - the main industrial and business area within the borough, providing accommodation for a full range of businesses, and improving the offer for modern business
- Biggin Hill SOLDC a cluster of businesses focused on aviation and high tech related industries
- Protecting and enhancing the quality and character of all Bromley's Places
- Protecting and enhancing the Borough's varied open spaces and natural environment
- Improvement of Renewal Areas
- Maintaining and enhancing the network of town centres, local centres and neighbourhood parades.

The Vision and Objectives, developed from Bromley 2020, the Borough's Sustainable Community Strategy, continue as for the 'Options and Preferred Strategy' document with the exception of two additional objectives and one amended objective under the Transport Vision. Changes are shown below in italics.

- Reduce road congestion at peak times through better management of the network and encouraging patterns of development that reduce the need to travel *and by improving road junctions and layouts whenever and wherever possible.*
- *Ensure the efficient movement of freight, whilst minimising its impacts on the transport network.*
- *To secure investment in critical public transport infrastructure to improve transport connectivity and orbital movements to East London.*

3.32 The six thematic chapters set out the draft policies and relevant designations. The policies have been developed reflecting the Preferred Options and the guidance from the LDFAP. These chapters comprise: ***Living in Bromley, Supporting Communities, Getting Around, Valued Environments, Working in Bromley***, and ***Environmental Challenges***.

3.33 The last chapter covers ***Implementation and Monitoring***. This includes the draft policy on implementation and monitoring which covers the Infrastructure Delivery Plan, planning obligations and other funding mechanisms, the Duty to Co-operate and monitoring through the Authority Monitoring Report.

3.34 A series of appendices will be attached. For this Committee the 5 year housing land supply paper, the Call for Sites Pro-forma, Designations Schedule and London Parking Standards are included. Others will be included in the final consultation document.

Draft Designations

3.35 The Table 1 summarises the designations forming part of the consultation process. While the majority of these designations are established and exist within the UDP 2006 there are several which have been introduced either through the NPPF, for example, Local Green Space and the requirement to define town centre boundaries, or the London Plan which identifies Biggin Hill as an Outer London Strategic Development Centre and the Renewal Areas (which incorporate the Mayor's Areas of Regeneration').

3.36 The consultation document will include maps where appropriate for comment, but where this are many and large in terms of complexity and electronic size they will be provided via a separate link to the information.

3.37 A schedule based on Table 1 will form an Appendix within the consultation document.

Table 1 Draft Designation Schedule

Designation	Location within Document	Consultation position
Town Centre Boundaries	Maps in Working in Bromley	The NPPF and London Plan require boundaries of town centres to be defined. This applies to Metropolitan, Major and District Centres.
Primary /Secondary Frontages	Maps in Working in Bromley schedule in Appendix	Existing primary/secondary frontages (UDP) reviewed with amendment to Orpington in light of changed circumstances, in particular, the 'Tesco's development.'
Local Neighbourhood Centres and Shopping Parades	Schedule in Appendix	Carried forward as in the UDP.
Green Belt, MOL and UOS, Green Chain	To be accessed via a separate link on the consultation portal due to the size of the maps.*	Minor revisions agreed by DCC 2012 to some UDP 2006 designations. Also further minor changes primarily reflecting changes in circumstance for instance, Southwark joining the Green Chain, development or change of use or minor boundary changes.
Locally Significant Industrial Locations	Maps in Working in Bromley	Minor amendments to existing Business Areas (UDP) to be identified as LSIL. Those in the Cray Corridor will form part of the SIL.
Strategic Industrial Location	Maps in Working in Bromley	London Plan identifies a Strategic Industrial Location (Industrial Business Park) within the Crays. Suggested boundary is the primary industrial areas in the Cray Business Corridor incorporating the majority of the UDP business areas in this part of the Borough.
Biggin Hill Strategic Outer London Development Centre	Maps in Working in Bromley	London Plan identifies Biggin Hill as a Strategic Outer London Development Centre. Boundary suggested reflecting the previously Major Developed Site and the industrial areas.
Renewal Areas	Maps in 'Living in Bromley', and 'Places Map'	The London Plan identifies Regeneration Areas within the Borough, and in adjoining boroughs. The 'Places' within which these lie, or adjoin where outside the borough are identified as Renewal Areas
Large Housing	Requirement to	5 Year supply paper agreed June 2013,

Sites	demonstrate 5 year supply of deliverable sites and developable sites and broad locations up to 6-15 years	and other known large sites will be included.
Sites of Interest of Nature Conservation	To be accessed via a separate link on the consultation portal due to the size of the maps.*Changes to existing designations in UDP 2006 can be found at xxxx.	Suggested changes following a GLA survey in 2008/9 and assessed by the Council's Countryside and Biodiversity Manger to UDP designations. All affecting open land and almost all currently with designations.
Local Green Spaces	None identified in the consultation document. Draft policy in Bromley's Valued Environments.	New designation introduced by the NPPF. LGS are to be identified and will form part of the consultation process.
Areas of Special Residential Character	Map showing existing ASRC	Three areas have been suggested for consideration as new ASRCs through and will be assessed together with any others identified through the consultation process. (Chelsfield Park/Marlings Drive and part of central Beckenham). Existing ASRC to be shown.
Education Land	Not shown on map. description in draft policy and justification in 'Supporting Communities',	Will be referenced in policy and not shown on maps
Travellers' Sites	Site allocations and boundaries to be included in the Draft Local Plan. Draft policy in 'Living in Bromley' Site allocations will be included in the Draft Local Plan later in 2014.	National Planning Policy for Travellers
Business	Map in 'Working	Elmfield Road and London Road are

Improvement Areas	in Bromley' page addresses in Appendix Y	identified as BIA in the BTCAAP. Development Control Committee agreed an Article 4 direction (non-immediate) on the existing and proposed draft BIA boundaries removing the permitted development rights to change from office to residential use. The boundaries taken to the 25/9/13 LDFAP will be used in the consultation document.
Bromley North (former Opportunity Site A in BTCAAP)	Expect site allocation to be in the Draft Local Plan. Approach set within Designation Schedule.	Formerly Opportunity Site A in the Bromley Town Centre AAP. This may form a Site Allocation in the Draft Local Plan for comprehensive development for a mix of uses reflecting the site's location as a major transport interchange, an important gateway to the Town Centre and within a proposed Business Improvement Area.
Bromley Civic Centre Site (Opportunity Site F in BTCAAP)	Currently within the BTCAAP and expected to be revised in the Draft Local Plan. Approach in Designation Schedule.	BTCAAP Policy OSF suggested expansion of appropriate uses to include 'retail'. May form a Site Allocation in the Draft Local Plan.

*Copies available in the Members' Room.

- 3.38 The consultation process will include the opportunity for comments on any of the designations, and these will be reported to Members as part of the analysis of responses.
- 3.39 Designations which will be shown within the Local Plan but which aren't subject to the Local Plan process comprise Conservation Areas, Sites of Special Scientific Interest, Kent North Downs Area of Outstanding Beauty, Local Nature Reserves, Biggin Hill Airport Public Safety Zone and Biggin Hill Public Safety Zone –Individual Risk.
- 3.40 As indicated earlier the Local Plan process requires particular stages and steps to be followed to be found 'sound' at the Examination in Public. This also applies to associated documents including the Infrastructure Delivery Plan and supporting documents to introduce a Community Infrastructure Levy to help deliver the Local Plan. The Council has to pay the costs of the Examination in Public together with the cost of the further consultation stages of the plan preparation and the production of evidence where gaps need to be addressed or updates required as circumstances change.

4. POLICY IMPLICATIONS

- 4.1 Bromley 2020 as the Sustainable Community Strategy for the Borough was the starting point for developing the Core Strategy Issues Document in 2011 and for the Vision and Objectives in the Options and Preferred Strategy stage of the Local Plan preparation. The Local Plan will extend this vision until 2030 and contributes to all the priorities within Building a Better Bromley. The Local Plan together with the London Plan will form the development plan for the borough. Local Plan, once adopted will replace the saved policies of the UDP.

4.2 The Local Plan has to be in general conformity with the London plan (July 2011) and with the National Planning Policy Framework published in March 2012. Importantly the Local Plan sets out the vision and objectives, and the policies against which planning applications will be determined (together with the London Plan) and the priorities against which the plan will be monitored and reviewed.

5. FINANCIAL IMPLICATIONS

5.1 The cost of the consultation process for this stage of the Local Plan is estimated to be in the region of £3k which will be funded from the local plan budget within Planning.

5.2 The Executive agreed a carry forward sum of £60k to fund the preparation of the Council's Local Plan. The revised timetable in the Local Development Scheme agreed by the Executive in October 2013 indicates that the examination of the Plan will now take place in early 2015. A request will be made to the June Executive to carry forward the £60k in order to meet the future costs of the examination in public and to undertake any further evidence work required.

6. LEGAL IMPLICATIONS

6.1 The proposals are consistent with the planning legislation and regulations.

Non-Applicable Sections:	Personnel Implications
Background Documents: (Access via Contact Officer)	<p>Report No DR12/069 to DCC 28/6/12 Review of Green Belt, Metropolitan Open Land and Urban Open Space Boundaries</p> <p>Report No DRR13/016 DCC 29/1/13 Bromley's Local Plan – Options and Preferred Strategy for Consultation</p> <p>Report to Executive 12/6/13 Growth and Delivery Plans for Bromley Town Centre, Biggin Hill and Cray Corridor Employment Areas</p> <p>Report No DRR13/082 DCC Report on Local Plan 'Options and Preferred Strategy' consultation June 2013</p> <p>Bromley 2020 Bromley's Community Strategy</p> <p>National Planning Policy Framework March 2012</p> <p>London Plan (July 2011)</p> <p>LBB UDP 2006 (Saved)</p> <p>Local Plan Evidence Base</p> <p>http://www.bromley.gov.uk/info/1004/planning_policy/153/local_development_framework_idfGL</p> <p>TfL Business Plan 2013</p>

Appendix 1

Draft Policies and Designations – Developing Bromley’s Local Plan

1. Introduction
2. Strategic Context
3. Spatial Strategy
4. Vision and Objectives
5. Living in Bromley
6. Supporting Communities
7. Getting Around
8. Bromley’s Valued Environments
9. Working in Bromley
10. Environmental Challenges
11. Implementation and Monitoring

Appendices

- 5 Year Housing Supply Paper
- Call for sites proforma and guidance notes
- Designations Schedule
- London Plan parking standards

Other appendices for consultation version

- Business improvement Areas
- Primary and Secondary Shopping Frontages, Local Centres and Neighbourhood Parades
- Local Development Scheme (October 2013)
- Glossary
- Map of Areas of Special Residential Character
- Guidelines for Areas of Special Residential Character

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1. Introduction

This document forms a key stage in the development of Bromley's 'new style' Local Plan which together with the London Plan will form the Development Plan for the Borough.

The Local Plan will set out the vision and objectives for the next 15 years and the planning policies to support their delivery. It will also when finalised include a proposals map, showing designations and site allocations, and incorporate an Infrastructure Delivery Plan to support the delivery of the vision and objectives.

Purpose of this consultation document

This document provides another opportunity for local residents, businesses, partner agencies and the wider community to be involved in the plan-making process.

It builds on the earlier public consultation work undertaken by the Council, on the 'Core Strategy Issues Document' in 2011 and the 'Options and Preferred Strategy' document in spring 2013 as well as the ongoing engagement with the community, partner agencies and other local authorities in line with Council's adopted Statement of Community Involvement and its Duty to Co-operate.

The document sets out draft planning policies and designations, together with the vision and objectives for the Borough. It identifies existing key sites that contribute to the delivery of the plan and invites details of sites to be considered for potential inclusion as a 'Site Allocation' within the draft Local Plan. This is in the form of a pro-forma 'Calling for Sites' which requires details of the site and how it could contribute to the vision and objectives for the Borough.

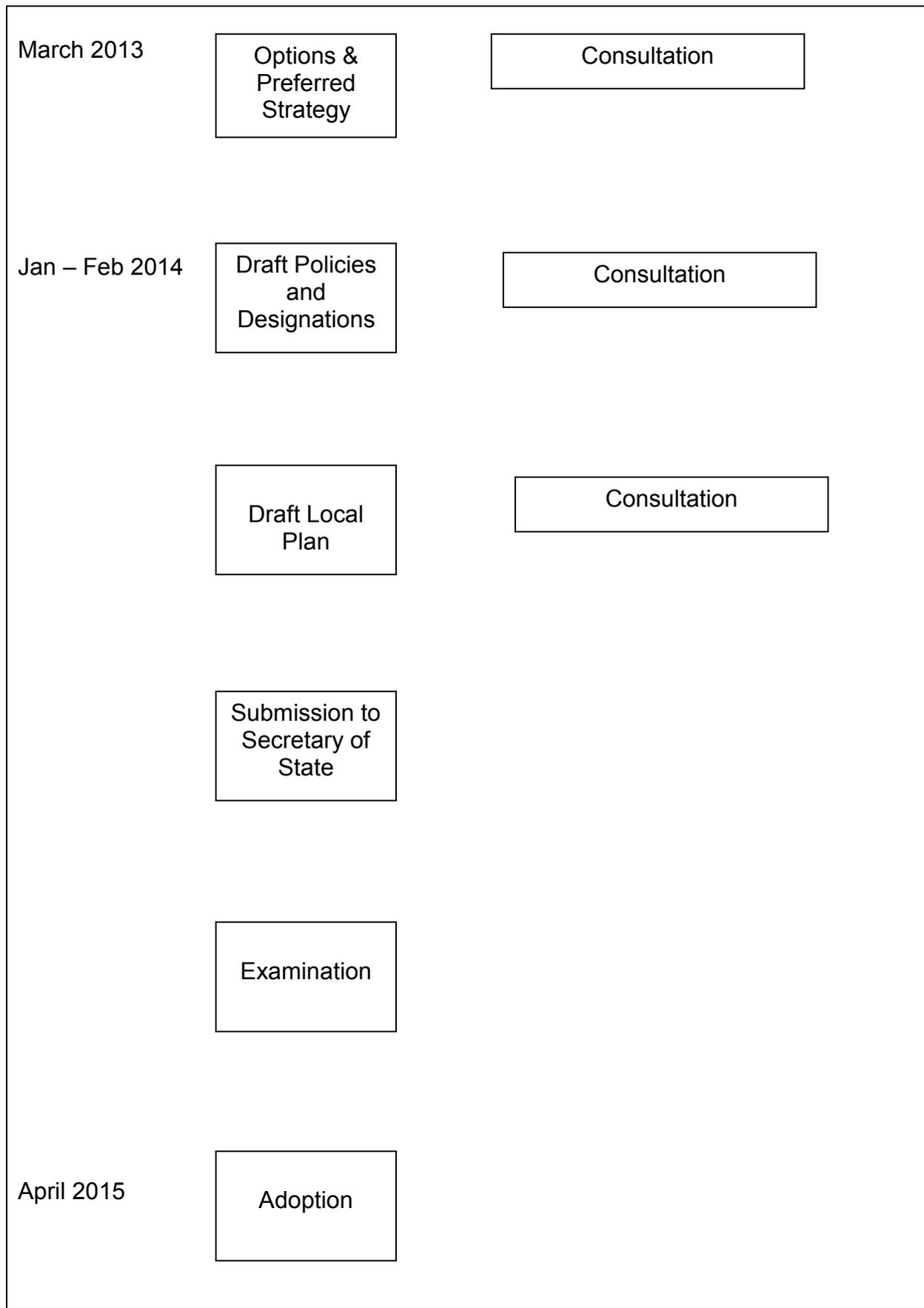
Using Consultation and Engagement

The response to the 'Options and Preferred Strategy' consultation in spring 2013 was reported to the Council's Development Control Committee and Executive, and has informed the preparation of this document. A number of sites have been identified in earlier consultations and these will be considered within the process for assessing sites for potential inclusion within the Draft Local Plan.

Similarly the response to this consultation will be reported to the Council's Development Control Committee and Executive and will inform the preparation of the Draft Local Plan. The Draft Local Plan will be subject to a formal six week consultation period in compliance with Regulation 19 of the Town and Country Planning (Local Planning) Regulations 2012.

The timetable for the preparation of the Local Plan through to its 'Adoption' by the Council is set out in the Local Development Scheme (October 2013)

Diagram – Local Plan Process



The current stage of draft policies and designations is highlighted in 'yellow'. The preparation of the Draft Local Plan will be informed by the response to consultation, the analysis of potential sites, as well as ongoing updates to the evidence base, the national and regional legislative and policy context. The Draft Local Plan will include policies, designations including Site Allocations.

Structure of the consultation document

This introductory chapter outlining the purpose of the document, the plan making process and the consultation process is followed by chapters setting the **Strategic Context** for the Local Plan, including the key economic and social trends and the challenges and opportunities facing the Borough.

This is followed by the **Vision and Objectives** for the Borough to 2030 and the **Spatial Strategy** to deliver the vision and indicating the main areas of change and growth anticipated during the life of the Local Plan.

The draft policies and designations are then set out under six thematic chapters. These are the same themes used in earlier consultations to help people find their way around the document and contribute to the plan-making process.

These chapters comprise '**Working in Bromley**'.

Then the approach to Local Plan **Monitoring and Implementation** is outlined.

A series of appendices provide further information referred to in the chapters. In addition key research and background documents are listed at the end of each chapter.

The Local Plan

The Local Plan, when adopted, together with the London Plan will form the Development Plan for the Borough. The Plan will strike the balance between protecting and enhancing the qualities which make Bromley an attractive place to live, work, study and visit, while adapting to the challenges facing the Borough, and accommodating the housing and employment figures set out in the London Plan (2011).

Infrastructure Delivery Plan

The Local Plan will include a schedule of infrastructure improvements required to support the delivery of the vision and objective objectives. This schedule will be drawn from an Infrastructure Delivery Plan which identifies and answers the type of infrastructure required at different stages of the plan. This will include social, physical and green infrastructure.

Consultation

Consultation is being undertaken for six weeks from xxx Jan to yyyy.

Giving your Comments

Your views are sought on whether you agree with the draft policies and draft designations set out in the document and their ability to contribute to achieving the vision and objectives for the Borough.

The document is designed for you to be able to comment online to each section and each policy and designation within the document. However, you may comment on as little, or as much of the document as you wish.

Respond Online:

If you are able to access the Internet, you will find our consultation portal is the easiest and quickest way to tell us what you think.

Online Consultation Portal:

http://bromley.objective.co.uk/portal/o_andp_document

If you have not already used the Portal, we encourage you to do so. It is a very simple process and once registered you will automatically be informed when we publish other planning consultation documents.

Other Ways to Comment:

While the consultation is designed for on-line responses, the Council wishes to ensure that everyone has the opportunity to respond. Therefore there are printed copies of the document available to be viewed in all Bromley libraries, the Cotmandene and Mottingham Community and Learning Shops and at Bromley Civic Centre. (see below for addresses)

If you, or someone you know, need the document in a particular language or format, please contact us.

If you are not using the Portal, please email or send your comments to us using the details below:

Email: ldf@bromley.gov.uk

Postal address: Planning Strategy Team
London Borough of Bromley
Civic Centre
Stockwell Close
Bromley
BR1 3UH

Phone: 020 8313 4956

Please ensure your comments reach us by Monday X March 2014.

This isn't the only opportunity to be involved in the development of the Local Plan but it is a key stage and your views are important.

Next Steps

The responses to this document will be reported to the Council's Development Control Committee and help inform the preparation of the 'Draft Local Plan'.

Civic Centre

Stockwell Close
Bromley
BR1 3UH

Open 8:30am – 5pm Monday – Friday

Cotmandene Community Resource Centre

64 Cotmandene Crescent
St Paul's Cray
Orpington
BR5 2RG

Open 9:30am – 4:00pm Monday – Thursday (closed 1pm – 2pm)

Mottingham Community and Learning Shop

1-2 Cranley Parade
Beaconfield Road
Mottingham
SE9 4DZ

Open 9:30am – 4:00pm Tuesday – Friday (closed 1pm – 2pm)

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2. Strategic Context

Tree lined roads and avenues and houses with gardens are distinctive features of many of the Borough's residential areas. There are 131,000 households (2011 Census) in a variety of house types spreading from the older, more densely developed areas around Penge to the more spacious detached houses near to Farnborough and Keston

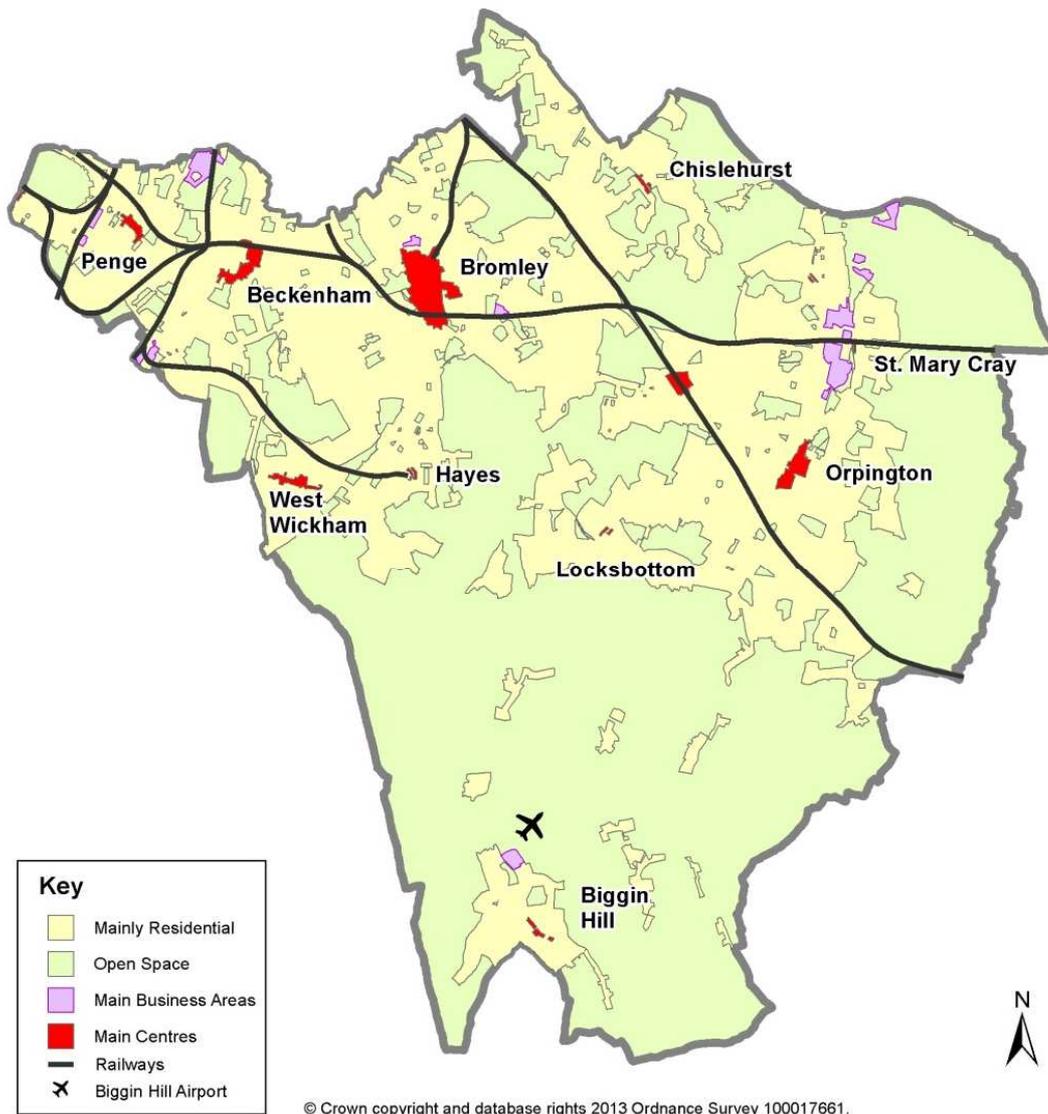


Figure 2

A substantial proportion of the local working population travel out of the Borough to work, predominantly to central London. The Borough has a strong local economy, however, and there are 129,000 workplaces; about a fifth of these (26,000) in Bromley Town centre – the most significant location for shopping and business services. The 10 other town centres shown in figure 2 are also vital to the Borough's local economy and as focal points for cultural and civic activity.

The Borough's smaller centres and shopping parades give a distinctive identity to many localities as well as providing an important source of local employment and access to services.

The main sources of employment outside of the town centres are in business areas such as those at St Mary Cray and Lower Sydenham. Biggin Hill Airport is important transport infrastructure with potentially a wide impact and implications for the local economy.

3. Spatial Strategy

The **Spatial Strategy** is a central element of the Local Plan and key to how the **Vision and Objectives** for the Borough will be delivered.

It identifies locations for strategic development which set out in broad terms the location for growth, areas with significant opportunities for change and enhancement, and areas where protection and more constrained development is anticipated.

The Council has to work within the parameters set out in the NPPF and the London Plan; in particular:-

The National Planning Policy Framework

- Locating major shopping developments and other uses that attract large numbers of people within town centres;
- Protecting Green Belt land
- Proactively meeting the needs of businesses
- Sustainable development

The London Plan

- Providing 5000 homes in the borough between 2011- 2021 (a monitoring figure of 500 homes per annum),
- Provision of floor space and land to accommodate the forecast 6% growth in employment from 2011 to 137,000 jobs by 2031
- Protecting Metropolitan Open Land
- Managing Waste
- The Town Centre Hierarchy of Metropolitan, Major and District Town Centres
- The identification of Strategic Industrial Locations in the Cray Business Corridor and the Strategic Outer London Development Centre (SOLDC) at Biggin Hill
- The Mayor's Areas of Regeneration - three fall within the Borough and others lie adjacent to the Borough boundary

Key Focus for the Spatial Strategy

Bromley Town Centre – a focus for sustainable growth for retail, office, homes, and leisure and cultural activities

Cray Business Corridor - the main industrial and business area within the borough, providing accommodation for a full range of businesses, and improving the offer for modern business

Biggin Hill SOLDC a cluster of businesses focused on aviation and high tech related industries

Protect and enhance the quality and character of all Bromley's Places

Protect and enhance the Borough's varied open spaces and natural environment

Improvement of Renewal Areas

Maintain and enhance the network of town centres, local centres and neighbourhood parades.

The following maps illustrate this focus:

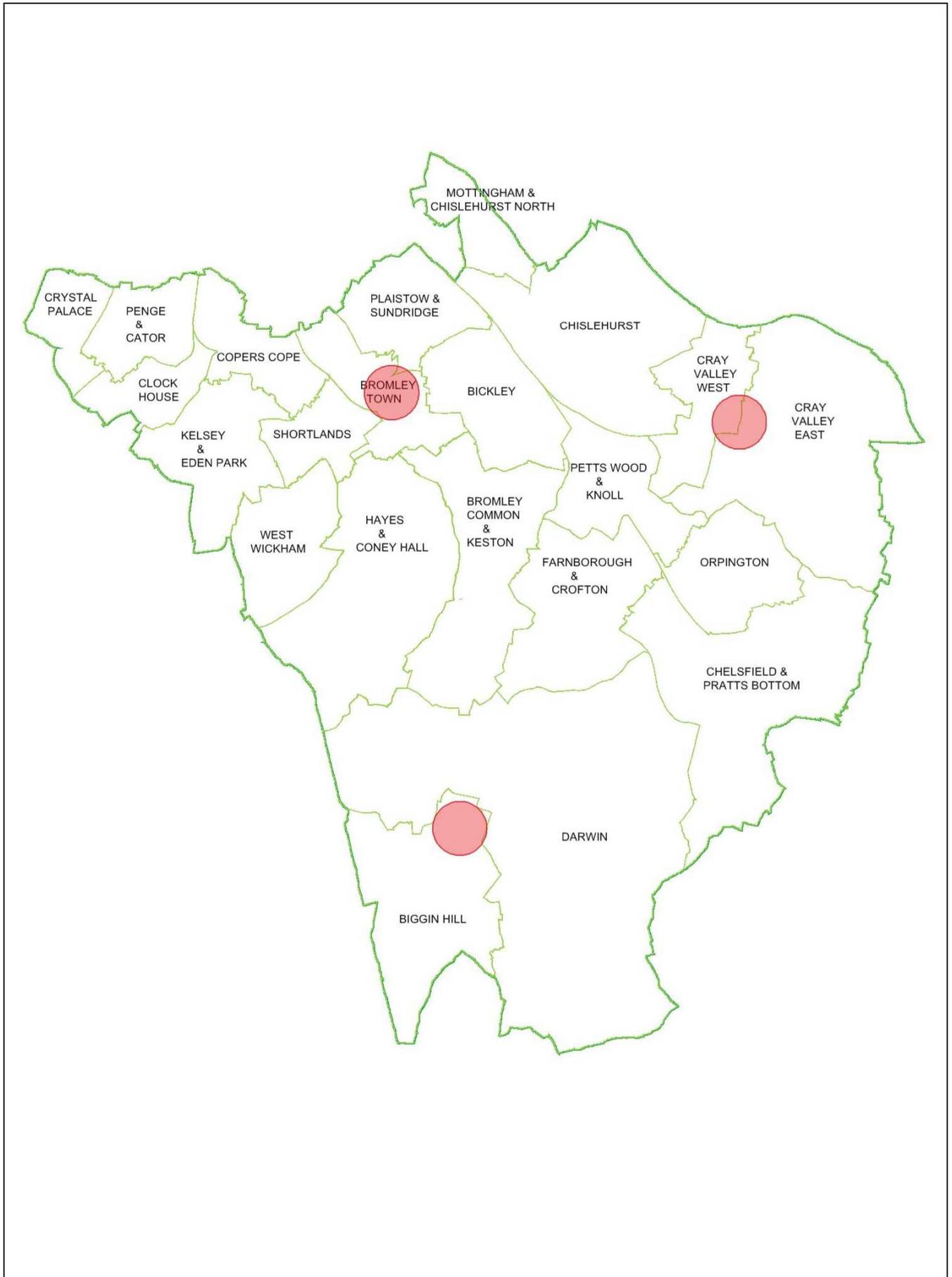
- i) the location of the three priority strategic economic areas of Bromley Town Centre, the Cray Business Corridor and the Biggin Hill Strategic Outer London Development Centre, together with the important 'Locally Significant Industrial Locations'. The draft policies are set out in the Working in Bromley Chapter
- ii) the distribution of anticipated housing growth over the plan period
- ii) the existing network of town centres and local centres.
- iii) the distribution of open space across the borough
- iv) Bromley's 21 'Places' with the Renewal Areas detailed in 'Living in Bromley'

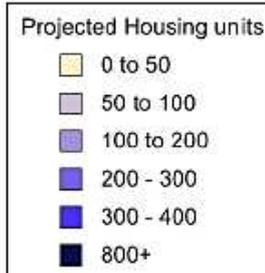
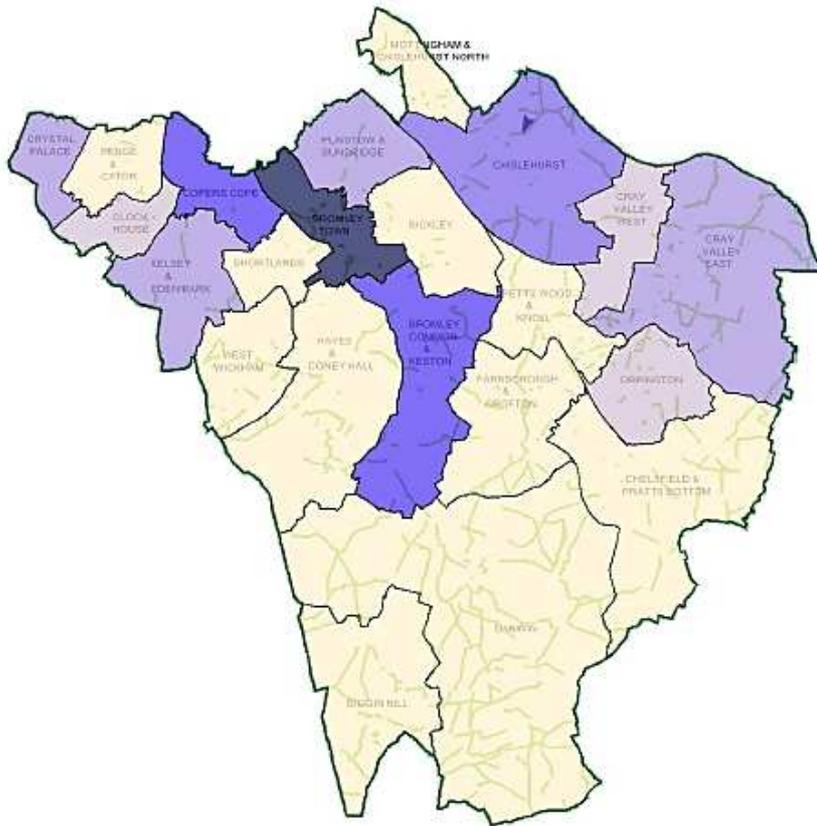
Site Allocations

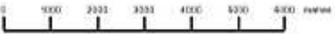
The Draft Local Plan later in the year will include site allocations. In this document the general location of development; the economic growth in the three priority areas (map x), and distribution of housing (diagram x) and the 5 year housing land supply (appendix y) are included.

In addition the Council is inviting identification and details of sites to be considered for assessment for inclusion in the draft plan where they can demonstrate their contribution to the vision and objectives for the Borough through the completion of a Call for Sites proforma (appendix x).

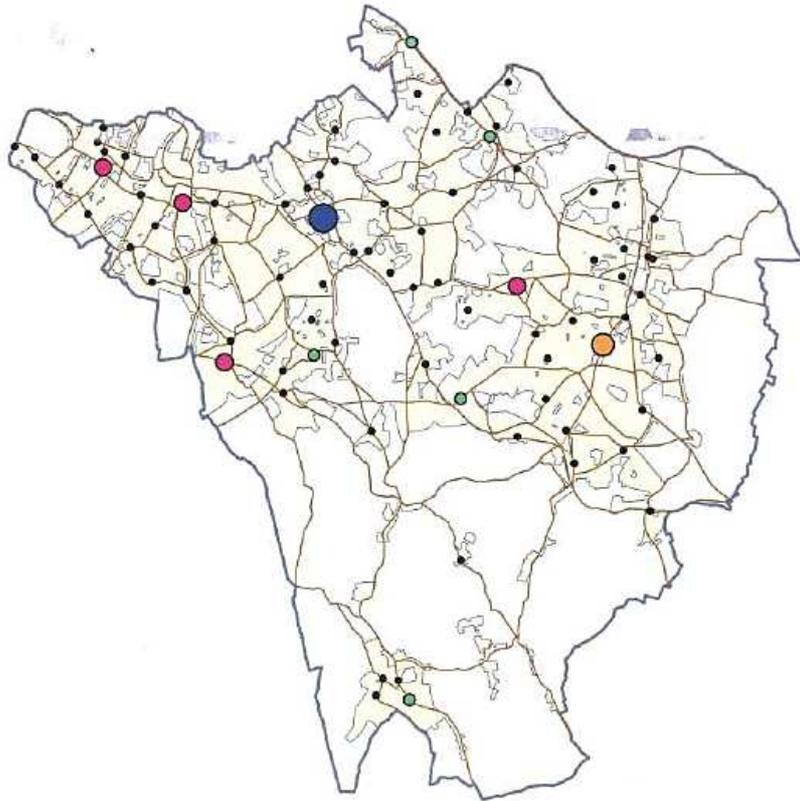
Economic Growth Areas





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**Retail Centres in L. B. Bromley
Ranked According to the London Plan Hierarchy**



Legend

Type of Centre

- Metropolitan Centre
- Major Centre
- District Centre
- Local Centre
- Neighbourhood Centre/Parade
- Roads

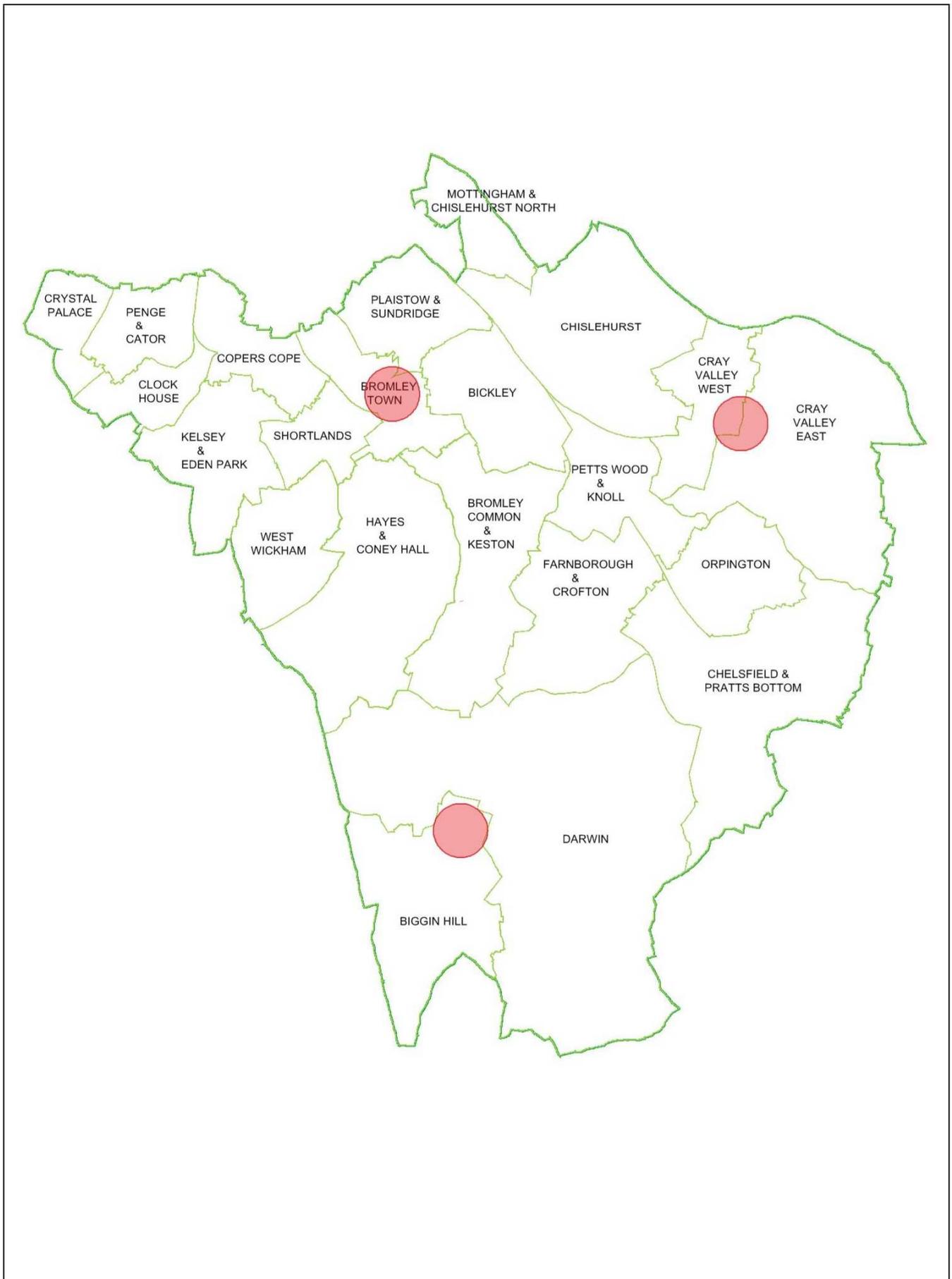


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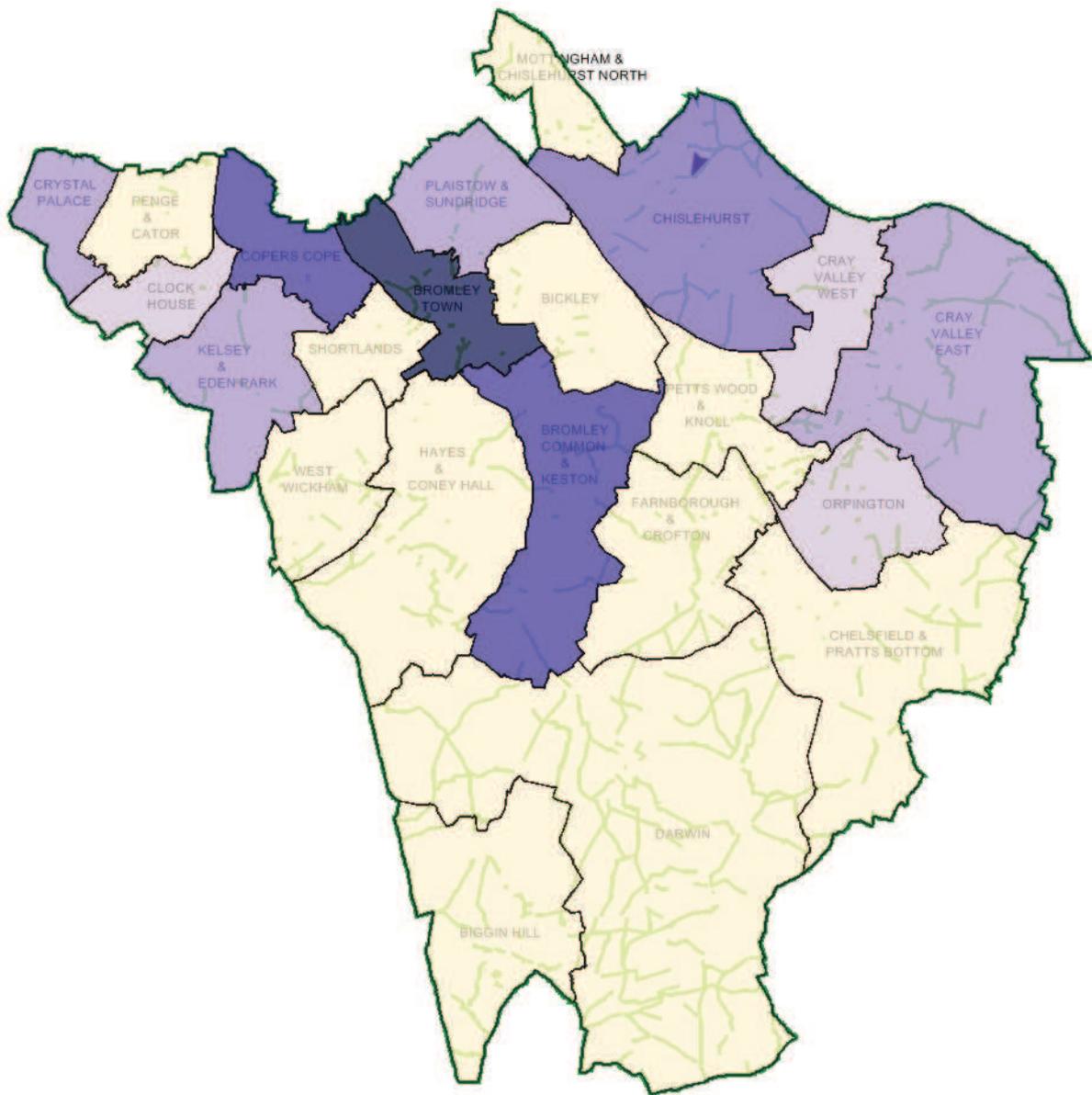
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Economic Growth Areas



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Projected Housing units

- 0 to 50
- 50 to 100
- 100 to 200
- 200 - 300
- 300 - 400
- 800+



Provisional Housing Provision by ward (9+ units) 2013/14 – 22/23



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Tuesday, December 17, 2013

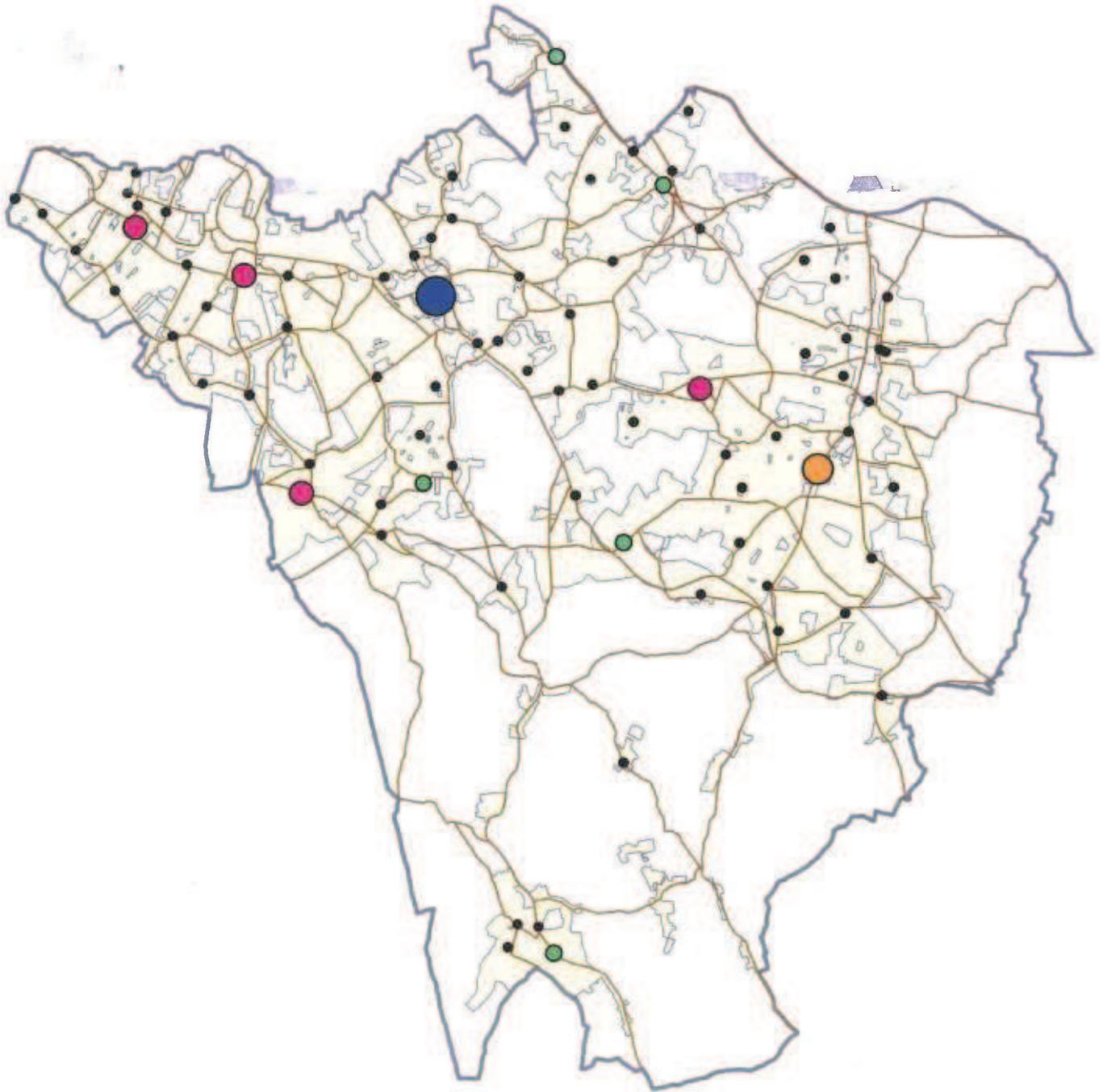
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Retail Centres in L. B. Bromley Ranked According to the London Plan Hierarchy



Legend

Type of Centre

-  Metropolitan Centre
-  Major Centre
-  District Centre
-  Local Centre
-  Neighbourhood Centre/Parade
- Roads



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Map of Bromley's 21 Places (detailed in Borough characterisation study)

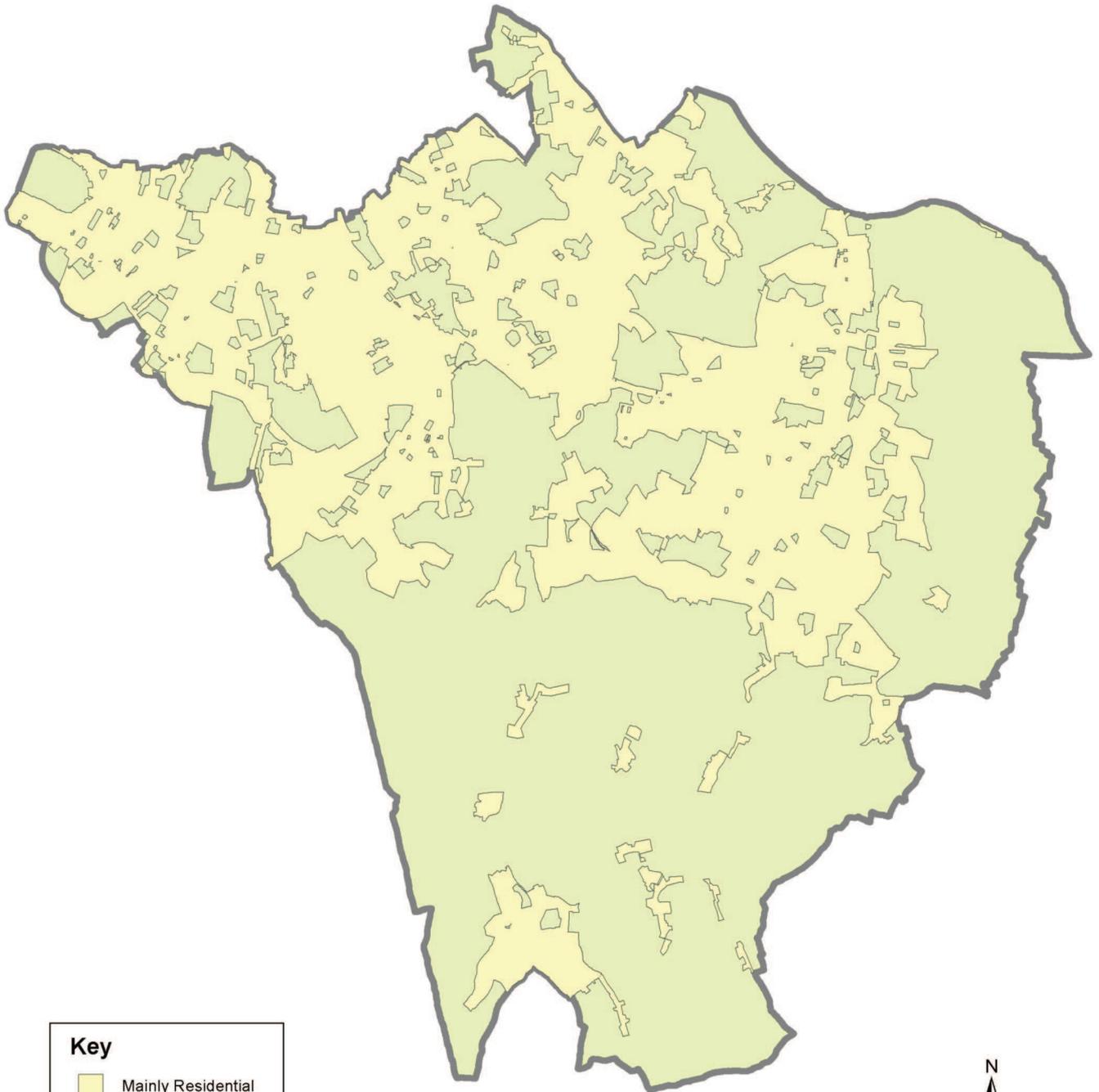


Number	Place Name
1	Beckenham, Copses Cope & Kangley Bridge
2	Bickley
3	Biggin Hill
4	Bromley Common
5	Bromley Town
6	Chislefold, Green Street Green & Pratts Bottom
7	Chislehurst
8	Clock House, Elmers End & Eden Park
9	Cray Valley, St Paul's Cray & St. Mary Cray
10	Crofton & Farnborough
11	Crystal Palace, Penge & Anerley
12	Darwin & Green Belt Settlements
13	Eastern Green Belt
14	Hayes
15	Keston
16	Mottingham
17	Orpington, Goddington & Knoll
18	Pratts Wood & surrounds
19	Ravensbourne, Plaistow & Sundridge
20	Shortlands, Park Langley & Pickhurst
21	West Wickham & Concy Hall

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Key

- Mainly Residential
- Open Space

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4. Visions & Objectives

Open Space and the Natural Environment

The value of natural spaces, whether private gardens, rivers and lakes or Green Belt, is recognised and afforded a high priority. Land, air and water environments are sustainably managed, ensuring that the wide range of different open spaces and habitats, with their distinctive animal and plant life, are well managed and accessible. As well as helping conserve and enhance biodiversity, Bromley's natural environment supports the wellbeing of its communities, with open spaces and trees providing healthy environments and space for leisure and sport. Opportunities are taken to increase natural habitats, especially in areas with a deficiency, linking them together and improving their quality and accessibility.

Objectives:

- Manage, protect and enhance natural environments.
- Encourage the protection and enhancement of biodiversity.
- Ensure that the Green Belt continues to fulfil its functions.
- Improve the quality of open space and encourage provision in areas of deficiency and in any new development.

Health and Wellbeing

The quality of life in Bromley has improved in all its neighbourhoods with all residents enjoying better health and wellbeing. Areas with a concentration of social and/or environmental difficulties are being improved. Communities are served by local shopping parades, education, healthcare, leisure, community and cultural facilities, including libraries and places of worship. New facilities are encouraged in accessible locations to deliver flexible and efficient community hubs. The environment is designed to maximise accessibility for people with disabilities. Residents are helped to improve their own places and local environments for the benefit of all the community. There is less crime and anti-social behaviour.

Objectives:

- Produce healthier environments and infrastructure to support people in living fuller, longer, healthier, more sustainable lives.
- Co-ordinate the improvement of Bromley's designated Renewal Areas, and other areas with environmental difficulties, to reduce health inequalities; and encourage all communities to improve their own environments.
- Neighbourhoods offer good quality homes and an accessible range of shops and services, appropriate to the roles of the different centres - from town centres to local neighbourhood centres and parades.
- Ensure new community facilities are appropriately located to provide accessible effective modern services, and resist the net loss of facilities.

Homes

A range of decent homes of different types and sizes are available and housing supply is tailored to local needs. Any new housing complements and respects the character of neighbourhood in which it is located, paying particular attention to the density of development, parking requirements and improving the choice of accommodation available.

Objectives:

- Ensure there is an appropriate supply of homes to meet the varied needs of the local population, which responds to changing demographics, in particular as the population ages.
- Ensure new residential development, extensions and conversions complement and respect local character.
- Ensure new homes are designed to minimise environmental impact and are supported by appropriate social and environmental infrastructure.

Business, employment and the local economy

Bromley is a prosperous, thriving and skilled borough where businesses choose to locate. New businesses start up and grow using local skills, supply chains and investment and Business Areas offer high quality flexible accommodation. There is an improved range of employment opportunities for residents and education and skills levels have been raised throughout the Borough.

Objectives:

- Business Areas adapt successfully to the changing needs of modern industry and commerce.
- Ensure there are an appropriate supply of commercial land and a range of flexible quality business premises across the borough.
- Ensure businesses contribute to a high quality, sustainable environment, through their premises development and locational decisions.
- Support the appropriate provision of facilities to deliver high quality education and training.
- Support the Strategic Outer London Development Centre (SOLDC) designation at Biggin Hill to enhance the areas employment and business opportunities, whilst having regard to the accessibility and environmental constraints.
- Support the digital economy and the infrastructure required for it and modern business, such as high speed fibre connections.

Town centres provide a range of goods and services and are safe, clean and welcoming for all. Bromley Town Centre is a competitive Metropolitan Town Centre, complementing others in the region and attracting a wide range of visitors to its shopping, cinema, theatre and restaurant areas. Orpington functions as a strong and vibrant major centre, offering a good range of shopping, leisure and public amenities. These centres, together with the district, local and neighbourhood centres, provide accessible shops, services and facilities for residents and wider communities across the Borough.

Objectives:

- Ensure vitality of Bromley Town Centre, delivering the aims of the Area Action Plan.
- Encourage a diverse offer in town centres, including shops and markets, services, leisure and cultural facilities as well as homes.
- Support the continued improvement of Orpington and other district and local centres.
- Encourage safe town centres and a prosperous evening economy.
- Maintain and improve neighbourhood centres and parades across the Borough to ensure locally accessible facilities.

Design and the public realm

New development of all kinds is well designed, safe, energy efficient and complements its surroundings, respecting the existing scale and layout. Private or public open space, and appropriate car parking are key considerations. Public art and street furniture make places more attractive and comfortable for users. Our roads and streets are clean but uncluttered, with street trees and verges improving their appearance.

Objective:

- Ensure development attains high quality design standards.
- Ensure development includes appropriate well planned private or public open space.
- Ensure public areas are well designed, safe and accessible.

Built heritage

Our man-made heritage assets; areas of distinctive character, listed buildings, conservation areas and monuments, are protected and enhanced. No historic features are considered to be “at risk” and underused heritage assets are brought back into productive uses. The borough’s rich heritage is widely enjoyed.

Objective:

- Continue to protect locally and nationally significant heritage assets.
- Ensure development complements and improves the setting of heritage assets.
- Encourage greater accessibility of heritage assets.
- Encourage a proactive approach to the protection and improvement of heritage assets to contribute to strategic, local planning and economic objectives.

Transport

Moving around the borough is easier due to reduced road congestion and improved public transport networks. Commuting traffic has reduced as more people share car journeys and choose alternative ways of working and travelling. Reduced road traffic results in less pollution and greenhouse gases from transportation. Any new development should where appropriate include electric vehicle charging points and there are more car clubs, increasing travel choices for local people. Walking and cycling to work, school and for leisure, has increased and the road environment is safer for vulnerable users. Public transport is more accessible to those with mobility problems and is safer and more reliable.

Objectives:

- Reduce road congestion at peak times through better management of the network and encouraging patterns of development that reduce the need to travel.
- Support improvements to public transport links, including associated parking, and facilitate environments that encourage walking and cycling.
- Locate major developments where they can maximise the use of public transport.
- Ensure new developments include electric charging points, cycling facilities such as dedicated cycle routes, and car clubs where appropriate, increasing choice for local people
- Ensure streets are safe, accessible and uncluttered, improve road safety and reduce air and noise pollution from traffic.
- Ensure the efficient movement of freight, whilst minimising its impacts on the transport network.
- To secure investment in critical public transport infrastructure to improve transport connectivity and orbital movements to East London.

Environmental challenges

New development is designed in such a way as to not only enhance the character of the area but also to ensure it does not worsen any environmental problems. Buildings are resource efficient, using less energy, producing less carbon and conserving water. Opportunities for appropriate low carbon, decentralised energy networks and renewable energy are considered and flood risk is reduced. Less waste is produced and more is managed and disposed of locally through new cleaner technologies. Pollution control prioritises key local problems and new development helps bring contaminated land back into use.

Objectives:

- Reduce environmental impacts and the use of precious resources in the design and construction of new development.
- Support the development of local energy networks and low-carbon and renewable energy generation.
- Improve the resilience of buildings and places to cope with a changing climate, ensuring flood risk is managed and potential problems of extreme weather are minimised.
- Reduce the amount of waste that ends up in landfill, particularly biodegradable waste, and increase self-sufficiency.
- Reduce air pollution and minimise problems of noise and light pollution. Ensure contaminated land can be remediated where possible.

5. Living In Bromley

Introduction

This section takes forward the preferred options in the Living in Bromley section of the Options and Preferred Strategy consultation document, in light of responses, changes in Government guidance and the London Plan.

Background

The NPPF specifies that the purpose of the planning system is to contribute to the achievement of sustainable development. The planning system plays an important social role by supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being. Additional economic and environmental roles are mutually dependent on the latter.

Nationally, there is a presumption in favour of sustainable development and local planning authorities should seek opportunities to meet development needs of their area and meet objectively assessed needs (including identifying key sites critical to the delivery of the housing strategy over the plan period) with sufficient flexibility to adapt to rapid change. Alongside this is the need to take account of the different roles and character of different areas, promote the vitality of urban areas, protecting the Green Belt and encourage the effective use of land by reusing land that has been previously developed.

Housing

Draft Policy - Housing Supply

The Council will make provision for at least 470 additional homes per annum over the fifteen year Plan period which will be facilitated by:

The development of Proposal Sites;

Town centre renewal involving the provision of housing;

The development of housing within Renewal Areas where appropriate;

The development or redevelopment of windfall sites;

The conversion of suitable properties;

Mixed use developments including housing in suitable locations;

The provision of suitable non self-contained units;

5. Living In Bromley

Vacant properties being brought back into use;

Resisting the loss of existing housing except where accommodation is unsuitable and incapable of being adapted for continued residential use or where the proposal meets an identified need for community facilities.

Supporting text

The London Plan Policy 3.3 provides a regional context for housing requirements whilst setting out Borough figures for housing provision from 2011/12 – 2020/21 based on the findings of the London-wide Strategic Housing Land Availability Assessment/Housing Capacity Study 2009 and the Strategic Housing Market Assessment and other analysis. An annual total net requirement figure of 34,900 units is seen as an appropriate monitoring figure for London. The Borough has an annual housing provision figure of 500 units per annum as set out in Table 3.1 of the London Plan to assist in meeting requirements across London. The 2009 SHLAA specifies provision of approximately 305 units per annum on large sites (0.25 ha and larger) and 195 units on small sites. The figure for housing provision will be rolled forward over a 15 year period in line with advice set out in the London Plan and the GLA's Housing SPG 2012.

The Council maintains that 470 units per annum is a sustainable minimum housing figure.

Boroughs should enable development capacity to be brought forward to meet targets whilst having regard to other policies in the Plan (i.e. development on brownfield land, intensification, town centre renewal, opportunity areas, mixed use, renewal of existing residential areas). New sites should be identified and existing sites reviewed to enable targets to be met.

The London-wide SHLAA/HCS (2009) is currently being updated in addition to the London-wide Strategic Housing Market Assessment (2008).

More information, in relation to the above, is likely to be set out in the London-wide SHMA update and London Plan Further Alterations in 2014 and in the London Plan a revised target is expected in 2015/16.

The South-East London sub region commissioned a SHMA that was carried out in 2008/09. The study demonstrated a high level of need across the sub region and highlighted a number of key challenges and issues, including an estimated requirement for 10,450 additional market homes and a need for an extra 16,800 affordable homes over the next five years. The 2008/09 SHMA for the sub region will be updated in Spring 2014.

The Council agreed a five year supply paper in June 2013 that demonstrates the Borough can identify five years worth of deliverable housing. The Borough will seek to identify a supply of specific, developable sites or broad locations for the remainder of the Plan period in the next stage of Plan preparation, when sites are allocated.

5. Living In Bromley

	2011/12 2012/13	–	Years (2013/14- 2017/18)	Years (2018/19 2020/21)
Cumulative Units identified/delivered	1213		4172	4725
Cumulative London Plan Requirement 2011-2021(units)	1000		3500	5000

Table xx Borough Housing Delivery for the London Plan period (2011/12 - 2020/2021) November 2013

INSERT WARD MAP SHOWING HOUSING PROVISION 2011/12 – 2024/25 (9+ UNITS)

Draft Policy - Backland and Garden Land Development

New residential development will be resisted on backland or garden land unless all of the following criteria are met:

There is no unacceptable impact upon the character and appearance of an area in relation to the scale, design and density of the proposed development;

There is no unacceptable loss of landscaping, habitats, or playspace;

There is no unacceptable impact on the residential amenity of future or existing occupiers through loss of privacy, sunlight and daylight and disturbance from additional traffic;

A high standard of separation and landscaping is provided.

Supporting Text

In the past the role of small sites in providing additional housing within the Borough is not insignificant. Of importance though is the value of backland and garden land in helping to define local character. There is a risk that inappropriate redevelopment of these small sites over time could adversely impact upon local character, especially as the availability of sites diminishes.

The definition of previously developed land in the NPPF excludes land in built up areas such as private residential gardens. The Framework also specifies that windfall sites are normally previously developed sites. Core planning principles include; seeking high quality design and a good standard of amenity for all existing and future occupants of land and buildings, taking account of the different roles and character of different areas and encouraging the effective use of land by reusing land that has been previously developed. It also advises Local Planning Authorities to consider the case for setting out policies to resist inappropriate development of

5. Living In Bromley

residential gardens, for example, where development would cause harm to the local area.

The supporting paragraphs to London Plan Policy 3.5 recognise the important role that gardens play. They acknowledge that pressure for new housing development means that gardens can be threatened by inappropriate development and their loss can cause significant local concern. Paragraph 3.34 also specifies that back gardens are a cherished part of the London townscape contributing to communities' sense of place and quality of life. The London Plan supports the presumption against development on back gardens where it can be justified.

Many residential areas within the Borough are characterised by spacious rear gardens and well separated buildings. Proposals which undermine the character of the Borough or which would be likely to result in detriment to existing residential amenities will be resisted. The Council will also resist the loss of private residential gardens on the basis of; the contribution that they make to enhancing the character and appearance of the area (including the contribution made by trees and other vegetation on the site), their role as play space, their contribution to mitigating climate change and reducing flood risk, and their ecological value in terms of providing habitats for wildlife.

"Tandem" development, consisting of one house immediately behind another and sharing the same access, is generally unsatisfactory because of difficulties of access to the house at the back and the disturbance and lack of privacy suffered by the house in front. Backland or garden land development, involving development of land surrounded by existing properties, often using back gardens and creating a new access, will generally also be resisted, including sites in ASRCs.

Draft Policy - Housing Design

All new housing developments will need to achieve a high standard of design and layout whilst enhancing the quality of local places. Housing schemes will also need to respect local character, spatial standards, physical context and density. The Council will expect the following requirements to be demonstrated:

The site layout, buildings and space around buildings are designed to a high quality, recognising as well as complimenting the qualities of the surrounding areas;

Minimum space standards as set out in Table 3.3 of the London Plan and the London Plan Housing Supplementary Planning Guidance (as updated);

The provision of sufficient external, private amenity space that is accessible and practical;

For developments with an estimated occupancy of 10 or more children development proposals should make appropriate play provision;

Off street parking that is well integrated within the overall design of the development (further detail regarding standards to follow);

5. Living In Bromley

Density that has regard to the London Plan density matrix whilst respecting local character;

Layout that is designed to give priority to pedestrians and cyclists over the movement and parking of vehicles;

Safety and security measures are included in the design and layout of buildings and public areas;

All new housing is built to the Lifetime Homes standards;

In residential developments of 10 or more units, 10% of units are designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.

Supporting Text

New housing development should make a positive contribution to the area in which it is located. Policies 3.5 and 7.4 of the London Plan emphasise the importance of new developments taking account of physical context, local character and a design approach that has an understanding of place.

Within the Borough there are many diverse and attractive housing areas. In the context of Government policy it is the Council's view that their individual characteristics and quality should be adequately protected. Scope for further housing development often occurs on "infill" sites, the redevelopment of older, low-density property and through the redevelopment of large non-residential sites. The Council's primary objective is to ensure a high standard of residential environment. Redevelopment should be of a design that is sympathetic to and complements the surrounding residential area but not necessarily a reproduction of the established form and pattern of development. In line with the advice in the NPPF (paras. 57) it is important to plan positively for the achievement of high quality and inclusive design for all development. The Council will reject poor designs that do not accord with this advice. The onus will be on applicants to demonstrate how they have taken account of the need for good layout and design.

The design of housing developments should be of a high quality internally, externally and should relate to their context and the wider environment. The Mayor's Housing SPG sets out baseline standards that are considered to be of particular strategic concern and set the baseline for quality and design those new homes should meet. The extent to which proposed developments depart from these should be taken into account in planning decisions. Good practice standards represent general good practice. The adoption of these can help lead to exemplary housing quality and design. Consideration should be given to the standards alongside the achievement of other objectives in the London Plan. The standards apply to new build, conversions and changes of use but not to specialist housing (student, sheltered and HMO accommodation). The Council encourages applicants to include information

5. Living In Bromley

within design and access statements on how the above standards have been complied with.

Good urban design including space around and between buildings and their landscaping contributes to the quality of the built environment. In major development proposals a design statement should be submitted to the Council to include information of the key design principles, density, mix and distribution of uses as well as provide sufficient illustrations to demonstrate the relationship of the development to its wider surroundings.

The design of all new housing developments should include appropriate measures to maximise security and prevent crime. In determining planning applications the Council will refer to 'Secured By Design' principles, Government guidance on 'Safer Places' and any other supplementary planning guidance. "Secured by Design" is a UK Police Flagship initiative supporting the principles of designing out crime through the use of effective crime prevention and security standards set out in various guides and publications. Detailed information is available at www.securedbydesign.com.

The Council is required to incorporate minimum space standards (based on Gross Internal Floor Areas) in line with those set out in Table 3.3 of the London Plan and the Mayors Housing SPG. By meeting space standards it is possible for all new homes to be fit for purpose, with the potential to be occupied over time by households of all tenures. The standards are minima and should be exceeded where possible (subject to para. 2.3.17 of the Housing SPG that specifies exceptions to this).

Regard will be had to the London Plan Density Matrix whilst respecting local character. The Matrix is intended to be used as a guide and there may be convincing environmental or local character arguments for an alternative density. This may result in some developments coming forward at densities lower than that set out in the London Plan Density Matrix and some coming forward at higher densities.

Of importance is the provision of practical, accessible and useable private amenity space within new housing developments. Minimum standards are set out for London but it is important to address the existing character of amenity space within an area and show how new developments can relate to it. Private amenity space should be accessible and have level access from the home. Houses and ground floor flats should have access to private gardens and dwellings on upper floors should have access to private amenity space.

Policy 3.8 Housing Choice of the London Plan specifies that Boroughs ensure that all new housing is built to 'The Lifetime Homes' standards and that 10% of new housing is designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. The Mayor's Housing SPG sets out housing design standards that incorporate The Lifetime Homes criteria and Annex 2 of the SPG summarises best practice on wheelchair accessible housing. Standards reflect the importance of how new housing should meet the needs of Londoners at different stages of life. Guidance for wheelchair housing set out within "Wheelchair Housing Design Guide" (Thorpe and Habinteg Housing Association). Wheelchair Housing provided as

5. Living In Bromley

Affordable Housing will be required to comply with the South East London Housing Partnership Wheelchair Homes Design Guidelines.

Of importance is the need to produce environments which support health and wellbeing, including through the provision of new housing. This is supported through the following documents:

Bromley Health & Wellbeing Board's Strategy 2012-2015
http://bromley.mylifeportal.co.uk/uploadedFiles/Putting_People_First/Bromley_Home_page/Document_Library/General/Final%20Bromley%20Health%20and%20Wellbeing%20Strategy%202012.pdf

Bromley JSNA 2012

http://bromley.mylifeportal.co.uk/uploadedFiles/Putting_People_First/Bromley_Home_page/Document_Library/Public_Health/BROMLEY%20JSNA%202012%20FINAL%20VERSION.pdf

5. Living In Bromley

Draft Policy - Provision of affordable housing

In order to meet the needs of the Borough, affordable housing will be sought on all housing sites capable of providing 10 dwellings or more, or housing sites of 0.4ha or larger, irrespective of the number of dwellings.

On all sites at or above this threshold 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 35% provision, with 60% social-rented/affordable rented housing and 40% intermediate provision, unless it can be demonstrated that a lower level should be sought or that the 60:40 split would not create mixed and balanced communities.

The affordability of different elements of the scheme should not immediately be apparent from the siting, design and layout.

The affordable housing should be made available for transfer or occupation before a certain proportion (to be determined through negotiations between the Council and developer) of the market housing is occupied.

Where a lesser amount is sought the Council will require evidence within a Financial Viability Appraisal that will be independently assessed.

Payments in lieu

Where it has been determined that a site meets the size threshold and is suitable for affordable housing, payment in-lieu of affordable housing on site or provision in another location will be acceptable only in exceptional circumstances and where it can be demonstrated that:

- it would be impractical to transfer the affordable housing to a registered provider (RP); or

-on site provision of affordable units would reduce the viability of the development to such a degree that it would not proceed; or

-on site provision of affordable units would not create mixed and balanced communities and there would be benefit in providing such units at another location.

Supporting text

The NPPF specifies that to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand. Where affordable housing is needed policies should be for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (i.e. to improve or make more effective use of the existing housing stock) and the agreed approach contributes to mixed and balanced communities.

5. Living In Bromley

The London Plan defines affordable housing as including social-rented, affordable rented and intermediate housing. Local plans should take account of; current and future housing requirements, targets and the priority for affordable housing across London, promoting mixed and balanced communities, the capacity available to accommodate development and the viability of future developments. There is the need to encourage rather than restrain residential development, determine the size and type of units needed in particular locations and take into account the specific circumstances of sites.

In relation to individual sites the London Plan highlights that the following should be considered;

- the viability of the development,
- availability of public subsidy,
- implications of phased development and making provisions, if necessary, to reappraise viability prior to implementation,
- integration of affordable units within developments as a whole and
- application of Mayor's space standards to schemes where large units prevent the affordable housing policy being triggered.

The South-East London sub region commissioned a SHMA that was carried out in 2008/09. The study demonstrated a high level of need across the sub region and highlighted a number of key challenges and issues, including an estimated requirement for 10,450 additional market homes and a need for an extra 16,800 affordable homes over the next five years. The 2008/09 SHMA for the sub region will be updated in Spring 2014.

An Affordable Housing Viability Assessment Update (2012) showed that a single Borough-wide approach to affordable housing provision is suitable as long as there is flexibility to enable the amount of affordable housing on site to be negotiated. A percentage target of 35% on site affordable housing is viable. The target is not set as a maximum level and there may be some sites that come forward with more than 35% affordable housing, particularly on smaller sites.

The target relates to the percentage of habitable rooms on site although the Council will consider the overall contribution in terms of floor space and unit numbers to ensure that a proportionate percentage of overall development is affordable housing. The tenure mix of 60% affordable rented/social rented and 40% intermediate housing is in accordance with LP Policy 3.11 and the Mayor's Housing SPG.

The Council believes that some of its priority needs can only be met by social-rented/affordable rented housing. Shared ownership, low-cost market, and sub-market rented housing have a role principally in relation to intermediate housing. Such options may also assist some households unable to access market housing but which the Council has a duty to assist through its strategic enabling role.

Affordable housing comprises both social-rented/affordable rented housing and intermediate housing.

5. Living In Bromley

Social-rented housing is defined as housing provided by a landlord where access is on the basis of housing need, and rents are no higher than target rents set by the Government for housing association and local authority rents.

Affordable rented housing is rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent.

Intermediate housing is sub-market housing available to people on moderate incomes who cannot afford to buy or rent housing generally available on the open market. Intermediate housing may take the form of shared ownership, low cost home ownership or sub market rented housing. These sources of intermediate housing can play an important role in providing mixed communities, ensure that those on moderate incomes in Bromley (including key workers) have access to decent homes and can be controlled to ensure that it is available in the long term. The London Plan defines affordability for intermediate housing as those households earning £18,100 - £61,400 (two+ bedroom units extends this to £74,000).

The affordable housing policy will usually be applied to the number of habitable rooms. The Council will advise applicants of the mix of units on individual sites that will be required to meet local needs.

In negotiating the level of affordable housing the Council will seek the provision of 35% of habitable rooms on a site unless material considerations indicate otherwise. In these negotiations the principal considerations will be:

Proximity to local services and facilities and access to public transport.

Whether there will be particular costs associated with the development of the site: this will usually be reflected in the residual land value and should not affect a site's suitability. The onus will be on applicants to submit a financial viability appraisal to demonstrate that abnormal development costs, in addition to the affordable housing contribution, would impact unduly on scheme viability.

Whether the provision of affordable housing would prejudice the realisation of other planning objectives.

The need to achieve a successful housing development, both in terms of unit size/tenure mix and management.

The Government aims to promote mixed and balanced communities so off-site provision or payments in lieu will rarely be acceptable. On sites capable of accommodating 10 units/0.4ha or more, off-site provision or a payment in lieu may be acceptable in exceptional circumstances if applicants are able to demonstrate (and the evidence submitted is verified by the Council or independent consultants) that on-site provision would be practically difficult. If off-site provision is offered, the onus will initially be on the developer to find and provide an alternative site. Where the other site falls below the 10-unit/0.4ha threshold, the 35% requirement will be applied to the total capacity of both sites.

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The means of controlling future occupancy of affordable housing will be the subject of negotiations between the relevant parties. The preferred approach for controlling the occupancy of social/affordable rented housing is for the ownership of this housing to be transferred to an RP nominated or agreed by the Council. In the case of intermediate housing, arrangements will depend on the type and tenure of housing proposed. In all cases, the arrangements for securing occupancy will be confirmed either through a legal agreement or condition attached to the planning permission, whichever is more appropriate in the circumstances.

If the above restrictions are lifted any subsidy should be recycled for alternative affordable housing provision.

Further advice on the detailed implementation of the policy may be provided in a Supplementary Planning Document.

All other relevant policies and the Mayor's Housing SPG will apply to affordable housing developments, including those relating to housing design and layout.

Draft Policy - Parking of Commercial Vehicles

Where planning permission is required for the parking of a commercial vehicle within the curtilage of a residential property, the Council will only grant permission where:

Such parking would be unobtrusive and compatible with the residential surroundings; and

The noise and disturbance created by such parking will not harm the residential amenities of occupiers of adjacent properties.

Supporting Text

The provision of permanent or long-term parking for a commercial vehicle associated with a residential property will often require planning permission. Such parking can often result in loss of amenity for adjoining residents through disturbance by vehicle movements and the visual impact of parked vehicles. The applicant would be expected to show that there was a genuine need for the parking facility, for example that it serves commercial activities legitimately pursued on or based at the property. Any such permission would be likely to include conditions that ensure the impact of the parking was minimised.

Draft Policy - Residential Extensions

The design and layout of proposals for the alteration or enlargement of residential properties will be required to satisfy all of the following criteria:

- the scale, form and materials of construction should respect or complement those of the host dwelling and be compatible with development in the surrounding area;
- space or gaps between buildings should be respected or maintained where these contribute to the character of the area;

5. Living In Bromley

- dormer windows should be of a size and design appropriate to the roofscape and sited away from prominent roof pitches, unless dormers are a feature of the area

Supporting text

The Council will expect the design of residential extensions to blend with the style and materials of the main building. Where possible, the extension should incorporate a pitched roof and include a sympathetic roof design and materials. In particular, flat-roofed side extensions of two or more storeys to dwellings of traditional roof design will normally be resisted unless the extension is well set back from the building line and is unobtrusive.

New Draft Policy - Accommodation for family members

An extension to provide space for additional family members will be expected to meet the following criteria:

- the extension cannot be severed from the main dwelling-house
- in keeping with the design and scale of the existing dwelling-house

Supporting text

Residential extensions can provide additional accommodation which enables a household to accommodate disabled persons, or extended family members such as adult children returning from university or elderly relatives.

Problems can arise where this type of development constitutes a self-contained unit which could potentially be severed from the main dwelling. This can sometimes result in the creation of substandard accommodation with inadequate privacy, access provision, parking and amenity space.

Draft Policy - Side Space

When considering applications for new residential development, including extensions, the Council will normally require the following:

- for a proposal of two or more storey in height, a minimum 1 metre space from the side boundary of the site should be retained for the full height and length of the building; or
- where higher standards or separation of separation already exist within residential areas, proposals will be expected to provide a more generous side space.

Supporting text

The Council considers that the retention of space around residential buildings is essential to ensure adequate separation and to safeguard the privacy and amenity of adjoining residents. It is important to prevent a cramped appearance and unrelated terracing form occurring. It is also necessary to protect the high spatial standards

5. Living In Bromley

and levels of visual amenity which characterise many of the Borough's residential areas.

Draft Policy - Residential Conversions

A proposal for the conversion of a single dwelling into two or more self-contained residential units or into non self-contained accommodation will be permitted provided that:

- the amenities of occupiers of neighbouring dwellings will not be harmed by loss of privacy, daylight or sunlight or by noise and disturbance;
- the resulting accommodation will provide a high quality living environment for the intended occupiers;
- on street or off street parking resulting from the development will not cause unsafe or inconvenient highway conditions.
- The character and appearance of the area is not adversely affected;
- there will not be a detrimental impact on housing choice in the locality and where accommodation at ground floor level is proposed, preference is given for family housing units with direct access to a garden; and
- safe and secure access is provided to each dwelling

This policy seeks to ensure that the Borough's older properties are efficiently used, in order to maximise, within environmental constraints, the contribution conversions make to housing supply. Such accommodation increases the choice in the housing market for smaller households, and provides a cheaper alternative to purpose-built flats, especially for first-time buyers and for rent by private landlords.

Existing housing stock comprising of small and medium size family dwellings continues to play an important role in meeting housing need. Many houses are too large for single occupation; conversion will extend their life by encouraging improvement and repair. There is the added advantage of retaining the established residential character of an area which can often be lost through redevelopment.

The Council will normally expect conversion work to improve the quality of the existing housing and to respect the residential amenities of adjoining properties. Any accommodation resulting from a conversion must be of a high standard and comply with London Plan (July 2011) policies and guidance within the Mayors Housing Supplementary Planning Guidance (November 2012) and proposals should address areas such as minimum space standards, car parking and outdoor spaces.

Conversions can often have adverse external effects, including parking in front garden areas, and can result in increased on-street parking and traffic. On-street parking can be a particular problem in areas where local shopping facilities or commuter car parking already causes congestion. The Council will resist conversions where they may result in a traffic hazard and be detrimental to the amenities of the residential area by reason of noise, visual impact or other inconvenience.

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Non-self-contained units should be retained and improved where appropriate. Applications for non-self-contained accommodation will be supported provided they meet a housing need and provide a high standard living environment – as defined in this and other policies in the plan.

(Note: evidence on housing need should be available through an updated sub regional SHMA Spring 2014).

Draft Policy - Conversion of non-residential buildings to residential

The Council will permit the conversion of genuinely redundant non-residential buildings to residential use, subject to achieving a satisfactorily quality of accommodation and amenity.

Supporting text

The NPPF supports the London Plan in seeking to realise town centre housing potential. Modernisation/redevelopment above shops or the conversion of surplus commercial space in the right location can help bring about underused and vacant non-residential units into active residential use.

The design of housing developments should be of a high quality internally, externally and should relate to their context and the wider environment. The Mayor's Housing SPG sets out baseline standards that are considered to be of particular strategic concern and set the baseline for quality and design those new homes should meet. The extent to which proposed developments depart from these should be taken into account in planning decisions. Good practice standards represent general good practice. The adoption of these can help lead to exemplary housing quality and design. Consideration should be given to the standards alongside the achievement of other objectives in the London Plan. The standards apply to new build, conversions and changes of use but not to specialist housing (student, sheltered and HMO accommodation). The Council encourages applicants to include information within design and access statements on how the above standards have been complied with.

Specialist & Older Peoples Accommodation

Bromley has an ageing population, the largest in London with 48,800 people aged 65+ years in Bromley at 2011 equating to almost 36,000 households. Additionally Bromley has a particularly large pre-retirement cohort (60 – 65 years) leading to an expected to increase to 52,350 people over 65years by 2014 (source: GLA Round 2010 Population Projections SHLAA).

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The National Planning Policy Framework encourages planning authorities to “plan for a mix of housing based on current and future demographic trends” and to consider a range of housing, including for older people, in local housing market assessments.

The London Plan advises that Local Plan preparation should take account of the changing age structure of London’s population and, in particular, the varied needs of older Londoners (Policy 3.8). The Mayoral Housing SPG (Nov 2012) advises that Boroughs should plan positively for specialist provision for older people.

Draft Policy - Specialist & Older Peoples Accommodation

The Council supports the provision of specialist housing across all tenures, where they are conveniently located for a range of local shops, services and public transport, appropriate to the mobility of the residents, and they provide appropriate parking and suitably landscaped amenity space. Proposals involving the loss of sites currently providing specialist accommodation will be resisted unless:

- it can be demonstrated that there is no demand for the existing accommodation and no demand for sites from alternative providers, or
- there is equal or greater replacement provision of improved specialist accommodation in an alternative appropriate location,

Where opportunities arise to maximise the use of sites currently providing specialist accommodation, proposals for extensions or redevelopments to providing additional accommodation will be looked on favourably, subject to appropriate scheme design.

Supporting Text

Models of accommodation designed for older people are changing and will continue to evolve over the plan period as new alternative models are developed. Over the last decade there has been a reduced reliance on residential care homes and a shift towards enabling people to retain their independence, remaining living in the community with appropriate support or in Extra Care Housing (ECH). ECH developments comprises of self-contained units, of a variety of tenure, with communal facilities provided and care available round the clock, which can be flexible to accommodate fluctuating needs. The ECH model provides improved opportunities for the physically frail, reducing the demand for residential care. However, there remains a potential growth in demand for both nursing and residential care for “Elderly Mentally Ill” (EMI) people.

Nationally, over 75% of all older households own their home outright, whilst 13% of all older person households in the borough live in the social rented sector. Conversely around 70% of the specialist housing stock is social rented with 30% in private tenures (private rented or owner-occupation). There is therefore an issue of tenure choice for older person households. The Mayor published Supplementary Planning Guidance on “Housing” in November 2012. The guidance reflects the tenure imbalance across London, noting that whilst most specialist housing for older

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Londoners in the social rented sector most of the future requirement is likely to come from people who are currently owner occupiers.

Bromley also has a significant number of elderly people living in their own homes with over 13,000 people over 75 years living alone in 2012 predicted to rise by 38% (5,100 people) to over 18,000 by 2030. This has implications for the physical and mental health of residents for example through risk of falls or social isolation. National studies indicate that 68% of older homeowners live in a home that has at least two spare bedrooms and over a third of older people are interested in the idea of retirement housing either now or in the future, suggesting a latent demand for private elderly specialist accommodation. (“A Better fit? Creating housing choices for an ageing population” April 2012 Shelter and the Joseph Rowntree Foundation)

There is a significant body of evidence summarised in the Elderly Persons Accommodation Paper which illustrates the scale of the challenge presented by an ageing population will need to be addressed over the plan period and the implications of elderly residents in unsuitable accommodation for support services and the National Health Service.

The London Assembly Housing Committee report “Homes for Older Londoners” (28th November 2013) notes that even in Outer London, specialist housing cannot compete with general needs housing for available land. As a result, large numbers of owner-occupiers, without significant assets or incomes, have very few options to move to more appropriate accommodation. Whilst in Feb 2012 Bromley had the highest number of specialist elderly units in London, as indicated above it also has the greatest number of elderly residents.

The London Plan acknowledges that existing sites and premises providing an element of care are a finite resource and may be threatened by higher value uses, indicating that where shortfalls of specialist housing needs have been identified, the possibility of other providers of specialist or supported needs accommodation using these existing sites should be explored (para 3.83). Such exploration should be demonstrated by evidence of appropriate and robust marketing for specialist or supported needs accommodation, for a minimum of a year.

Affordable Housing

There is currently ambiguity in the Use Class classification for the range of specialist accommodation for the elderly. Whilst Care Homes fall within Class D2, Extra Care type housing developments are treated as residential dwellings (C3) and therefore subject to other residential policies, including affordable housing policies.

The initial evidence regarding need indicates a shortage of specialist elderly market accommodation. The application of affordable housing principles to specialist elderly accommodation which falls within Class C3 undermines the policy which seeks to encourage the provision of specialist, and supported accommodation, and creates a perverse financial incentive favouring the provision of care homes over Extra Care Housing. It is the Council’s intention to amend Bromley’s adopted Affordable Housing SPG removing the requirement for affordable contributions from the full range of elderly specialist accommodation.

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Gypsies & Travellers

Background

Gypsies and Travellers have traditionally stopped in Bromley whilst working in and travelling through the Borough and over the last half century much of the Gypsy and Traveller population has become settled in housing with St Mary Cray having one of the largest settled housed Gypsy populations in the UK. For those who retain a nomadic lifestyle the Council has two dedicated permanent sites at Star Lane, St Paul's Cray and Old Maidstone Road. There are also a number of Irish Travellers who have lived within the Borough for significant periods of time and become part of the local community.

There is also a community of Travelling Show-people in Layhams Road. Show people are a community of self-employed business people who travel the country, often with their families, holding fairs. They do not in general share the same culture or traditions as Gypsies and Travellers

Draft Policy – Traveller's Accommodation

The Council will monitor and seek to address the accommodation needs of Travellers, including pitches for Gypsies and Travellers, and plots for Travelling Show-people, in partnership with representative groups and the wider sub region.

The Council will seek to meet the identified need for provision by first considering the potential within allocated Traveller sites. Proposals for new development within allocated traveller sites will need to be sensitively located and landscaped to minimise adverse impacts on the visual amenity of the site.

Proposals for new traveller sites to address an identified need for provision will be acceptable provided that:

- the site lies outside any areas of constraint, complying with Green Belt and other open space policies, and
- the site is well- related to schools, medical facilities, shops and public transport, and
- there are no adverse effects on the residential amenity of neighbouring properties and the local environment, and
- there are no adverse impacts on the health and wellbeing of travellers related to local environmental quality (such as noise and air quality). Sites in areas at high risk of flooding, including functional floodplains, will generally be resisted given the particular vulnerability of caravans.

With regard to the need for transit pitches the Council will work with the sub-region to secure their provision in an appropriate location within the sub-region.

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Supporting Text

The Government's Planning Policy for Traveller Sites (PPTS), relates to "Gypsies and Travellers" and "Travelling Show-people" under the single umbrella of "Travellers". It requires Local planning authorities to produce a robust evidence base to establish accommodation needs inform the preparation of local plans and planning decisions and to annually update a supply of specific deliverable sites sufficient to provide five years a worth of sites and broad locations for the longer term. The Bromley Gypsies and Travellers and Travelling Showpeople evidence base is available online and will be updated in accordance with planning guidance and the statutory duty to assess the accommodation needs of travellers under the Housing Act.

On the basis of the Bromley evidence base the Council will consider the potential for traveller sites to accommodate any increased need for pitches and a criteria based approach will be applied to proposals for new sites.

The PPTS advises that local planning authorities should limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan. As with other forms of housing access to major roads or public transport services, will affect residents' ability to seek or retain employment, to attend school, further education or training and to access health services and shopping facilities.

Whilst new sites and pitches will be resisted in areas at high risk of flooding (Flood Zone 3, which includes the functional flood plain) where there are existing sites located in areas at low or medium risk of flooding (zones 1 or 2) appropriate mitigation should be undertaken to mitigate the risks associated with possible flood events on any new caravans.

Sites in Bromley which have either current or historic use as traveller sites lie within the Metropolitan Green Belt. Past studies have pointed out the difficulty in practice of finding sites other than within the Green Belt. Whilst the PPTS makes the point that such sites are inappropriate it advises that local planning authorities can, through the plan making process, make exceptional limited alteration to the defined Green Belt boundary for "Traveller sites" inset within the Green Belt, to meet specific, identified need. Through earlier stages of the Local Plan process the Council has proposed and consulted on the designation as "Traveller sites" of sites with planning permission for travellers and a number of sites with a significant history of occupation by travellers but without the benefit of permanent permission, at

Saltbox Hill.

Layhams Road ("Millies View", "St Joseph's Place", "Mead Green" and "Keston Mobile Park")

Hockenden Lane ("Adjacent to Vinsons Cottages" and "Trunks Alley")

In response to the evolving local evidence base and reflecting the PPTS guidance the Council will identify the traveller sites through the site allocations process.

Other boroughs in the London South Sub region (Croydon, Kingston upon Thames, Merton and Sutton) and indeed across London, have a lower provision of pitches and plots than Bromley. The London Plan (2011) advises that requirements should be identified and addressed in line with national policy, in co-

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ordination with neighbouring boroughs and districts. The Council will work sub-regionally, co-operating with the London South Sub Region and neighbouring authorities outside London.

Renewal Areas

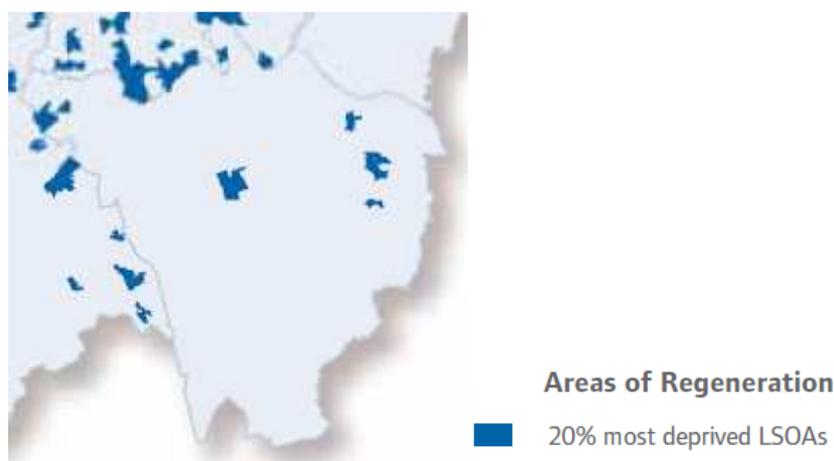
Introduction

The National Planning Policy Framework (2012) ministerial forward indicates that in order for planning to fulfil its purpose of helping achieve sustainable development “Planning must be a creative exercise in finding ways to enhance and improve the places in which we live our lives”

The London Plan identifies its ‘Areas for Regeneration’, as the 20% most deprived Lower Super Output Areas (LSOAs) in London. London Plan Policy 2.14, advises that Boroughs should identify areas for regeneration and set out integrated spatial policies, bringing together regeneration, development and transport proposals with improvements in learning and skills, health, safety, access, employment, environment and housing, in locally based plans, strategies and policies.

Using information about income, employment, health deprivation and disability, education, skills and training, barriers to housing, and crime, The London Plan identifies 6 areas in Bromley, as Regeneration Areas. Generally Bromley, as a borough, scores favourably, however the pattern of scores, set out in detail in the 2011 Bromley Joint Strategic Needs Assessment (JSNA) is varied within the Borough, with concentrations of poorer scores to the north west of the Borough in Crystal Palace, Penge and Anerley, to the north in Mottingham, and to the east in the Cray Valley, as well as centrally through Downham and Bromley Common.

London Plan (2011) Map 2.5 Regeneration Areas



Source DCLG ONS Boundaries Lower Super Output Area Boundaries (2007)

The London Plan map is a snapshot highlighting tightly drawn electoral districts. However, they do not take account of the picture in the wider area, changes taking place over time, or other areas where the Council and partner

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organisations are already seeking to address issues of renewal, notably other parts of Crystal Palace, Penge & Anerley, the Cray Valley and Mottingham.

The Council recognises that addressing renewal based on the broader Bromley “Places” enables opportunities within those Places to respond positively to changes being experienced, harnessing the contribution to the economic, environmental and social well-being, as well as maximising the potential to address issues which led to the London Plan designation of some specific areas as Regeneration Areas.

The Bromley “Areas of Renewal” comprise:

‘Places’ which incorporate “Areas of Regeneration” identified by the Mayor illustrated in London Plan Map 2.5 (below),

Crystal Palace, Penge & Anerley

Bromley Common

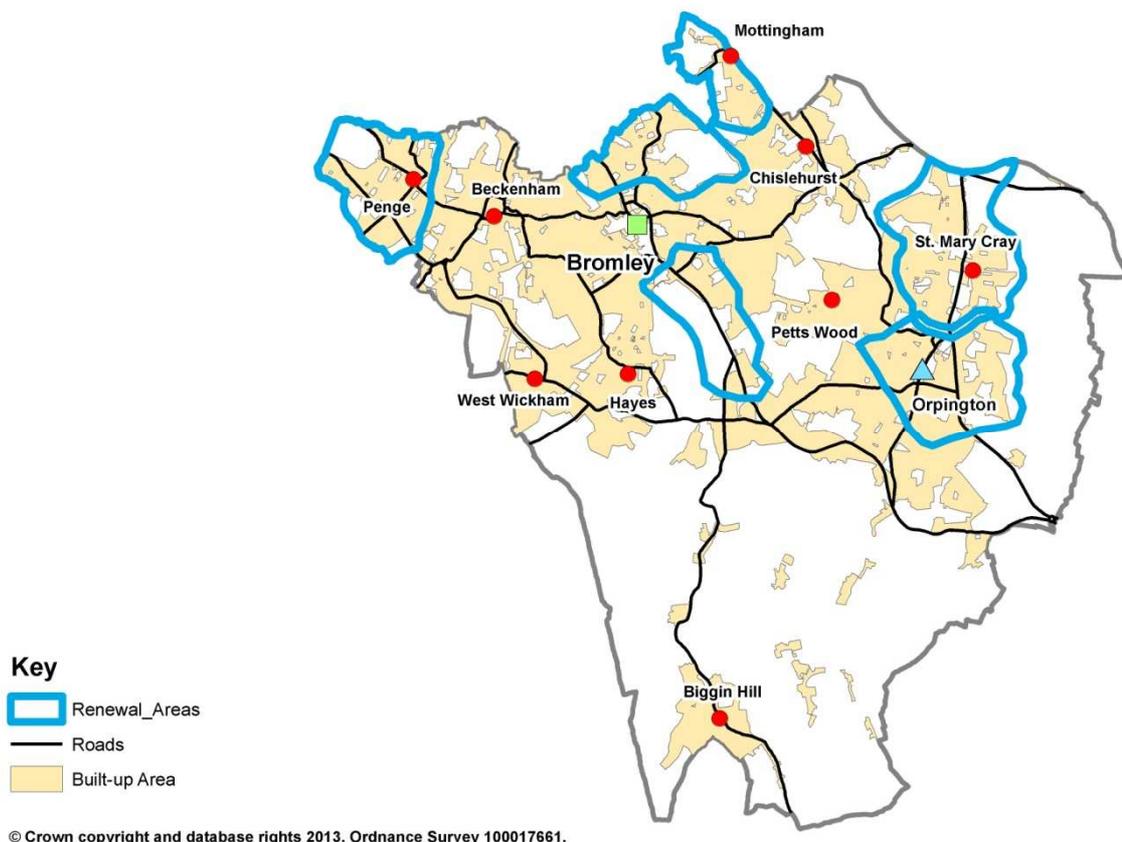
The Cray Valley, including Cray Valley, St Paul’s Cray, St Mary Cray and Orpington
Goddington & Knoll

‘Places’ which adjoin Mayoral “Areas of Regeneration” in neighbouring Boroughs

Mottingham

Ravensbourne, Plaistow and Sundridge

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Draft Policy - Renewal Areas

The Council will seek to maximise opportunities for enhancement and improvement within the Renewal Areas. Proposals should provide demonstrable economic, social and environmental benefits and address identified issues and opportunities. For example, proposals will be expected to maximise opportunities to:

- a) deliver high quality environments, which complement and enhance existing development and “assets”, including built heritage and environmental assets
- b) support health and wellbeing by producing healthy environments through scheme designs and expanding access to recreation, leisure and by, optimising opportunities to increase the provision or enhance the quality of open spaces and recreational facilities.
- c) create inclusive communities, engaging and involving the local community in the development of proposals and acknowledging and, where appropriate, responding to locally developed plans,
- d) encourage an appropriate mix of housing tenures, particularly within the Mayor’s defined “Areas of Regeneration”, that will promote mixed and balanced communities.

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e) make a positive contribution to the vitality of local centres having regard for their importance as providers both of local facilities and local employment

f) to acknowledge relevant initiatives and plans in adjacent boroughs and cooperate with them to plan strategically across administrative boundaries and to maximise the benefits of proposals with cross borough impacts,

g) improve accessibility, developing transport connectivity across transport modes.

h) weight will be attached to proposals which deliver improvements to address the particular issues relating to the Mayor's "Areas for Regeneration" within the Borough.

Supporting Text

The NPPF advises that plans need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.

The Localism Act places a duty on local authorities to work together on planning issues. The NPPF expands on this, indicating that Local Plans should be based on co-operation with neighbouring authorities, public, voluntary and private sector organisations. It will be important to take full account of plans, developed in partnership with the Council such as the Penge Renewal Strategy, and Mottingham Big Local Vision and Partnership Plan (March 2013). Additionally there may be local groups and plans which develop within the communities themselves.

Both the Crystal Palace, Penge & Anerley Renewal Area and The Cray Valley Renewal Area have cross border issues. The Crystal Palace District Centre falls under three London Boroughs, Bromley sharing a boundary with Croydon Council. The Cray Valley Renewal Area includes the Foots Cray Industrial Business Park which straddles Bromley and Bexley Council.

The Renewal Areas of Mottingham and of Ravensbourne, Plaistow and Sundridge, whilst not including "Areas for Regeneration" identified by the Mayor but include estates which cross borough boundaries with Greenwich and / or Lewisham and include adjacent "Areas for Regeneration" within those boroughs.

The various Renewal Areas have a range of assets both physical and community based. Thus they may offer potential for enhancement though a range of different opportunities. The Bromley Local Plan Characterisation Document will highlight a range issues, challenges, key sites and opportunities within the various Renewal Areas which development proposals should take into account.

Sites and Development Briefs

The Council will consider the potential of sites, in or close to Renewal Areas to contribute to economic, social and environmental improvements and will, where appropriate, prepare Development Briefs.

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Where appropriate the Council will consider preparing a “Development Brief” to provide guidance on resolving design and planning more broadly to communicate to developers the acceptable quality and quantity of development, including the spatial distribution of uses on a particular site. It should deliver a degree of certainty to prospective developers and help to coordinate development, guide local decision-making and, ultimately, speed up the overall planning application process.

Sites lying close to Renewal Areas may also offer the potential for developments of a scale which would enable them to contribute to economic, social and environmental improvements within the Renewal Areas. In such circumstances proposals will be expected to comply with Renewal Area policies.

Specific Renewal Area Policies

Developments within Renewal Areas which are experiencing significant transition and growth and additionally incorporate Mayoral “Areas for Regeneration” will be expected to respond to particular opportunities as they present themselves.

Draft Policy - Crystal Palace Penge & Anerley Renewal Area

Proposals within the Crystal Palace, Penge & Anerley Renewal Area proposals will be expected to maximise opportunities:

to contribute to, and benefit from the thriving cultural and leisure economy which has evolved in the Crystal Palace District Centre, and

presented by the enhancement of, and development within, Crystal Palace Park, for the benefit of the wider area, and

to support the Penge Renewal Strategy.

London Plan defines Crystal Palace as a District Centre and it is proposed that this designation be adopted through the Local Plan (as set out in Town Centre policy) The centre straddles three boroughs falling substantially within the London Borough of Croydon whose Local Plan Strategic Policies (adopted April 2013) identifies Crystal Palace as an Enterprise Centre where it seeks to promote the growth and expansion of Cultural and Creative Industries.

The Crystal Palace Park is a Grade II* listed park designated as Metropolitan Open Land which was once home to Sir Joseph Paxton's Crystal Palace, the structure which originally housed the Great Exhibition in 1851. There is an approved Master plan to restore the Park includes a museum, park maintenance facilities, children's nursery, cafes, information and retail kiosks, greenhouses, a treetop walk, a horticultural and animal husbandry training college and the development of 180 flats.

There are alternative proposals to transform Crystal Palace Park and the Council has entered into an exclusivity agreement for the development of proposals for a building which would match the spirit and form of the original Crystal Palace design

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which offers the potential to accommodate many different roles, including public exhibition space and commercial uses such as a hotel. The scale of investment is beyond anything proposed before and provides the opportunity to fund the Master Plan's ambitions to restore and upgrade the park but without the residential proposals contained in the Master Plan. These proposals are still at an early stage and public consultation is expected. If appropriate the proposals may be taken into account in the future preparation of the Local Plan.

The Crystal Palace, Penge & Anerley Renewal Area includes areas identified by the Mayor as Areas for Regeneration, in the vicinities of Betts Park and Maple Road / Franklin Road. Large scale proposals and notably proposals for the Crystal Palace Park have the potential to significantly benefit the wider area, supporting renewal and regeneration, including for example the development of enhanced transport connections such as the extension of the tram network and importantly boosting the local economy.

The implications of proposals within Crystal Palace Park are potentially beneficial to Penge District Centre, which, along with its surrounding areas has been the subject of a range of regeneration strategies and has recently experienced an uplift evident in a number of ways, including the change in fortunes of Maple Road market.

The Draft Renewal Strategy for Penge Town Centre (2011) seeks to provide a vision and establish a framework for improvements which will ensure that issues and development options are identified and assessed for maximum benefit; that new buildings and facilities are planned and designed in a co-ordinated manner so as to improve the existing townscape, environmental quality of the public realm and enhance the historical environment.

Penge Town Centre benefitted from Round 1 of the Outer London Fund (OLF) 2011/12 to support engagement with local businesses, residence associations and local community groups and other stakeholders businesses, a number of business support initiatives and environmental improvements as well as an events and entertainment programme. There is potential to unlock future OLF funding rounds for Penge.

Draft Policy - Bromley Common Renewal Area

Proposals within the Bromley Common Renewal Area will be expected to maximise opportunities to create a successful transition zone from Bromley Town Centre to the suburban and semi-rural urban fringe and produce a positive gateway to Bromley Town Centre along the Hayes Lane / Homesdale Road / A21(Bromley Common) junction supported by appropriate green infrastructure.

Supporting Text

Bromley Common Renewal Area forms part of the A21 corridor and as well as a being part of a major radial route into London this section of the A21 is an important transition area between Bromley Town Centre and the more rural and residential areas in the South of the Borough.

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The area has experienced recent change with the development of Trinity Village and further north the changing nature of Homedale Road from commercial offices buildings to flatted development. The Renewal Area also includes an identified by the Mayor as an Area for Regeneration in the vicinity of Turpington Lane.

The policy seeks to ensure that change is appropriately managed to ensure that the opportunities for the area to provide a successful transition to the town centre and a high quality residential environment and whilst protecting and enhancing valued environments and ensuring that recreational opportunities are maximised to cater for the growing population within the Renewal Area. Such opportunities might for example include aspirations for a BMX track and an enhanced cycling provision in Norman Park.

The nature of education provision is changing, allied to significant pressure for educational places. Bromley Common Renewal Area has significant educational infrastructure, including both primary and secondary schools and Bromley College of Further and Higher Education.

Draft Policy - Cray Valley Renewal Area

Proposals within the Cray Valley Renewal Area proposals will be expected to maximise opportunities:

to create a successful economic “growth area” along the Cray Valley, including the Cray Business Corridor, supporting the health and wellbeing of the community, and

to support Orpington Town Centre in its role, as a Major Town Centre, serving the east of the Borough in respect of retailing and community services and developing a thriving retail, office and leisure economy.

Supporting Text

The Cray Valley Renewal Area comprises two adjacent identified “Places” within Bromley, namely

“Cray Valley, St Paul’s Cray & St Mary Cray”

“Orpington Goddington and Knoll”

The main business areas within the Cray Business Corridor account for approximately half the business floor-space in the borough (excluding scattered employment sites and town centres) .The Cray Valley is the Borough’s most significant business area and is defined as a Strategic Industrial Location (SIL) in the London Plan as part of the Footh Cray Business Area. The area is one of those identified through the Local Plan as offering potential for growth.

Orpington is the boroughs second largest town and is important as a centre for retailing and community facilities. Whilst it is a competitive shopping destination it is under pressure from competing facilities such as the Nugent Shopping Park and because of the proximity of larger centres, such as Bromley and Bluewater. There are however a number of recent and proposed developments which will support the renewal of the town, notably the development of the Orpington Campus of Bromley College of further and higher education and the recent permission for

5. Living In Bromley

enhancements to the Walnuts which includes a new multi-screen cinema as well as improved leisure and retail offer, reinforces Orpington's importance in respect of cultural and recreational facilities.

The Cray Valley Renewal Area includes areas identified by the Mayor as Areas for Regeneration, in the vicinities of Cotmandene Crescent, Blacksmiths Lane and Quilter Road. The health and wellbeing challenges in these areas and the surrounding areas are set out in the Joint Strategic Needs Assessment which highlights

SGS Spectrum were commissioned by the Cray Village Community Forum (CVCF) and supported by the London Borough of Bromley to produce "Shaping a better future - A feasibility report on improving services and facilities in the Crays" (2011)

In response to the Local Plan consultation several sites and proposals have been put forward within the Cray Valley to support sustainable regeneration. Such proposals will be considered at a later stage through the site allocations.

The London Greenways Scheme, 2009/10 project identified and funded safe walking and cycling routes along the Cray Valley from the boundary with the London Borough of Bexley, at Sandy Lane and Ruxley Corner, to its boundary with Kent County Council, at Hewitt's Roundabout, (beyond the Cray Valley Renewal Area) using, wherever possible, a network of "Greenways". The Greenway network, which is currently being completed, provides attractive and appealing routes for walking and cycling which are intended to encourage people to travel in ways that benefit their health and the environment.

6. Supporting Communities

Introduction

This chapter sets out the draft planning policies that help support communities particularly through the provision of social infrastructure, such as schools and community, recreation and leisure facilities. Planning policies supporting communities are intrinsic to delivering the vision and objectives for Local Plan Bromley in 2030 and supporting Bromley's Health and Wellbeing Strategy.

Health and Wellbeing

The development of town planning in 19th Century Britain came out of an understanding of the impact of the environment and development upon human health, leading for example to the provision of sewers and building codes. The Health and Social Care Act 2012 involved significant reform of the NHS, putting Local Government and local communities at the heart of improving health and wellbeing for their populations. Highlighting the need for partnerships and a shared health vision and agenda it proposes that public health be better integrated with areas such as social care, transport, leisure, planning and housing. The Bromley Health and Wellbeing Board is led by the London Borough of Bromley and Bromley Clinical Commissioning Group (CCG) and is the main strategic vehicle to achieve this integration by developing a shared understanding of local needs, through the Joint Strategic Needs Assessment (JSNA) and setting priorities through the Joint Health and Wellbeing Strategy. Bromley's first Health & Wellbeing Strategy (2012 – 2015) set the strategic vision for people to

“Live an independent, healthy and happy life for longer.”

Social Infrastructure

Community facilities make an essential contribution to the health, wellbeing, development and education of individuals living and working in the Borough. There are substantial health benefits associated with access to community and leisure facilities, including not just better physical health, but also better mental health, through increased social interaction. The National Planning Policy Framework (NPPF) highlights the important role of planning in facilitating social interaction and creating healthy, inclusive communities.

The Equalities Act 2010 introduced a new 'single' equality duty to cover age, disability, gender identity, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The equality duty requires all public bodies to have regard to the need to eliminate discrimination, advance equality of opportunity; and foster good relations between different groups.

The Infrastructure Delivery Plan, which will be continually reviewed, will highlight requirements for additional supporting infrastructure, including schools, open

6. Supporting Communities

space, community, health and leisure services which will assist in ensuring thriving and sustainable places in Bromley over the Local Plan period.

Community Facilities

Draft Policy - Community Facilities

The Council will promote the quality of life and the health and wellbeing of those living and working in the Borough and engage with providers and agencies to ensure the provision, enhancement and retention of a wide range of appropriate social infrastructure, including facilities for health and education; recreation, sports and play facilities, places of worship and venues for cultural and social activities, as well as the provision of community safety infrastructure such as police facilities, ambulance and fire stations.

Development which meets an identified need for such facilities will be encouraged to locate to maximise accessibility and will normally be permitted provided that it is accessible to the members of the community it is intended to serve by a full range of transport modes.

Planning permission will not be granted for proposals that would lead to the loss of community facilities, unless alternative enhanced provision is to be made in an equally accessible location for the community it serves, or it can be demonstrated that there is no longer a need for them or other forms of social infrastructure.

Additionally, in respect of facilities identified by local communities as having significant value, planning permission for alternative uses will only be considered where it can be demonstrated that no prospective purchasers exist that would be willing to pay both a suitable price and maintain the existing use.

Supporting Text

The ranges of uses that would be described as Community Facilities and / or Social Infrastructure, is very broad. The London Plan Policy 3.16 identifies the following as social infrastructure but advises that the list is not intended to be exhaustive;

“health provision, nurseries, schools, colleges and universities, community, cultural (Policy 4.6), play, recreation and sports facilities, places of worship, fire stations, policing and other criminal justice or community safety facilities and many other uses and activities which contribute to making an area more than just a place to live”.

It further expands on the a range of arts, cultural, sporting and entertainment provision (Policy 4.6) with reference to bars, restaurants, performing arts venues, cinemas and nightclubs. This wide definition of community facilities is also reflected in the NPPF which advises that planning policies should plan positively for the provision and use of shared space and community facilities, promoting opportunities for meetings between members of the community and specifically includes local shops and public houses (para 70). Additionally there may be other

6. Supporting Communities

local infrastructure, open spaces or facilities which are distinctive to Bromley borough or particular places within Bromley.

The availability of social infrastructure has implications for the whole population but is particularly relevant in ensuring the delivery of “Lifetime Neighbourhoods”, which are defined as those that:

“offer everyone the best possible chance of health, well-being, and social, economic and civic engagement, regardless of age. They provide the built environment, social spaces that allow us to pursue our own ambitions for a high quality of life. They do not exclude us as we age, nor as we become frail or disabled” (Lifetime Neighbourhoods DCLG 2011)

Community facilities often face challenges in finding or retaining sites due to the nature of the activities, the impact on residential amenity and to financial pressures.

The loss of social infrastructure can undermine communities and be detrimental to health and wellbeing and by contributing to social isolation impacts particularly on older, disabled and other vulnerable groups. It also undermines the location options for organisations and providers of services which help to build healthier communities and address health inequalities. Against the backdrop of increasing demands on community services and facilities and the spatial variation of provision, the Council will need to work with agencies and providers to ensure a wide range of accessible community, recreational and leisure facilities to support wellbeing and enhance quality of life.

The policy therefore resists the loss of community facilities unless alternative enhanced provision is to be made in an equally accessible location for the community it serves, or it can be demonstrated that there is no longer a need for them or other forms of social infrastructure. Such a demonstration of need should include consultation with relevant Council departments and third party providers to establish whether any community groups or service providers express a need for the site and are interested in buying or leasing it, as well as a 6 month period of marketing an appropriate viable community use value (supported by a Viability Assessment which will be reviewed at cost to the developers).

Assets of Community Value

Under the Localism Act (2011), voluntary and community organisations can seek to protect valued facilities by nominating them to be listed as ‘assets of community value’, subject to certain criteria. This could include for example village shops, public houses, community centres or libraries. Once listed as Assets of Community Value (ACV) the local community has a 6 month window to bid to purchase the Land or buildings site, should it be offered for sale. In some cases nominations as ACV’s may only be received once the community become aware of the potential loss through the submission of a planning application (at which stage the sale of the site may have been agreed, subject to planning).

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In respect of assets listed or nominated for listing, applications for planning permission will be required to demonstrate through a 6 month marketing exercise that no prospective purchasers exist that would be willing to pay both a suitable price and maintain the asset in its existing use.

Draft Policy - Opportunities for Community Facilities

The Council will support the maximisation of opportunities for the enhancement or the creation of social infrastructure, to address the needs of existing and future residents of all ages, particularly in renewal areas and more accessible locations such as retail centres and existing retail frontages by:

- i) allowing the temporary use of vacant buildings as community facilities,
- ii) enabling community uses in Town and District secondary frontages, neighbourhood local centres and local shopping parades,
- iii) encouraging the development of community “hubs” providing a range of social infrastructure on accessible existing community sites or in local centres or within new major developments,
- iv) supporting the provision and enhancement of sports and recreational facilities, especially where there are recognised deficiencies or where they present a tool for renewal and regeneration.
- v) encouraging the cultural and leisure use of the public realm,

Proposals will be expected to provide appropriate parking and should not adversely affect highway safety or the amenities of adjoining occupiers. Facilities should ensure that they are easily accessible to all sections of the community, through the principles of inclusive design.

Supporting Text

As the demographics of Borough evolve, as a result, for example of an ageing population or increasing birth rate, social infrastructure should reflect changing pressures to deliver appropriate provision for all residents of the borough.

Opportunities to improve community facilities provision in the borough may present themselves as a result of, for example, the changing nature of local parades and retail centres, through the creative use of existing buildings and open spaces, due to the reorganisation of services or through proposals for new developments.

The locations of facilities should mirror the scale of the catchment of its users, ensuring appropriate accessibility. Where appropriate to the catchment, facilities will be expected to be suitably located in strategic locations such as town centres with good access to public transport. The changing nature of retail shopping presents opportunities for community facilities to populate former retail units complementing the existing shopping function and helping to support the vibrancy of local parades and town centres. Additionally, subject to Local Plan retail policies, temporary community uses, which provide services to the public, can support the vibrancy of high streets or local shopping parades where a shop unit would otherwise lie vacant.

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Exceptions to this town centre first presumption would include facilities which serve smaller catchments, or locations which currently provide facilities to which there are established patterns of movement, or types of facility which are more numerous and therefore spread more widely across the borough.

Where town centre locations are not available or appropriate, other vacant commercial buildings, which are accessible by a range of transport modes, may offer potential for social infrastructure uses, subject to the Local Plan “Working in Bromley” policies.

Numerous existing facilities already support a range of community activities. Such a “community hub” approach offers potential to assist the long term sustainability of facilities. The expansion of existing facilities into hubs can provide opportunities for enhanced provision, however, whilst this policy seeks to encourage co-location of services, proposals for relocation will be expected to avoid unduly disadvantaging existing users, since poor access impacts disproportionately on older people and people with disabilities and can contribute to social isolation, diminishing health and wellbeing.

The value that sport and physical activity can play in improving people’s health and quality of life is widely recognised along with its role in enhancing communities, supporting educational opportunities, encouraging inclusion and engaging young people. Pro-Active Bromley is a strategic, independent alliance of partners, including Bromley Council. The Pro-Active Bromley Strategy Framework (2011–2016) seeks to sustain and increase participation in sport and physical activity in Bromley and support the development of accessible sports and leisure facilities in the Borough to improve the quality of provision and widen opportunities to participate in sport and physical activity

“Cultural Metropolis: The Mayor’s Cultural Strategy 2012 and Beyond” promotes high-quality urban design and an enhanced public realm, recognising that cultural organisations often have a key role to play in shaping strategies, informing planning processes and engaging on individual projects.

Developments should ensure that the environment does not lead to discrimination under the Equalities Act 2010 and should enable full and effective participation and inclusion.

It will be important that the impact of facilities on local amenity in respect of noise, hours of operation, highway safety or other environmental impacts are appropriately mitigated, for example through planning conditions or obligations, such as a travel plan.

Draft Policy - Social Infrastructure in New Developments

New developments will be expected to provide social infrastructure appropriate to the nature and scale of the proposal, such as open spaces designed for imaginative play, on site provision of community facilities and / or contributions to offsite facilities. Developments of significant scale will create their own environment and therefore should incorporate within their design, public realm and

6. Supporting Communities

/ or community facilities, which create a sense of place, particularly in Renewal Areas and areas of acknowledged deficiency.

Supporting Text

The NPPF advises that where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

Development proposals will be expected contribute to the reasonable costs of new services and infrastructure made necessary by their development proposals through the use of planning obligations (and/or any replacement of planning obligations, such as the community infrastructure levy) and to identify, plan for and, where necessary, complete necessary social infrastructure prior to occupation. It is important, especially in areas of significant new homes or areas of deficiency, to ensure that the provision of community facilities to match the projected population growth, and reflect the needs of a changing and increasingly diverse population, and that these facilities are accessible to all.

New development should also make provision where appropriate for wildlife as well as play and recreation areas in line with the Mayoral Supplementary Planning Guidance "Play and Informal Recreation"(2012).

Health and Wellbeing

Draft Policy - Health & Wellbeing

The Council will work proactively with relevant health professionals to improve the physical and mental health of the Borough's residents and reduce health inequalities by taking account of, and supporting local strategies for health and wellbeing and by delivering quality, healthy environments and accessible health facilities to meet the needs of the community, by

- i) requiring applications to maximise opportunities to support and enhance health and wellbeing, encouraging physical activity, providing Lifetime Homes, ensuring appropriate access to open space, particularly in areas of deficiency, and optimising health benefits throughout scheme design.
- ii) allowing extensions to existing facilities and permitting new or improved health facilities, provided that they are easily accessible by public transport or are located within existing shopping centres or local parades, unless there are demonstrably negative local impacts which substantially outweigh the need, which cannot be addressed through planning conditions or obligations.

Health facilities should be designed to ensure ease of access by all members of the community.

Supporting Text

6. Supporting Communities

The World Health Organisation defines health as “*a state of social, physical and mental wellbeing and not merely the absence of disease.*”

The Health and Social Care Act 2012 focuses on health in this wider, holistic way with emphasis is on the prevention of illness rather than just the treatment of disease, and a specific leadership role for local government with the transfer of a range of public health responsibilities to Councils including, tackling health inequalities, health protection and obesity.

Local Health and Wellbeing Boards have been established throughout the country. The Bromley Health and Wellbeing Board’s first strategy 2012 – 15 acknowledges that the changes present an opportunity for public health to be better integrated with areas such as social care, transport, leisure, planning and housing and outlines the top priorities for improving health and wellbeing of people living in the Borough on the basis of the Joint Strategic Needs Assessment (JSNA), which is the professional analysis of local health issues.

The Wider Determinants of Health

Health is at least partly linked to the way we live our lives. The nature of the environments in which we live, work and relax affect both our physical and mental health. It is recognised that beyond fixed age, sex and hereditary factors there are “wider determinants of health”, including social, economic and environmental factors which are important for understanding health inequalities. The Marmot Review “Fair Society Healthy Lives” (2010) makes a clear recommendation that planning, transport, housing, environmental and health policies should be integrated to address the social determinants of health. The Bromley Health and Wellbeing Strategy (2012 – 2015) identifies a number of priorities, including, diabetes, high blood pressure (hypertension), obesity, and mental health specifically in children and young adults and depression and anxiety across the age spectrum which are influenced by the individuals environment . It also flags a range of factors including, housing, green space and employment and access to education, leisure and transport which it indicates the Council will target in order to protect and improve the population’s health. These aims reflect the Local Plan vision for high quality living, working and natural environments to ensure that everyone enjoys a good quality of life, living healthy, full, independent and rewarding lives.

Healthier people tend to be happier, tend to play an active role and contribute to society and the economy through their families, local communities and workplaces. Conversely, poor physical and / or mental health and wellbeing puts a strain on individuals, the NHS, the economy and society.

The NHS Healthy Urban Development Unit has produced a check list of issues to deliver healthy sustainable communities (Watch Out for Health) which assists in the assessment of development proposals.

6. Supporting Communities

Health Facilities

The Council recognises the benefits of providing a range of health care services close to the communities they serve, including doctors & dental surgeries, chiropractors, osteopaths, mental health and other specific health facilities conventional or complementary to meet the needs of the population generally and those of particular vulnerable groups. Practices can sometimes be accommodated within residential properties without having a significant impact on the amenity of the surrounding residential area.

Modern General Practices support a wider range of services and many existing premises, often in converted residential properties, are unsuitable for this expanded function. Town centres and local shopping parades are likely to provide the most sustainable opportunities for new facilities, where the impact on residential amenity is minimised and there is good access by public transport.

Hospitals and other health facilities within the Borough may also require modernisation, reorganisation or expansion during the plan period. The Council will liaise with the relevant health organisations to support and enable development and improvement of appropriate health care provision.

Education

Draft Policy – Education

The Council is committed to choice in education for parents and young people and will work, in partnership with agencies and providers, to ensure the provision of an appropriate range of educational facilities to cater for lifelong learning across the spectrum from early years to further and higher education, and including specialist provision. It will achieve this by

- (i) assessing the need for the range of education infrastructure over the plan period and allocating sites accordingly,
- (ii) defining land with permitted use for education purposes, including the sites of schools, colleges and purpose built day nurseries, as “Education Land” and safeguarding these sites for education purposes for the period of the plan. Whilst Education Land and buildings may also perform dual functions for wider community use, the redevelopment of education land for alternative uses will not normally be permitted,
- (iii) permitting extensions to existing schools which seek to address local need, subject to Local Plan open space and conservation policies, unless there are demonstrably negative local impacts which substantially outweigh the need for additional education provision, which cannot be addressed through planning conditions or obligations. Proposals for school extensions on land adjacent to Education Land will also be considered favourably.

In all cases new development should be sensitively designed to minimise the footprint of buildings and the impact on open space, particularly playing fields, as

6. Supporting Communities

well as seeking to secure, as far as possible the privacy and amenities of any adjoining properties, whilst delivering the necessary educational infrastructure.

Supporting Text

The Academies Act (2012) changed the landscape for educational provision and encourages the establishment of new Free Schools. The NPPF advises that local authorities should “give great weight to the need to create, expand or alter schools”.

All sites with permitted use for education purposes, including the sites of schools, colleges and purpose built day nurseries, will be defined as “Education Land” and protected for education purposes for the period of the plan. This includes any future sites where new educational provision (excluding non-purpose built early years provision) is established on a permanent basis. The policy will cover all buildings and land within the boundaries of the facility, including, educational and sports facilities, open space, ancillary buildings, car parking areas and access routes within the school boundaries and under the schools control. The designation also includes school playing fields, under the control of the school but not open space in other ownership to which schools have access. The only exceptions to this designation would be land and buildings in use as Free Schools for the temporary period of a year, in response to the changes to the General Development Order Permitted Development. Should permanent permission be subsequently permitted they will be considered to be “Education Land”.

In circumstances where alternative, more appropriate, sites are found for a school in converted residential or office buildings, draft Supporting Communities policy (based on UDP Policy C1) would allow the release of the original site. In such circumstances the “Education Land” policy would no longer be applicable to the original site.

London Plan Policy 3.18 D) advises, in respect of new schools, that they “*should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school which cannot be addressed through the appropriate use of planning conditions or obligations*”. Given Bromley’s preference to encourage the extension of existing schools in the first instance, it is appropriate to apply this standard to extensions to schools.

The NPPF advises that “Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.” It is therefore important that opportunities to address the pressure for education provision are not refused on grounds where there are potential solutions to mitigate adverse impacts of the development, through planning conditions or obligations, (e.g. travel plans, highways measured, staggered school hours, landscaping). Where sites are constrained, opportunities to enhance existing facilities by expanding onto adjacent sites will be supported, subject to the policy. Given the ability of schools to be established on sites without their own playing fields it will be

6. Supporting Communities

important that open spaces indicated to provide this function are protected, since patterns of physical activity established in childhood can be a key determinant of adult activity levels and therefore influence physical health.

Draft Policy - Educational Facilities

The Council will support proposals for new educational facilities which meet local need, looking first at opportunities to maximise the use of existing Education Land or redundant social infrastructure.

Where new sites are required proposals will be permitted unless there are demonstrably negative local impacts which substantially outweigh the need for additional education provision, which cannot be addressed through planning conditions or obligations, and subject to

- i) open space and conservation policies
- ii) the need for the provision locally,
- iii) highway safety and
- iv) the accessibility of the site by means of transport other than the car.

Particular weight will be attached for proposals involving the relocation of a Free School, which has operated from a site temporarily for a year, to a more suitable location.

Where Free Schools have operated from buildings for a year under Permitted Development (Class K), and, having been unable to secure a more appropriate location, are required to seek planning permission to remain permanently, applications for planning permission, will be supported subject to compliance with the limited requirements under “The Town and Country Planning (General Development) (Amendment) (England) Order 2013 Class C”, which enables permanent changes of use.

In all cases new buildings should be sensitively designed to minimise the loss of open space and the impact of development, seeking to secure as far as possible the privacy and amenities of any adjoining properties, whilst delivering the necessary educational infrastructure.

Proposals involving the sharing of facilities, including open spaces, between educational facilities, and / or the dual use of educational facilities by the wider community will be encouraged.

Supporting Text

Whilst acknowledging the freedoms of Academy and Free schools, applicants will be encouraged to

- first consider potential to co locate on existing education sites.
- work with the Council to address the differing patterns of need across the Borough.

The London Plan notes in Policy 3.16E that where a social infrastructure facility is no longer needed, boroughs should take reasonable steps to identify alternative

6. Supporting Communities

community uses where the needs have been identified. Providers should look to explore opportunities presented by redundant social infrastructure when considering locations and demonstrate that investigations have been made when submitting applications for new educational sites.

There will be circumstances where sites unrelated to existing educational facilities or community facilities are proposed by Free School providers. As highlighted above it is important that opportunities to address the pressure for education provision are not refused on grounds where there are potential solutions to mitigate adverse impacts of the development, through planning conditions or obligations, (e.g. travel plans, highways measured, staggered school hours, landscaping)

Free schools may operate for their first academic year from buildings with a range of previous uses under permitted development rights [The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2013 “Class K]. Should the Free School be unable or unwilling to relocate planning permission will be required to remain on that site. Where there is no potential to relocate to a more appropriate site it will be important to ensure the on-going education of children at the Free School. In such instances it would be appropriate to consider the continued use of the temporary site on a permanent basis against the limited requirements of Class C prior notification. The Class C prior notification procedure enables the permanent change of use to a school from a range of previous uses (but not including the temporary use as a Free School). The prior notification criteria are;

- (i) transport and highways impacts of the development;
- (ii) noise impacts of the development; and
- (iii) contamination risks on the site.

Where a proposed new education facility lies sufficiently close to an existing educational facility, or other community facility to enable the dual use of facilities, co-operation between providers to produce co-location of services and multi-use facilities will be encouraged in order to maximise land use, reduce costs and develop the educational offer, in line with the London Plan (Policy 3.18 F).

Educational buildings have considerable potential to contribute to the provision of community facilities. Many schools already allow outside organisations to make use of their sports facilities and grounds. The Council wishes to encourage schools and other educational establishments to maximise the contribution their buildings and grounds can make to the local community.

Public Houses

Draft Policy - Public House

The loss of public houses will be resisted by the Council except where :

- i) there is an alternative public house within a 500 metre walking distance of the site and, if the public house is located within a local parade or town

6. Supporting Communities

centre, the diverse offer of that parade or town centre is not significantly affected by the loss, and,

ii) where it can be demonstrated that the business is no longer financially viable as a public house, including the submission of evidence of active marketing as a pub for a substantial period of time,

Where the above criteria are met any change of use must be sympathetic to the design, character and heritage value original building if it is considered to be a positive contribution to local character.

Supporting Text

The National Planning Policy Framework (NPPF) indicates that planning policies and decisions should aim to achieve places which promote opportunities for meetings between members of the community who might not otherwise come into contact with each. Many public houses attract adults across the age spectrum.

The NPPF specifically identifies pubs as community facilities and recognises their contribution to enhancing the sustainability of communities and residential environments; it requires local authorities to plan positively for such facilities.

Public Houses can provide communities with a range of benefits, performing not only social but also cultural and economic functions and contributing to the identity of local places. The loss of public houses in the borough is a cause for concern, since 2000 at least 15 pubs have been lost across the borough to alternative uses, most commonly restaurant and residential uses.

In line with this national guidance the Council seeks to prevent the unnecessary loss of public houses unless alternative facilities are locally available and there is no adverse effect on local commercial centres or parades and it can be demonstrated that the use as a Public House is no longer financially viable. This would involve demonstrating evidence of 18 months' suitable marketing activity and proof that the public house is no longer financially viable through the submission of trading accounts, or other similar financial evidence, whilst the pub was operating as a full time business. A formal validation of the evidence will be undertaken by the Council, at the applicant's cost.

Redundant pubs will also be required to comply with Policy C1 and hence for the last 6 months of marketing there should be consultation with relevant Council departments and third party providers to establish whether any community groups or service providers have expressed both a need for the site and are interested in buying or leasing it.

For communities wishing to protect a public house (or other community facilities) powers under Localism Act allow communities to nominate pubs and list them as Assets of Community Value.

6. Supporting Communities

Public house buildings may be important due to their heritage value and have particular architectural characteristics and / or be important as local landmarks; hence the loss of historic pub buildings may be harmful to the character of an area. Many public houses sit within Conservation Areas and a number are locally or Statutory Listed buildings. In such circumstances appropriate attention should be paid to policies that address heritage, conservation and character. In any event potential developers are reminded the need for planning approvals prior to demolition taking place.

Allotments and Leisure Gardens

Draft Policy - Allotments and Leisure Gardens

The Council will explore opportunities for allotments and safeguard existing land used as allotments. Development of allotment sites will only be considered where appropriate re-provision is made in accessible locations.

In areas deficient in open space, any development enabled by replacement allotment provision elsewhere, will also be expected to retain an element of open space for public use within the redevelopment.

Supporting Text

Allotment gardens present opportunities for outdoor activity and healthy eating. In much of the Borough there are long waiting lists for a plot.

The approval of the Secretary of State is required for the disposal or re-use of redundant statutory allotments and whilst vacant allotment sites have in the past been rationalised to provide enhanced allotment plots and benefits to the local community in terms of open space and housing the London Plan (Policy 7.22) which encourages Land for Food, advises that existing allotments should be protected and suggests that Boroughs should identify other potential spaces that could be used for commercial food production or for community gardening, including for allotments and orchards.

Burial Space

Draft Policy - Burial Space

The Council will safeguard existing burial space and explore opportunities for further sites should pressure for places increase over the plan period.

There are eight cemeteries in Bromley, six of which are owned by the Council. There is capacity in the Council's cemeteries at Biggin Hill and Cray Valley for up to 20 years or so and there is substantial capacity at the private Kemnal Park Cemetery and Memorial Gardens. It is difficult to predict how demand for internments and cremations may change over time but within the Borough there is provision available for people of all faiths and none.

6. Supporting Communities

The London Plan advises that Boroughs should ensure provision is made for London's burial needs, including the needs of those groups for whom burial is the only option. Provision should be based on the principle of proximity to local communities and reflect the different requirements for types of provision.

Existing cemeteries are spread across the Borough, however, given the pressure for land for development, any significant new proposals for burial sites would be likely to be confined to land with Metropolitan Open Land or Green Belt designations. Cemeteries are an appropriate use in the Green Belt and the NPPF advises that new buildings in the Green Belt are not inappropriate where they provide appropriate facilities for cemeteries, as long as they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

7. Getting Around

Introduction

Bromley's transport networks are related to the distribution of the population, with better access and choice in the more densely populated areas, access to public transport is still limited in the rural areas. There is generally good access to central London via the rail network, and westwards towards Croydon via Tram link.

The main transport pressures in the Borough are:

- Peak time traffic congestion associated with journeys to work and education;
- Unacceptable overcrowding on rail links into central London during peak periods;
- High car dependency and high mobility requirement amongst much of the population;
- Relatively low public transport accessibility predominately in the south (particularly for orbital journeys); including identified need to strengthen transport links with employment opportunities at Canary Wharf and in the City generally;
- Social exclusion amongst those without car access or unable to use public transport;
- Low levels of walking and cycling; and
- External impacts on the local economy (centralisation of shopping and services).

Parking

Draft Policy - Parking

a) The Council will normally require off-street parking spaces to be provided in new residential development at minimum levels set out as follows:

4 or more bedrooms	2 spaces
3 bedrooms	1.5 spaces
1-2 bedrooms	1 space

The accessibility, type, mix and use of any new development along with availability and opportunity for public transport will be considered when determining appropriate levels of residential vehicle parking.

Parking for all other types of development is to be provided at levels set out in Table LP 6.2.

b) In addition to the above, developments must:

- provide designated blue badge parking as per Table LP 6.2.
- meet minimum cycle parking standards as per Table LP 6.3.
- ensure 1 in 5 spaces have provision (both active and passive) for electric vehicle charge points.
- make provision for a car club, if above the minimum TfL threshold.

7. Getting Around

c) Where parking pressures are identified at and around key public transport interchanges, new parking proposals will be supported on the basis that they do not undermine policies to encourage walking, cycling and public transport use.

d) For development where servicing problems may arise, the Council will normally require off-street/rear servicing facilities.

Supporting Text

The National Planning Policy Framework (NPPF) does not set national parking standards but instead encourages Local Authorities (LA) to develop their own standards taking into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

LA are also encouraged to improve the quality of parking in town centres to ensure convenience, safety and security, including appropriate provision for motorcycles.

Given Bromley has one of the highest car ownership levels in London (1.2 per household, Census 2011) and only an average public transport accessibility level score of 2.7 (Transport for London, 2010), it is considered necessary for parking standards to be reflective of local circumstances. Minimum levels of parking for residential development are required in order to ensure new developments do not generate additional intrusive or obstructive on-street parking as a result of inadequate on-site provision.

Standards in neighbouring authorities should also be taken into account and be consistent, particularly considering the competition with Kent.

The London Plan includes a parking policy (6.13) along with maximum parking standards. The Plan acknowledges the need for a flexible approach to car parking provision ensuring a level of accessibility by private car consistent with the overall balance of the transport system at a local level. The Council will use the limited flexibility provided to ensure that, as far as possible, parking at new developments is sufficient.

The Outer London Commission's 2012 study of residential parking found that there was widespread perception that the London Plan's parking standards have to be applied mechanistically. This is not necessarily the case. Local flexibility can therefore be achieved with the application of the parking standards in tandem with other policies of the London Plan. For example, the Housing SPG includes car parking provision guidance and a proposed matrix which illustrates possible flexibility between low PTAL and housing density.

The Outer London Commission acknowledged that boroughs are best placed to interpret parking standards and how they should be implemented in low PTAL

7. Getting Around

areas and also notes that a reasonable increase in parking provision above strategic standards for new development might have only a limited effect on local congestion in peak periods.

Relieving congestion

Development Type (Use Class)	Public Transport Accessibility Level		
	High Level 5 & 6	Moderate Level 3 & 4	Low Level 1 & 2
Large regional (> 4000 sq.m): Class A1 (retail)	✓	✓	
Small to Medium urban: Class A1 (retail) / Class A3 (Restaurants & Cafes) / Class A4 (Public houses) and Class A5 (Takeaways)	✓	✓	✓
Large regional (>4000sq.m): Class A2 (financial & professional services) / Class B1 (business) / Class D2 (leisure)	✓	✓	
Small to Medium urban: Class A2 / Class B1/ Class D2	✓	✓	✓
Class B2 (industrial) / Class B8 (storage & distribution)		✓	✓
Class D1 (Schools / Further Education / other Class D1)	✓	✓	✓
Class C1 (Hotels / Guest Houses) and Class C2 (Residential Institutions)	✓	✓	✓
Class 3 (Residential Development)	✓	✓	✓

✓ Type & scale of development in this location acceptable in principle

Figure 3: Development type/PTAL matrix

Draft Policy - Relieving congestion

In determining planning applications, any new development likely to be a significant generator of travel:

a) should be located in positions accessible or capable of being made accessible by a range of transport modes, including public transport, walking and cycling.

b) will require the submission of a Transport Assessment, setting out the impacts of their development on the local transport network and the mitigation measures proposed to deal with the impacts.

c) will, where necessary, be required to enter into an agreement to submit and implement acceptable Travel Plans, Construction Logistics Plans, and Delivery and Servicing Plans.

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d) will need to consider as appropriate the potential impact on road safety and will seek to ensure no direct or indirect impact affecting the safety of all road users,. Where necessary, the provision of suitable facilities will be required.

e) will need to seek improvements to the highway network including traffic management measures that limit the significant impacts of the development and are designed to be sensitive to the surroundings.

Supporting Text

The London Plan states that allowing development either individually or cumulatively, that would place an unacceptable burden on the road network would be contrary to the objective of sustainable development. Boroughs are encouraged to ensure new development proposals that impact on transport capacity and the transport network are fully assessed.

As well, the London Plan encourages (policy 6.11B) boroughs to develop an integrated package of measures take a co-ordinated approach to smoothing traffic flow and tackling congestion. Measures could include developing intelligent transport systems to convey information to transport users, smoothing traffic flow to improve journey time reliability, travel planning and efficient and sustainable arrangements for the transportation of freight. Policy 6.12B sets out a recommended criteria for increasing road capacity, including new roads.

The NPPF states that Plans and decisions should ensure developments that generate a significant movement are located where the need to travel will be minimised and the use of sustainable transport modes maximised.

The Council operates a road network hierarchy to ensure that roads and streets are used for the purpose to which they are best suited. This aims to ensure that local streets are used for local access, and that larger vehicles and vehicles on longer journeys do not find local streets attractive as “rat runs”. This principle is applied to the design of all local traffic management and safety schemes.

The Council also maintains a list of traffic congestion “pinch points” on the road network as a means of identifying potential traffic schemes to reduce congestion. Subsequently allowing new development close to these locations could further exacerbate the conditions and potentially be contrary to the broader transport policies of the Council.

The Council will continue to note the latest mayoral initiatives such as the Roads Taskforce and use, where appropriate to assess the challenges of any particular location or corridor.

Similar to parking, the following criteria will be used to assess the acceptability of proposed developments and their location with reference also to the matrix in Figure 3:

- the accessibility of the development;
- the type, mix and use of development;

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- the availability of and opportunities for public transport; and
- local car ownership levels.

Access to services for all

Draft Policy - Access to services for all

In determining planning applications, the Council will:

- a) consider as appropriate the potential impacts on pedestrians, and will seek provision of crossing facilities, designated routes and other improvements to the pedestrian environment including way-finding systems such as Legible London.
- b) consider as appropriate the potential impact on cyclists and their safety and will seek provision of suitable facilities, including cycle parking/storage. Contributions towards the Mayor's 'Quiet-ways' and Cycle Superhighway cycle route programmes may be sought.
- c) consider as appropriate the potential impact on bus and rail services and their users, and will seek provision of and contributions to suitable infrastructure improvements and other facilities, including highway works and bus shelters, services and railway station improvements where such works are necessary and related in scale and kind to the proposed development.

Supporting Text

The NPPF supports the promotion and facilitation of sustainable transport. It notes the need for the transport system to be balanced in favour of sustainable transport modes and to give priority to pedestrians and cyclists. New developments should take up opportunities for sustainable transport to reduce the need for major transport infrastructure.

The London Plan encourages boroughs to identify and implement safe and convenient direct cycle routes and implement secure cycle parking facilities at new developments with the Mayor's Cycling Vision for London an agreed approach for developer to take. It also requires similar implementation of walking routes.

Draft Policy - Highway infrastructure provision

In determining planning applications, the Council will:

- a) require all development to be designed to ensure ease of access for people with mobility impairments.
- b) consider proposals for new accesses and new or extended crossovers subject to road safety requirements and their compliance with the Council's Footway Crossovers guidelines. The following principles will be applied for new accesses:
 - (i) Strategic routes: no direct access will normally be permitted;

7. Getting Around

- (ii) London Distributor Roads: limited access will be permitted only where there is no alternative
- (iii) Local distributor roads: access will normally be permitted where there is no suitable alternative;
- (iv) Local access roads: will be permitted, subject to road safety requirements.

c) require new residential roads suitable for adoption to be constructed as per the guidelines set out in its Highways Design Manual 1998 (revised) with contributions being sought to improve the nearby road network, where necessary, to support a proposed development.

d) normally resist development located more than 20 metres from a road with a continuously hard paved surface; and development that would substantially increase traffic on roads which are not hard paved.

e) only consider the making up and adoption of un-adopted highways if resources permit, and normally following a referendum conducted in each road, in which the owners of the majority of the length of frontage are in favour.

Public Transport Investment Priorities

Draft Policy - Public transport infrastructure investment

The Council supports investment in public transport infrastructure that is critical to the development of the borough. In particular, improvements in public transport connectivity to Canary Wharf and East London through the extension of the Docklands Light Railway to Bromley Town Centre.

Supporting Text

The NPPF encourages LAs to develop strategies for the provision of viable infrastructure to support sustainable development. It also states that LAs should identify and protect sites and routes which could be critical in developing infrastructure to widen transport choice.

The Council continues to lobby for improved public transport connectivity with Canary Wharf, principally to provide access to growing employment. To date, feasibility proposals have been worked up jointly between TfL and the Council but funding has yet to be identified for any investment in light rail extensions. As the London Overground network success continues, the feasibility of extending from New Cross Gate to Bromley North is currently being explored.

The London Plan places onus on the Council to ensure provision of sufficient land for the provision of an expanded transport system through the safeguarding of existing land used for transport or support functions and identifying and safeguarding sites, land and route alignments to implement transport proposals that have a reasonable prospect of provision. [Until demonstration by TfL of a sound business case taking into account the detriment to existing national rail](#)

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services to Hayes, the Council will not support safeguarding of land for any extension of the London Underground.

As well, the London Plan (policy 6.2) encourages improvements to the public transport system including the enhancement of the Docklands Light Railway and Tramlink along with extensions of the London Underground and Overground.

Draft Policy - Safeguarding land for transport investment

The Council will continue to safeguard land for the following transport investment schemes:

- A21 Masons Hill, between Kentish Way and the B265 intersection Hayes Lane and Homesdale Road

The Council will review safeguards currently in force relating to land at:

- A233 Leaves Green Road/Downe Road to Blackness Lane, Keston
- A208 Mottingham Road/ Whitehorse Hill/ William Barefoot Drive/ Elmstead Lane
- B251 Hayes Lane/ Shortlands Road/ Scotts Lane
- Plaistow Lane/Orchard Road

The Council proposes the safeguarding of land and route alignment for the following public transport investment (including land for construction and operation):

- Docklands Light Railway from Catford to Bromley South via Bromley North
- Tram link from Beckenham Junction to Crystal Palace

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8. Bromley's Valued Environments

Introduction

This chapter sets out the draft policies to protect and enhance the natural and built environment of the Borough.

Bromley has a varied environment as far as both the natural and man-made elements are concerned. By far the greater proportion of the borough comprises open space of some description, varying from small formal and informal urban open spaces and parks of great importance to local communities, especially those living in the more densely developed areas, to natural countryside and farmland. There is a similar variation in the built environment, which ranges from fairly high density Victorian and Edwardian residential areas to more spacious sub-urban developments established in the inter and post war periods and the remnants of the former large country estates exemplified by Sundridge Park and Holwood House.

It is important that the best features of these environments are conserved, whilst being carefully integrated within new developments to meet the needs of 21st Century living.

As far as 'Valued Environments' are concerned, the key issues for the next 20 years are likely to relate to the pressure on land for development, in particular housing and are summarised as follows:

- Applications for demolition and redevelopment of Locally Listed Buildings
- Requests for additional ASRCs and Conservation Areas, limiting the scope for redevelopment adding to the pressure to develop open space
- Release of Green Belt land and private open space sites in the built up area
- Farm diversification (legal and illegal)/sub division
- Food security
- Relating the provision and maintenance of open space to the changing needs of the local population

National Planning Policy Framework (NPPF) and the Local Plan

Open and Natural Space

On the Green Belt, the NPPF maintains its fundamental aim to prevent urban sprawl by keeping land permanently open ensuring that the essential characteristics of openness and their permanence are ensured.

The NPPF requires Local Authorities to set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure. Policies should set out criteria against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged. Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks.

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Draft Policy - General Design of Development

All development proposals, including extensions to existing buildings, will be expected to be of a high standard of design and layout. Developments will be expected to meet all of the following criteria:

- (i) Be imaginative and attractive to look at, of a good architectural quality and should complement the scale, proportion, form, layout and materials of adjacent buildings and areas;
- (ii) Positively contribute to the existing street scene and/or landscape and respect important views, skylines, landmarks or landscape features;
- (iii) Space about buildings should provide opportunities to create attractive settings with hard or soft landscaping (including enhancing biodiversity);
- (iv) The relationship with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings;
- (v) Respect the amenity of occupiers of neighbouring buildings and those of future occupants ensuring their environments are not harmed by noise and disturbance, inadequate daylight, sunlight, privacy or by overshadowing;
- (vi) The development should include measures that achieve sustainable design and construction methods including, where appropriate, energy generated by on-site renewable development;
- (vii) Suitable access should be provided for people with impaired mobility and meet the principles of inclusive design. Where necessary and relevant to the development, contributions may be sought to improve accessibility around the development;
- (viii) Security and crime prevention measures should be included in the design and layout of building and public areas;
- (ix) Recycling and waste storage facilities are incorporated within the design layout;
- (x) Respect non designated heritage assets;

Applications should be accompanied by a written statement setting out design principles and illustrative material showing relationship of the development to the wider context.

Supporting Text

The Council wishes to secure the creation of an attractive townscape and pleasant living and working conditions by ensuring that all new development (including extensions to existing buildings) makes a positive contribution to the area in which it is located. Good urban design including the space around and between buildings and their landscaping contributes to the quality of the built environment and can help urban regeneration.

The London Plan advises boroughs to develop policies that ensure the physical environment can meet the highest standards of accessibility and inclusion and that the principles of inclusive design are adopted at the earliest stages in the development process (i.e. when preparing development briefs or masterplans).

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Reference will be made to the Mayor's SPG 'Accessible London: Achieving an Inclusive Environment (GLA, 2004).

The design of new development should safeguard public amenity and improve the quality of life in the borough with new development relating well to the character of its surroundings. New development affects the streetscape now and in the future. By careful control, its relationship to its surroundings will encourage appropriate and sensitive designs. The Council will prepare supplementary planning guidance on design. In doing so, and when considering the design aspects of individual proposals, reference will also be made to advice in government guidance such as "Safer Places: The Planning System and Crime Prevention" (ODPM February 2004), "By Design – better places to live" published by DETR/DTLR in association with the Commission for Architecture and the Built Environment (CABE), DOE Circular 5/94 "Designing out Crime" and the NPPF.

There is a need to encourage local distinctiveness and "sense of place", particularly through the use of vernacular materials. Good modern design can be imaginative and innovative, and will be welcomed in appropriate circumstances where it contributes positively to the surrounding environment.

The Council will work in partnership with the police to promote designs and layouts which take account of crime prevention and community safety. Such measures should be taken into account when considering the design and layout of buildings and public areas. These measures can help create places that also connect well with other areas, encouraging the use of public transport, walking and cycling and ensure, for example, the overlooking of public areas, the inclusion of mixed uses that contribute to 24-hour occupancy, and the effective use of landscaping and lighting. In determining planning applications, the Council will refer to "Secured By Design" which is a UK Police Flagship initiative supporting the principles of designing out crime through the use of effective crime prevention and security standards, and other government advice such as 'Places, Streets and Movement: a Companion Guide to Design Bulletin 32'.

In major development proposals a design statement should be submitted to the Council to include information on the key design principles, density, mix and distribution of uses, as well as provide sufficient illustrations to demonstrate relationship of the development to its wider surroundings. The Council will also consider making Article 4 Directions where appropriate.

Built heritage

The NPPF requires Local Plans to set out a positive strategy for the conservation and enjoyment of the historic environment. The strategy should take into account:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- The desirability of new development making a positive contribution to local character and distinctiveness;

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- And opportunities to draw on the contribution made by the historic environment to the character of a place.

In considering this care must be taken with particular regard to the designation of both new Conservation Areas and Areas of Special Residential Character in order not to devalue the policies or put undue pressure for development on other parts of the borough.

In the case of both 'Open and Natural Space' (including Green belt) and 'Built Heritage', the detailed policies in the recently adopted London Plan, whilst developed prior to the publication of the NPPF, have found to be in conformity with the latter.

Nature Conservation and Development

Local authorities are required by The Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000, etc) to have regard to the desirability of conserving the natural beauty and amenity of the countryside. This duty embraces the conservation of flora, fauna, geological and physiological features and extends to urban as well as rural areas.

London's wildlife resources are an important amenity that should be considered whenever development is proposed. This policy aims to protect those sites and features which are of ecological interest and value, and those which are an important educational and recreational resource for the Borough. The Council will pay particular attention to the conservation of habitats characteristic of the area, such as chalk grassland, ancient woodland and lowland heath. Wherever possible, the sympathetic management of such habitats will be encouraged through planning conditions, obligations or voluntary agreement.

The classification of nature conservation sites in Bromley is as follows:

- Sites of Special Scientific Interest (SSSIs) [statutory designation]
- Local Nature Reserves (LNRs) [statutory designation]
- Sites of Metropolitan, Borough or Local Importance for Nature Conservation (SINCs) [non-statutory designation]
- Regionally Important Geological Sites (RIGs) [non-statutory designation]

Draft Policy - Development and SSSI

A development proposal within or that may have an adverse effect on a Site of Special Scientific Interest will not be permitted unless:

- (i) it can be demonstrated that there is no alternative solution and the reasons for the development clearly outweigh the nature conservation or scientific interests of the sites, or
- (ii) the value and interests of the site can be protected from damaging impact by mitigating measures secured by the use of conditions or planning obligations.

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Draft Policy - Development and Nature Conservation Sites

A development proposal that may significantly affect the nature conservation interest or value of a local nature reserve (LNR), site of importance for nature conservation (SINC) or a Regionally Important Geological Site (RIG) will be permitted only:

- (i) if it can be shown that the reasons for the development or benefits to the local community from the development outweigh the interest or value of the site, or
- (ii) any harm can be overcome by mitigating measures, secured through conditions or planning obligations.

Draft Policy – Wildlife Features

Where development proposals are otherwise acceptable, but cannot avoid damage to and/or loss of wildlife features, the Council will seek through planning obligations or conditions:

- (i) inclusion of suitable mitigation measures; and
- (ii) the creation, enhancement and management of wildlife habitats and landscape features.

Supporting Text

Development proposals should begin by understanding their wider context and viewing promotion of nature conservation as integral to the scheme. New development should improve existing or create new habitats or use design (green roofs, living walls) to enhance biodiversity and provide for its on-going management. Most wildlife habitats are difficult to recreate, accordingly the replacement or relocation of species and habitats should only be a last resort.

Any benefits of a proposal required to outweigh nature conservation or geological value will depend on the importance of the individual site. The national importance of SSSIs justifies the special scrutiny of development proposals within or likely to affect such areas.

Draft Policy - Additional Nature Conservation Sites

If during the course of an application for a development proposal the nature conservation interest of the site becomes evident, the protection and active management of that site will be sought as part of the proposal.

Supporting Text

It is likely that, through the development control process, additional sites of nature conservation interest will become evident. Where such circumstances arise, the Council will carry out a full assessment of that interest in consultation with relevant

8. Bromley's Valued Environments

nature conservation bodies and, where appropriate, recommend sites' formal designation in order to protect indigenous species and/or habitats. Where appropriate, the designation of further Local Nature Reserves will be supported.

Draft Policy - Protected Species

Planning permission will not be granted for development or change of use of land that will have an adverse effect on protected species, unless mitigating measures can be secured to facilitate survival, reduce disturbance or provide alternative habitats.

Supporting Text

Many plant and animal species (including badgers, bats, dormice, great crested newts and some species of birds) are statutorily protected. The Wildlife and Countryside Act 1981 contains schedules of many of the species which are given protection. For the purposes of this policy, statutorily protected species are those included on Schedules 1, 5 and 8 of the Act or those protected by other legislation (e.g. badgers). These schedules are updated on a regular basis and local authorities are kept informed of any changes.

Draft Policy - Development and Trees

Proposals for new development will be required to take particular account of existing trees on the site and on adjoining land, which in the interests of visual amenity and/or wildlife habitat, are considered desirable to be retained. Tree preservation orders will be used to protect trees of environmental importance and visual amenity. When trees have to be felled, the Council will seek suitable replanting.

Supporting Text

Trees are important features of the Borough's environment and are a valuable resource for wildlife. The Council places a high priority on their retention and protection. They can be protected, if they are reasonably healthy and of public amenity value, by the making of a Tree Preservation Order (TPO) which can relate to individual trees, groups of trees or areas of woodland. Numerous trees and woodlands throughout the Borough are protected by TPOs. In addition, trees in Conservation Areas are protected even where they are not covered by a TPO.

When considering development proposals the Council will seek the retention value healthy trees of amenity. Where trees are retained within new development sites, they can help to create a settled appearance to the landscape while newly planted trees will take a number of years to reach maturity.

When development is carried out, the Council will require the submission of a tree survey, and arboriculture implications assessment in accordance with British Standard BS5837:2012 – trees in relation to construction.

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Draft Policy - Conservation And Management Of Trees And Woodlands

To improve the amenity and conservation value of trees and woodlands, the Council will:

- (i) encourage appropriate beneficial management;
- (ii) encourage appropriate new tree planting in suitable locations; and
- (iii) promote public interest in and enjoyment of trees and woodlands.

Supporting Text

The majority of woodlands in the Borough have been identified as ancient in origin (i.e. there has been a continuous woodland cover since 1600) and have a high nature conservation value. Every encouragement will be given to owners to manage their trees and woodlands appropriately.

Within the built up-area, natural regeneration of trees does not generally take place and a continuing programme of planting is necessary to replace those lost through old age, disease and the effects of new building. The Council will make use of planning conditions and obligations to achieve new planting through the planning process.

Draft Policy - Hedgerows And Development

In considering development proposals, the Council will normally expect the retention and beneficial management of any existing hedgerow; where a hedgerow is to be removed, the Council will, where appropriate, require its replacement with native hedgerow species.

Supporting Text

Hedgerows can play an important role in softening and screening new developments, in defining boundaries and in protecting the privacy of adjoining properties. The Council will resist the removal of significant hedgerows, and will use its statutory powers to seek appropriate replacement where hedgerows are removed without consent.

In granting planning permission for new development where significant hedgerows are to be retained, the Council will ensure that these hedgerows are given appropriate protection during the building works through the use of planning conditions.

Draft Policy - Kent North Downs Area Of Outstanding Natural Beauty

The Council will protect the Kent North Downs Area of Outstanding Natural Beauty (AONB) from development considered to have a detrimental impact on the landscape of the area.

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Supporting Text

The Kent North Downs AONB was designated by the Countryside Commission (now Natural England) in 1968. This designation formally recognises the importance of the unique landscape quality in order to preserve and enhance its characteristic natural features, including flora and fauna, and to maintain its beauty.

Although only a small portion of the 878 sq km of the AONB lies within Bromley, and is the only such area in London, it is an integral part of the AONB as a whole and of national importance.

The Council will consult Natural England on proposals considered likely to have a material effect on the landscape, consult and will make reference to the Kent AONB Management Strategy.

Draft Policy - Landscape Quality And Character

In considering development proposals and in the management of its own land and operations, the Council will:

- (i) seek to safeguard the quality and character of the local landscape; and
- (ii) seek the appropriate restoration and enhancement of the local landscape through the use of planning obligations and conditions

Supporting Text

Extensive areas of open land in the Borough have considerable landscape value. These areas are principally within the Green Belt, but also includes some areas of Metropolitan Open Land (MOL). They overlap with the Kent North Downs AONB and include Sites of Special Scientific Interest, Sites of Interest for Nature Conservation and Local Nature Reserves. Holwood Park, Down House, Sundridge Park, and Crystal Park are included on English Heritage's Register of Historic Parks and Gardens in part for their landscape value.

When considering proposals, the Council will pay special attention to the need to preserve the landscape, whether for its visual, historic or nature conservation value. Proposals, for example, for open space recreational uses, which, in principle, may be acceptable within the Green Belt or on MOL, can affect the appearance of the land.

Draft Policy - Green Corridors

In considering development proposals, the Council will assess the likely impact on the quality and character of green corridors through the Borough and will seek and support appropriate enhancement and management.

Supporting Text

The links, stepping stones and wildlife corridors from one habitat to another are important and recognised in the London Plan. The London Plan defines Green

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Corridors as relatively continuous areas of open space leading through the built environment, which may be linked and may not be publicly accessible and provide an extension to the habitats of the sites they join.

They need not be very wide, but they are essential routes for the movement of both flora and fauna and, as they are often undisturbed, can provide similar conditions to formally designated nature reserves.

Draft - Biodiversity and Access to Nature

The Council will enhance biodiversity across the borough, assist ecological restoration and address spatial deficiencies in access to nature by:

- (i) using the procedures in the Mayor's Biodiversity Strategy to identify and secure the appropriate management of sites of borough and local importance for nature conservation in consultation with the London Wildlife Sites Board.
- (ii) identifying areas deficient in accessible wildlife sites and seek opportunities to address them

Supporting Text

The London Plan (Policy 7.19) notes that London contains numerous sites of importance for nature conservation which form an integral part of London's green infrastructure and should be linked to other parts of the network to enhance its value.

The Mayor's Biodiversity Strategy sets out criteria and procedures for identifying land of importance for London's biodiversity for protection in Local Plans and identifying areas of deficiency in access to nature. The Mayor and the London Biodiversity Partnership (BAP) have identified targets for the re-creation and restoration of priority habitats, and priority is placed on connecting fragmented habitat and increasing the size of habitat areas to increase resilience to climate change.

Draft Policy - The Green Belt

Within the Green Belt permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm.

The construction of new buildings on land falling within the Green Belt will be inappropriate, unless it is for the following purposes:

- (i) agriculture and forestry;
- (ii) appropriate facilities for outdoor sport and outdoor recreation and cemeteries which preserve the openness of the Green Belt and do not conflict with the purposes of including land in it;
- (iii) extension or alteration of a building that it does not result in disproportionate additions over and above the size of the original building;

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- (iv) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- (v) limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
- (vi) limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:

- (vii) mineral extraction;
- (viii) engineering operations;
- (ix) local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- (x) the re-use of buildings provided that the buildings are of permanent and substantial construction; and
- (xi) development brought forward under a Community Right to Build Order.

Supporting Text

The protection and importance of the Green Belt are also highlighted in the 'Core Principles' of the NPPF (NPPF, Para 17). Paragraphs 79-92 of the NPPF give clear policy guidance on the functions the Green Belt performs, its key characteristics, acceptable uses and how its boundaries should be altered, if necessary.

In order to maintain the Green Belt's fundamental characteristics of openness and permanence, its development should only be approved in 'very special circumstances'.

The exceptions to inappropriate development are set out in the NPPF and Local Plan Policy. Additionally there may be circumstances where permitted development rights have been withdrawn under an Article 4 direction, for example in relation to the subdivision of plots of agricultural land.

Local planning authorities should ensure that great consideration and restraint is given to any potentially harmful activities on the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations (NPPF, Para 88).

The Green Belt in Bromley includes villages and some isolated pockets of residential development. The NPPF allows for limited infilling in villages. The Bromley Characterisation Document will indicate the characteristics of villages in Bromley and the Glossary will clarify the definition of "limited infilling".

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The policy also allows for the limited infilling or the partial or complete redevelopment of previously developed sites, which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. This enables development on sites within the Green Belt whether redundant or in continuing use (excluding temporary buildings), including sites which may previously have been designated as "Major Developed Sites" in the Green Belt.

The Community Right to Build allows local communities to undertake small-scale, site-specific, community-led developments which have been supported by the local community through a referendum.

Draft Policy - Metropolitan Open Land

The Metropolitan Open Land (MOL) will be given the same level of protection as Green Belt. The exceptions to inappropriate development are consistent with Green Belt policy and permission will not be given for inappropriate development except in very special circumstances.

Supporting Text

The London Plan applies the same level of protection to the Metropolitan Open Land as is afforded to Metropolitan Green Belt, noting that both have an important role to play as part of London's multifunctional green infrastructure and the Mayor is keen to see improvements in its overall quality and accessibility. Such improvements are likely to help human health, biodiversity and improve overall quality of life.

The Metropolitan Open Land will have met at least one of the following criteria to have justified its inclusion within that designation:

- (i) it contributes to the physical structure of London by being clearly distinguishable from the built up area
- (ii) it includes open air facilities, especially for leisure, recreation, sport, the arts and cultural activities, which serve either the whole or significant parts of London
- (iii) it contains features or landscapes (historic, recreational, biodiversity) of either national or metropolitan value
- (iv) it forms part of a Green Chain or a link in the network of green infrastructure and meets one of the above criteria.

Green chains are important to London's open space network, recreation and biodiversity. They consist of footpaths and the open spaces that they link, which are accessible to the public. The London Plan therefore advises that open spaces and links within a Green Chain should be designated as MOL due to their Londonwide importance.

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Draft Policy - Dwellings in the Green Belt or on Metropolitan Open Land

Extensions or alterations to dwellinghouses in the Green Belt or Metropolitan Open Land (MOL) will only be permitted if:

- (i) the net increase in the floor area over that of the original dwellinghouse is no more than 10%, as ascertained by external measurement; and
- (ii) their size, siting, materials and design do not harm visual amenities or the open or rural character of the locality; and
- (iii) the development does not result in a significant detrimental change in the overall form, bulk or character of the original dwellinghouse.

Proposals to extend converted or replacement dwellings will not normally be permitted.

Other development within the curtilage is inappropriate by definition and would only be permitted where very special circumstances have been demonstrated.

Supporting Text

The Council wishes to ensure that there is no incremental harm to the Green Belt or MOL by excessive subsequent extensions to dwellings within the Green Belt or MOL that collectively may jeopardise the open nature of the countryside, or other open land.

The 'original dwelling' in the context of this policy follows the definition of 'original building' in the NPPF: 'A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally'.

Where development is permitted, it will be subject to other policies of the UDP addressing the design and landscaping of proposals in the countryside. The policy will not apply to dwellings that have been created by re-use of a building within the Green Belt.

Draft Policy – Replacement Residential Dwellings in the Green Belt

Where a building is in residential use in the Green Belt or on Metropolitan Open Land (MOL), the Council will permit its replacement by a new dwelling providing that:

- (i) the resultant dwelling (including garaging and any accommodation below ground) does not result in a material net increase in floor area compared with the existing dwelling as ascertained by external measurement; and
- (ii) the size, siting, materials and design of the replacement dwelling and of any associated works (such as boundary fences or walls) does not harm visual amenities or the open or rural character of the locality.

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Supporting Text

The NPPF indicates that the replacement of a building is not inappropriate provided the new building is in the same use and not materially larger than the one it replaces. In general an increase of over 10% would be considered material, although this may also depend on design issues.

Draft Policy - Land Adjoining Green Belt Or Metropolitan Open Land

Proposals for development on land abutting either the Green Belt or Metropolitan Open Land (MOL), should ensure that they have no detrimental effect on the visual amenity, character or nature conservation value of the adjacent designated area.

Supporting Text

Many sites including open space which adjoins the Green Belt or MOL. The Council wishes to see such land retained as a buffer between built development and the open land, to ensure that both the character and visual amenity of the Green Belt fringe and MOL sites is maintained. While in many cases extensive gardens represent the majority of the land to be protected, any sites considered to be of visual or ecological importance to Green Belt or MOL will be subject to this policy.

Draft Policy - South East London Green Chain

Development proposals will be required to respect and not harm the character or function of the Green Chain or the Green Chain Walk. Measures to protect this designated area are to include the use of suitable screening, landscaping or in appropriate areas the planting of native vegetation and enhancing of wildlife habitats.

Supporting Text

The Council will protect land within the Green Chain and promote it as a recreational resource whilst conserving and, where appropriate, enhancing the landscape. The South East London Green Chain comprises a number of open spaces in a variety of ownerships and largely in recreational use, which extend in a virtually continuous arc from the Thames, through the London Boroughs of Bexley, Greenwich, Lewisham, Southwark and Bromley.

The concept of "Green Chains" is recognised and incorporated into The London Plan (para 7.56 and Policy 7.17). Paragraph 7.56 states that:

"Green Chains are important to London's open space network, recreation and biodiversity. They consist of footpaths and the open spaces that they link, which are accessible to the public. Because of their London wide significance, the open spaces and the links within a Green Chain should be designated as MOL."

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A series of signposted walking routes has been established through the Green Chain. In addition to providing a recreational route, this walk effectively ties together the separate open space sites giving the Green Chain a sense of cohesion. This walk also forms part one of London's strategic walking routes, the 'Capital Ring'.

Draft Policy - Urban Open Space

Proposals for built development in Urban Open Space (UOS) will be permitted only under the following circumstances:

- (i) the development is related to the existing use (in this context, neither residential nor indoor sports development will normally be regarded as being related to the existing use); or
- (ii) the development is small scale and supports the outdoor recreational uses or children's play facilities on the site; or
- (iii) any replacement buildings do not exceed the site coverage of the existing development on the site.

Where built development is involved; the Council will weigh any benefits being offered to the community, such as new recreational or employment opportunities, against a proposed loss of open space.

Where there is a demonstrable need for additional educational buildings sensitive siting will be sought to ensure that the impact on the open nature of the site is limited as far as is possible without compromising the educational requirements. In all other cases the scale, siting, and size of the proposal should not unduly impair the open nature of the site.

Supporting Text

The London Plan recognises the importance of locally important open spaces to the local communities within the built-up area. It is left to individual Councils to identify the sites and decide upon the approach to be adopted in protecting them.

The Council considers that the numerous open spaces within the urban area, not already defined as Metropolitan Open Land, also require protection. The areas that have been identified as UOS are considered to be of local significance. Not all of them have public access, but they nevertheless fulfil specific functions within their localities and provide important breaks within the built-up area. In so doing, they make a significant contribution to the residential environment. The sites comprise a variety of uses, the main ones being private and public recreational open space, playing fields and allotments. Many schools, their grounds and playing fields are designated UOS. They are also defined as "Education Land" and protected under Local Plan education policy for education purposes for the period of the plan.

The primary purpose of the UOS policy is to protect the open character of these smaller open spaces. Clause (i) of the policy recognises that additions or extensions may be necessary, provided that they are related to and essential for

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the function of the existing main use. In this context, residential and indoor sports development will not be regarded as acceptable, related uses.

On sites where there are no buildings, proposals associated with the functioning of outdoor sports or small-scale children's indoor play facilities may be permitted under clause (ii), provided that the predominantly open nature of the site is not impaired. Children's play facilities would supplement existing outdoor play areas, particularly in the winter, as well as encouraging greater use of the open spaces in which they were located.

Clause (iii) applies in cases where existing buildings have become redundant or no longer meet the standards of facilities expected by users. In such cases, any proposed replacement buildings should not cover more of the site than the existing buildings, and, although the position of the development within the site may be altered the siting of buildings should not unduly impair the open nature of the site. It is important to note that where the existing use is for social infrastructure any new buildings will also be subject to Local Plan community facilities policies.

There is significant pressure for increased educational provision in the Borough and across London and the NPPF advises that planning authorities should give great weight to the need to create, expand or alter schools. Approximately 40% of existing schools fall with UOS designation and it is therefore important to enable them to address the educational needs whilst limiting the impact on the open nature of the site.

Draft Policy - Local Green Space

Within the Local Green Space permission will not be given for inappropriate development unless very special circumstances can be demonstrated that clearly outweigh the harm by reason of inappropriateness or any other harm.

The construction of new buildings or extensions to buildings on land falling within these areas will be inappropriate, unless it is for the following purposes:

- (i) appropriate facilities for outdoor sport and outdoor recreation and cemeteries which preserve the openness of the Local Green Space;
- (ii) extension or alteration of a building that it does not result in disproportionate additions over and above the size of the original building;
- (iii) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces

Supporting Text

The NPPF introduced the concept of Local Green Spaces which enable local communities to protect local green areas. The NPPF advises that Local Green Space will not be appropriate for most green areas or open space and should be consistent with the planning of sustainable development and complement investment in sufficient homes, jobs and other essential services

Such designations should only be used for open spaces in reasonably close proximity to the community they serve and where they are demonstrably special to

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the local community and hold a particular local significance. Such designations, which will rule out development other than in very special circumstances, consistent with the policy for Green Belts, should only occur through the Local Plan process and should be capable of enduring beyond the end of the plan period.

Draft Policy – Outdoor Recreation and Leisure

Proposals for development related to outdoor recreational uses on land designated as Green Belt, Metropolitan Open Land (MOL) or Green Chain will be permitted provided that:

- (i) within the Green Belt or MOL the proposal constitutes appropriate development or use of land, as defined in the National Planning Policy Framework,
- (ii) within the Green Belt the proposal maximizes opportunities to provide better access to the countryside,
- (iii) activities ancillary to the use or development proposed are small scale and do not adversely affect either the character or function of the designated areas; and
- (iv) it is accessible by a choice of means of transport.

Supporting text

Both the Green Belt and MOL are a significant resource for outdoor sport and recreation. The NPPF advises that local planning authorities should plan positively to enhance the beneficial use of the Green Belt. This is particularly so on the urban fringe, where such facilities are more accessible to the urban population. It is desirable, therefore, to prevent any loss of existing or potential recreational land, while ensuring that recreational activity does not threaten the other qualities and functions of MOL and Green Belt.

Draft Policy - Outdoor Sport, Recreation and Play

The council seeks to retain sports, recreation and playing fields and will resist their loss unless it can be demonstrated that the open space, buildings and other land used for sport, recreation and play are surplus to requirements. In such cases, if there is a deficiency in another category of open space, proposals will be required to secure conversion of part of the site or other land to reduce or eliminate that deficiency. The council will support the enhancement of outdoor sport and recreation facilities provided that:

- (i) Proposals address nature conservation, Green Belt and Open Space Policies, and,
- (ii) Any loss from a proposed development is reprovided to an equivalent or higher standard in terms of quantity and quality in a suitable location, or the development is for alternative sports and recreation provision, the need for which clearly outweighs the loss, and,

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- (iii) the activity and associated car parking do not adversely affect the countryside, nature conservation, or amenities of adjoining occupiers in ways which cannot be mitigated through planning conditions or obligations.

Supporting Text

The NPPF expects sport and recreation facilities to be protected through policy. There should be no unjustified facility loss, and where it does occur this should be based on a robust and up-to-date assessment of current and future community needs, with provision made for a suitable replacement. or development should be for alternative sports and recreation provision the need for which clearly outweighs the loss.

The NPPF reflects the Sport England guidance in respect of playing pitches but applies it across existing open space and sports and recreational buildings and land.

Sport England is a statutory consultee on planning applications affecting playing field land, which is defined as the whole of a site which encompasses at least one playing pitch. Their comments should then be taken into account prior to them making any decision whether or not to grant planning permission. This requirement is set out by the government in Statutory Instrument 2010/2184. Sport England oppose proposals which result in the loss of playing field land unless it is satisfied that the application meets with one or more of five specific exceptions which are incorporated in para 74 of the National Planning Policy Framework. Sport England may object to applications on sites which are of special significance to the interests of sport in the locality, including for example sites that accommodate the highest level of competitive play within an area and/or are well established as a focal point for sports development activities that cannot be easily transferred to an alternative site. In such circumstances sites cannot be considered surplus to requirements.

With regard to school Playing Fields the Secretary of State for Education has a general presumption against the need to change the pattern of school playing field provision by disposal or change of use.

Sports grounds and playing fields will also be subject to Metropolitan Open Land and Urban Open Space policies as appropriate. Policy L8 adds support to these policies by ensuring that the best use is made of existing playing fields.

Proposals for war games, clay pigeon shooting, model aircraft flying, motorcycle scrambling and other similar potentially noisy uses. In all cases, conditions will be attached to any consent limiting the hours and frequency of use, the number of participants, the provision of signing and fencing of boundaries. Normally the Council will only be prepared to grant a temporary planning permission so that the environmental impact can be fully assessed. Planning permission will not be granted where the activities would impinge upon areas designated for their nature conservation, archaeological, or landscape interest.

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Draft Policy - Public Open Space Deficiency

The Council will seek, where opportunities arise and finance permits, to secure improvements in the amount and distribution of, and access to, open space in areas of deficiency identified by the Council.

Supporting Text

The Council has identified areas of public open space deficiency based on the hierarchy of open space. This hierarchy is included in the London Plan (Table 7.2) as the standard for public open space provision in London. The areas of open space deficiency are shown on the Areas of Local Park Deficiency Map.

Some areas of deficiency are unlikely to be reduced in the foreseeable future. A priority for the Council will be addressing the lack of open space at local park level (2ha). Small local parks are particularly valuable to the less mobile, such as the elderly and carers with young children. Public open space can be provided appropriately as part of new housing, retail, leisure and employment developments. Where appropriate, the Council will seek, by agreement, provision of new open space in such developments. Providing access to open space and to other open land in public ownership such as school playing fields can also help to improve the provision of open space.

Draft Policy - Public Rights Of Way and Other Recreational Routes

Planning permission will not be granted for development affecting a Public Right of Way unless the proposals include either the retention or diversion of the Right of Way such that, as a route, it is no less attractive, safe or convenient for public use. The same principle will apply to all other requests for changes to the Rights of Way network.

Where appropriate additional routes to create links to Access Land, between open spaces and between established walks or for improvements or maintenance to existing walks will be sought through the use of conditions or planning obligations

Supporting text

In rural areas, the levelling of land to form pitches can disrupt the visual continuity of the landscape. Golf courses in particular have a significant effect on the rural landscape and stringent environmental safeguards, such as control of herbicides and pesticides, are needed if the qualities of the countryside are not to be eroded. It is important that the land concerned can revert to agricultural use should the need arise.

When considering proposals on sites in areas designated for their archaeological, landscape and nature conservation interest, the Council will resist proposals that

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adversely affect those interests. Where buildings associated with outdoor recreational activities are proposed, special consideration will be given to their visual impact, associated landscaping and the location and screening of parking areas.

A well maintained, promoted and signposted network of footpaths, bridleways and byways, both through the urban and rural areas, enables people to pursue different forms of recreation and to gain access to open space and to the countryside. Through the provision of permissive routes for walkers and horse riders, the borough network of paths and bridleways can, where possible, be further extended and, through positive countryside management, be further improved. Under the Countryside and Rights of Way Act 2000, proposed Access Land, over which people will have a right to walk, has been mapped. New Access Land will usually mean open country (downland in Bromley) and registered common land.

The promotion of circular walks encourages greater use of the Green Belt and may serve to direct the public away from areas which are already under pressure through over use. The Council will continue to support the South East London Green Chain Walk, as well as longer-distance strategic routes promoted by the London Walking Forum. Those parts of the Capital Ring, the London Loop and Waterlink Way, which pass through the Borough, will be shown on the Proposals Map

Draft Policy – Horses, Stabling and Riding Facilities

Stable blocks, loose boxes and other essential buildings and associated works connected with equestrian activities will generally only be permitted if:

- (i) the siting, scale, form and materials of such developments would not have any adverse visual impact on the open or rural character of the Green Belt or areas of Metropolitan Open Land;
- (ii) such developments would not result in any detriment to the amenities enjoyed by the occupants of any adjoining residential properties;
- (iii) they are, wherever possible, sited close to any existing built development on the site and suitably sited in relation to their surroundings;
- (iv) they are adequately screened;
- (v) the proposal will not adversely affect areas which are of importance for nature conservation; and
- (vi) the proposal will not result in an unacceptable intensification of horse-related activities.

Further to the above the council will encourage joint applications which incorporate rides through the land involved and a communal jumping area, if required, subject to other policies of the Plan.

Supporting text

The Council recognises the increasing demand for horse riding and the keeping of horses as a pastime and that the associated buildings and uses can be an integral part of the rural environment. The popularity of this activity, however, has given rise

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to a number of problems. The location, standard and intensity of buildings required in connection with equestrian activity threatens to spoil the appearance and the character of the Green Belt and other open areas. Other problems include untidy jumping areas, over-intensive grazing and riding on footpaths, all of which the Council wishes to discourage in order to safeguard other uses of the countryside and to prevent the landscape becoming unsightly. Conditions will be imposed where appropriate to control the storage and removal of horse-related waste. Encouragement for schemes which amalgamate facilities on adjoining land in different ownerships should help to minimise visual intrusion and result in a better design and layout.

Applications for stables or loose boxes will only be considered acceptable if there remains a commensurately large area of associated open land adjacent, for the grazing of horses. In this regard, the Council will require the designated paddock land to remain in the same ownership as, or under the control of, the operator of the stables and should be a minimum ratio of 0.4 ha per horse. The British Horse Society's recommended standard of 0.4ha per horse is considered to be a minimum requirement for grazing horses. Where the proposed stables or loose boxes are within the curtilage of an existing livery stable or riding school, the number of horses kept and exercised in the locality, the intensity of use of local bridleways and the effects on the surrounding countryside of horse-related activities will be taken into account.

Draft Policy - Agricultural Land

Development that complies with the requirements of the Local Plan Green Belt Policy but will lead to the loss of the best and most versatile agricultural land will be expected to be designed to allow for future economic re-use of the land for agriculture.

Supporting Text

The NPPF advises that local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. It indicates that where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.

The London Plan (Policy 7.22) seeks to encourage and support thriving and land-based sectors in London, particularly in the Green Belt.

Draft Policy - Development Related To Farm Diversification

Development related to farm diversification schemes will be permitted where:

- (i) there is evidence that the wider benefits of farm diversification contribute to the very special circumstances required by Policy G1;
- (ii) the scheme proposed preserves the openness of the Green Belt and does not conflict with the purposes of including land in it; and
- (iii) there is no harm to the retail viability of nearby shops or to existing rural businesses.

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Supporting Text

Rural areas are becoming less reliant on the agricultural industry as a form of livelihood. While not overriding Green Belt policies, this policy allows farmers to look beyond traditional agricultural practice to supplement their incomes. The Council will expect farm diversification schemes to be well-conceived and consistent in scale to their rural and Green Belt locations. Potential diversification projects could include woodland management, farm shops, equestrian businesses, sporting facilities, nature trails and craft workshops. The Council will expect the applicant to explore the possibility of re-using or replacing existing buildings where feasible. Farm shops that sell a significant amount of produce from elsewhere is a separate use and requires planning permission.

Draft Policy - Agricultural Dwellings

When considering applications for agricultural workers' dwellings, the Council will require to be satisfied that:

- (i) there is a clearly established existing need for an agricultural dwelling;
- (ii) the need relates to a full-time worker, or one who is primarily employed in agriculture, and does not relate to a part-time requirement;
- (iii) the unit and the agricultural activity concerned have been established for at least 3 years, have been profitable for at least one of them, and are currently financially sound, and have a clear prospect of remaining so;
- (iv) the need for accommodation could not be fulfilled by another dwelling on the unit, or other existing accommodation in the area (including living in the adjoining/nearby built up area) which is suitable and available for occupation by the workers concerned;
- (v) the size of the dwelling is commensurate with the established functional requirement; and
- (vi) all other planning requirements are satisfied.

Draft Policy – Temporary Agricultural Dwellings

When considering applications for temporary agricultural workers' dwellings, the Council will require to be satisfied that:

- (i) there is clear evidence of a firm intention and ability to develop the enterprise concerned;
- (ii) there is a functional need;
- (iii) there is clear evidence that the proposed enterprise has been planned on a sound financial basis;
- (iv) the functional need could not be fulfilled by another dwelling on the unit, or any other existing accommodation in the area (including living in the adjoining/nearby built-up area) which is suitable and available for occupation by the workers concerned;
- (v) the size of the dwelling is commensurate with the established functional requirement; and
- (vi) all other planning requirements are satisfied.

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Draft Policy – Occupancy Conditions

Occupancy conditions for agricultural workers' dwellings in the countryside will only be removed when it is demonstrated that the dwelling is no longer needed, now and for the foreseeable future, for someone solely, mainly or last working in agriculture on the holding and in the dwelling's general locality. Where such conditions are removed, permission will not normally be granted for new agricultural or forestry workers' dwellings on the holding or on any new holding created by its sub-division.

The Council may require an agreement under Section 106 of the Town and Country Planning Act 1990 preventing the sale of the dwelling or parts of the land separately from the land forming the holding

Supporting Text

The NPPF is clear that new isolated homes in the countryside should be avoided other than in special circumstances including the essential need for a rural worker to live permanently at or near their place of work in the countryside.

If permission for temporary accommodation (i.e. a mobile home) is granted, permission for a permanent dwelling will not subsequently be given unless the criteria relating to permanent agricultural dwellings are met. Permission for a permanent extension to a temporary dwelling will not be acceptable.

Conditions and planning obligations will be applied to planning permissions for agricultural workers' dwellings to ensure that the dwelling is retained for use by persons solely or last employed in agriculture in the locality and their resident dependants.

Draft Policy - Minerals Workings and Associated Development

In considering planning applications for mineral extraction, the Council will require assurance that:

- (i) the quality and quantity of the mineral concerned is such that any working would be economically viable;
- (ii) any associated development to be located on the site is essential to the viability of the proposal; and
- (iii) the land will be restored to an appropriate Green Belt use when extraction is complete.

The Council will seek to ensure that the effects of mineral extraction, including associated development and generated traffic are minimised. Proposals will be required to meet each of the following criteria, where appropriate:

- (iv) best and most versatile agricultural land (as defined in Policy G9) must be capable of being restored to, or close to, its former undisturbed physical characteristics;

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- (v) no long term effects on the landscape should result, and the short term effects must be minimised; and
- (vi) restoration should be carried out to a high standard.

Supporting Text

Planning applications for mineral extraction will be screened to determine whether they require an Environmental Impact Assessment.

Mineral extraction is an activity that causes considerable disruption and can have widespread effects on local residential and visual amenity, landscapes, nature conservation interests, existing uses, transport networks, and safety. Under such circumstances, it is important for both the Council and the local community to be assured that any associated development will be kept to the minimum, and that the restoration of the land to a high standard will take place.

The extent, nature, and location of deposits has not been mapped, however, it is assumed that any workable deposits will lie beneath Green Belt land and will therefore be safeguarded against surface development, which would preclude their exploitation at a future date.

Restoration of land affected by mineral workings is a very important factor, and one that will be considered at an early stage in the planning process. The Council will expect the highest standards to be attained in this respect, and the use to which the restored land is put to accord with the appropriate policies of this plan. In particular, restoration and aftercare should provide the means to maintain or enhance the long-term quality of the land and landscapes taken for mineral extraction. Reclamation can also provide opportunities for creating or enhancing sites for nature conservation. To ensure these standards are achieved, any permission will be subject to a legal agreement.

Heritage Assets

Introduction

Heritage assets within the Borough make an important contribution to place making and are often valued highly by local residents. As a result the following policies will ensure sustainable management of these assets and allow change where appropriate.

Draft Policy - Statutory Listed Buildings

Applications for development involving a listed building or its setting, or for a change of use of a listed building, will be permitted provided that the character, appearance and special interest of the listed building are preserved and there is no harm to its setting. Where a proposal is judged to cause harm then it will be assessed against the relevant test in the NPPF depending on whether the harm caused is substantial or less than substantial. In the case of change of use, it is often preferable that a building is used for the purpose for which it was built, but

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where new uses are proposed the impact of these on the special interest of the heritage asset will be considered carefully.

Applications for planning permission that involve total or substantial demolition of a listed building are wholly exceptional and will be considered as substantial harm and will be assessed against the tests laid out in paragraph 133 of the NPPF

Supporting text

Under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the NPPF, the Council is required to have special regard to the desirability of preserving listed buildings and their settings. The Council will seek to ensure the preservation and conservation of buildings of historical and architectural interest.

Draft Policy - Locally Listed Buildings

Buildings on the Local List are considered to be non-designated heritage assets in the NPPF.

A proposal to alter, extend or for the change of use of a locally listed building will be permitted provided that:

- (i) it will be sympathetic to the character, appearance and special local interest of the building; and
- (ii) will respect its setting.

Permission will only be granted for the replacement of such buildings will be assessed against paragraph 135 of the NPPF and the design of any replacement should be of a high standard.

Supporting text

Buildings deemed to be of local or historical interest are included on the Council's Local List as they contribute to the townscape or character of the Borough and the Council deems these buildings worthy of protection. The Council will encourage the preservation and conservation of buildings on the Local List.

Draft Policy - Non Designated Heritage Assets

Heritage assets may have no formal designation. In such cases there must be clearly demonstrable reasons or evidence to show why such assets are worthy of protection. Where it is agreed by the Council that this has been demonstrated then permission will only be granted for the replacement of such buildings will be assessed against paragraph 135 of the NPPF.

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Supporting text

It is recognised in the NPPF that heritage assets will not always have a formal designation and that communities can sometimes place their own value on a building or place. In order to avoid spurious or unsubstantiated claims, such interpretations will only be accepted based on a sound evidential base.

Draft Policy - Conservation Areas

A conservation area is an area designated because it has a character and appearance which is desirable to preserve or enhance. A proposal for new development, for engineering works, alteration or extension to a building, or for change of use of land or buildings within a conservation area will be expected to:

- (i) Respect or complement the layout, scale, form and materials of existing buildings and spaces;
- (ii) Respect and incorporate in the design existing landscape or other features that contribute to the character, appearance or historic value of the area
- (iii) Use high quality materials

A proposal for a development scheme that will involve the total or substantial demolition of an unlisted building in a conservation area that makes a positive contribution can be judged as causing substantial harm and will be assessed against the tests laid out in paragraph 133 of the NPPF. Where the building proposed for demolition makes a negative or neutral contribution to the conservation area the merit of the proposed replacement will be weighed against any loss or harm.

Permission for demolition will only be granted once a suitable replacement has been accepted. A condition will be imposed on a planning permission granted, to ensure that demolition shall not take place until a contract for the carrying out of the development works has been made.

Supporting Text

Each Conservation Area consists of a group or groups of buildings and trees in a particular setting. The Council is required to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas, and will do so by maintaining strict management of development. Detailed guidelines for each are contained in published policy statements, as required under Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Draft Policy - Development Adjacent To A Conservation Area

A development proposal adjacent to a conservation area will be expected to preserve or enhance its setting and not detract from views into or out of the area.

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Supporting Text

A conservation area is a designated heritage asset and therefore its setting is a consideration in the determination of planning applications that occur outside its designated boundaries.

Draft Policy - Historic Parks And Gardens

Applications within or adjoining a registered historic park or garden will be expected to protect the special features, historic interest and setting of the park or garden. The Council will seek to ensure that the park or garden is appropriately managed or maintained in a manner which reflects its status and designation.

Supporting Text

English Heritage compiles a Register of Parks and Gardens of Special Historical Interest in England (National Heritage Act 1983). The main purpose of the Register is to identify historic parks and gardens that are of importance, in the national context, to England's cultural heritage, and to encourage their appreciation, maintenance and enhancement

All sites on the Register are considered to be of special interest, by reason of, for example, their historic layout, features and architectural ornaments. Their individual importance varies, however, and they are classified into three categories: Grade I (of exceptional historic interest); Grade II* (of great historic interest); and Grade II (of special historic interest). The Register includes the following parks within the London Borough of Bromley:

- (i) Grade II*: Crystal Palace Park
- (ii) Grade II: Down House, Holwood Park, Sundridge Park, Priory Gardens

The Register does not provide statutory protection, nor does it imply any additional powers to control development. However, the historic interest of a park or garden has been established as a material planning consideration, and in considering applications on the sites in the London Borough of Bromley, the Council will consult English Heritage. The Council will review from time to time other historic parks and gardens within the Borough with a view to identifying their special interest. English Heritage, London Historic Parks & Gardens Trust and others will be consulted as part of the review process.

Draft Policy - Ancient Monuments And Archaeology

Planning permission will not be granted for development that would adversely affect scheduled ancient monuments or other nationally important archaeological sites, involve significant alterations to them or harm their settings.

When considering planning applications for development involving excavation or other ground works the Council will require that:

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- (i) within the defined Areas of Archaeological Significance, a written statement of the likely impact is submitted in the form of an archaeological assessment (which can be desk based); where necessary information cannot be obtained by other means, an archaeological field evaluation should be carried out prior to determination;
- (ii) at sites of potential archaeological importance (as defined below), where permanent preservation in situ is not justified, provision shall be made for an appropriate level of investigation and recording to be undertaken by a recognised archaeological organisation before any development commences.

Where investigations indicate that in situ preservation is inappropriate, excavation and recovery should be carried out by a reputable archaeological body, before development commences. Any such investigations shall be in accordance with a detailed scheme to be approved in advance by the Council and the results shall be subsequently published.

Where in situ preservation is appropriate, suitable designs, land uses and management strategies will be required and the Council's archaeology strategy promoted.

Supporting Text

Ancient monuments and archaeological remains constitute the principal surviving evidence of the Borough's past. However they are vulnerable to modern development and changes in land use and are easily lost or damaged. The Council considers that preservation of archaeological sites and ancient monuments is a legitimate objective against which the demands of development must be balanced and fully assessed. The destruction of such remains should be avoided and should never take place without prior archaeological excavation and record.

In addition to Areas of Archaeological Significance, there are locations outside these defined boundaries where archaeological remains have been found and where there may be potential for further finds. Where development is proposed within an Area of Archaeological Significance (to be shown on the Proposals Map), or near a site of archaeological potential, the Council will require a preliminary archaeological site evaluation before proposals are considered. The council will seek the appropriate professional advice and will require applicants proposing development to do the same. Where the Council considers it appropriate, detailed investigation shall be carried out to an agreed written specification of work by a professionally qualified archaeological organisation or archaeological consultant.

The Council will encourage early co-operation between landowners, developers and archaeologists in accordance with the Developers Liaison Group Code of Practice, and by attaching appropriate conditions to planning consents, and/or negotiate appropriate planning obligations (section 106 agreements).

It is important to increase public awareness of the historical and archaeological heritage of the Borough and to encourage its effective management as an educational and recreational resource. The Council will promote the conservation,

8. Bromley's Valued Environments

protection and enhancement of ancient monuments and archaeological sites and their interpretation and presentation to the public.

The following sites in the Borough have been scheduled as Ancient Monuments:

- (i) Fordcroft, Poverest Road, Orpington – Romano-British Site/Anglo Saxon Cemetery
- (ii) Caesar's Camp, Holwood Park, Keston - Iron Age hill fort
- (iii) Camp on Keston Common, Keston – earthworks
- (iv) The Temple, west of Keston Court, Westerham Road, Keston – Romano British mausoleum
- (v) Romano-British villa, Crofton Road, Orpington
- (vi) St. Botolph's Church, Ruxley - former mediaeval church on site of earlier church
- (vii) Romano-British site, Wickham Court Farm, West Wickham – site of substantial Romano British settlement
- (viii) Ice Well at High Elms.

Policy - Tall & Large Buildings

Proposals for tall and large buildings will be required to make a positive contribution to the townscape ensuring that their massing, scale and layout enhances the character of the surrounding area. Tall and large buildings will need to be of the highest architectural design quality and materials and be appropriate to their local location and historic context, including strategic views. Proposals for tall buildings will be required to follow the guidance set out in the English Heritage/ Commission for Architecture and the Built Environment Guidance on Tall Buildings (2007).

Supporting Text

High buildings are those that exceed the general height of their surroundings and cause a significant change to the skyline. Much of the Borough is not considered appropriate for tall buildings due to the established suburban character of the Borough. However, potential may exist for such development to be considered in town centre locations which benefit from good public transport, exhibit an existing local built character that would allow for taller buildings, and where no harm would be caused to heritage assets, the wider historic environment or important views. The adopted Bromley Town Centre identifies potential sites for tall buildings with the town.

Policy - Skyline

Development that adversely affects the important local views, or views or landmarks or skyline ridges of as identified in the Borough Characterisation Assessment will not be permitted.

8. Bromley's Valued Environments

Supporting Text

The Borough Characterisation Assessment sets out views of local importance, landmarks and major skyline ridges including:

Views of local importance:

- From Addington Hills of panorama across Crystal Palace, Penge, Beckenham and Greenwich towards Shooters Hill, Isle of Dogs and Blackwall Reach
- From Crystal Palace Park of Bromley, Beckenham and West Wickham
- View over City and Docklands from Hayes Common
- View over City and Docklands from Walden recreation ground, Chislehurst
- View of Croydon town centre from Village Way, Beckenham
- View of Keston Ridge from southern section of Bromley High Street
- View east over Kent from Crofton Road, Orpington
- View west and south from Martins Hill
- View of eastern and western skylines of the Ravensbourne Valley

Landmarks:

- St George's Church, Bickley
- St Edmunds Church, Beckenham
- Churchill Theatre and Library, Bromley
- Crystal Palace BBC TV mast
- Keston Windmill

Major Skyline Ridges:

- Keston Ridge
- Crystal Palace

Draft Policy – Telecommunications Development

In a development involving telecommunication mast, base station or apparatus, applicants will be required to demonstrate that:

- (i) the possibility of using an existing building, mast or other structure has been explored and proved to be unsuccessful;
- (ii) where the proposal is on or near a school or college, the relevant body of the school or college has been consulted;
- (iii) there is a need for the proposed development;
- (iv) the equipment meets the International Commission on Nonionizing Radiation Protection (ICNIRP) guidelines on the limitation of exposure of the general public to electro-magnetic field;
- (v) regard has been given to locating a site which causes minimal visual impact subject to operational needs; and any adverse impact on the character, appearance and amenity of the area or those of the building on which it is to be mounted has been minimised.

8. Bromley's Valued Environments

- (vi) the design, siting and landscaping minimises the visual impact of the development and uses screening by trees or other landscaping or technologies to camouflage telecommunications apparatus, where appropriate.

Supporting Text

This policy applies to various types of commercial telecommunications apparatus including purpose built masts, cellular radio antennae, terrestrial microwave antennae and satellite antennae or dishes.

Whilst certain telecommunications development does not need the Council's express consent, where such apparatus does require permission, of primary consideration is that steps are taken to minimise any visual harm to the environment and respects local character.

Telecommunications apparatus can have a particularly deleterious effect upon an area. Unlike most other forms of development, traditional materials appropriate to a specific location cannot be used. The benefits that telecommunication developments can bring are recognised. This policy aims to allow such developments subject to criteria to minimise the visual and environmental impact and encourage the shared use of facilities, which is strongly encouraged where that represents the optimum environmental solution in a particular case.

9. Working in Bromley

Town Centres

Introduction

This section of the report outlines the retail policies for the town centre. Bromley Town Centre has historically been and still is the main retail centre for the Borough and its status is reflected in the London Plan. Bromley is one of seven outer London Boroughs which lie in the South-East and offers residents of the Borough the widest selection of goods and services.

The centre has a night-time economy of regional/sub-regional importance and has the potential to accommodate a wider leisure and cultural offer.

Shopping Centre Hierarchy

The shopping hierarchy of the Borough's established centres has evolved over a considerable period of time.

METROPOLITAN CENTRE – Bromley

MAJOR TOWN CENTRE - Orpington

DISTRICT CENTRE – Beckenham, Crystal Palace, Penge, Petts Wood, West Wickham

LOCAL CENTRES – Biggin Hill, Chislehurst, Hayes, Locksbottom, Mottingham

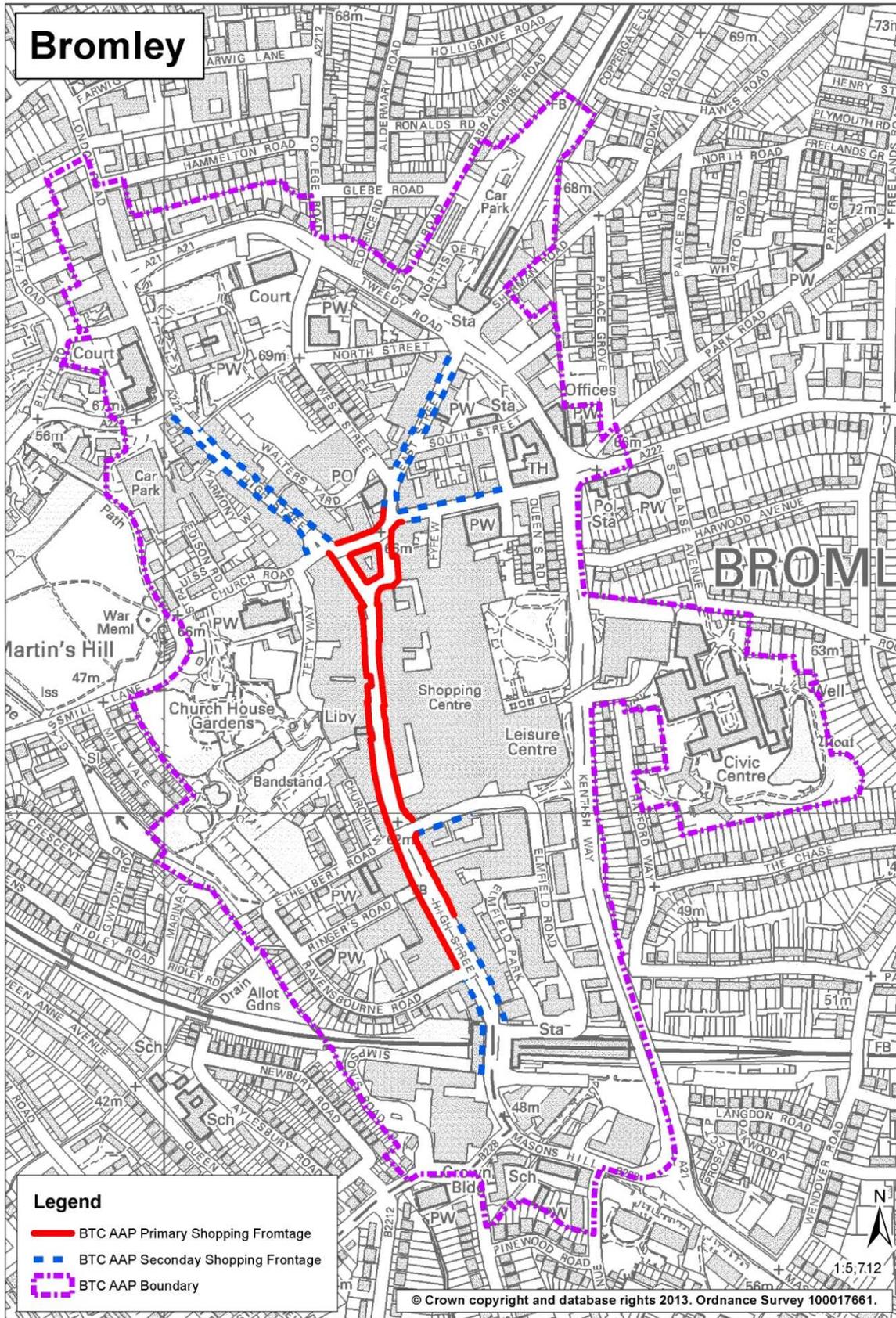
NEIGHBOURHOOD CENTRES AND PARADES – 73 local parades across the Borough

Supporting text

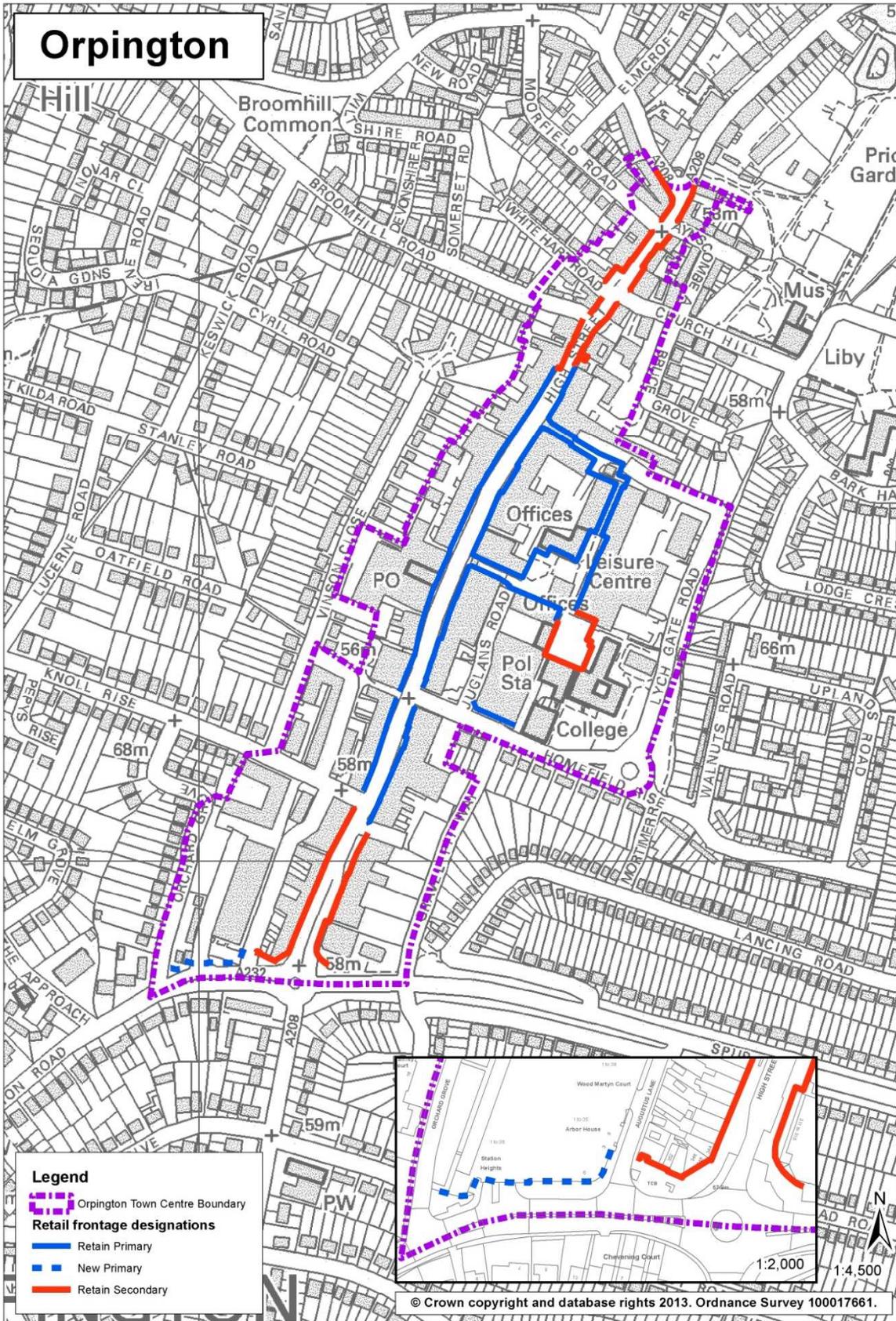
The National Planning Policy Framework (NPPF) requires Local Planning Authorities to define their town centre boundaries and primary and secondary frontages in designated centres and set policies that make clear which uses will be permitted in such locations. The maps on the following pages show town centre boundaries and primary and secondary destinations for Bromley, Orpington and the five District Centres.

9. Working in Bromley

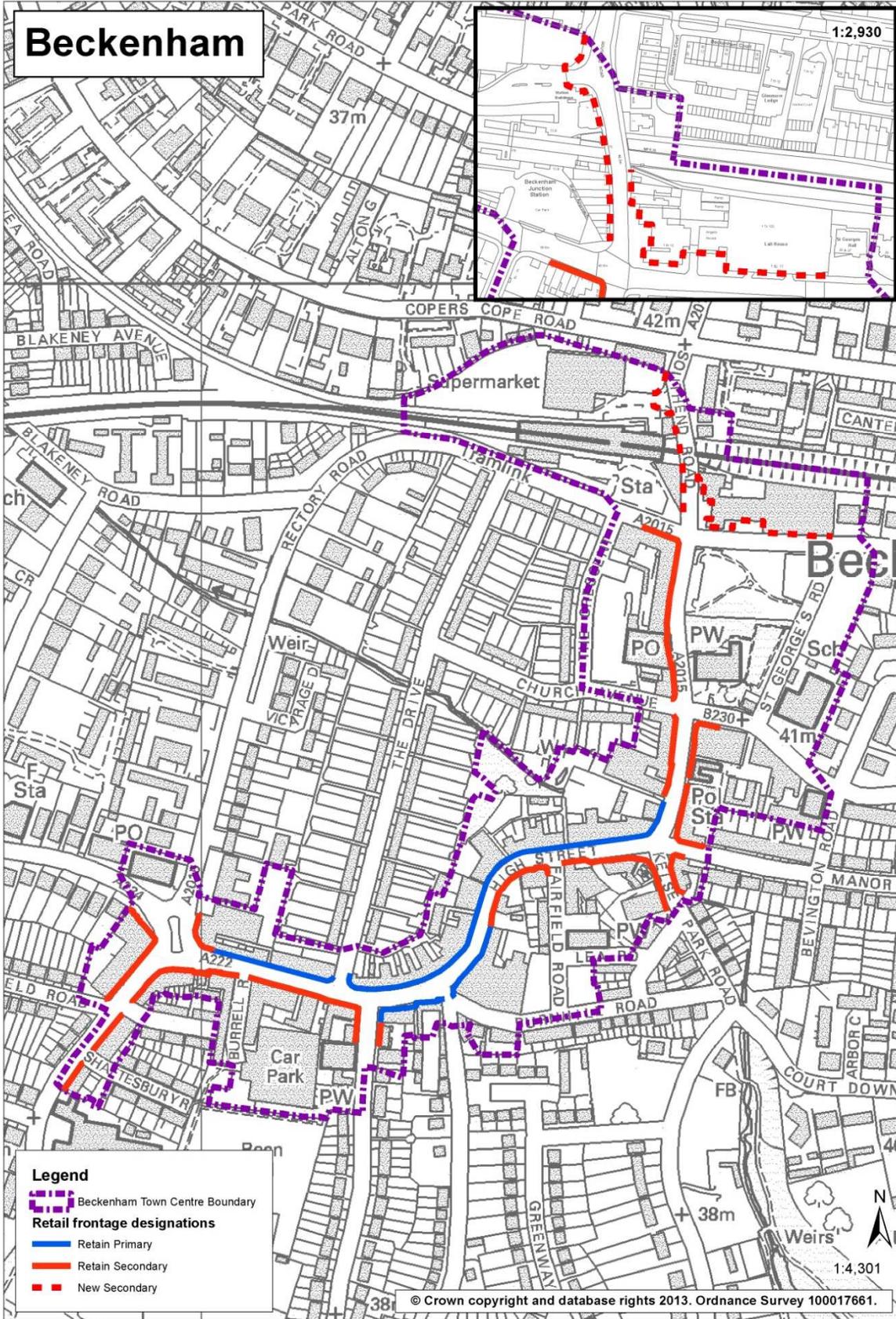
Town Centre Boundaries and Shopping Designations



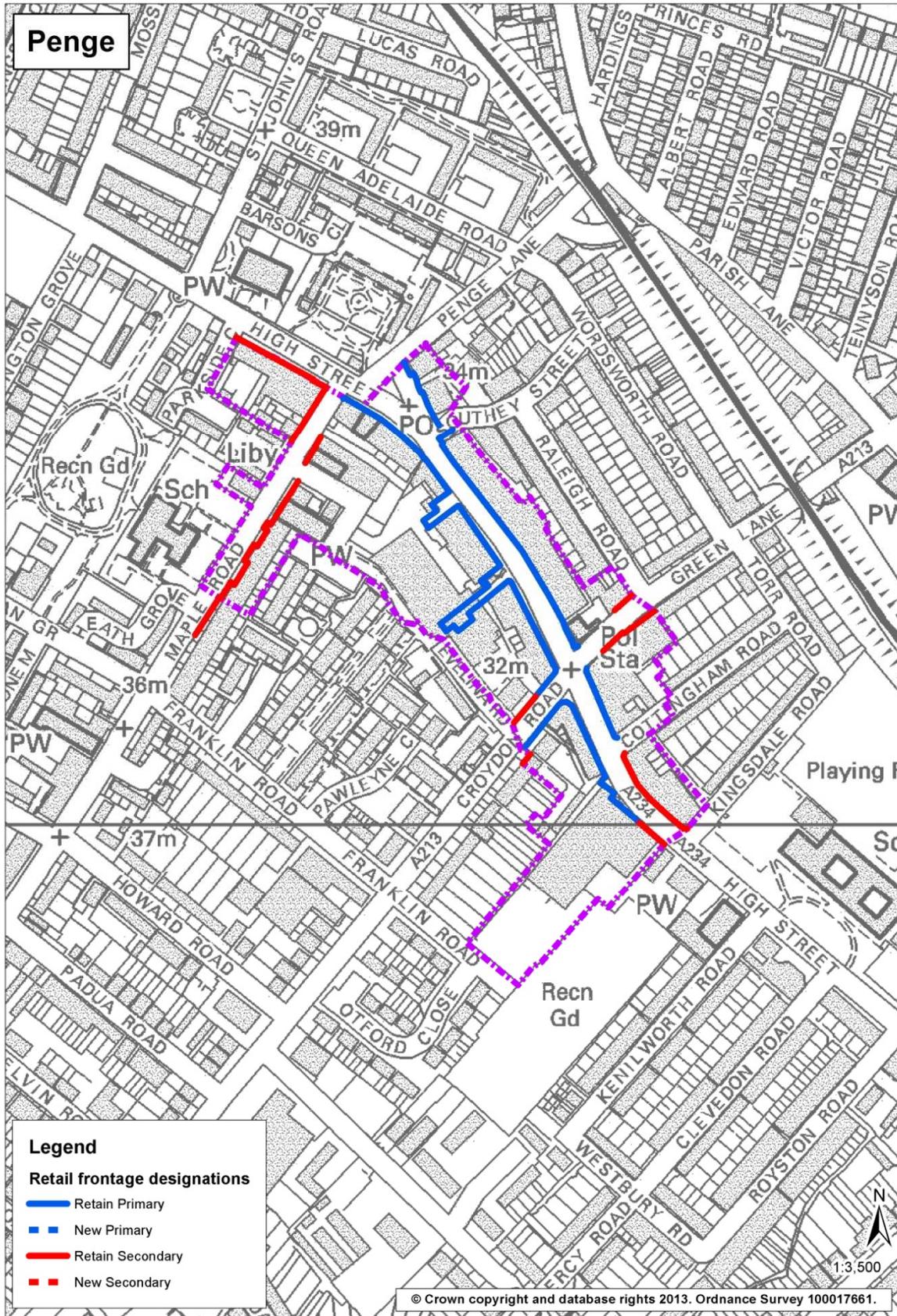
9. Working in Bromley



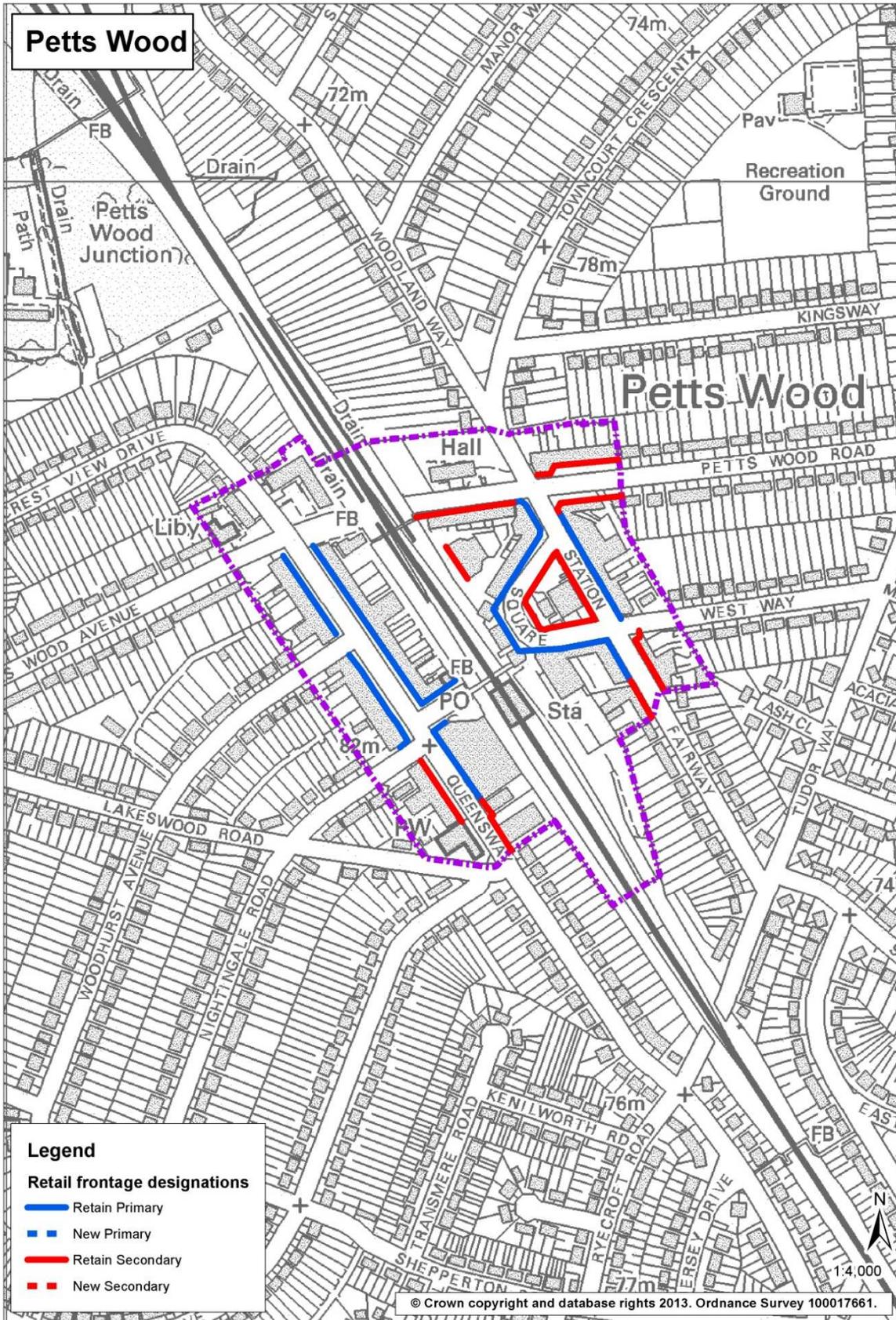
9. Working in Bromley



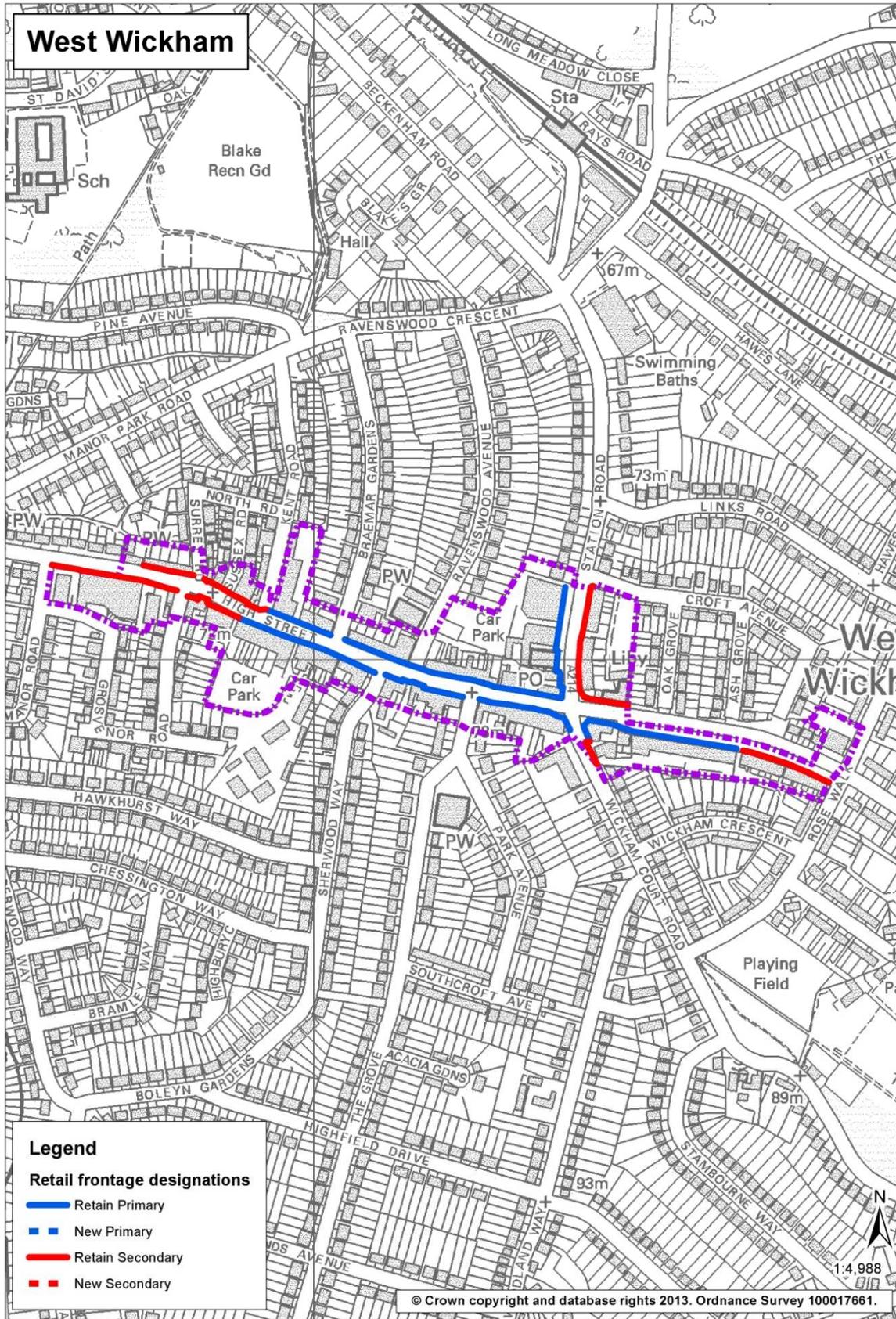
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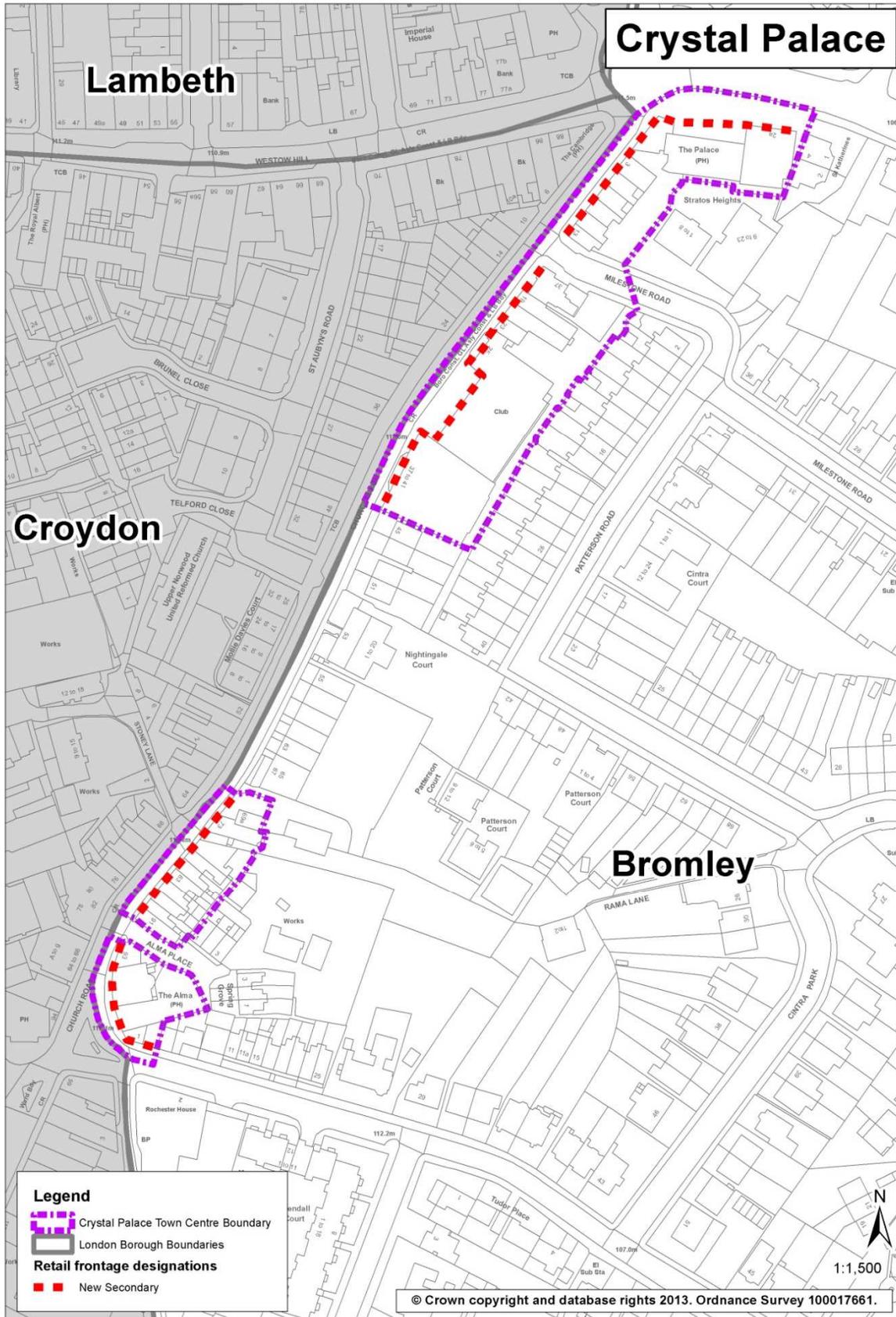
9. Working in Bromley



9. Working in Bromley



9. Working in Bromley



9. Working in Bromley

Draft Policy - Location of New Development

1. The Council will require new retail, commercial and leisure development to be located within designated town centres, or if no in-centre sites are available, sites on the edge of centres, or can be, well integrated with existing centres and public transport.
2. Proposals for retail, leisure and office development outside of the town centres, over 2,500sqm (if no local threshold is set) should include an assessment of:
 - a) the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
 - b) the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made.

Supporting text

The NPPF set out that applications for main town centre uses will be located in town centre locations and only if suitable sites are not available should out of centre sites be considered. When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre.

The London Plan also sets at para 4.43 that where need is established, boroughs should adopt a sequential approach to identifying suitable sites to accommodate it.

Bromley's function is primarily as a comparison goods shopping destination. The AAP sets out that the total retail floorspace of the town centre is approximately 115,200sqm (including Intu Bromley which comprises 40,700sqm and The Mall 10,780sqm). The future development of Opportunity Site G (Churchill Place) will provide the qualitative expansion of the prime retail offer needed to ensure the centres long term competitiveness.

The 2012 Retail Capacity Study concluded that Bromley could accommodate capacity for a further 10,700sqm net of comparison floorspace at 2016; rising to 23,100sqm by 2021 and 37,700sqm by 2026 if forecast trends occur.

Draft Policy - Metropolitan & Major Town Centres

1. The Council will require development within Bromley Town Centre to adhere to Policies contained within the Area Action Plan adopted in 2010.
2. Within the primary frontages in Bromley and Orpington Town Centre as set out on the defined maps the Council will only consider a Change of Use away from A1 where the proposal would
 - a) not harm the predominant retail character of the shopping frontage
 - b) generate significant pedestrian visits during shopping hours
 - c) complement the existing shopping function of the town centre
 - d) not create an over concentration of similar uses
 - e) not result in adverse effects caused by crime, disorder or anti-social behaviour

9. Working in Bromley

3. Within the secondary frontages of Bromley and Orpington the Council will only consider a Change of Use away from A1 where the proposal would meet all of the following criteria:
 - a) the use would provide a service that complements the shopping function of the town centre;
 - b) not harm the retail character, attractiveness, vitality and viability of the town centre including unreasonably reducing the number of A1 units
 - c) retain an appearance which is compatible with the adjoining shops
 - d) provides an active frontage at ground floor level line

Supporting text

Bromley is the largest retail centre in the borough and caters for the wider community in terms of retailing and leisure opportunities. Bromley is currently ranked 34th in the top 50 CACI Retail Footprint Index. As well as being the main retail centre it also has the largest concentration of offices and businesses within the Borough (700 commercial units).

Major renewal of Bromley Town Centre is planned over the next 15 years, supported by £2 million Mayoral funding. This will increase the town's position in the retail rankings and provide an attractive environment for new businesses to locate. The historic core of Bromley North Village has also been identified through the *Mayor's Great Spaces* as a public realm investment priority area.

The Area Action Plan (AAP) for the town centre, which was adopted in 2010, will ensure that Bromley continues to maintain its designated position in the retail hierarchy as a Metropolitan Town Centre and continue to make it a vibrant place where an increasing number of people want to live, work and shop.

To maintain and enhance Bromley's competitive position, the Council recognises that it is vitally important to invest in and improve the centre's facilities, infrastructure and retail offer.

The markets in the pedestrianised part of the high street continue to contribute to Bromley's attractiveness as a shopping destination (Thurs-Sat).

Orpington High Street and adjacent Walnuts Shopping Centre contain a wide selection of high-street shops. There is a general market located in front of Orpington College, three days a week. Several out-of-town retail parks are located along Sevenoaks Way, Court Road and Cray Avenue. The Nugent Shopping Park comprises popular high street stores. The public realm improvements made to Orpington coupled with the development of a new cinema, leisure complex may justify Orpington being re-classified as a metropolitan town centre.

Draft Policy - District Centres

1. Within the primary frontages of Beckenham, Crystal Palace, Penge, Petts Wood and West Wickham as set out in the maps below the Council will only consider a Change of use away from A1 where the proposal would:
 - a) not harm the predominant retail character of the shopping frontage
 - b) generate significant pedestrian visits during shopping hours
 - c) complement the existing shopping function of the town centre
 - d) not create an over concentration of similar uses
 - e) not result in adverse effects caused by crime, disorder or anti-social behaviour

9. Working in Bromley

2. Within the secondary frontages of Beckenham, Crystal Palace, Penge, Petts Wood and West Wickham (District Centres) as set out in the maps below, the Council will only consider a Change of Use away from A1 where the proposal would meet all of the following criteria:
 - a) the use would provide a service that complements the shopping function of the town centre;
 - b) not harm the retail character, attractiveness, vitality and viability of the centre including unreasonably reducing the number of A1 units
 - c) retain an appearance which is compatible with the adjoining shops/premises
 - d) provides an active frontage at ground floor level

Supporting text

The role and function of the Borough's four District Centres changes from centre to centre. Some centres have high footfalls during the day whilst some centres have an active night time economy.

Beckenham High Street is the third largest within the Borough and it has an important evening economy. Crystal Palace, Penge, Petts Wood and West Wickham all have a good mix of chain stores (including supermarkets) and independent shops as well as pubs and restaurants and community and leisure facilities.

Draft Policy - Neighbourhood Local Centres, Local Parades and Individual Shops

1. Within designated neighbourhood local centres of shopping parades, the Council will require the retention of Class A1 shops, to support the provision of essential daily goods and services and ensure a range of uses consistent with the local character to contribute to its vitality and viability for shoppers.
2. A change of use to non-A1 uses will only be considered if the following criteria are satisfied:
 - a) the use proposed contributes to the range of local services or the provision of local community facilities;
 - b) where long term vacancy can be shown the Council will consider alternative uses.

Supporting text

As well as the Metropolitan, Major, District & Local Centres, the Borough also has a wide variety of local shops serving mainly residential areas. These shops are particularly important in rural areas and for people unable to reach larger centres.

Draft Policy - Bromley Shopping Centre (formally The Glades)

Within the main Shopping Centre the Council will permit a change of use away from retail (Class A1), provided that the centre's primary retail function is not adversely affected.

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Supporting text

The Intu Shopping Centre is an important focus of the town's retail offer. The Council will seek to retain as many shopping units as possible. The latest GOAD report (April 2013) identifies 444 retail outlets which provides around 1,295,600 sqft of retail floorspace.

Draft Policy - Change in Use of Upper Floors

Proposals within the town centre areas, as defined in the town centre boundary plans, for the conversion of upper floors of shops or commercial premises to residential, community, office accommodation, leisure or nursery will be permitted, provided that:

1. Any physical alteration does not adversely affect the character or appearance of the property
2. Residential or office use is compatible with adjacent/adjoining uses,
3. There is no adverse effect on nearby environmental or residential amenity, and
4. Adequate access and car parking can be provided (see transport policies)

Supporting text

The Borough Council acknowledges, in accordance with the National Planning Policy Framework, that whilst good retailing is essential to the vitality and viability of town centres, a diversity of uses, and access to them, is required to sustain such activity in the high street.

The Borough Council seeks, therefore, to encourage a high level of activity above the ground floor levels in both the primary and secondary shopping areas or alternative locations within the town centres, if more appropriate. In accordance with this principle, the Council will encourage owners to bring unused or under-utilised upper floors of existing buildings in the town centres, into productive residential, community or office use.

Such occupation should deter vandalism, ensure that properties are maintained, enhanced or preserved (this being especially valuable for buildings in the Conservation Areas), and should make a positive contribution to the quality, economy and vitality of the built form, both during the day and in the evening or outside business hours.

In the town centres of Bromley and Orpington, the use of the upper floors for office purposes will generally be permitted in the primary shopping areas and the secondary shopping areas, in order to maximise the commercial potential of such buildings. Upper floors will provide significant opportunities for the establishment of such businesses.

The use of upper floors for residential accommodation will essentially be encouraged anywhere within the town centres. In general terms, the Council recognises the many benefits associated with encouraging residential uses at upper floor levels within the town centres. In view of such benefits, and to facilitate conversion, the Borough Council will, if necessary, take a more flexible approach to car parking, access and servicing arrangements and standards.

Draft Policy - Temporary Uses

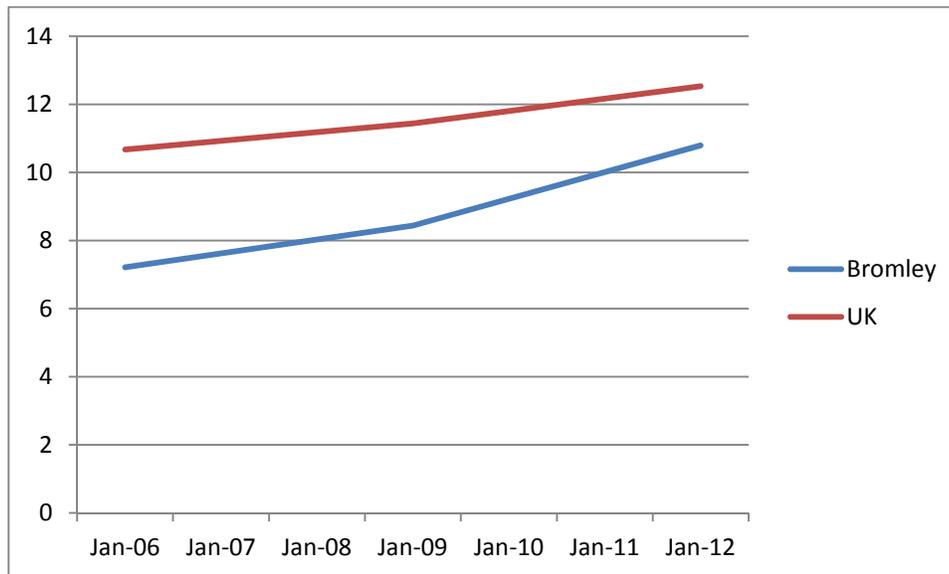
In order to reduce/prevent long term vacancies in high streets or local shopping parades the Council will permit temporary uses where it can be demonstrated that a shop unit has been vacant for longer than 3 months provided:

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1. the new use provides an active frontage at ground floor level
2. a steady flow of pedestrian footfall during day time hours
3. does not cause undue harm to the vitality and viability of the shopping parade
4. the use does not create undue noise or disturbance
5. the use does not create parking problems

Supporting text

An analysis of GOAD reports from the past 6 years show that vacancy rates in Bromley Town Centre have risen year on year since January 2006. Whilst still lower than the UK average a steeper rise in the number of vacant units has been seen since January 2009. In order to address the rise Central Government commissioned Mary Portas to carry a review of UK High Streets in 2011.



Town Centres must serve new functions if they are to continue to be successful and vibrant. The 2011 Mary Portas review suggests high streets need to diversify and not just include shops but also offices, housing, schools or other social, commercial and cultural enterprises and meeting places. High Streets must be ready to experiment, try new things, take risks and become destinations again.

The growth of internet shopping is set to continue in the years ahead and to combat this Mary Portas vision is that in the future high streets won't be just about selling goods but the mix will include shops, houses, offices, sport, schools and other social, commercial and cultural enterprises and meeting places.

Draft Policy - Development outside of Defined Town Centres

Proposals for new Retail & Leisure Development outside of existing centres will be expected to meet the following criteria:

1. there is a demonstrated/evidenced need for the proposal
2. the sequential test had been met as set out in the NPPF

9. Working in Bromley

If the sequential test has been met the proposal the proposed development will be expected to:

- 2 (ii) be easily accessible to those cycling or walking and is, or will be, well served by public transport

Draft Policy - Restaurants, Pubs & Hot Food Takeaways

The Council will only permit proposals for a new restaurant, café, drinking establishment and/or Hot Food Takeaway where:

- i) the proposal would not detract from the vitality and viability of the shopping parade
- ii) the proposal would not result in an over concentration of food and drink establishments
- iii) there is no harm or loss of amenity to nearby residents through noise, disturbance, smells, fumes, litter and unneighbourly opening hours.
- iv) the proposal would not create undue traffic congestion as a result of the change of use

Supporting text

Restaurants, cafes, pubs and Hot Food Takeaways all make an important contribution to creating a vibrant town centre and shopping area, they can however create negative impacts if not carefully managed.

The evening economy can make a significant contribution to the town centre vitality and viability. Policy 4.6 of The London Plan encourages a supportive approach to planning a range of diverse night time activities in appropriate locations.

The secondary frontages of Bromley and Orpington, District, Neighbourhood and Local Parades are considered the most appropriate areas in which to encourage such establishments. The needs of local residents must also be carefully considered.

Draft Policy - Residential Accommodation

The Council will only permit the change of use of ground floor premises in shopping areas to residential uses where:

- (i) the proposed use would not undermine the retail vitality and viability of the centre
- (ii) the proposal would not be within the primary shopping area of a Metropolitan, Major or District Centre
- (iii) vacancy of the unit can be demonstrated and that no other commercial or community use is interested in occupying the unit

Supporting text

A number of local shops have been converted to residential in recent years. Where these changes occur in the middle of the parade, the result is a fragmented shopping strip. To avoid this, the Council will seek to reduce the interruption by directing residential conversions to the ends of the shopping parades. Corner shop units often make an important contribution to the local streetscape through their character and design, even when they exist in isolation, and should be retained.

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Draft Policy - Shops & Services in Rural Areas

The Council will seek to retain local village shops and services and where possible encourage new ones (including farm shops). The Council will only permit changes of use away from A1 where:-

- (i) it would not harm the vitality and viability of the surrounding community
- (ii) the use is appropriate and serves the local community

Supporting text

The decline of neighbourhood and village shops is attributable to a variety of circumstances. Firstly, changing consumer patterns have led to the rise and convenience of the one large weekly shopping trip at major supermarkets. Increased mobility also means local shops operate in direct competition with larger centres.

However, the presence of neighbourhood and village shops is an important component in maintaining sustainable communities. The continued presence of neighbourhood and village shops often negates the need to travel to the larger centres and serves a vital service to the less mobile; the younger and elderly sections of the community.

Draft Policy - Markets

The Council will seek to ensure the continuance of existing markets in the Borough and encourage proposals for new markets where:

- (i) there would be no adverse disturbance to residential amenities; and adequate access is provided for servicing.

Supporting text

Bromley has its Charter Market each Thursday, Friday and Saturday throughout the day. It also has specialty markets a couple of times a year and each of the District Centres (except Petts Wood) has a market.

The Mary Portas report talks about markets being a fantastic way to bring a town to life. The Borough will continue to support markets in bringing about vitality and viability to its shopping areas bringing in further investment.

Draft Policy - Shopfronts and Security Shutters

1. The Council will resist the removal of shop fronts of architectural or historic merit.
2. The Council will expect proposals for new shop fronts or alterations to existing shop fronts to demonstrate a high quality, which complements the original design, proportions, materials and detailing of the shop front, surrounding streetscene and the building of which it forms part
3. Blinds, canopies or shutters where acceptable in principle must be appropriate to the character of the shop front and its setting; external security grilles will not normally be permitted; in sensitive areas, rigid and gloss finish blinds will be unacceptable.

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4. New signage and illumination to shop fronts must demonstrate a high quality of design, which complements the character and materials of the shop front and surrounding streetscene and does not compromise public safety.
5. New shop fronts must be designated to allow equal access for all users.
6. When considering applications for security shutters the Council will not permit solid shutters of an open type where:
 - i) shutter boxes are not over dominant, are contained within the shopfront and do not protect from the face of the building; and
 - ii) both shutter boxes and shutters are not of untreated metal and are colour co-ordinated to match the shopfront.

Draft Policy - Advertisements

Advertisements, hoardings and signs should:

1. have regard to the character of the surrounding area;
2. be in keeping with the scale, form and character of any buildings on which they are placed
3. generally not be located in residential areas and the Green Belt, Metropolitan Open Land (MOL) and Urban Open Space;
4. preserve or enhance the character or appearance of conservation area; and
5. not be likely to create a hazard to road users

Supporting text

Advertisements and signs are defined as including: fascia signs, projecting signs, pole signs, posters and street advertisements on forecourts etc.), and their means of illumination.

Advertisements and signs are an important part of the street scene and can make an attractive and lively contribution to the appearance of shopping areas. The uncontrolled display or illumination of advertisements and signs, however, could lead to visual intrusion and clutter

9. Working in Bromley

Business, Employment and Local Economy

Introduction

Employment in the Borough is forecast to increase by 6% to 137,000 by 2031, from 129,000 in 2011; this increase is similar to the percentage change in many other outer London boroughs including the adjoining boroughs of Croydon and Bexley.

A strong local economy is key to continuing prosperity in Bromley, underpinning the high quality of life which characterises the borough. Business owners and managers appreciate the Borough's excellent transport links, its readily available pool of skilled staff, low crime levels and green surroundings.

Bromley Town Centre is the main location for the Borough's office-based businesses, with approximately 200,000 square metres of floorspace, over one third of the total office floorspace in the Borough. Orpington, which benefits from close links with the M25, has the next largest concentration with approximately 50,000 sq m. The remainder is mainly distributed amongst the Borough's District Centres.

Despite some decline of manufacturing employment in the Borough, industry and warehousing remain important elements of the local economy. There are approximately 100 hectares of land in industrial or warehousing use, the majority being concentrated within the Business Areas in the Cray Valley, Lower Sydenham (Kangley Bridge Road), Elmers End and Biggin Hill.

St Mary Cray is the largest of the areas with 40 hectares used for light industry or warehousing. It is the area with the best connections to the M25 and is the Borough's prime location for such businesses. Both Lower Sydenham and Elmers End have relatively good connections to Central London. The Business Area at Biggin Hill provides premises that benefit from close connections with the aviation industry and with air transport facilities.

Local Issues and Evidence

A recent study undertaken by DTZ on behalf of the Council provides an evidence base for planning the borough's long-term future commercial requirements. Employment in the Borough is forecast to increase by 6% to 137,000 by 2031, from 129,000 in 2011; this increase is similar to the percentage change in many other outer London boroughs including the adjoining boroughs of Croydon and Bexley.

These trends are likely to lead to the following net additional figures for space required to accommodate changes in employment:

- A significant requirement for office space (121,000 sq m) driven by business services and financial services.
- Falling requirements (-9,200 sq m) for industrial /other business space driven by a decline in the manufacturing sector, and a decline for warehousing (-7,700 sq m).

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- A small increase in non-B uses requiring traditional employment (i.e. B use) sites of 2,300 sq m, driven by declines in wholesale and increases in health and education.
- Also, a brief examination of non-B uses requiring non-traditional (i.e. non-B) sites highlights a total requirement of 249,000 sq m of floorspace. This will be driven primarily by construction, retail, hotels and restaurants. This requirement is likely to need a variety of types and locations of sites across the borough that fall under a number of non-B use classes.

The sectors that are set to grow the most in Bromley between 2006 and 2031 are Business Services, Financial Services, Construction, Health and Education and Hotels and Restaurants. Meanwhile, sectors forecast to lose employment include Manufacturing, Transport and Communications and Wholesale.

The key to planning employment land provision to 2031 is restricting the release of existing office sites and non-office sites that have the potential to be converted to office uses. The DTZ study recommends protecting against loss to other uses existing employment land and premises in Bromley that meet the following criteria:

- Existing employment sites or premises that are within town centres. Bromley South represents the greatest opportunity to accommodate additional future development.
- Existing employment sites or premises that are suitable existing office locations outside town centres to provide both capacity for growth and choice for the market.

It is important to consider how best to protect the Business Areas and office accommodation for future business needs, whilst encouraging improvements to the existing stock and quality of environment. This will particularly require proactive activity to nurture growth of the office market in Bromley Town Centre over the short, medium and long-term given the highlighted anticipated demand for such floorspace.

The Bromley Area Action Plan identifies the need for at least 7,000 sq m of office floorspace. This presents a challenge in terms of provision for future growth and will need to be considered in the long-term context of the potential for the DLR to extend to Bromley.

The Cray Valley commercial corridor (which includes the St Mary Cray IBP) represents just over 50% of all designated Business Area floorspace in the Borough. Such an agglomeration requires a particular focus to be directed towards the progressive upgrading of employment land in line with the SIL status, principally to provide modern industrial premises. This involves support of the intensification, and upgrading, of the area to meet expected future business needs, particularly the forecast growth in office ('B' use class) based employment.

The Strategic Outer London Development Centre status of Biggin Hill offers the potential for increased support of economic growth activities at Biggin Hill Airport and the adjoining industrial area. This would focus on aviation-related activities, with the provision of associated business infrastructure and amenities. It is important to note this employment growth would not increase the number of flights as per the existing lease arrangements and would have regard to the accessibility and environmental constraints.

The continued challenging economic climate presents real challenges, highlighting the need to continue to ensure Bromley achieves its vision through clear designations, identifying

9. Working in Bromley

where growth and investment will be encouraged. Economic growth is important to achieving the long term overall vision of Building a Better Bromley and the emerging Local Plan.

Economic Growth

Draft Policy - Economic Growth

The Council has identified three priority areas for economic growth:

Bromley Town Centre
Cray Commercial Corridor
Biggin Hill Strategic Outer London Development Centre

In these areas the focus will be on bringing forward adequate development capacity, the co-ordination of public and private investment, and the delivery of enabling infrastructure.

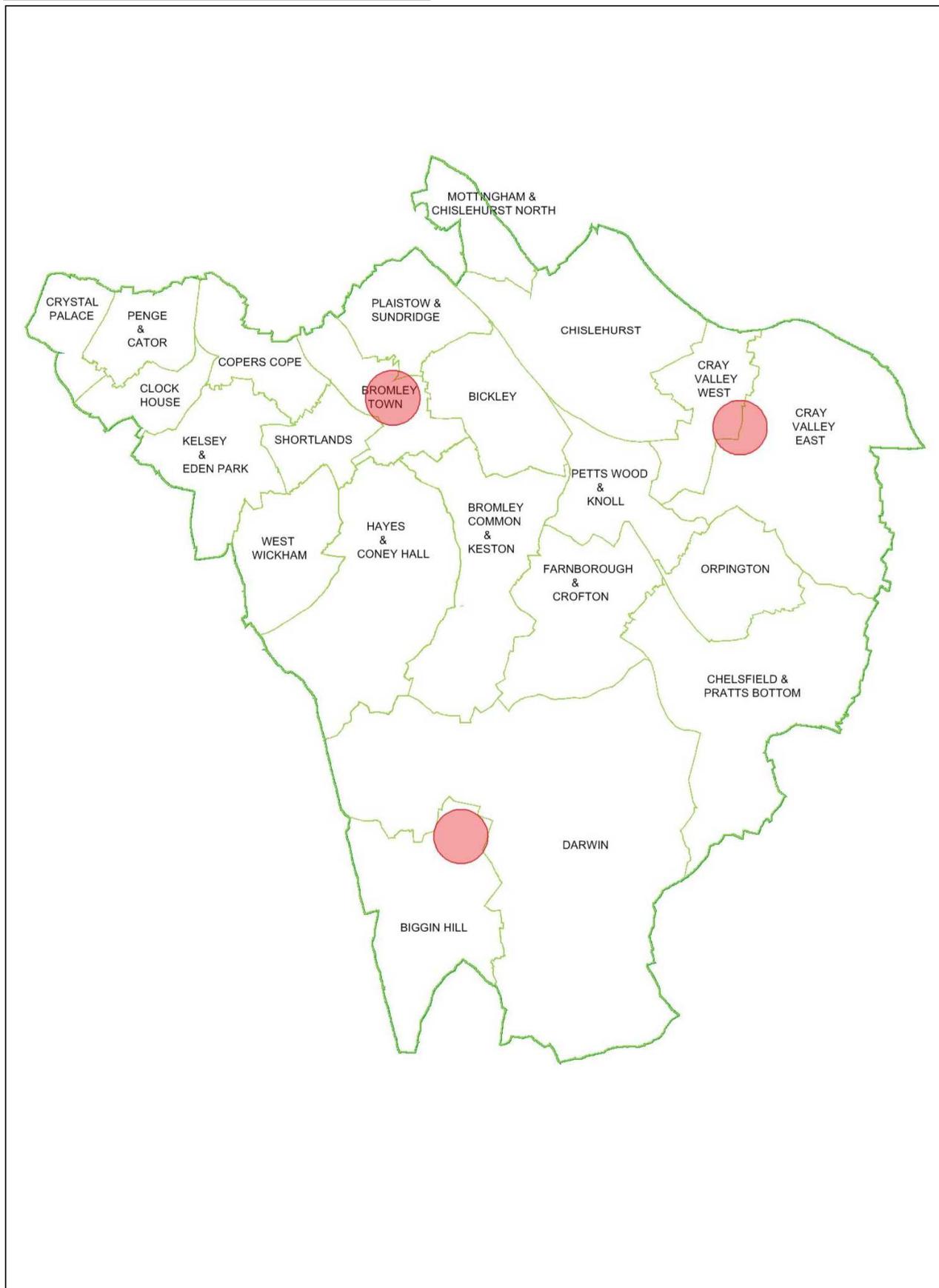
Supporting Text

The Council's evidence base and the GLA trajectory for Borough employment growth highlight the need to provide a range of modern good quality floorspace to meet employment forecasts in the Borough. In addition, the Council is seeking to encourage a higher level of economic growth and have identified three areas - Bromley Town Centre, Crays Commercial Corridor and Biggin Hill Airport, given their strategic importance (metropolitan town centre, SIL and SOLDC). To meet the needs of new and growing businesses, the Council will work with businesses and other partners to ensure the supply of quality employment floorspace.

This strategic policy sets the context for the Working in Bromley section of the Local Plan and acknowledges the NPPF approach to building a strong, competitive economy, and the commitment to securing economic growth in order to create jobs and prosperity.

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Strategic Economic Growth Locations



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Draft Policy - Strategic Industrial Locations (SIL)

The Cray Business Corridor (the Borough's SIL locations), will be safeguarded for:

- (i) Class B1, provided that the use does not impede effective operation of neighbouring businesses and large new offices meet office policy;
- (ii) Class B2; or
- (iii) Class B8

Where non B-use class operations are already in existence on a site in the SIL, proposals for non B-uses must provide employment generating uses complementary to the role of the SIL.

Supporting Text

The Cray Business Corridor is one of three employment areas within the Borough that could accommodate significant growth over the next fifteen years. The Corridor includes Sevenoaks Way/Cray Avenue, comprising over 40% of the land within the borough's business areas, and Crayfields and Ruxley Corner which bring the total to over 50%.

The Cray Corridor provides a key opportunity to provide floorspace to meet the demands of modern industry and business and to secure a balance of employment jobs in terms of type and quality across the Borough.

Policy is intended to safeguard industrial B-use class uses, but not forgo proposals that create additional employment opportunities where existing non-B uses exist, providing they fit in with the function and operation of the industrial areas.

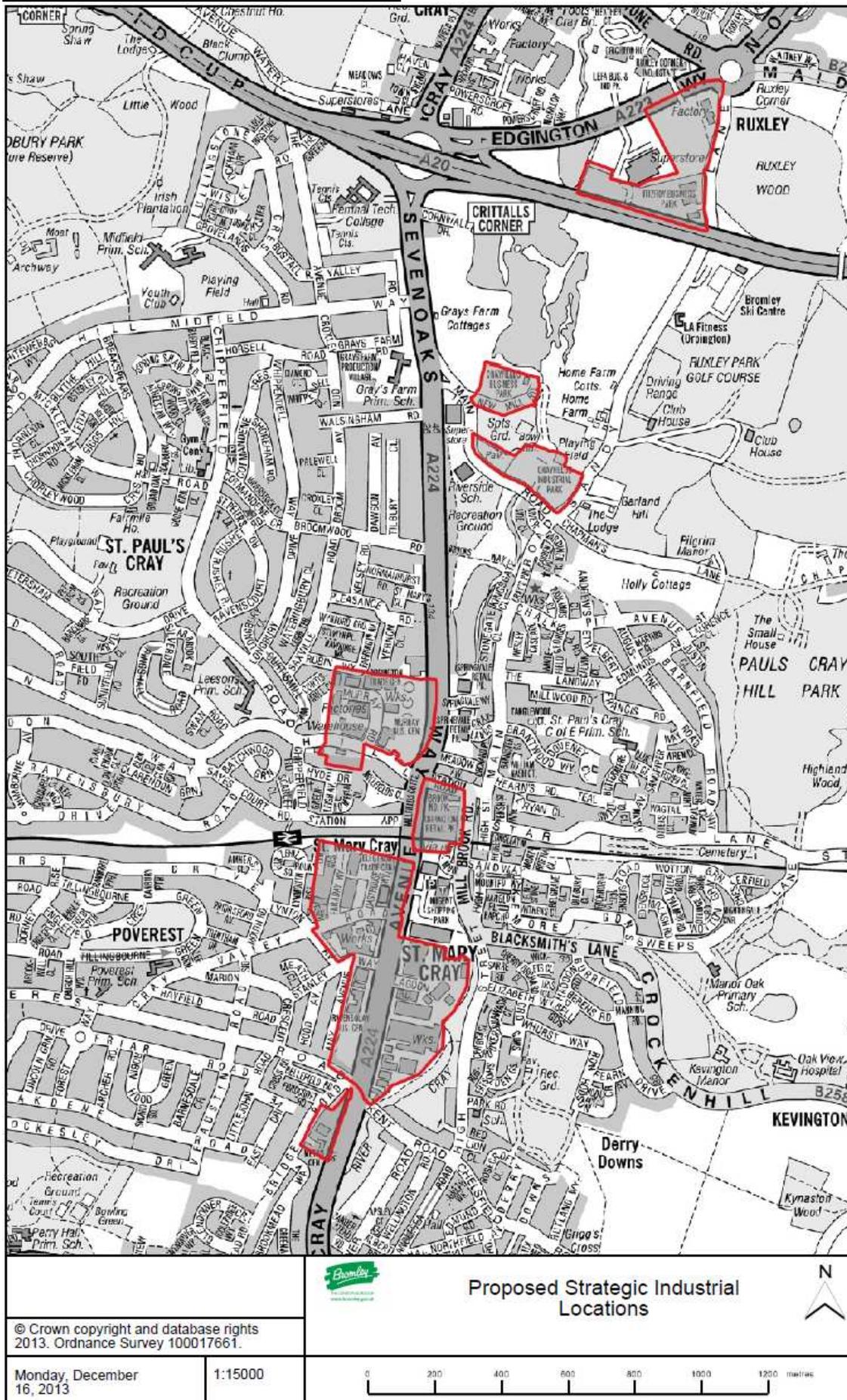
Small scale walk-to services such as a workplace crèche or café which meet the essential day to day needs of the industrial occupiers will generally be permitted, provided that the proposed use is necessary to support industrial activity and it would not adversely affect the industrial status or operation of the area. To ensure a balance of employment uses the Council will not permit any further expansion of retail floorspace uses in the SIL areas, including trade counters.

This is in conformity with the London Plan (Policy 2.17 Strategic Industrial Locations) designation and reflects the borough's status as a 'restricted' borough for the transfer of industrial land to other uses.

This policy approach provides support for the intensification, and upgrading, of the area to meet expected future business needs, particularly the forecast growth in office ('B' use class) based employment. This will encourage business growth and investment in line with the SIL/growth area designation to include modern high quality business accommodation.

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Strategic Industrial Locations (SIL)



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Monday, December 16, 2013 1:15000


Proposed Strategic Industrial Locations




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Locally Significant Industrial Sites (LSIS)

Draft Policy - Locally Significant Industrial Sites (LSIS)

In the LSIS locations, only the follow uses will be permitted:

- (i) Class B1, provided that the use does not impede effective operation of neighbouring businesses and large new offices meet office policies;
- (ii) Class B2; or
- (iii) Class B8; large scale warehousing development over 1000 sq.m will be permitted only in the Crays.

Proposals involving the loss of industrial uses within LSIS will be refused, unless it can be demonstrated that the site is no longer suitable and viable for its existing or alternative industrial use in the medium to long term.

Where the above can be demonstrated, a change of use involving a loss of industrial uses will only be acceptable if all of the following criteria are met to the Council's satisfaction:

- (a) The proposed use would not compromise the primary function of the LSIS, the operating conditions of other remaining industrial uses or the potential future use of neighbouring sites for industrial uses;
- (b) The development provides a significant element of business/ industrial uses or other employment generating uses; and
- (c) The proposed use is well designed and compatible to its surroundings.

The appropriateness and lack of financial viability of the site for employment purposes have to be demonstrated before the loss of employment land will be permitted.

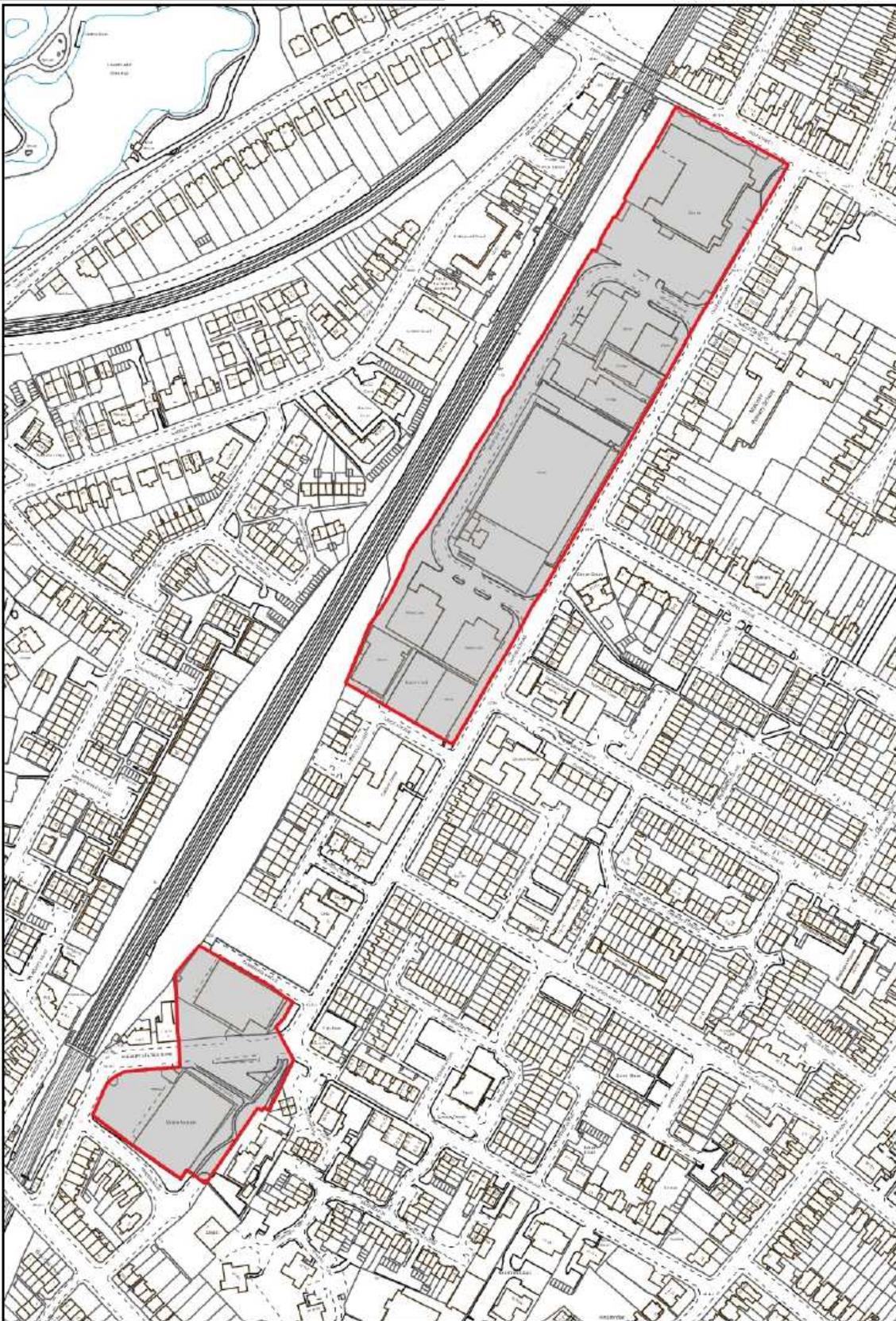
Supporting Text

Locally Significant Industrial Sites (LSIS) provide a wide range of premises for B-uses and should be afforded protection where there is a demand for such sites. It is important to avoid the long-term protection of sites as per paragraph 22 of the NPPF; where there is no reasonable prospect of sites being used for their purpose, alternatives that provide complementary employment uses should be considered. In such cases the employment floorspace should be the primary and majority use.

The overall thrust of this policy is to protect the existing UDP local Business Areas as 'Locally Significant Industrial Sites' (to fit with the terminology in the London Plan), with an element of flexibility to encourage employment generating uses which fit with the LSIS areas. This will allow genuinely redundant buildings (according to the Council's assessment) to be used for other business uses. Small scale walk-to services such as a workplace crèche or café which meet the essential day to day needs of the industrial occupiers will generally be permitted, provided that the proposed use is necessary to support industrial activity and it would not adversely affect the industrial status or operation of the area.

9. Working in Bromley

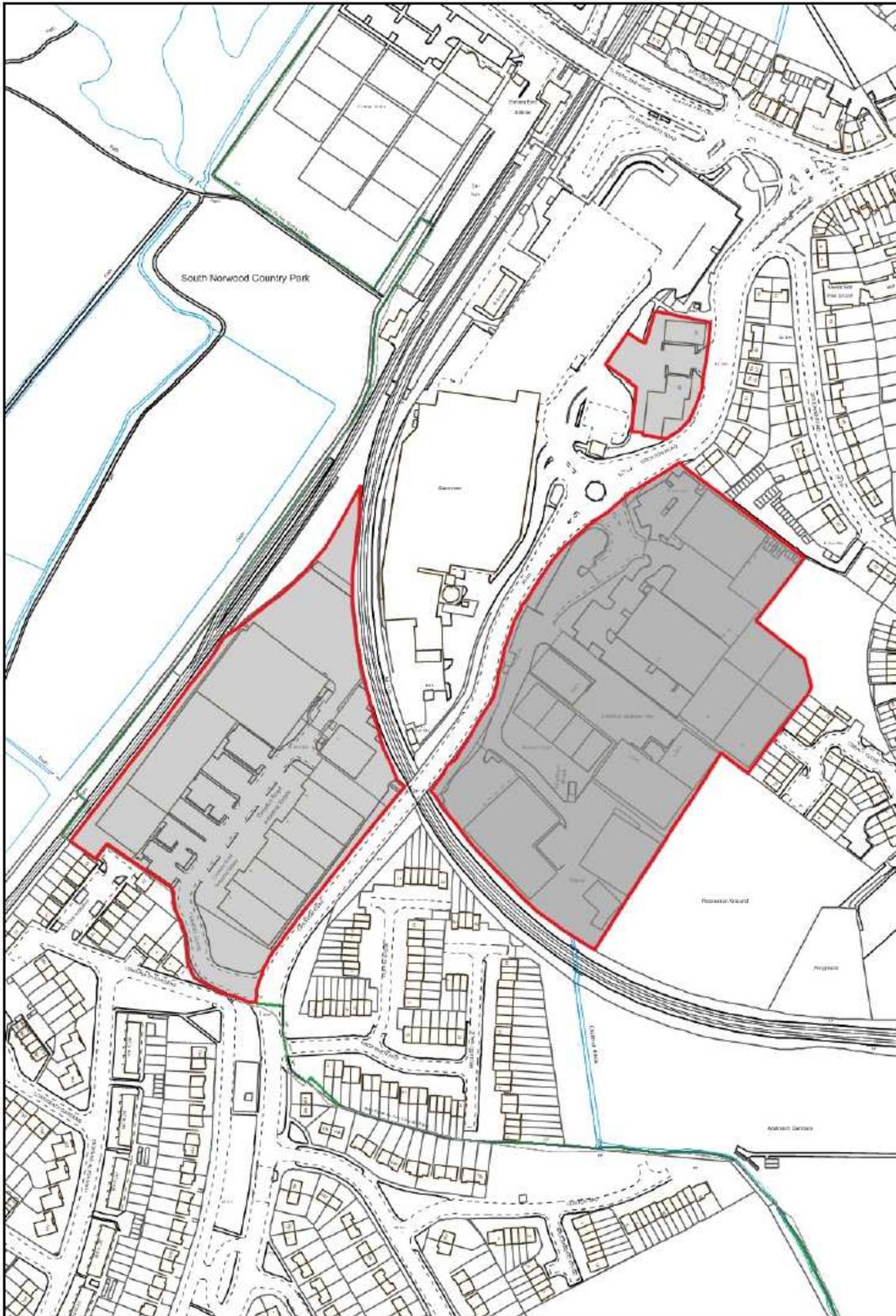
Proposed LSIS Oakfield Road, Penge



© Crown copyright and database rights 2013. Ordnance Survey 100017661.	 <p>Proposed Amendments to Oakfield Rd Business Area 1:3500</p> 
Thursday, October 24, 2013	1:3500 

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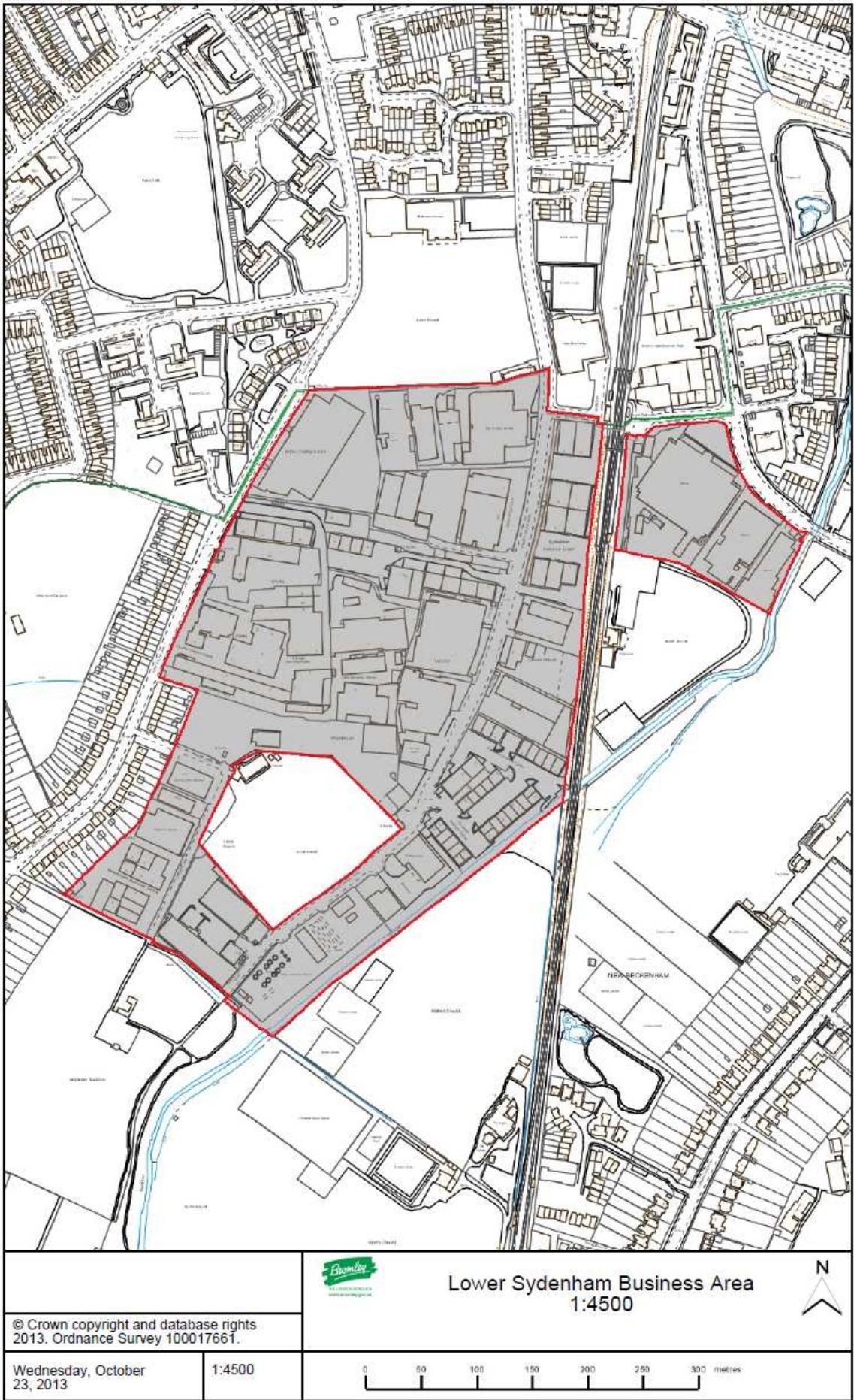
Proposed LSIS Elmers End



		<p>Proposed Amendments to Elmers End Business Area 1:3000</p> 
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<p>Thursday, October 24, 2013</p>	<p>1:3000</p>	

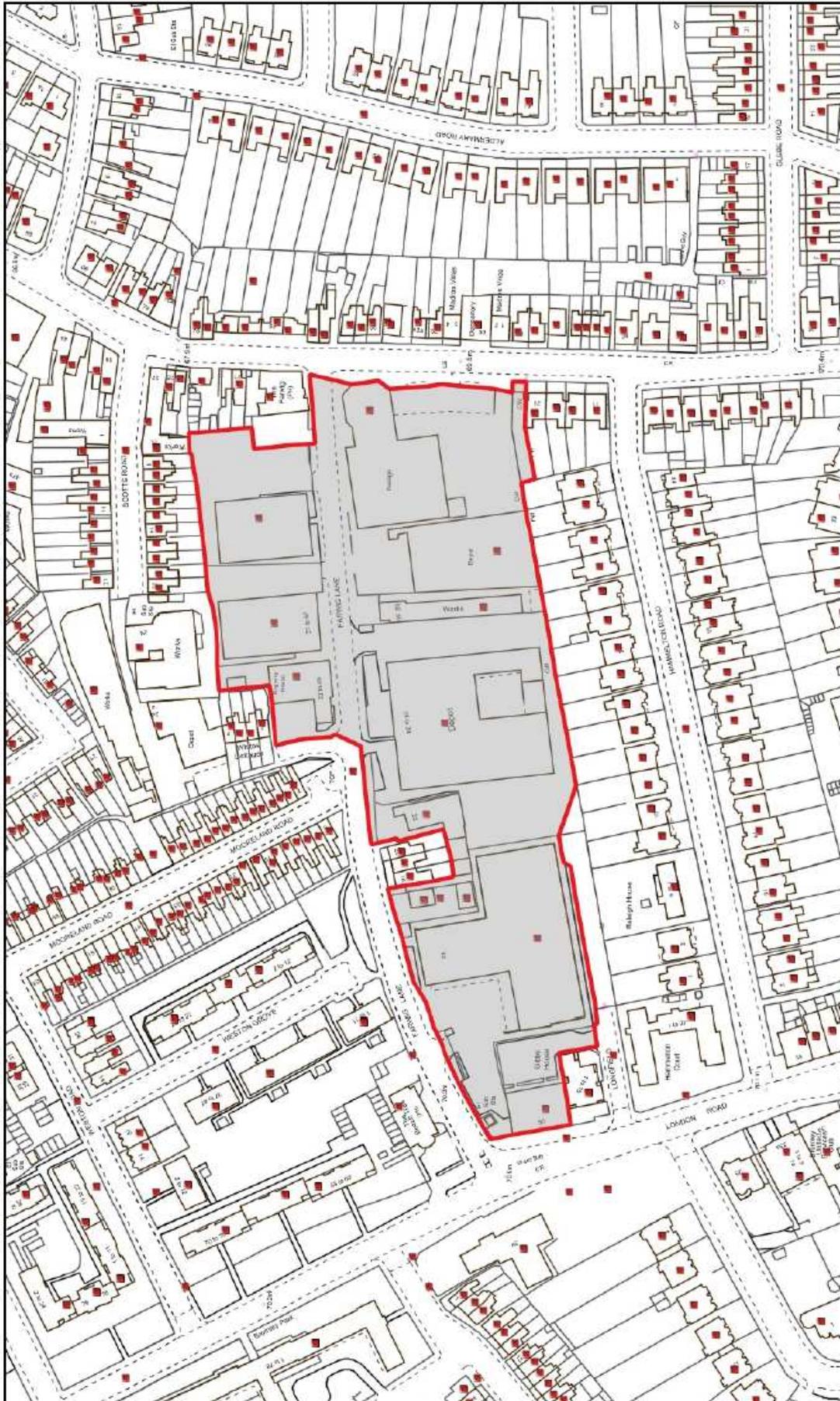
9. Working in Bromley

Proposed LSIS Lower Sydenham



9. Working in Bromley

Proposed LSIS Farwig Lane, Bromley North



Proposed Amendments to Bromley
North Business Area 1 to 2000



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Monday, October 21,
2013 1:2000



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Proposed LSIS Airport Industrial Estate, Biggin Hill



			Proposed Amendments to Biggin Hill Business Area 1:2500	
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Thursday, October 24, 2013	1:2500			

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Development Outside SIL and LSIS

Draft Policy - Development Outside SIL and LSIS

The Council will seek improvements to the quality and quantity of employment floorspace outside of the designated SIL and LSIS.

Where there are proposals for the change of use, proposals will only be permitted where there is evidence which clearly demonstrates that there has been no demand for such space, for any appropriate employment generating use, and that there is not likely to be in the medium to long-term.

To demonstrate appropriate evidence for a change of use in these circumstances, evidence should be provided to demonstrate that all the following has been met:

(a) The site has been marketed for at least 18 months, including both traditional and web-based marketing at a price which is commensurate with market values (based on evidence from recent and similar transactions and deals) and it has been demonstrated that the terms and conditions set out in the lease are reasonable and attractive to potential businesses.

(b) All opportunities for re-let and sale for redevelopment for employment uses have been fully explored, both in terms of existing and any alternative employment generating use and layout, including small/more flexible business units.

Supporting Text

As the value of new residential development continues to rise, there is an increasing pressure on the supply of business sites across the Borough. Many of the established employment sites within or neighbouring residential areas are particularly under threat.

These sites serve an important purpose in the Borough, accommodating small business uses that cannot be located satisfactorily in LSIS or town centres. It is therefore important to retain a range of accommodation for different business uses, unless there are significant reasons as to why their continued business use is not feasible.

The purpose of this policy is to set out clear criteria for change of use proposals, including requirements for applicants to examine other employment generating uses on site. This will be in accordance with the NPPF and allow the renewal of genuinely obsolete sites.

It is important to avoid the long-term protection of sites as per the NPPF (paragraph 22) and adopt a demand based approach along with criteria in order to be more supportive of alternative forms of economic development.

Retaining existing commercial sites around the Borough has significant sustainable development advantages in terms of providing both local employment opportunities and local services. Many of the small sites within the Borough are occupied by local independent traders, providing specialist services, who form an important part of the local economy.

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Future Requirements for Office Floorspace

Draft Policy - Business Improvement Areas (BIAs)

The Council will seek to manage and improve the supply of high quality office floorspace in Bromley Town Centre through designating the following as Business Improvement Areas (BIAs):

- Bromley South BIA
- Bromley North BIA
- London Road BIA

Re-development proposals resulting in the loss of B1 office floorspace or which compromise the primary function of the BIA will not be permitted. The Council will work with businesses to secure quantitative and qualitative improvements to premises and facilities in these areas to ensure a good supply of high quality office accommodation.

Draft Policy – Large Office Development

Proposals for office floorspace (greater than 2,000sq.m) will be directed to the Business Improvement Areas (BIAs) as part of the employment growth plans for Bromley Town Centre.

Draft Policy – Large Campus Style Development

Elsewhere in the Borough, large campus style office development will be supported only where the scale of the proposal is appropriate to its location, taking into consideration factors such as accessibility and impact on residential amenity.

Draft Policy – Office Change of Use/Redevelopment Outside BIA

Proposals for change of use or redevelopment of purpose-built large offices outside of the Business Improvement Areas will be considered based on the following criteria:

- (a) Demonstration of lack of demand for office floorspace marketing evidence over an 18 month period.
- (b) It would not be feasible and/or viable to refurbish, renew or modernise the offices in order to meet the current requirements of occupiers. This should be demonstrated through marketing evidence and an independently validated viability assessment.
- (c) It would not be feasible and/or viable to adapt the office floorspace as smaller business units to meet demand from small businesses. This should be demonstrated through marketing evidence and an independently validated viability assessment.
- (d) Reprovision of employment floorspace as part of a mixed use scheme assessment.

The independently validated viability assessment should address the feasibility and economic viability of refurbishing, renewing or modernising larger office buildings for use as smaller B1

9. Working in Bromley

units. It should be produced by a qualified person familiar with the local market for business premises. The Council may seek independent validation of the report in order to assess the quality of the evidence provided.

The redevelopment of offices will be supported if the quantity of original B1(a) floorspace is replaced or increased as part of the development (or elsewhere within the immediate area).

Supporting Text

The Council and the GLA's evidence base indicate that employment growth in the Borough is forecasted to grow over the Local Plan period. In order to accommodate this growth there is need to plan for net additional commercial floorspace, with a particular requirement for office floorspace, driven by growth in business services and financial services.

The aim of the Council's office policy approach is to safeguard sufficient land for office based employment in the most appropriate locations (such as the BIAs in Bromley Town Centre for large offices), and restrict the release of purpose-built large offices through a criteria based approach which considers the market and favours retaining employment generating uses on sites.

The Council has been working closely with local commercial agents to review the office market in Bromley Town Centre, examining both the quality of the stock and supply and demand indicators. This research suggests that Bromley Town Centre remains a credible office location within the South Eastern quadrant of the M25 office market. The strength of this offer is focused around the public transport interchanges of Bromley North and South Stations and the wider attractions that a vibrant metropolitan town centre offers.

It is important that Bromley continues to strengthen its primary office area as part of a diversified employment offer in the town, providing a range of business floorspace in order to ensure that existing major employers choose to remain and invest in the town centre and new entrants are encouraged.

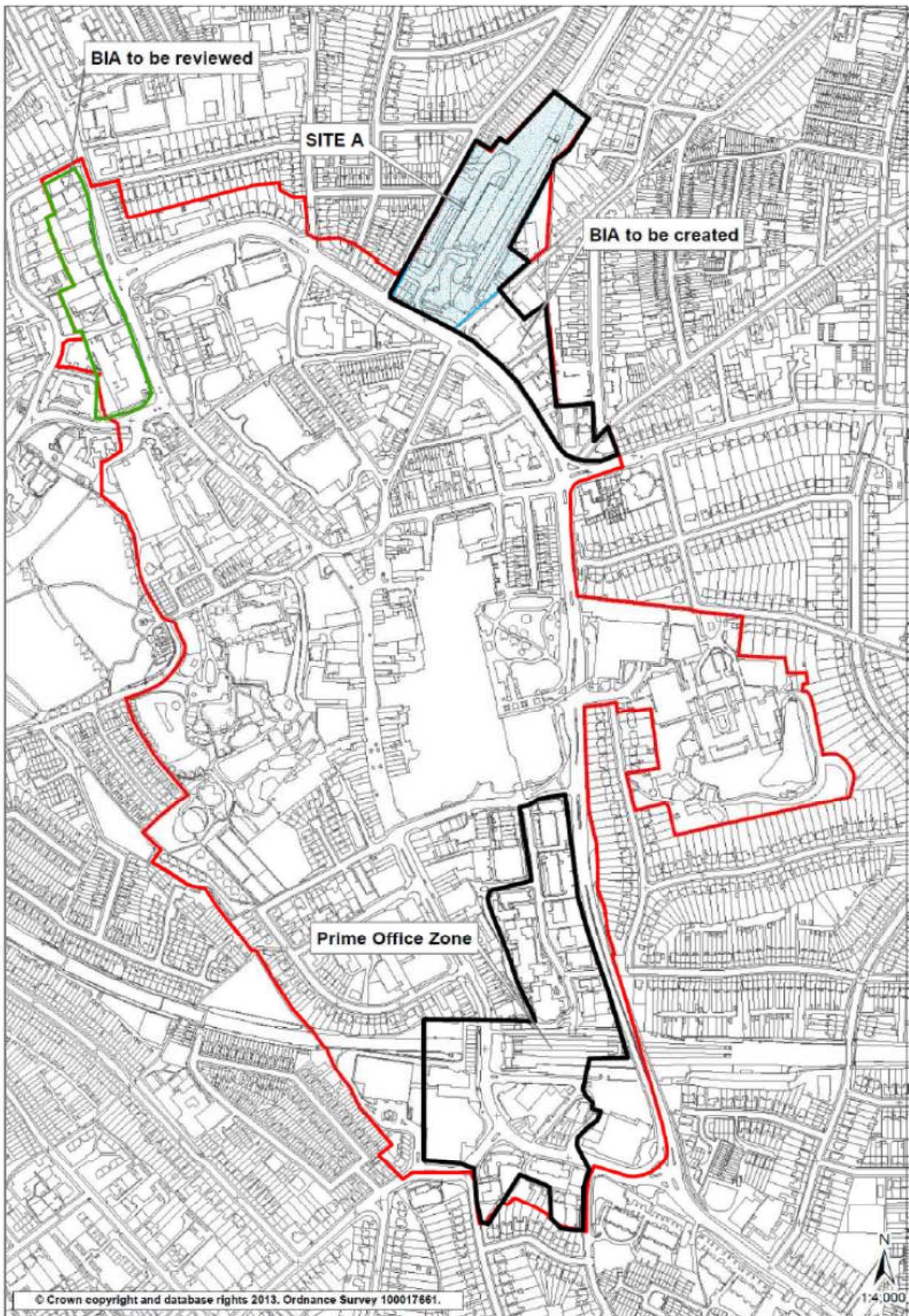
It is important to acknowledge that the Biggin Hill SOLDC and the Cray Business Corridor may involve large B-use class buildings that could serve an element of campus based office use as part of a mix of B-Use class offers. Therefore policy should not preclude the attraction of B-use class based economic uses to these areas.

Other than in the BIAs, a more flexible approach to enable other employment uses, including mixed use is preferred. A significant proportion of employment generating space should be provided in mixed use schemes and schemes should upgrade the employment space. This ensures the core office market in Bromley Town Centre is protected.

When submitting a planning application for change of use, it is not sufficient to demonstrate that there is no demand for offices on the site. It is also necessary to explore the potential to upgrade the building to meet modern requirements, or to adapt the building to meet the needs of smaller firms.

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Business Improvement Areas



9. Working in Bromley

Biggin Hill - Strategic Outer London Development Centre (SOLDC)

Draft Policy - Biggin Hill SOLDC

The Council will seek to develop the Biggin Hill Strategic Outer London Development Centre, with the provision of associated business infrastructure and amenities as an important sub-regional hub for aviation and related high-tech industry, achieving sustainable economic growth whilst protecting the environment.

Detailed development will be on the basis of a Master Plan to be prepared and adopted by the Council. The Master Plan will determine the location, mix and amount of development.

Draft Policy – West Camp

The Council will support the development of airport-related uses on airside parts of West Camp and adopt a flexible approach that allows for non-airport/business related uses.

Development proposals must include a sensitive re-use of existing heritage buildings subject to commercial viability, and allowing demolition of some buildings where their re-use is not feasible and/or redevelopment is needed to deliver a viable development solution for the site.

Draft Policy – East Camp

Development proposals for East Camp will be restricted to airport and aviation related uses. This location is not considered appropriate for non-aviation related development, but could be used for replacement or relocated flying club buildings, aircraft parking and maintenance, and similar aviation facilities.

Draft Policy – South Camp

At South Camp, airside locations are to be safeguarded for airport/aviation-related development. For non-airside parts of South Camp, the Council will adopt a flexible approach that allows for non-airport/business related uses, such as general manufacturing operations (use class B2).

The Council will support redevelopment and if viable, realignment of infrastructure to increase the development potential.

Supporting Text

The Strategic Outer London Development Centre status of Biggin Hill provides the framework for increased support of economic growth activities at Biggin Hill Airport and the adjoining industrial area. This would focus on aviation-related activities, with the provision of associated business infrastructure and amenities. London Plan policy 2.16 makes provision for bringing forward adequate development capacity, co-ordinating public and private investment, and placing a strong emphasis on creating a distinct and attractive business offer. It is important to note this would have regard to the accessibility and environmental constraints.

The Airport operators and the LOCATE Partnership have agreed to work with the Council to provide the documentation supporting their strategic proposals to allow the Council to fully

9. Working in Bromley

appraise their plans and test validity of the underlying assumptions. This work is progressing and will be factored in further policy development.

The Council have been in active dialogue with English Heritage over the future development of the heritage assets at Biggin Hill and both have agreed to support the production of a Conservation Area Management Plan for the area. There is also an on-going dialogue between the Council, English Heritage and the LOCATE Partnership on how best the business case for West Camp as an employment centre can most effectively be developed.

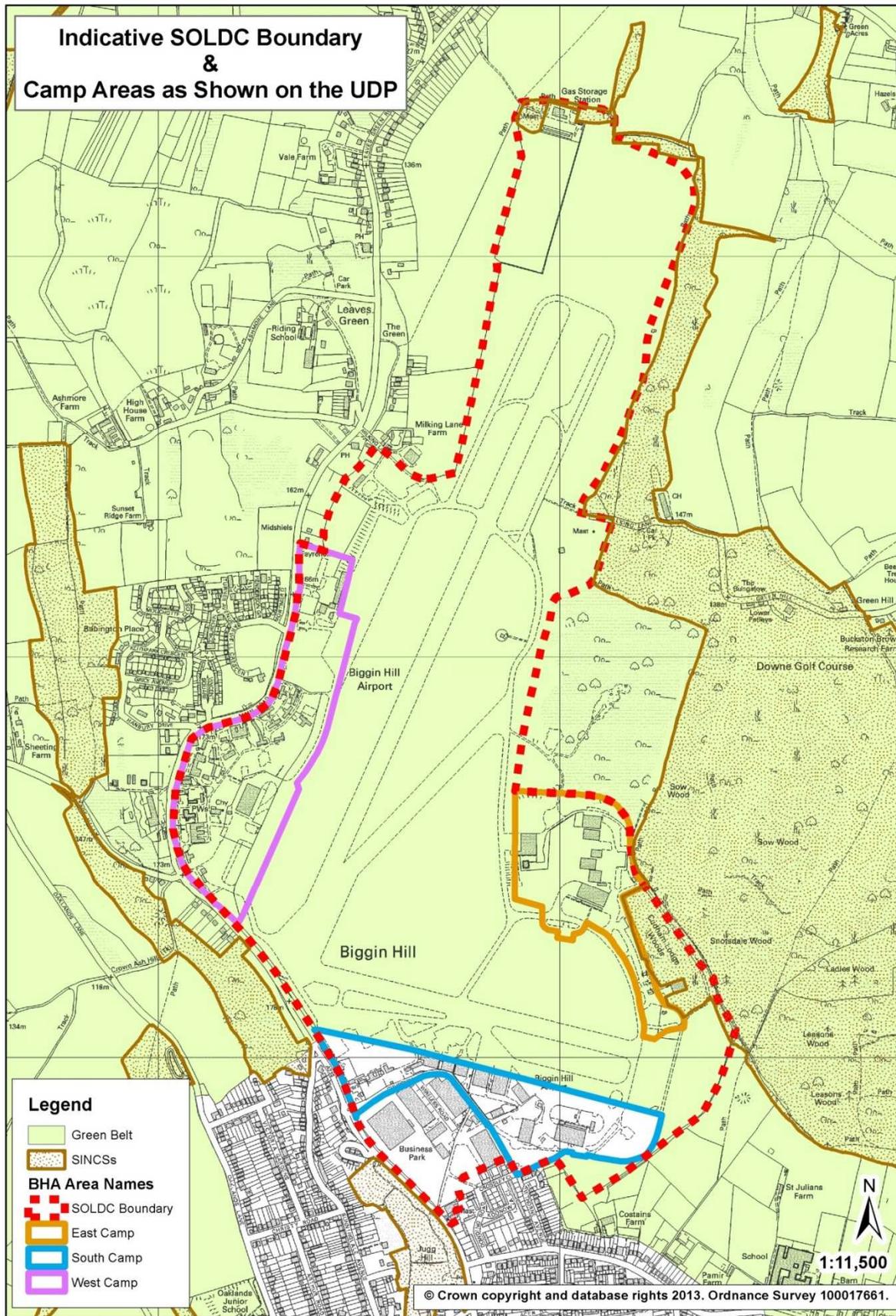
Officers are currently assessing the justification for the removal of the Green Belt designations on the Airport. Because this work has not been completed, the status quo is being maintained at this stage. The justification for the removal of the site's Green Belt designation will need to be tested in respect of demonstrating very special circumstance and the impact on the Green Belt boundary.

The Council will work with the Airport to produce a Masterplan which will indicate where hotel uses would be acceptable, highlight the airside zone and indicate where B2 uses would be best located i.e. behind airside zone and following marketing exercises for non-aviation uses etc.

South Camp represents a strategic employment location at the Biggin Hill SOLDC and offers significant opportunity for aviation related employment growth. Analysis to date of the Green Belt has shown that the eastern portion of South Camp may be suitable for expansion or policy change where the green belt is enclosed on three sides by existing development. This portion of land does not meet the purposes of the green belt under the NPPF definitions. A more detailed green belt policy analysis for the entire airport will be undertaken and indicate on a map those areas where a more positive approach to development could be justified.

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Indicative Map of Biggin Hill Strategic Outer London Development Centre (SOLDC)



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Home Working

Draft Policy - Home Working

In cases where planning permission is required, the Council will normally permit the use, by the householder, of part of a dwelling for business purposes only where:

- (i) the business use is secondary to the primary residential use of the property;
- (ii) the business use does not generate an unacceptable level of additional vehicular or pedestrian traffic so as to be detrimental to residential amenity; and
- (iii) the residential character of the area is not unduly affected by noise or other inconvenience.

Supporting Text

The aim of this policy is to ensure that home working can take place, residential areas remain attractive and peaceful places to live, and that the living conditions of those surrounding the activity are not adversely affected.

Changes in the structure of the economy and the advancement of technology that enables effective home working has changed the way we work. More people now work from home on a regular basis and it is anticipated that this trend will continue. Home working avoids expensive and time consuming commutes, improving the quality of life for individuals and families in the Borough. Planning permission is only required where there is a material change in the character of the use of the dwelling. The key test is to consider whether a property is it still mainly a home, or has it become business premises?

Hotels

Draft Policy- Hotels

Proposals for a hotel will be permitted provided that:

- (i) It is located in or on the edge of Bromley or Orpington town centres, or within a district centre or a local centre. Outside of these locations, applicants must demonstrate a need for the hotel and must show that a sequential approach to site selection has been applied and that there are no suitable or available sites in the town centres, edge of town centres or within district and local centres before considering out of centre sites in locations accessible by a choice of means of transport; and
- (ii) the hotel will be well-separated from neighbouring residential properties and not give rise to unacceptable levels of noise and disturbance to occupiers of nearby properties.

Normally, applications for change of use to hotels, guesthouses and boarding-houses will only be permitted where:

- (i) the use is compatible with the character of the area and will not give rise to unacceptable levels of noise and disturbance to occupiers of nearby properties; and
- (ii) the existing floor space of the property is greater than 170 sq.m

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Supporting Text

In terms of hotel accommodation, both London as a whole and Bromley are underrepresented. There are few quality hotel operators in the area with the vast majority of provision comprising smaller scale establishments.

The London Plan aims to improve the availability of hotel accommodation that is genuinely accessible to all as a particular priority and at least 10 per cent of new provision should be wheelchair accessible.

Draft Policy – Biggin Hill Airport Public Safety

The Council will not grant planning permission for development likely to interfere with the safe and efficient operation of the Airport or Technical Site, in accordance with the DfT Circular 1/2003, having particular regard to the safeguarded area, as shown on the Proposals Map. Within the Public Safety Zones, also shown on the Proposals Map, there will be a general presumption against most kinds of new development and against certain changes of use and extensions to existing properties, as described in DfT Circular 01/2010.

Supporting Text

Public Safety Zones (PSZs) are areas of land extending outwards from the ends of the main runway where development is restricted. They are shown on the Proposals Map. The basic policy objective governing the restriction on development is that there should be no increase in the number of people living, working or congregating in the PSZ. The Department for Transport Circular 01/2010: “Control of Development in Airport Public Safety Zones” contains specific guidance to enable the Council to determine applications affecting land within PSZs.

A wider area around the Airport is safeguarded under Department for Transport Circular 1/2003: “Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Areas: The circular requires the outer boundary of the airport safeguarding area to be shown on the Proposals Map and requires that certain planning applications will be subject of special consultation procedures to ensure that buildings, structures, or other works do not inhibit the operation and development of the Airport.

10. Environmental Challenges

Introduction

This chapter covers Bromley's planning policy response to the current and future challenges of a range of environmental issues including:

- waste management,
- flood risk management
- pollution prevention and control
- sustainable design and construction
- carbon reduction

Local policies are being developed to reinforce the importance of strategic policy or to add value to higher level policies set out in the London Plan and NPPF. These planning policies are designed to work alongside and complement other regulatory systems such as Building Control and environmental protection legislation which apply nationwide.

Waste Management

Draft policy – Sustainable Waste Management

The Council will support sustainable waste management by:

- Supporting the waste hierarchy in its approach to future waste management
- Meeting the London Plan apportionment targets in collaboration with the London Boroughs of Bexley, Greenwich, Southwark, Lewisham and City of London by allocating and protecting strategic waste management sites
- Allocating the strategic waste management sites of Waldo Road, Churchfields and Cookham Road (location maps to be included)
- Requiring Site Waste Management Plan for major developments to reduce waste onsite and manage remaining waste sustainably
- Supporting recycling by requiring the provision of adequate space in new development

Supporting Text

Both central government and the GLA set out a clear strategy for waste management which involves a key role for local planning authorities. Through their allocation of sites and the application of their policies they are expected to positively influence not only the type and amount of waste that is produced but also its treatment and movement.

The waste hierarchy shows the preferred options for managing waste – the most important solution being to reduce that waste in the first place, the least desirable being disposal of that waste, for example, to landfill. There are clear environmental

10. Environmental Challenges

and economic benefits of moving up the hierarchy away from disposal as far as possible but there are a number of practical challenges to be overcome as waste management practices shift from old to new.



The Government has recently consulted on revised planning policy for waste which is to replace PPS10, and although the wording of the hierarchy has changed a little, the message is the same. Local Planning authorities are still expected to take responsibility for driving waste management up the hierarchy, providing a framework for communities to be able to reduce waste and enable more effective recycling and disposal and making sure any facilities are appropriately sited to protect health and the environment.

The London Plan states that the Mayor will work collaboratively with the boroughs, waste authorities, the private sector and others to achieve a set of challenging targets. As well as trying to create “positive environmental and economic impacts” from waste processing, there should be no biodegradable or recyclable waste going to landfill by 2031. In addition, London should be managing all of its waste its own boundary by that time – a significantly difficult task. To these ends, the Mayor expects each borough to allocate enough land and identify facilities to be able to manage a certain amount of waste – the waste apportionment targets – which are set out in the London Plan. Policy 5.17 states that boroughs may collaborate by pooling their requirements and should demonstrate this through the preparation of joint waste DPDs, evidence papers or bilateral agreements.

Bromley has developed a strong relationship with a number of other boroughs through the South East London Waste Management Group. Bromley, Bexley, Lewisham, Greenwich and Southwark (and City of London) have been collaborating to pool their individual waste apportionment requirements set out in the London Plan and their collective waste management capacities. The City of London asked to join the group because of its significant problems in finding land for waste management and the amount of excess capacity that the group provides until 2031 currently allows for this.

Bromley’s proposed future strategy is to use the excess existing capacity in boroughs such as Bexley rather than allocate further waste management facilities within the Borough. The London Plan requires boroughs to protect their existing

10. Environmental Challenges

strategic waste management sites – in Bromley these sites are considered to be Waldo Road and Churchfields Road reuse and recycling centres and Cookham Road composting facility. It should be noted that planning permission has been given to Cookham Road to create an anaerobic digester (producing heat and electricity from waste) and further changes to this site have recently been proposed. It is not yet operational in this respect but the intention has been to offer any excess capacity to other Boroughs.

In order to support the waste management strategies of all the boroughs, and especially to demonstrate that Bromley is committed to providing some capacity of its own, the three existing strategic waste management sites will need to be formally allocated in the Local Plan. Should any of the capacity of these sites be lost to a non-waste function, that capacity would need to be re-provided elsewhere in the Borough. It will be important to show that there are currently no additional strategic waste sites that should be allocated, and this may be achieved through both the collaborative approach and an assessment of the suitability of any of the smaller existing sites (as part of the site allocations process).

The table below shows the latest published version of the apportionment figures and the capacities. Figures were correct for 2011 and are being checked and updated.

	2011	2016	2021	2026	2031
Bexley	398,000	453,000	512,000	574,000	640,000
Bromley	213,000	243,000	274,000	308,000	343,000
Greenwich	292,000	333,000	376,000	422,000	470,000
Lewisham	182,000	207,000	234,000	263,000	293,000
Southwark	213,000	243,000	275,000	308,000	343,000
City of London	100,000	100,000	100,000	100,000	100,000
SE Apportionment	1,398,000	1,579,000	1,771,000	1,975,000	2,189,000
SE Sites Capacity	2,207,278	2,237,492	2,247,931	2,258,508	2,265,084
Projected Surplus	809,278	658,492	476,931	283,508	76,084

Table A.4 London Plan Apportionment Requirements (MSW & C&I tonnes per annum)

10. Environmental Challenges

Draft policy - New waste management facilities

New waste management facilities and extensions and/ or alterations to existing waste management facilities must demonstrate that they will not undermine the local waste planning strategy and help the Borough move up the waste hierarchy.

The likely impact of the proposal on the local environment and on amenity will be considered against the development plan as a whole and the specific criteria for waste management facilities set out in national policy.

New facilities, extensions and alterations should be well designed and contribute positively to local character as far as possible.

It is important that any new waste management facility or extension and alterations help move waste management in a more sustainable direction, that is, up the waste hierarchy.

Criteria for considering the potential impact of the development of waste facilities are currently set out in PPS10 and will be retained in the replacement guidance. These can, but do not necessarily need to be, repeated in Local Plans unless there additional information can enhance them.

The criteria include:

- Protection of water resources
- Land instability
- Visual intrusion
- Nature conservation
- Conserving the historic environment
- Traffic and access
- Air emissions including dust
- Odours
- Vermin and birds
- Noise and vibration
- Litter
- Potential land use conflict

References

[PPS10 - sustainable waste management](#)

[New national waste policy consultation](#)

[The London Plan 2011, Chapter 5](#) – from page 158

[London Borough of Greenwich Waste Technical Paper](#)

10. Environmental Challenges

Flood Risk

Draft Policy - Reducing Flood risk

To minimise river flooding risk, development in Flood Risk Areas (Environment Agency Flood Zones 2 and 3 and surface water flood risk hotspots) will be required to seek opportunities to deliver a reduction in flood risk compared with the existing situation.

In Flood Risk Areas the sequential test and exception test as set out in the NPPF and associated technical guidance should be applied. Flood Risk Assessments should be submitted in support of all planning applications in these areas and for major development proposals across the Borough.

All development proposals should reduce surface water run-off entering the sewerage network reduce rainwater run-off through the use of suitable Sustainable Drainage Systems (SUDS) as far as possible.

The Government sets out requirements for planning and development in relation to flood risk in the National Planning Policy Framework and supplementary guidance. Local Planning Authorities have a responsibility to ensure that inappropriate development in areas of flood risk is avoided, that new development does not increase vulnerability to flooding and that risks are managed through suitable long-term measures. Opportunities to improve existing vulnerable areas should be taken, for example, by incorporating sustainable drainage systems in new developments or incorporating green infrastructure.

The London Plan reiterates the national importance given to flood risk assessment, advising Boroughs that they should use Strategic Flood Risk Assessments when developing their Local Plans, identify areas with surface water management problems and encourage development to use Sustainable Urban Drainage Systems (SUDS).

Bromley is covered by two river catchments, the Ravensbourne and the Cray and both of these rivers and many of their tributaries have their source in Bromley. The risk of fluvial flooding within the urban parts of Bromley has been greatly reduced by the construction of defences and channel culverting however there are still some problems with surface water flooding in the urban area.

In accordance with national guidance, Bromley Council has produced a strategic flood risk assessment (SFRA) which identifies areas of the Borough that are at risk of flooding from a range of sources. This study is being updated to accompany the development of the Local Plan, both to help develop future policy and to inform the process of site allocation.

Flood Risk Areas have been identified which include Environment Agency Flood Zones 2 and 3 and surface water flood risk hotspots (see map). In these areas particular attention needs to be paid to reducing both the existing and potential risk from flooding and therefore any new development will be required to assess its potential impact and mitigate accordingly. Outside these areas, major

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developments, as a result of their nature in being larger or more significant, will also be required to make a full assessment of their impacts.

To address the contribution that even small developments can make to flooding problems, all developments should aim to reduce surface water run-off to sewers and minimise rainwater run-off by following the drainage hierarchy set out in the London Plan (see SUDS policy below).

The Council will need update Bromley's Strategic Flood Risk Assessment at least every 5 years or more frequently if circumstances require, ensuring that changes in flood risk area are identified and suitable responses implemented.

Draft Policy - Sustainable Urban Drainage Systems

All developments should seek to incorporate SUDS or demonstrate alternative sustainable approaches to the management of surface water as far as possible. Applications for developments located within Flood Zones 2, 3a and 3b and in Flood Zone 1 for areas identified as hot spots in Bromley's Surface water Management Plan (SWAMP), Preliminary Flood Risk Assessment (PFRA) and in the Local Strategy must be accompanied by a FRA which addresses the criteria listed below:

Application of a site wide sequential approach to development by locating buildings within the areas of lowest flood risk on a site in accordance with the areas set out within the Surface Water Management Plan as areas with increased risk of surface water flooding.

Determination of potential overland flow paths and proposals for appropriate solutions to minimise the impact of development on surface water flooding. Road and building configuration should be considered to preserve existing flow paths and improve flood routing, whilst ensuring that flows are not diverted towards other properties elsewhere,

Application of SUDS measures to achieve at least 50% attenuation of the undeveloped (existing) sites' surface water run-off at peak times, aiming for 100% attenuation in line with the preferred standard in the Mayor's Sustainable Design and Construction SPG. In the areas outlined in the Surface Water Management Plan and in the Local Strategy as areas with increased risk of surface water flooding, a FRA should mitigate off site surface water flooding by aiming to achieve greenfield run-off rates or better. SUDS techniques should be applied with regard to the London Plan Sustainable Drainage Hierarchy outlined in Policy 5.13 or such guidance as supersedes it. Demonstrable justification should be provided on the extent to which each measure is being proposed.

Incorporation of soft landscaping and permeable surfaces into all new residential and non-residential developments. Retention of soft landscaping and permeable surfaces in front gardens and other means of reducing, or at least not increasing the amount of hard standing associated with existing homes is encouraged. New driveways or parking areas associated with non-residential developments and those located in front gardens should be made of permeable material.

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Consideration of vulnerability and importance of local ecological resources (such as water quality and biodiversity) when determining the suitability of drainage strategies/SUDS.

Demonstration of the maintenance and long term management of SUDS through a SUDS Management Plan. The developer and the Council will agree who will adopt the SUDS scheme and be responsible for the on-going maintenance.

Pollution prevention and control

Draft Policy - Contaminated land

Where the development of contaminated land, or land suspected of being contaminated, is proposed, details of site investigations and remedial action should be submitted.

Applicants are required to submit, for approval:

- A desk study before starting investigations on site
- A full site investigation including relevant sampling and analysis to identify pollutants, risks and a remediation strategy
- A remediation strategy
- A closure report on completion of works

The NPPF states that new development should be appropriate for its location in order to prevent potential risks to health, the environment and general amenity. The London Plan states that, wherever practicable, sites that have been affected by contamination should be brought back into use and in doing so the risks to health and the environment can be dealt with. When the development of contaminated land is proposed it is vital to assess the nature of that contamination and fully address measures to remediate that land wherever possible. If planning permission is given based on an initial desktop study, that permission will include conditions ensure that the further stages of investigation and management are secured.

Draft Policy - Noise pollution

In order to minimise adverse impacts on noise sensitive receptors, proposed developments likely to generate noise and or vibration will require a full noise/vibration assessment to identify issues and appropriate mitigation measures.

New noise sensitive development should be located away from existing noise emitting uses unless it can be demonstrated that satisfactory living and working standards can be achieved and that there will be no adverse impacts on the continued operation of the existing use.

The design and layout of new development should ensure that noise sensitive areas and rooms are located away from parts of the site most exposed to noise

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wherever practicable. External amenity areas should incorporate acoustic mitigation measures such as barriers and sound absorption where this is necessary and will assist in achieving a reasonable external noise environment.

In mixed use buildings, conversions and changes of use which increase internal noise should incorporate measures to minimise the transfer of noise between different parts of the building.

The broad approach to reducing potential negative impacts of noise upon people's health and wellbeing has been set out in the [Noise Policy Statement for England](#) (DEFRA, 2010). The NPSE sets out the Government's vision for a co-ordinated approach to noise policy. It promotes the "effective management" of noise within the context of sustainable development with the following aims:

- Avoid significant adverse impacts on health and quality of life
- Mitigate and minimise adverse impacts on health and quality of life; and
- Where possible, contribute to the improvement of health and quality of life.

The NPSE refers to the World Health Organisation noise impacts levels – from No Observed Effect to Significant Observed Effect – but does not set out actual values for these, acknowledging that this allows for policy flexibility until further evidence and guidance become available.

In turn, the NPPF requires planning policies and decisions to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development and to mitigate and reduce noise to a minimum. It is recognised that development will often create some noise and that a balance is needed to ensure that existing business should not have unreasonable restrictions put on them because of changes in land use since they were established.

The London Plan states that boroughs should have policies to reduce the adverse impact of noise through the appropriate location of noise producing and noise sensitive uses – that is, uses such as homes, hospitals and day centres - and that any particularly tranquil areas may be afforded extra protection. Development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from and within the vicinity of development. New noise sensitive development should be separated from major noise sources wherever practicable through distance, screening or internal layout in preference to sound insulation.

The [Mayor's Housing SPG](#) sets out baseline standards for how noise should be managed in new residential development, highlighting the need to consider elements of design that enable the home to become a comfortable place of retreat. The SPG advises, for example, that developments should avoid single aspect dwellings that are exposed to noise levels which affect quality of life and that the layout of dwellings should seek to limit the transmission of noise to sound sensitive rooms.

The [Draft Sustainable Design and Construction SPG](#) also outlines practical measures that can be taken to minimise noise being produced and through both

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engineering solutions, design and layout and management activities. Where noise sensitive uses are proposed, applicants should consider a range of design measures to help mitigate any impacts.

In Bromley, the main problems with noise arise from transportation (road and rail), commercial operations (plant such as air conditioning, kitchen ventilation and extraction), industrial activity and from licensed premises. Planning has a role alongside environmental protection legislation to help locate activities appropriately and ensure adequate standards are proposed in new development to minimise future noise problems and reduce existing ones.

Draft Policy - Air quality

Developments which are likely to have an impact on air quality or which are located in an area which will expose future occupiers to pollutant concentrations above air quality objective levels will be required to submit an Air Quality Assessment.

Developments should aim to meet “air quality neutral” benchmarks in the [Air Quality Neutral Report](#).

In the designated Air Quality Management Area:

- Developments should incorporate Ultra Low NOx boilers
- Biomass boilers should be avoided unless emission standards can be met.

The NPPF states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account Air Quality Management Areas and the cumulative impact of air quality from individual sites. Planning policies should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

The London Plan requires that boroughs should have policies that seek reductions in pollutants and take account of the findings of air quality reviews and assessments, particularly where Air Quality Management Areas have been designated. The [Mayor's Air Quality Strategy](#) and the [Draft Sustainable Design and Construction SPG](#) set out that developments are to be at least “air quality neutral”, aiming to meet the benchmark standards in the [Air Quality Neutral Report](#).

The Borough periodically reviews and assessed air quality within its area. National air quality objectives (AQOs) have been designated for:

- Nitrogen dioxide (NO₂)
- Particulates
- Carbon monoxide
- Benzene
- 1,3-Butadiene
- Sulphur dioxide
- Lead
- Ozone

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Following extensive air quality modelling Bromley, like many other local authorities, declared an air quality management area (AQMA) in 2007. The AQMA covers the North and North West of the borough and is in response of predicted exceedance in nitrogen dioxide levels. In 2010 Bromley subsequently published an Air Quality Action Plan detailing actions to tackle the air quality exceedances. The Action Plan is currently being reviewed and an Updated Screening Assessment is being undertaken to establish future plans for the AQMA.

The main cause of air pollution problems in Bromley arise from traffic, domestic heating and cooking (boilers, gas cookers, stoves), restaurants and commercial cooking and heating, industrial emissions and construction.

Draft Policy – Ventilation and odour control

Proposals for restaurants and cafes (Class A3), drinking establishments (Class A4) and hot food takeaways (Class A5) should include details of an adequate ventilation system to prevent the escape of fumes to the outside whilst minimising noise, vibration and visual impact.

Fumes and smells from food and drink premises can create a nuisance to neighbours and should be controlled through effective ventilation systems. Conditions will be applied to any permission involving potential emissions to ensure that adequate standards may be achieved.

Draft policy - Light pollution

Lighting in new development, including flood lighting, should be at an appropriate level so as to minimise impact on amenity whilst ensuring safe and secure places. Lighting should:

- be the minimum required for the proposed purpose
- have no adverse effect on residential amenity through glare or hours of operation
- not be visible from the wider area
- have no adverse impact on road safety, landscape or nature conservation

Light pollution – artificial light which intrudes on areas not intended to be lit – can be a nuisance and a public health issue. From street lighting to floodlighting, a range of measures can reduce problems of glare and light spillage without compromising safety. The NPPF states that, through good design, planning policies and decisions should limit the impact of light pollution on local amenity, intrinsically dark landscapes and nature conservation.

Sustainable design and construction

Draft Policy - Sustainable design and construction

All developments should, in addition to the general design principles set out in Policy X (general design), demonstrate that the principles of sustainable design

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and construction set out below have been integrated as appropriate and have been taken into account in the design process of the proposal.

The London Plan sets out the general principles of sustainable design and construction which cover a range of elements which should be taken into account in the early stages of design:

- Minimise carbon dioxide emissions
- Avoid internal overheating and contributing to the heat island effect
- Use of natural resources, including water, efficiently
- Minimise pollution (including air, noise and run-off)
- Minimise the generation of waste and maximising reuse and recycling
- Avoid impacts from natural hazards including flooding
- Ensure developments are comfortable and secure for users
- Secure sustainable procurement of materials
- Promote and protect biodiversity and green infrastructure

The Council expects that applying these principles alongside other policies in the plan, will result in development that demonstrates a fully integrated approach to design and sustainability.

In cases of the refurbishment or redevelopment of particularly sensitive buildings such as those which are statutorily listed, guidance from English Heritage should be sought to ensure the principles are followed as far as possible without causing unnecessary harm.

Applications for major development proposals should include information about how each of the principles have been addressed in a stand-alone statement or within other appropriate documentation. However the majority of planning applications in Bromley are for non-major developments, and not all the principles may be relevant nor solutions practical. For these smaller developments, which cumulatively can have significant impacts, it is proposed to develop a checklist of the principles and possible solutions. These would be publicised and made available for applicants to demonstrate that they have taken the issues into account albeit it in a more proportionate way that is relevant to the scale of development.

Draft policy - Carbon reduction, decentralised energy networks and renewable energy

Major developments should aim to reduce their carbon emissions above the building regulations and in accordance with the levels set out in the London Plan. The energy requirements and carbon emissions of proposed developments should be assessed and a clear reduction strategy proposed in line with the energy hierarchy.

The carbon reduction should be met on site unless it can be demonstrated that it is not feasible. In exceptional circumstances any shortfall may be met off site only where an alternative proposal is identified and achievable.

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Major development proposals should investigate the potential for connecting to an existing decentralised heat or energy network or developing a site-wide network where feasible. The potential for renewable energy should be assessed with major developments aiming to incorporate on-site technology to contribute to 20% of the overall carbon reduction where feasible.

The London Plan sets out a stepped approach towards zero-carbon development whereby targets for carbon emissions gradually increase up until 2031. Currently, major developments are expected to achieve a 40% reduction in carbon dioxide emissions over the 2010 buildings regulations, where feasible, and this should be ideally made on-site. The strategic aim is to consider all potential carbon dioxide emissions including those which are not covered by the Building Regulations (“unregulated emissions”) such as that from electrical equipment and portable appliances, thus highlighting how much of a contribution can be made from efficient equipment and good management practices.

The production and submission of an energy assessment and energy/ carbon reduction strategy is already part of the planning application process for major developments. Ideally the Mayor’s energy assessment guidance should be followed but there is flexibility in the format as long as the key elements are included (set out in Policy 5.2. of the 2011 London Plan). As part of a planning permission, a condition would normally be imposed to require the submission of a final energy strategy – before commencement - which reflects the actual, rather than theoretical situation. This also allows for some flexibility for essential changes which may come about during the final design stages, although these must be agreed with the Local Planning Authority.

The energy hierarchy sets out a very simple approach:

1. Be lean: use less energy, reduce demand
2. Be clean: supply energy efficiently,
3. Be green: use renewable energy

By encouraging more sustainable design and construction principles, taking opportunities for sustainable refurbishment and wide education on reducing energy use, “being lean” is the first and most important step on the hierarchy.

In terms of “being clean”, even fossil fuels can be better used – gas rather than centrally produced electricity or local decentralised energy networks can make a significant difference compared to older technology and infrastructure. In a Borough such as Bromley, the possibilities for significant decentralised energy networks (i.e. local production and distribution of energy and waste heat) are currently relatively limited due to the relatively low density patterns of development and lack of uses for excess heat in appropriate locations. However, there are areas such as the larger town centres where opportunities to establish energy networks are being promoted and “energy centres” are starting to form part of major development schemes.

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The London Plan currently sets out the expectation that all major developments will seek to reduce carbon emissions by at least 20% through on-site renewables. In many cases, the contribution of renewable energy on site can be a relatively simple and cost-effective solution to reducing carbon emissions, especially on some smaller development schemes. Ideally, renewable technologies are fully integrated into being an efficient and effective decentralised heating and energy system on-site rather than considered an “add on”. The majority of new developments and some refurbishments are capable of including renewable energy technology successfully with the key being to look at the options early in the design process. Should the government and the Mayor of London proceed with ideas to off-set carbon emissions in other ways, including payment in lieu, this may become more common.

As for general sustainable design and construction principles, there may be particular sensitive buildings, particularly those which are statutorily listed, where the visible elements of renewable energy infrastructure may cause harm. In these cases, English Heritage advice should be sought to achieve the best possible solution. In future this may include looking for off-site solutions or payment in lieu as outlined above.

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11. Implementation and Monitoring

Introduction

This sections sets out the importance of implementing and monitoring the Local Plan.

POLICY - Delivery and implementation of the Local Plan

We will work with strategic partners to deliver the vision, objectives and policies of this Local Plan. We will:

- (i) Utilise the Infrastructure Delivery Plan to improve understanding of current and future assets and their long term investment and management;
- (ii) Work with relevant providers and developers to ensure necessary infrastructure is secured and delivered in time to support Bromley's consolidated growth and development and provide facilities for the borough's communities;
- (iii) Use planning obligations where appropriate alongside other suitable funding mechanisms to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development;
- (iv) Work with neighbouring boroughs to co-ordinate delivery across boundaries; and,
- (v) Monitor the implementation of the Local Plan and publish results in the Authority Monitoring Report.

Supporting text

The Infrastructure Delivery Plan (IDP) will be an evolving document setting out the key infrastructure, essential for the successful implementation of the Local Plan

The IDP provides the mechanism for monitoring capital investment across our local public sector partner areas, to make plans corporately known and shared. Details are meant to be clearly identified so that partners know what is being delivered, where it is to happen and which agency is responsible for that delivery. However funding does not need to be allocated in order for items to be incorporated into the IDP, instead the objective is that all funding streams from across government and partners agencies are visible and known, and the IDP is used to identify gaps.

The IDP will provide the framework for the delivery of infrastructure necessary to deliver the Local Plan and improve opportunities for and quality of life of the Borough's residents. It will cover areas of education, and healthcare facilities, highways improvements, and open space provision for future and existing residents.

The IDP will contain information on the type, timing and potential costs of the infrastructure needed to support the development set out in the Local Plan. The IDP and its subsequent updates will enable the Council and partners to plan effectively for population change and to maximise the potential benefits associated with this to achieve wider economic, social and environmental objectives.

The IDP will be structured in three sections relating to physical infrastructure, social infrastructure and green infrastructure. It is anticipated that each section will be subdivided into key aspects as follows.

Physical Infrastructure

Examples

Movement and connectivity	DLR, Tramlink, Public transport improvements, Highways, Junction Improvements, Parking, Cycling and Pedestrians
Utilities	Electricity, Gas, Water and Telecons/Broadband

Social Infrastructure

Education	Further and Higher Education, Secondary, Primary, Early Years and Special Educational Needs
Health	Secondary Care, Community Hospitals, Health Centres, GP Practices, Social Care
Community facilities	Including Libraries, Cultural Spaces, Community provision, Religious and Other Facilities
Sport and recreation	Sports Centres, Sports pitches, Swimming Pools, Play Facilities
Police and justice	Back Office, Customer Facing, Courts
Fire and Rescue	Emergency Planning, Fire and Rescue Services

Green infrastructure

Open spaces	Natural Open Spaces, Parks, Hard Landscaping, Biodiversity
Energy	De-centralised energy, Energy Networks, Energy Efficiency
Waste	Waste management, Recycling
Flooding	Fluvial Flood prevention, Drainage network

Community Infrastructure Levy

The Council will prepare and consult upon a Community Infrastructure Levy to secure appropriate contributions from development towards the cost of physical and social infrastructure made necessary by growth in the Borough.

In April 2010 Regulations were published to enable local authorities to set a Community Infrastructure Levy (CIL), a standard charge to be decided upon by authorities seeking contributions towards the costs of infrastructure arising from new development. The government has signalled that the definition of infrastructure covered by CIL should be as wide as possible to encompass physical, social and green infrastructure such as schools and parks. CIL should apply to most forms of development including residential and commercial development. Negotiated planning obligations will still be possible for site specific issues and mitigation, and to allow affordable housing to be delivered on sight.

The intention is to develop a Bromley CIL, as the most appropriate way to support delivery of the aims for infrastructure in the Local Plan. Such an approach would then impact on our current approach as outlined in the Supplementary Planning Document on Planning Obligations December 2010. Set out in the CIL Regulations 2010 were restrictions on the use of planning obligations in order for the two mechanisms to complement each other, for the avoidance of 'double charging'. The Government has reviewed the date on which pooling of planning obligations is replaced by a CIL and have announced the intention that this will be April 2015.

The Bromley Infrastructure Delivery Plan will provide a robust methodology for a viable CIL Charging Schedule. Failure to effectively utilise the information from the IDP towards the delivery of a Community Infrastructure Levy could limit the Council's ability to secure financial contributions towards infrastructure from development. Alongside the IDP, the evidence base will need to incorporate a Viability Appraisal to justify that the Levy proposed for Bromley will be on a borough-wide scale not cause development in general to become unviable.

In April 2013 the Community Infrastructure Levy (Amendment) Regulations 2013 governing the 'neighbourhood proportion', came into force. The regulations provide for 15% of the funds collected in an area to be passed on to Parish or Community Councils, raised to 25% where there is a neighbourhood plan in place. The remaining 85% or 75% CIL remains available for general infrastructure spend by the Local Authority. The CIL Regs provide that the neighbourhood funding element can be spent on:

- (a) the provision, improvement, replacement, operation or maintenance of infrastructure; or
- (b) anything else that is concerned with addressing the demands that development places on an area.

However, in areas without a Parish or Community Councils the charging authority retains the neighbourhood proportion. The DCLG guidance provides that in this case the charging authority should engage with the communities where development has taken place and agree with them how best to spend the neighbourhood funding element. The neighbourhood proportion is designed to make a clear link between the amount of development taking place in a local community and the availability of funding for local infrastructure in that area.

The Mayor of London has already introduced a CIL in 2012 to fund strategically important transport infrastructure (including Crossrail). Therefore developers in Bromley will in due course be subject to a two tier CIL regime funding strategic

transport improvements through the Mayor's CIL and local transport improvements through the Bromley CIL.

Planning Obligations

We will continue to use planning obligations (Section s106 agreements) in appropriate circumstances and in accordance with the National Planning Framework (paras 203-205), to influence the nature of a development or mitigate or compensate for its potential affects. Where existing and planned provision of infrastructure, facilities and services are inadequate to meet the needs generated by a proposal, we will negotiate planning obligations to secure measures to meet those needs.

Planning obligations can help to contribute to the success of a development and achieving our aims of a site, its local area and the borough as a whole. They can enhance the quality of a development and enable proposals to go ahead that would otherwise be refused. Planning obligations will only be sought where it is not possible to deal with the matter through imposition of a condition on a planning permission.

Pooled contributions will be used when the combined impact of a number of schemes creates the need for infrastructure or works, although such pooling will only take place within the restrictions of the Community Infrastructure Levy Regulations 2010 or until the regulations are superseded.

Other Funding Mechanisms

Other funding mechanisms may be developed over the lifetime of the plan, for example the use of Tax Incremental Financing (TIF) to fund infrastructure projects which support economic development and growth. The Council will consider appropriate mechanisms as they are developed.

Duty to Co-operate

The Duty to Co-operate was included in the Localism Act 2012 and places a legal duty on local planning authorities, and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Plan preparation relating to strategic cross boundary matters.

We will be working with neighbouring boroughs in South and South-East London and across into North Kent to ensure that Bromley's Local Plan takes account of their plans and programmes as well as the spending and delivery plans of bodies such as Transport for London.

We are also working closely with neighbouring boroughs to ensure that a consistent approach is taken, in particular in Bromley's identified Renewal Areas which adjoin or cross borough boundaries, namely

- Crystal Palace Penge & Anerley
- Mottingham
- The Cray Valley
- Ravensbourne & Sundridge

We are considering options for one of our key evidence studies for the Local Plan in conjunction with our neighbouring authorities; with the updating of the Strategic Housing Market Assessment with Southwark, Lewisham, Greenwich and Bexley.

We are also engaging with Sevenoaks regarding the future for Fort Halstead when the Ministry of Defence Science & Technology Laboratory relocates its operations (late 2017)

Monitoring

We will monitor the effectiveness of the Local Plan in delivering its objectives by assessing performance against a series of indicators.

Each year we will publish an Authority Monitoring Report, which will:

- Assess the performance of the Local Plan and other documents by considering progress against the indicators proposed.
- Set out Bromley's Housing Trajectory
- Identify the need to reassess or review any policies or approaches
- Make sure the context and assumptions behind our strategy and policies are still relevant
- Identify trends in the wider social, economic and environmental issues facing Bromley.

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LB BROMLEY FIVE YEAR SUPPLY OF HOUSING

FIVE YEAR SUPPLY OF DELIVERABLE LAND FOR HOUSING (June 2013)

1.0 GOVERNMENT GUIDANCE

National Planning Policy Framework (NPPF) (March 2012)

- 1.1 The NPPF specifies in paragraph 47 that local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land.
- 1.2 The NPPF specifies that to be considered deliverable, sites should be available now, offer a suitable location for development, be achievable with a realistic prospect that housing will be delivered on the site within five years and that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years.
- 1.3 Paragraph 48 states that local planning authorities may make an allowance for windfall sites in the five year supply if they have compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply. Any allowance should be realistic having regard to the Strategic Housing Land Availability Assessment, historic windfall delivery rates and expected future trends, and should not include residential gardens.

2.0 LONDON BOROUGH OF BROMLEY FIVE YEAR SUPPLY

- 2.1 This paper sets out Bromley's position on five year supply (01/04/13-31/03/18).
- 2.2 Policy H1 of the Adopted Unitary Development Plan (2006) deals with housing supply (11,450 units) over a period of 1997-2016. This period originates from the GLA London Housing Capacity Study (2000). The Study has been superseded by two other Capacity Studies based on 10 year periods and incorporated into the London Plan (2008 and 2011). It is considered that the London Plan is the most up to date Plan to take into consideration for housing supply targets and reference to a 20 year period for monitoring purposes is no longer relevant.¹
- 2.3 An annual housing target figure of 485 units applied to the Borough from 2007/08 – 2010/11 as a result of the Borough participating in the 2005 London Housing Capacity Study.
- 2.4 The Council contributed to the London-wide Strategic Housing Land Availability Assessment / Housing Capacity Study (SHLAA, 2009). As a result of the Assessment and the Examination in Public into the Draft Replacement London

¹ GLA advise (Jan 2011) that targets from previous plan periods do not accrue.

Plan (DRLP, 2009/10) an annual housing monitoring target of 500 units has been allocated to the Borough in the adopted London Plan (July 2011) for the plan period 2011/12 – 2020/21.

- 2.5 The GLA are currently starting work to update the 2009 SHLAA. The Borough's five year supply paper will be kept under review in light of emerging local plan policies.

Current housing provision targets and delivery

- 2.6 Table 1 below illustrates that housing completions have exceeded the annual target for the five years shown and are in excess of the cumulative target by 539 units. In light of the rate of completions it is considered that an additional buffer of 5% is relevant for the Borough.

Financial Year	Completions (units)	Cumulative Completions	Cumulative Target
2007/08	713	713	485
2008/09	494	1207	970
2009/10	553	1760	1455
2010/11	672	2432	1940
2011/12	547	2979	2440

Table 1 Completions 2007/08-2010/11

- 2.7 Table 2 sets out the Borough's position on housing delivery against the current ten year target (2011/12-2020/21). During the five year supply period Table 2 shows that the Borough needs to deliver approximately 2471 units (taking into account previous completions). The excess of completions for 2011/12 has been spread throughout the ten year plan period.

Financial Year	Completions	Cumulative Completions to date	Cumulative Target
2011/12	547	547	500
2012/13	500 (est)	1047	1000
2013/18	2471		3500
2018/19	-		4000
2019/20	-		4500
2020/21	-		5000

Table 2 Housing Targets LB Bromley 2011/12 – 2020/21

- 2.8 The 5% buffer would increase the five year figure from 2471 units to 2594 units. This results in an annual 'target' of 519 units per annum over the five year period.

Five year supply position

- 2.9 The following sites make up Bromley's five year supply (based on units available and not whole sites) and are set out in Appendix 1 to this paper:
- a) Large (9/10+units) and small sites with planning permission;
 - b) Large and small sites that have commenced;
 - c) Relevant large identified sites.

a) Sites with planning permission

- 2.10 Sites were assessed to determine if they would be deliverable over the five year period. Where relevant developers/agents were contacted to establish if sites were likely to be brought forward or if a start date was known. In some cases developers were able to confirm that work had already started on site or was imminent. If sites were unlikely to be pursued within the five year timescale they were removed from the list.
- 2.11 There are approximately 400 units on small sites (<10 units) in the pipeline that have not commenced. From 04/05 to 11/12, on average planning permission was granted for over 440 units per annum on these sites and completions have been in the region of 220 units per annum. Over the past eight years, on average, delivery on small sites has typically accounted for around 36% of completions overall.
- 2.12 It is considered that delivery on small sites is not insignificant and has been consistent over the past eight years. Therefore a conservative allocation of 300 units over five years is likely to be deliverable and takes into account advice set out in paragraph 48 of the NPPF.
- 2.13 It is anticipated that we will look to undertake a review of small site, vacant unit, and office conversion contributions to housing supply and include this in future analyses of supply.

b) Sites that have commenced

- 2.14 Sites that have started are considered deliverable over the five year supply period. Any large completed sites were removed from the list in addition to units on uncompleted large sites (up to mid March 2013). For example 383 units were completed on the Blue Circle site up to 01/03/2013 and therefore the net total remaining is 405 units out of a total of 788 units.
- 2.15 There are 239 units (on small sites) that have started and it is expected that these will be delivered by the end of the five year supply period.

c) Large identified sites

- 2.16 Sites B, C and K within the Bromley Area Action Plan (BAAP, adopted October 2010) were included in the SHLAA results for Phase 2 of the Assessment (2011/12-2015/16). Development at Site K (Westmoreland Road) including 200 residential units was granted planning permission in March 2012. At this point in time it is estimated that there are 260 deliverable units in total.
- 2.17 Site L within the BAAP was included in the SHLAA results for Phase 3 of the Assessment (2016/17-2020/21). Negotiations are on-going for the site and it is anticipated that within the five year supply period approximately 30 units could be deliverable.

Conclusion

- 2.18 Appendix 1 illustrates that Bromley is able to meet its five year supply target of 2594 units (including the 5% buffer) given that there are over 2700 deliverable units in the pipeline. In light of this, regard will be had to policies in the London

Plan, the Bromley Development Plan, the NPPF and other material considerations when assessing new planning applications.

2.19 The Council's five year supply position will be monitored on a regular basis.

APPENDIX 1

Borough Reference	Net Gain Excluding unit completions to date*	Site Address		Post Code	Ward	Current Permission Status	Permission Date
Sites with permission not commenced							
12/01112/DET	8	15	Bickley Road	BR1 2ND	BICKLEY	Not started	08/02/2012
11/03865/FULL1	200	Site K Bromley Area Action Plan ¹ Multistorey Car Park ²	Simpsons Road	BR1	BROMLEY TOWN	Not started	26/03/2012
12/01838/FULL1	16	47	Homesdale Road	BR2 9TN	BROMLEY TOWN	Not started	14/02/2013
10/01078/FULL1	9	Holy Innocents Rc Primary School	Mitchell Road	BR6 9JT	CHELSFIELD AND PRATTS BOTTOM	Not started	15/02/2011
11/01079/EXTEND	9	12	Hayne Road	BR3 4HY	CLOCK HOUSE	Not started	26/05/2011
10/02964/FULL1	19	57	Albemarle Road	BR3 5HL	COPERS COPE	Not Started	14/02/2012
11/01168/EXTEND	44	Land Rear of 86-94	High Street	BR3	COPERS COPE	Not started	05/12/2011
10/02346/FULL1	9	125	Park Road	BR3	COPERS COPE	Not started	07/09/2011
11/02140/OUT	48	Part Of Kent County Cricket Ground	Worsley Bridge Road	BR3 1RL	COPERS COPE	Not started	29/03/2012
10/03698/FULL1	-14	Alkham Tower	Bapchild Place	BR5 3PL	CRAY VALLEY EAST	Not started	02/11/2011
11/00701/OUT	28	Adjacent 7	Fordcroft Road	BR5 2DA	CRAY VALLEY EAST	Not started	30/03/2012
12/00304/FULL1	50	76	High Street	BR6 0JQ	CRAY VALLEY EAST	Not started	06/02/2013
12/02658/FULL1	41	Chipperfield Day Centre	Chipperfield Road	BR5 2PY	CRAY VALLEY WEST	Not started	19/02/2013
12/03634/FULL1	24	2	Betts Way	SE20 8TZ	CRYSTAL PALACE	Not started	01.03.2013
12/03859/FULL1	9	193	Anerley Road	SE20 8EL	CRYSTAL PALACE	Not started	26/03/2013
12/02443/FULL1 and 12/02913/FULL2	56	Holy Trinity Convent School	Plaistow Lane	BR1 3LL	PLAISTOW AND SUNDRIDGE	Not started	15/11/12 and 21/12/2012
11/01989/FULL1	14	Sundridge Park Mansion	Willoughby Lane	BR1 3FZ	PLAISTOW AND SUNDRIDGE	Not started	04/10/2011
10/02308/FULL1	67	Sundridge Park Management Centre Ltd	Plaistow Lane	BR1 3JW	PLAISTOW AND SUNDRIDGE	Not started	06/09/2011
12/02695/DET	9	51	Palace Road	BR1 3JU	PLAISTOW AND SUNDRIDGE	Not started	16/01/2013
12/03036/FULL1	9	Plaistow Lane Service Station	Plaistow Lane	BR1 4DS	PLAISTOW AND SUNDRIDGE	Not started	29/01/2013
TOTAL	655						
Sites Commenced							
11/03940/FULL1	9	Dunoran Home, 4	Park Farm Road	BR1 2PF	BICKLEY	Started	21/03/2012
09/03615/FULL1	19	160-166	Main Road	TN16 3BA	BIGGIN HILL	Started	11/10/2010

² Scheme started on site late June 2013

Borough Reference	Net Gain Excluding unit completions to date*	Site Address		Post Code	Ward	Current Permission Status	Permission Date
11/01412/FULL1	7	49	Sunningvale Avenue		BIGGIN HILL	Started	21/07/2011
11/00563/FULL1	-14	Denton Court 60	Birch Row	BR2 8DX	BROMLEY COMMON & KESTON	Started	23/11/2011
03/02319/OUT and 10/00740/DET	405	Blue Circle Sports Ground	Crown Lane	BR2 9PQ	BROMLEY COMMON AND KESTON	Started	22/11/2007
07/03632/FULL1	160	Land At South Side Of	Ringers Road	BR1 1HP	BROMLEY TOWN	Started	04/01/2008
07/03764/DET	158	Ravensbourne College Of Design & Communication	Walden Road	BR7 5SN	CHISLEHURST	Started	14/01/2008
03/04554/FULL1	58	Maunsell House, 160	Croydon Road	BR3 4DE	CLOCK HOUSE	Started	26/02/2009
05/04534/OUT	14	103 & 105 And Woodland At Rear Of 109-117	Copers Cope Road	BR3 1NR	COPERS COPE	Started	21/12/2006
09/01664/FULL1	149	Dylon International Ltd	Worsley Bridge Road	SE26 5HD	COPERS COPE	Started	15/04/2010
10/03086/FULL1	39	Invicta Works	Chalk Pit Avenue	BR5 3JQ	GRAY VALLEY EAST	Started	30/06/2011
09/02881/DET	96	Anerley School For Boys Blocks D & E	Versailles Road	SE20 8AX	CRYSTAL PALACE	Started	22/01/2010
07/04649/DET	32	Anerley School For Boys	Versailles Road	SE20 8AX	CRYSTAL PALACE	Started	10/03/2008
04/03547/FULL1	10	Fair Acres Estate	Fair Acres	BR2 9BL	HAYES AND CONEY HALL	Started	21/01/2005
09/02956/DET	9	12-14	Kemerton Road	BR3 6NJ	KELSEY AND EDEN PARK	Started	26/01/2010
10/03407/FULL1	9	89	Kings Hall Road	BR3 1LP	PENGE AND CATOR	Started	01/11/2011
TOTAL	1160						
Allocated sites							
UDP PROP SITE	10	Land adjacent Clock House station			CLOCK HOUSE		
Bromley Area Action Plan	60	Sites B and C			BROMLEY TOWN		
Bromley Area Action Plan	30	Site L DHSS Building Westmoreland Road			BROMLEY TOWN		
Other sites							
12/03385/FULL1	20	Sheila Stead House	Bushell Way	BR7 6SF	CHISLEHURST	Permission subject to S106	
12/00776/OUT	56	Grays Farm Production Village	Grays Farm Road	BR5 3BD	GRAY VALLEY WEST	Permission subject to S106	
12/00976/OUT	179	Langley Court	South Eden Park Road	BR3	KELSEY AND EDEN PARK	Permission subject to S106	
Small sites started							
	239				BOROUGH-WIDE		
Small sites with planning permission							
	300				BOROUGH-WIDE		
Overall total	2709						

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DRAFT LOCAL PLANNING POLICIES AND DESIGNATIONS

CALL FOR SITES GUIDANCE AND INFORMATION NOTES

Reason for a call for sites

The emerging Local Plan will set out the long term spatial vision and strategic objectives for the Borough over the next 15-20 years and the planning policies to support their delivery. To help develop and deliver the Local Plan it is necessary to consider if there are appropriate sites within the Borough that might be suitable for future development or a change of use in line with its Vision and Objectives.

Site allocations required to deliver the plan overall will form part of the formal draft Local Plan which will undergo formal consultation later in 2014.

Potential uses

Set out below are potential uses where growth, changes of use or improvement could occur in the Borough which could result in sites being allocated where appropriate (list not exhaustive and not indicative of need):

- Allotments
- Burial Sites
- Business, Employment and Commercial
- Community Uses
- Cultural
- Education
- Health
- Housing
- Recreation, Leisure and Hotels
- Specialist Accommodation (including older people and students)
- Town Centres and Retail
- Transport
- Travellers
- Utilities
- Waste

Site size and uses.

There will not be a restriction on site size area to help ensure any assessment of sites is as detailed as possible. Details of the existing and proposed uses will be needed.

Deliverability, viability, and developability of sites

Information submitted on sites can include important evidence in relation to the viability and the potential timescale of delivery for any proposed uses. In assessing sites this information will be useful to help plan for when sites might come forward and if they are deliverable during the plan period.

Constraints

Information on known site constraints that could include (not exhaustive); existing policy designations, physical constraints, tree preservation orders, land ownership, listings and infrastructure/utility requirements will assist any assessment.

What information is required?

Sites should be submitted on the Call for Sites response form and a separate form should be used for each site.

The sites proposed will be subject to future public consultation and therefore confidential proposals cannot be accepted.

Each submission should be accompanied by an accurate and clear map at a scale of 1:1250 if possible (A4 or A3 paper). The site should be outlined in red and any adjoining land in the same ownership outlined in blue.

The map must show at least two named roads to ensure the site can be correctly identified. A postcode should also be supplied. The map should also include the name, location of the site and contact details

If additional supporting information is required please summarise this information as succinctly as possible.

The assessment of sites and use of other information

Following submission individual sites will be assessed in light of existing and emerging policies (including the Local Plan where relevant) and guidance including; National Planning Practice Guidance, the NPPF, the London Plan and relevant DPDs and SPDs.

The assessment of a site is not an indication that it will be included in the list of site allocations, for example, sites may be excluded because they are not deliverable, achievable or further detailed evidence or assessment is necessary that could only be provided through the planning application process. Details of each site's assessment will be set out during the consultation on the formal Draft Local Plan in 2014.

Sites will also be appraised through the Sustainability Appraisal process, in addition to and separate to the assessment referred to above.

Where representations were made on sites during the Issues and Options (July 2011) and the Options and Preferred Strategy stages (March 2013) consultees will be invited to participate in the call for sites process.

For further information please contact the Planning Strategy Team on 020 8313 4956 or email at ldf@bromley.gov.uk.

LB BROMLEY DRAFT LOCAL PLANNING POLICIES AND DESIGNATIONS

CALL FOR SITES SUGGESTION FORM

Please use this form to provide supporting information on sites suggested for future development. Each site should be detailed on a separate form.

Please return the form to: Planning Strategy and Projects, London Borough of Bromley, Civic Centre, Stockwell Close, Bromley BR1 3UH by (insert consultation closing date).

See also call for sites guidance and information sheet.

Site Proposer	Agent Details
Name and Company Address Postcode Email Telephone Status (i.e. resident, developer, landowner, agent, local business, community group, other)	Name and Company Address Postcode Email Telephone
Landowner (if different to site proposer)	
Name and Company Address Postcode Email	

Telephone

Has the landowner been informed of this submission?

Site Details (please include site location plan at 1:1250 showing adjacent roads)

Name and address (including postcode)

Site Area (ha)

Existing Use (including floorspace square metres)

Proposed Use

Please state proposed use

For proposed housing sites please give indicative number of units / density / size / tenure that may be expected (including where relevant flats, houses, family homes, affordable, sheltered)

Please give floorspace figures for other uses (square metres)

Relevant Planning History

Site Constraints

Please list any known site constraints (i.e. policy designations, TPOs, listings, access, flood risk, contamination)

Site Availability

Is the site available for development now? (If not please list reasons why not i.e. physical, legal, other constraints etc.)

In what timeframe would you expect development to be delivered? If split over the timeframes below please indicate any phasing per timeframe.

Years 1-5 (2014/15 – 2018/19)

Years 6-10 (2019/20 – 2023/24)

Years 11-15 (2024/25 – 2028/29)

Years 16-20 (2029/30 – 2033/34)

Site Viability

Please include any relevant information regarding the viability and achievability of development on site that could impact upon delivery.

Additional Information*

Please include any other information relevant to the site.

*Please note submission of a site for consideration will not necessarily lead to its inclusion in the draft Local Plan. All submissions of sites under the 'Call for Sites' will be made public including the site proposer.

Appendix C

Table of Draft Designation Schedule

Designation	Location	Consultation position
Town Centre Boundaries	Maps in Working in Bromley	The NPPF and London Plan require boundaries of town centres to be defined. This applies to Metropolitan, Major and District Centres.
Primary /Secondary Frontages	Maps in Working in Bromley schedule in Appendix	Existing primary/secondary frontages (UDP) reviewed with amendment to Orpington in light of changed circumstances, in particular, 'Tesco's development'
Local Neighbourhood Centres and Shopping Parades	Schedule in Appendix	As in the UDP carried forward.
Green Belt, MOL and UOS, Green Chain	To be accessed via a separate link on the consultation portal due to the size of the maps.*	Minor revisions agreed by DCC 2012 to some UDP 2006 designations. Also further minor changes primarily reflecting changes in circumstance for instance, Southwark joining the Green Chain, development or change of use or minor boundary changes.
Locally Significant Industrial Locations	Maps in Working in Bromley	Minor amendments to existing Business Areas (UDP) to be identified as LSIL. Those in the Cray Corridor will form part of the SIL.
Strategic Industrial Location	Maps in Working in Bromley	London Plan identifies a Strategic Industrial Location (Industrial Business Park) within the Crays. Suggested boundary is the primary industrial areas in the Cray Business Corridor incorporating the majority of the UDP business areas in this part of the Borough.
Biggin Hill Strategic Outer London Development Centre	Maps in Working in Bromley	London Plan identifies Biggin Hill as a Strategic Outer London Development Centre. Boundary suggested reflecting the previously Major Developed Site and the industrial areas.
Renewal Areas	Maps in 'Living	The London Plan identifies

Appendix C

	in Bromley', and 'Places Map'	Regeneration Areas within the Borough, and in adjoining boroughs. The 'Places' within which these lie, or adjoin where outside the borough are identified as Renewal Areas
Large Housing Sites	Requirement to demonstrate 5 year supply of deliverable sites and developable sites and broad locations up to 6-15 years	5 Year supply paper agreed June 2013, and other known large sites will be included.
Sites of Interest of Nature Conservation	To be accessed via a separate link on the consultation portal due to the size of the maps.*Changes to existing designations in UDP 2006 can be found at xxxx.	Suggested changes following a GLA survey in 2008/9 and assessed by the Council's Countryside and Biodiversity Manger to UDP designations. All affecting open land and almost all currently with designations.
Local Green Spaces	None identified in the consultation document. Draft policy in Bromley's Valued Environments.	New designation introduced by the NPPF. LGS are to be identified and will form part of the consultation process.
Areas of Special Residential Character	Map showing existing ASRC	Three areas have been suggested for consideration as new ASRCs through and will be assessed together with any others identified through the consultation process. (Chelsfield Park/Marlings Drive and part of central Beckenham). Existing ASRC to be shown.
Education Land	Not shown on map. description in draft policy and justification in 'Supporting Communities',	Will be referenced in policy and not shown on maps

Appendix C

<p>Travellers' Sites</p>	<p>Site allocations and boundaries to be included in the Draft Local Plan. Draft policy in 'Living in Bromley' Site allocations will be included in the Draft Local Plan later in 2014.</p>	<p>National Planning Policy for Travellers</p>
<p>Business Improvement Areas</p>	<p>Map in 'Working in Bromley' page addresses in Appendix Y</p>	<p>Elmfield Road and London Road are identified as BIA in the BTCAAP. Development Control Committee agreed an Article 4 direction (non-immediate) on the existing and proposed draft BIA boundaries removing the permitted development rights to change from office to residential use. The boundaries taken to the 25/9/13 LDFAP will be used in the consultation document.</p>
<p>Bromley North (former Opportunity Site A in BTCAAP)</p>	<p>Expect site allocation to be in the Draft Local Plan. Approach set within Designation Schedule.</p>	<p>Formerly Opportunity Site A in the Bromley Town Centre AAP. This may form a Site Allocation in the Draft Local Plan for comprehensive development for a mix of uses reflecting the site's location as a major transport interchange, an important gateway to the Town Centre and within a proposed Business Improvement Area.</p>
<p>Bromley Civic Centre Site (Opportunity Site F in BTCAAP)</p>	<p>Currently within the BTCAAP and expected to be revised in the Draft Local Plan. Approach in Designation Schedule.</p>	<p>BTCAAP Policy OSF suggested expansion of appropriate uses to include 'retail'. May form a Site Allocation in the Draft Local Plan.</p>

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Appendix D

London Plan Parking Standard

Designated Blue Badge parking bays recommended in BS 8300:2009			
Building Type	Provision from the outset		Future provision
	number of spaces* for each employee who is a disabled motorist	number of spaces* for visiting disabled motorists	number of enlarged standard spaces**
workplaces	one space	5% of the total capacity	a further 5% of the total capacity
shopping, recreation and leisure facilities	one space	6% of the total capacity	a further 4% of the total capacity
railway buildings	one space	5% of the total capacity	a further 5% of the total capacity
religious buildings and crematoria	two spaces or 6% whichever is the greater.		a further 4% of the total capacity
sports facilities	determined according to the usage of the sports facility***		

Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely.

Enlarged standard spaces 3.6m wide by 6m long that can be adapted to be parking spaces designated for use by disabled people to reflect changes in local population needs and allow for flexibility of provision in the future.

*** Further detailed guidance on parking provision for sports facilities can be found in the Sport England publication Accessible Sports Facilities 2010.

Appendix D

Parking for retail

Maximum standards for retail uses: space per sq. m of gross floor space			
Use	PTAL 6 and 5	PTAL 4 to 2	PTAL 1
Food			
Up to 500 m ²	75	50-35	30
Up to 2500 m ²	45-30	30-20	18
Over 2500 m ²	38-25	25-18	15
Non food	60-40	50-30	30
Garden Centre	65-45	45-30	25
Town Centre/ Shopping Mall/ Dept. Store	75-50	50-35	30
<p>Notes:</p> <p>Unless for disabled people, no non-operational parking should be provided for locations in PTAL 6 central.</p> <p>Unless for disabled people, no additional parking should be provided for use classes A2-A5 in town centre locations.</p> <p>10% of all spaces must be for electric vehicles with an additional 10% passive provision for electric vehicles in the future.</p>			

Appendix D

Parking for employment uses

Non-operational maximum standards for employment B1: spaces per sq. m of gross floor space	
Location	
Central London (CAZ)	1000 – 1500
Inner London	600 – 1000
Outer London	100 – 600
Outer London locations identified through a DPD where more generous standards should apply (see Policy 6.13)	50 - 100
<p>Note</p> <p>20 % of all spaces must be for electric vehicles with an additional 10 % passive provision for electric vehicles in the future.</p>	

Parking for residential development

Maximum residential parking standards			
Number of Beds	4 or more	3	1-2
	2 – 1.5 per unit	1.5 –1 per unit	Less than 1 per unit
<p>Notes:</p> <p>All developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit.</p> <p>Adequate parking spaces for disabled people must be provided preferably on-site</p> <p>20% of all spaces must be for electric vehicles with an additional 20% passive provision for electric vehicles in the future.</p> <p>The forthcoming SPG on Housing will include a table setting out a matrix of residential parking standards that reflect PTAL levels.</p>			

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