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DATE: 21 October 2015

RENEWAL AND RECREATION POLICY DEVELOPMENT AND SCRUTINY COMMITTEE

Meeting to be held on Tuesday 27 October 2015

Please see the attached report marked “to follow” on the agenda.

- 7d TOWN CENTRES DEVELOPMENT PROGRAMME UPDATE**
(Pages 3 - 46)

Copies of the documents referred to above can be obtained from
<http://cds.bromley.gov.uk/>

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Report No.
DRR15/098

London Borough of Bromley

PART ONE - PUBLIC

Decision Maker: Portfolio Holder
Pre-decision Scrutiny By The Renewal and Recreation Policy
Development and Scrutiny Committee

Date: 27th October 2015

Decision Type: Non-Urgent Non-Executive Non-Key

Title: TOWN CENTRES DEVELOPMENT PROGRAMME UPDATE

Contact Officer: Kevin Munnely, Head of Renewal
Tel: 020 8313 4519 E-mail: kevin.munnely@bromley.gov.uk

Chief Officer: Marc Hume, Director, Regeneration and Transformation

Ward: All Wards

1. Reason for report

- 1.1 To update Members on progress in delivering the Town Centres Development Programme.
- 1.2 To seek the Portfolio Holder's endorsement of the Concept Designs report for the Bromley Town Central High Street Public Realm Scheme.

2. RECOMMENDATION(S)

- 2.1 That the Portfolio Holder endorses the Concept Design report for the Bromley Town Centre Central High Street Public Realm Scheme.
- 2.2 Agrees the reallocation of S106 (Tesco) funding of £48k as set out in Paragraph 3.16 to ensure the funding is defrayed before the deadline.
- 2.3 That the Committee notes this report.
- 2.3 That Members note the progress on the delivery of the Town Centres Development Programme.

Corporate Policy

1. Policy Status: Existing Policy: Bromley Town Area Action Plan
 2. BBB Priority: Vibrant, Thriving Town Centres:
-

Financial

1. Cost of proposal: £48k
 2. Ongoing costs: Non-Recurring Cost:
 3. Budget head/performance centre: Renewal budget, Capital Programme and S106 funding
 4. Total current budget for this head: £70k, £10m, £135k, £48k, £1.871m and £342k
 5. Source of funding: Town Centre Development Fund, Growth Fund, Investment Fund, S106 resources, NHB/GLA High Street funding and TfL funding
-

Staff

1. Number of staff (current and additional): 5
 2. If from existing staff resources, number of staff hours:
-

Legal

1. Legal Requirement: Non-Statutory - Government Guidance:
 2. Call-in: 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? No
2. Summary of Ward Councillors comments: Details of the comments will be raised at the meeting

3. COMMENTARY

Development Programme

- 3.1 As agreed at R&R PDS on 1 April 2014 this report provides updates on only those individual projects where progress has been made.

Site G: West of the High Street

- 3.2 The Council is currently undertaking a soft market testing exercise to assess the market appetite for a residential led first phase redevelopment of Opportunity Site G. Subject to a positive outcome and approval by the Council's Executive it is anticipated that the development opportunity will be marketed in early 2016. The Council has been advised that the recent bid for Housing Zone status will now be considered by the Greater London Authority's (GLA) Housing Investment Group on 10th November 2015, the results of which will reported back to a future meeting to the R&R PDS Committee

Site C: The Old Town Hall

- 3.3 The Old Town Hall and adjacent residential scheme under ref 15/00140/FULL3 went to DC committee on Sep 8th 2015 and was approved by members subject to a legal agreement which is currently being negotiated. It is anticipated that a decision notice will be issued by Nov 6th 2015.

Bromley Central Area High Street Improvements

- 3.4 The design team, Studio Egret West have completed the Stage C report which is attached as Appendix 1 for review. The outline design has been based on the following design principles which have been developed in consultation with stakeholders:
- Introduce a hierarchy of public spaces where people can dwell.
 - Green the High Street.
 - Create shelter within the High Street for year round enjoyment.
 - Create better links to Bromley's greenspace.
 - Encourage street activity & enhance pedestrian experience.
- 3.5 Key features of the emerging design is the reordering of spaces in the High Street to create a new public square in the southern pedestrianised area, which could contain semi-permanent kiosks which would act as anchors to the new square. It is proposed that the existing market is reorganised and relocated along the High Street, with a significant proportion occupying the space in Market Square. The outline design will now be fully costed and a report seeking funding for the detailed design stage will be prepared for consideration by the Executive in December,
- 3.6 It should be noted that this scheme will require both revenue and capital funding. The full cost of the scheme will be reported back to Members following completion of the detailed design.

Opportunity Site B Tweedy Road

- 3.7 The AAP policy for Opportunity Site B Tweedy Road encourages the Council to work with developers to secure the sensitive redevelopment of the site for residential purposes. Policy guidance is clear that any development will be required to respect and enhance the historic environment and setting of both Bromley College and Sheppard's College. Further guidance on the redevelopment of the site is provided in Appendix 5 of the AAP covering Design Principles.
- 3.8 The site is currently being used as the works compound for the Bromley North Village and Widmore Road public realm improvements. It is anticipated that these works will be completed by the end of November 2016 and the temporary use will end. It is proposed that a report is considered by the Executive in December 2016 seeking approval to market Opportunity Site for sale and possible joint venture options.
- 3.9 To support the potential marketing of this site officers have been working with an Holder Mathias architects to provide clearer guidance as to the form and style of development that would be considered acceptable on this site. This work has analysed the previous planning and appeal history for the site and sets out clearer guidance on how development on the site could be considered. The preliminary results of this work are attached as Appendix 3. The design team have also consulted with the representatives of the Bromley Civic Society, Bromley Colleges and Historic England and their views will be incorporated into the final marketing document.

Beckenham Town Centre Improvements

- 3.10 The Council received notification on 16 December 2013 that Transport for London (TfL) had approved the Beckenham Initial Scheme Design (Step 1) bid and funding of £310k was allocated to cover Design and Development costs. This funding was to be used to cover the costs of undertaking survey work and producing and consulting on an outline scheme design. This initial funding allocation also included the costs of working up a detailed design to contract stage drawings. The original estimated cost of the concept scheme was £3.257m and in support of the bid the Executive on 16th October 2013 approved the allocation of £912k (£762k Capital Receipts & £150k Members Initiative earmarked reserves) to match fund the TfL allocation of £2.345m towards the improvements.
- 3.11 Since the approval of funding for the design phase of the project, the Council has been working with the design team and external stakeholders to refine the scope, design and costings of the scheme. The outline design stage is now complete and the resulting design has been presented to both the Beckenham Town Centre Working Party (2nd July 2015) and Bromley Town Centre Member Working Party (1st October 2015) for their endorsement. Work is now moving on to completing the detailed design stage prior to anticipated implementation in mid- 2016. It is still subject to final stage sign off by both TfL and the Council's Executive.

Revised Scheme Design

- 3.12 The original concept design upon which the original Step 1 bid was based has been amended to reflect the specific input from:
- Urban Design London (TfL) Design Surgery June 2014.
 - Traffic Modelling February 2015.
 - Public Consultation 2014-15.

The design team have worked closely with stakeholders, including the Beckenham Town Centre Working Party, to refine specific design elements, and the revised design has benefited from feedback from site visits this group have undertaken. The proposed changes, many of which were requested by TfL, have resulted in a significantly improved scheme, which will enhance delivery and add to the original bid outputs and outcomes. Proposed changes and benefits include:

- Adopting a focus on investing in improving the origin and destination points in the High Street. This has included upgraded treatment of the spaces around the Odeon Cinema, Sainsbury and Lidl forecourts, Beckenham Green, Kelsey Square and the Station forecourt.
- Enhanced improvements at Beckenham Green that integrate the space better with the High Street and St George's Church. Note that Beckenham Junction and Beckenham Green were cited as top priorities in the public consultation.
- Feedback from stakeholder site visits to Richmond and Twickenham have influenced the redesign of the crossing treatment, with an increase in the quality of material on the footway and a simpler asphalt treatment on the carriageway.
- The most substantial change from the original scheme scope is the proposal to replace the whole of the footway in the High Street instead of undertaking limited maintenance works outside of the junction areas. It is now proposed to upgrade the whole length of the High Street from the War Memorial to Beckenham Junction by replacing the existing footway surface with new high-quality paving. It is also now proposed to resurface the whole of the road carriageway.

Scheme Assurance and Delivery

3.13 In addition to the work outlined above, the design team has worked closely with a number of other internal teams to ensure that the scheme is buildable, that the impacts (particularly on traffic) are understood and that the scheme meets local expectations. The Borough's Highway Engineering team have scrutinised the designs to ensure that they meet all the necessary engineering design standards and detailing. A topographical survey was undertaken and the designs transposed onto the accurate plan. The team has advised on issues such as drainage, vehicle turning requirements at junctions and potential construction methodologies.

The designs have also been subject to traffic modelling to investigate the impact on traffic and congestion, which shows that any journey time increases are within an acceptable limits and do not affect the heavily used A2015 Rectory Road.

As part of the design development process a series of public consultation events were carried out in Spring 2015. A summary of the consultation responses is attached as Appendix 2, along with of the consultation's conclusions on the priority of improvement projects, which led to many of the design changes. This consultation confirms that the revised improvement scheme has significant local stakeholder support.

Revised Cost Plan

3.14 As part of the review the Council also undertook a detailed scheme costings exercise. This exercise identified the significant cost differences between the original Step 1 budget estimations and the more detailed Work Stage C revised scheme drawings. The design team have worked with the engineering team to attempt to reconcile the cost differences and eliminate any unnecessary costs items. The revised scheme has then been costed

using the Council's Framework Agreement with F M Conway. The main items driving the cost increases include:

- Term Contract Price Inflation Increase (£400k)
- Proposed replacement of all footway surfaces in the High Street. (£250k)
- Enhancement of surface treatment to origin and destination hotspots (£309k)
- Full Carriageway Resurfacing (£272k)

3.15 The estimated cost of the revised scheme is now £4.697m, which represents an increase in costs of 44% on the estimated cost of the original concept scheme. Transport for London have agreed to review their funding support as part of the detailed design stage within an additional £950k funding envelope, making their maximum contribution to the improvement project £3.295m. Subtracting the previous Council capital allocation of £912k made in October 2013, leaves a potential funding shortfall of £490k.

3.16 In addressing the resulting funding shortfall Officers are currently in discussions with Network Rail on integrating their proposed improvement works to Beckenham Junction Station, so these improvements can contribute to meeting the costs of the proposed improvements to the station forecourt and pedestrian linkages to the High Street. Funding will also be sought from the Borough's LIP Road Resurfacing allocation to contribute the resurfacing of the High Street, which has previously been highlighted as a priority area following a condition survey. Officers are also examining whether the allocation of S106 funding from the Glaxo Smith Kline's S106 agreement, which can be used for initiatives that promote employment opportunities, can contribute to the funding shortfall. It should be noted that work is expected to start on the development in the next few months. The first contribution is expected to be paid to the Council, 18 months from the start of the development.

3.17 TfL acknowledge that additional funding will be required to cover the cost of the detailed design work as part of the Design & Development stage and they have allocated a further £32k in 2015/16 to cover this, bringing the detailed design budget allocation to £342k. As was the case in Bromley North Village, it is proposed to use the Council's Highway Term Contractor F M Conway to undertake the detailed design for this improvement scheme. It is anticipated that this work will take approximately 5/6 months to complete. Further reports will be brought back to the R&R PDS and Executive Committees to update on design, costs and funding.

Associated Improvements

3.18 Portfolio Holder approval was sought at the R&R PDS Committee on 2 September 2014 to allocate £47K of Section 106 (Tesco) funding to a number of key projects which are complementary to the main TfL funded scheme but which could be implemented in advance of the main scheme. The bulk of this funding (£40k) was allocated towards to cost of design, manufacturing and installing of a stage cover, with the balance being allocated for market infrastructure. The S106 agreement requires all monies to be spent by 23 February 2016. Initial work on the provision of market infrastructure has shown that the cost of the facilitating infrastructure to be significantly higher than originally estimated. Approval is therefore being sought to reallocate the S106 funding, including any interest accrued (£1,026), from the stage cover towards the market infrastructure and associated works, the cost of which can be defrayed within the time limit set by the S106 deadline. It is proposed that the stage cover improvement will be delivered as part of the main improvement scheme.

- 3.19 In relation to the Rectory Road/South Road Junction works the Highway's team has advised that the designs for the junction are complete; this includes the designs for the signals ducting, drainage/levels, lines and signs as well as the layout of the junction. These designs have been approved by TfL (approval was required because the scheme is part of the Strategic Route Network).
- 3.20 There is an issue with Virgin Media installing new cables in the footway, whereby, they dispute the fact they are not to the required depth and have refused to move them unless they are paid to do so. LBB is investigating legal methods but this is causing additional delay.
- 3.21 The result is that the works cannot now be completed prior to the December moratorium on works. Therefore, works will probably start on the junction in late January once the moratorium ceases. However, it is likely that some advance/accommodation works can be done before Christmas. These works do not affect the existing carriageway so no traffic management will be required, and by getting these elements of the works done early, it will help speed works up when they do eventually start.
- 3.22 One advantage of the delay is that when the works are carried out they are likely to be the final works using the permanent materials rather than a temporary surface which would have been replaced as part of the Major Scheme. This is dependent on the palette of materials being finalised, but will result in less disruption overall. The full programme of works is likely to be 6-8 weeks. Temporary traffic lights will be in place during this period.

New Homes Bonus and High Streets Fund Updates

- 3.23 Following the finalising of a legal agreement with the Greater London Authority (GLA) the Council has procured and appointed urban design teams to produce design options for improvements to the public realm of Penge High Street and Orpington Walnut Square under the New Homes Bonus Top Slice Fund (NHB) and High Street Fund (HSF) programme.
- 3.24 In accordance with the Council's Project Management governance, Project Teams have been established to take forward these projects over the next two years and two project officers have been appointed in August to manage development and delivery.

Orpington

- 3.25 Architects, East Architecture have been appointed after a competitive tendering process using the GLA Architecture and Urban Design Framework Panel, to undertake the design work for the Walnuts Square Public Realm Project. The next stage will consist of developing options, which will then be subject to consultation by the full range of stakeholders and culminate with production of the detailed final design for implementation. It is anticipated that implementation of the scheme will commence in Spring 2016.
- 3.26 In accordance with the High Street Fund Agreement with the GLA the Orpington 1st Bid Company has procured 8 gazebos for the purpose of delivering the enterprise market. These stalls were market tested during a September event and will provide trading platforms for new start-ups and independent businesses in Orpington Town Centre.

Penge

- 3.27 Kinnear Landscape Architecture have been commissioned, following a competitive tendering process using the GLA Architecture and Urban Design Framework Panel to

review design issues surrounding Penge High Street and develop options for public realm improvements and way-finding in the town centre. The full range of stakeholders will be consulted in the design development process over the coming months. The final designs are expected to be produced by Spring 2016 followed by the delivery of the scheme which is expected to be implemented alongside TfL funded carriageway and bus route improvements to the High Street.

Cray business Corridor

- 3.28 A project officer was appointed in August 2015 to take forward the Cray Business Corridor Growth Initiative NHB project work stream.
- 3.29 Approximately 48ha of the main stretch of Cray Avenue / Sevenoaks Way is identified in both the London Plan and UDP as designated Strategic Industrial Location (SIL). From this total the Council's initial assessments has shown that approximately 20ha is currently in non-industrial uses, with the long standing industrial integrity of the area being eroded by retail warehousing and trade counter uses. As part of the Growth Initiative, the Council's main objective in this area has been to identify industrial areas where economic intensification can be facilitated and supported.
- 3.30 Previous growth studies assessed the potential growth capacity of Small and Medium-sized industrial firms within the SIL and provided recommendations to bring potential development sites forward. These recommendations were agreed by the Council and formed the initial work programme for the Cray Corridor growth initiative. Officers have now had an opportunity to meet with representatives of the key strategic sites, including the Klingers Site (Ruxley Lane), the Lagoon Road Industrial Estate and Allied Bakeries. Initial feedback from these meetings has confirmed that there exists significant development interest in these key sites and the willingness of some site owners to work collaboratively with the Council. Feedback from some of the large commercial agents confirms that there remains significant demand from out of town retailers and trade counters to relocate onto these strategic sites. However, the Council's assessment has also illustrated that where there exists good quality modern industrial premises, such as on the Cranfield's Industrial Park, there is strong demand from industrial firms and rents are starting to increase. In addition to continuing to work with land owners to realise site potential the Council will also be undertaking further work on quantifying the demand.
- 3.31 The Council will be working with The Society of London Manufacturers (Soloman) on this demand study, the results of which will be used to inform the Local Plan review.

Biggin Hill

- 3.32 A project officer to manage the Biggin Hill NHB project was appointed in August 2015. The stakeholder Project Board has subsequently met to discuss and agree the initial work programme. Consultations have been undertaken with individual stakeholders including Biggin Hill Airport Limited, Bromley College, Historic England and the GLA. Work is also underway to assess and market test potential demand for managed workspace with local providers.
- 3.33 Regular update reports on the progress of the NHB and HSF projects will be brought back to the relevant Executive and Renewal & Recreation PDS Committees.

4. POLICY IMPLICATIONS

- 4.1 Work delivering the Town Centres Development Programme is entirely consistent with Policy Objectives set out in Building A Better Bromley and the Renewal & Recreation Portfolio Business Plan 2014/15. The work of the Renewal team links to the Building a

Better Bromley priorities by working towards the provision of Vibrant and Thriving Town Centres.

5. FINANCIAL IMPLICATIONS

- 5.1 A sum of £233k was set aside by Members to fund the Town Centre Development Programme, including Site G. To date £163.3k has been spent or committed, leaving a balance of £69.7k available to fund specialist advice for the remaining part of the process.
- 5.2 On 26th November 2014 the Executive approved the establishment of the Growth Fund and allocated £10m of reserves to this Fund. Within this sum, an amount of £2.7m was approved to purchase properties within the red line development site in Bromley as part of the Housing Zone Bid and up to £200k for specialist legal and development advice required to finalise a development agreement with a preferred partner.
- 5.3 At the 26th November Executive meeting, a sum of £135k was also set aside from the Investment Fund for Bromley Town Centre to meet the estimated feasibility costs of the proposed redevelopment programme. To date, nothing has been committed from this allocation.
- 5.4 The Concept Design for the Bromley Town Centre Central High Street Scheme highlights that there will be both revenue and capital costs associated with the scheme. These will be reported back to Members along with the funding options once the detailed design work has been completed.
- 5.5 This report is seeking Portfolio Holder approval to re-allocate the S106 funding balance of £48,026, from the stage cover to the provision of market infrastructure and associated works in Beckenham. These monies are from the Tesco Croydon Road development and must be fully spent by 23 February 2016.
- 5.6 The estimated costs of the Beckenham Improvement scheme have been revised following the detailed design work and input from TfL. The costs have increased by 44% and are now estimated to be £4.697m. Para 3.10 above, details the main variations and the table below summarises the variances: -

Design, Development and Implementation costs	Original Estimate	Latest Estimate	Variance
	£'000	£'000	£'000
Stage 1 Design and Development costs			
Transport model & survey work	45	45	0
Feasibility & outline design	70	70	0
Detailed design & consultation	195	227	32
	310	342	32
Implementation costs			
Capital works including contingency	2,747	4,155	1,408
Scheme management costs	200	200	0
	2,947	4,355	1,408
Total estimated scheme costs	3,257	4,697	1,440

- 5.7 The Council had previously agreed a contribution of £912k towards the scheme and TfL have now confirmed a maximum contribution of £3.295m, which includes the £342k for the design and development costs. This leaves a potential funding shortfall of £490k. Officers are investigating various options to address this shortfall including entering into discussions

with Network Rail about the integration of their proposed improvement works to Beckenham Junction Station, utilisation of part of the Borough's LIP Road resurfacing allocation and the potential use of the S106 contribution from the Glaxo development. The first part of the S106 contribution would be expected to be received 18 months after the start date of the development, estimated to be around Summer 2017.

- 5.8 The Council has been allocated a sum of £1.746m from the New Homes Bonus top-slice that has to be spent by the end of March 2017 and High Street Funding of £125k, supported by the GLA that needs to be spent by 31 March 2016.
- 5.9 The table below summarises the project expenditure for the two year period between capital and revenue: -

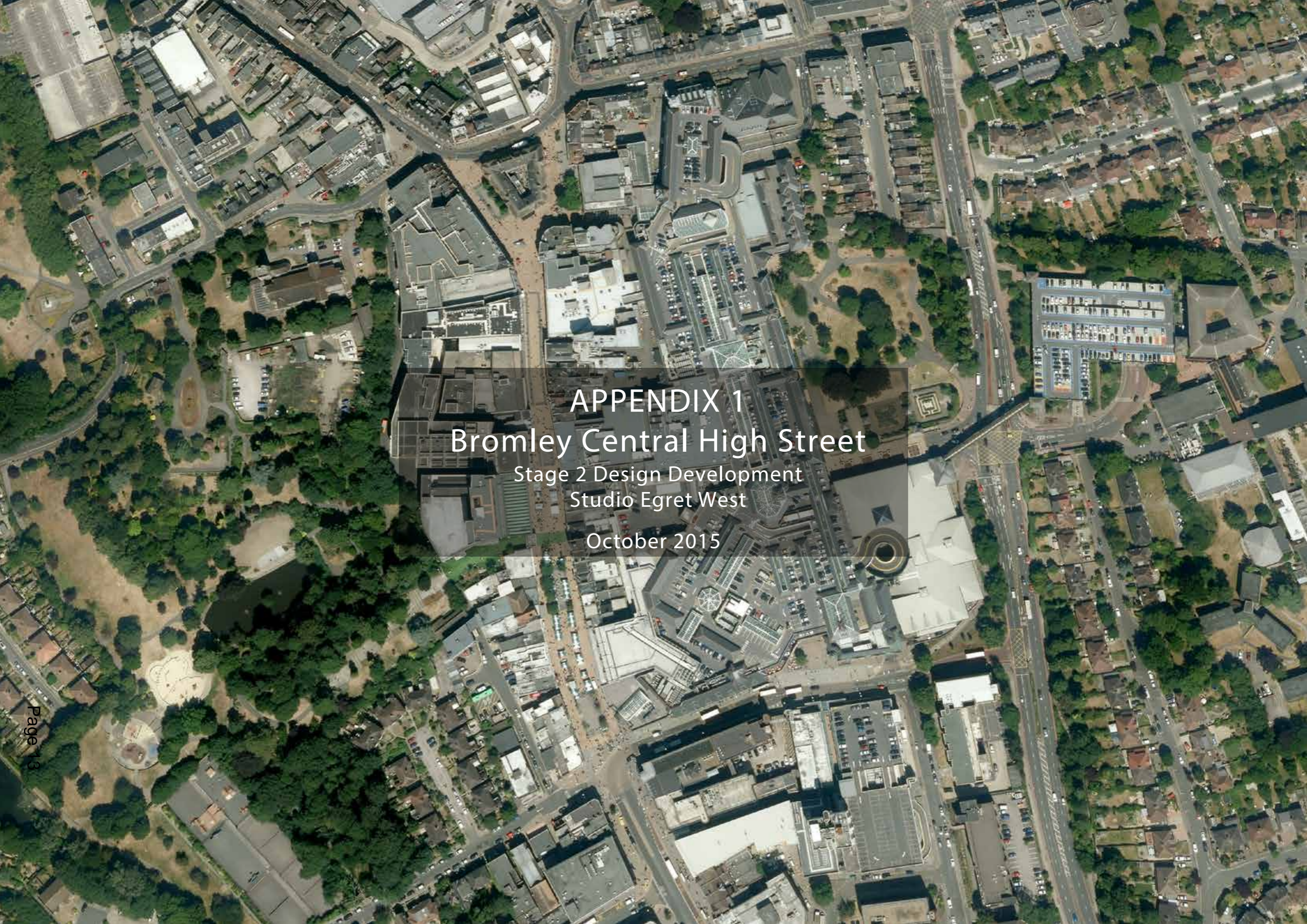
Project	Capital £'000	Revenue £'000	Total £'000
Penge Town Centre/Crystal Palace Public Realm scheme	746	200	946
Orpington Town Centre	525	100	625
Biggin Hill Aviation Technology & Enterprise Centre	0	150	150
Lagoon Road Industrial Estate Redevelopment	0	150	150
Total	1,271	600	1,871
Funding			
New Homes Bonus Top Slice Funding	1,146	600	1,746
GLA - High Street Funding	125	0	125
Total Funding	1,271	600	1,871

- 5.10 Officers will ensure that any improvements will result in no net increase in revenue costs for the Council for the Orpington and Penge public realm projects.

6 LEGAL IMPLICATIONS

- 6.1 None for the purpose of this report

Non-Applicable Sections:	Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	NA

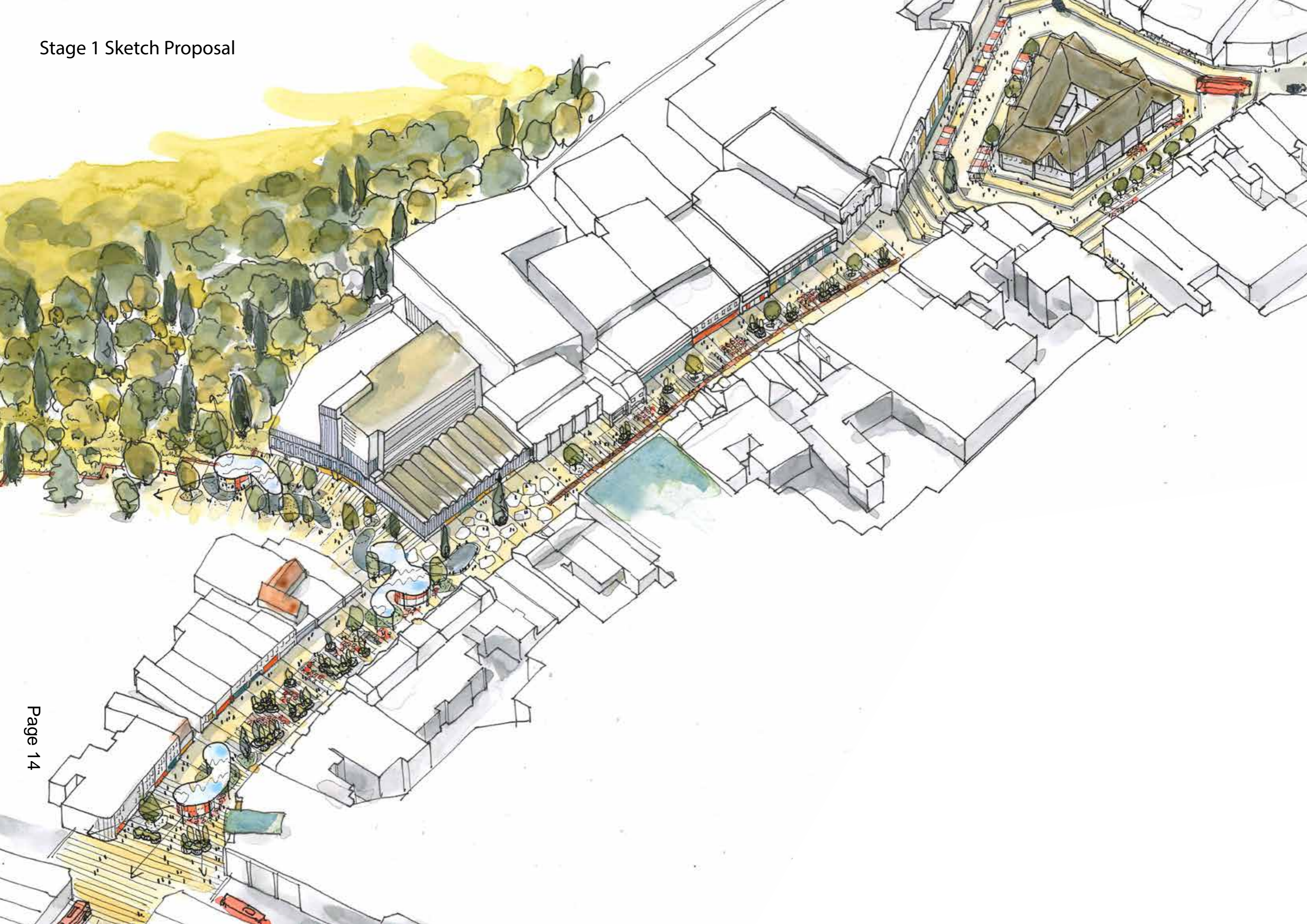


APPENDIX 1

Bromley Central High Street

Stage 2 Design Development
Studio Egret West

October 2015



Stage 2 Emerging High Street General Arrangement

High Street Character Areas

- 1. Elmfield Arrival Space
- 2. High Street Garden
- 3. Park Plaza
- 4. Churchill Square
- 5. Market Street
- 6. Market Square



Elmfield Arrival Space



High Street Garden



Scattered fixed individual seating



Feature banding

Outdoor seating space for high street cafes

Paving banding breaks up overall paving carpet and aligns the high street with the individual shop units

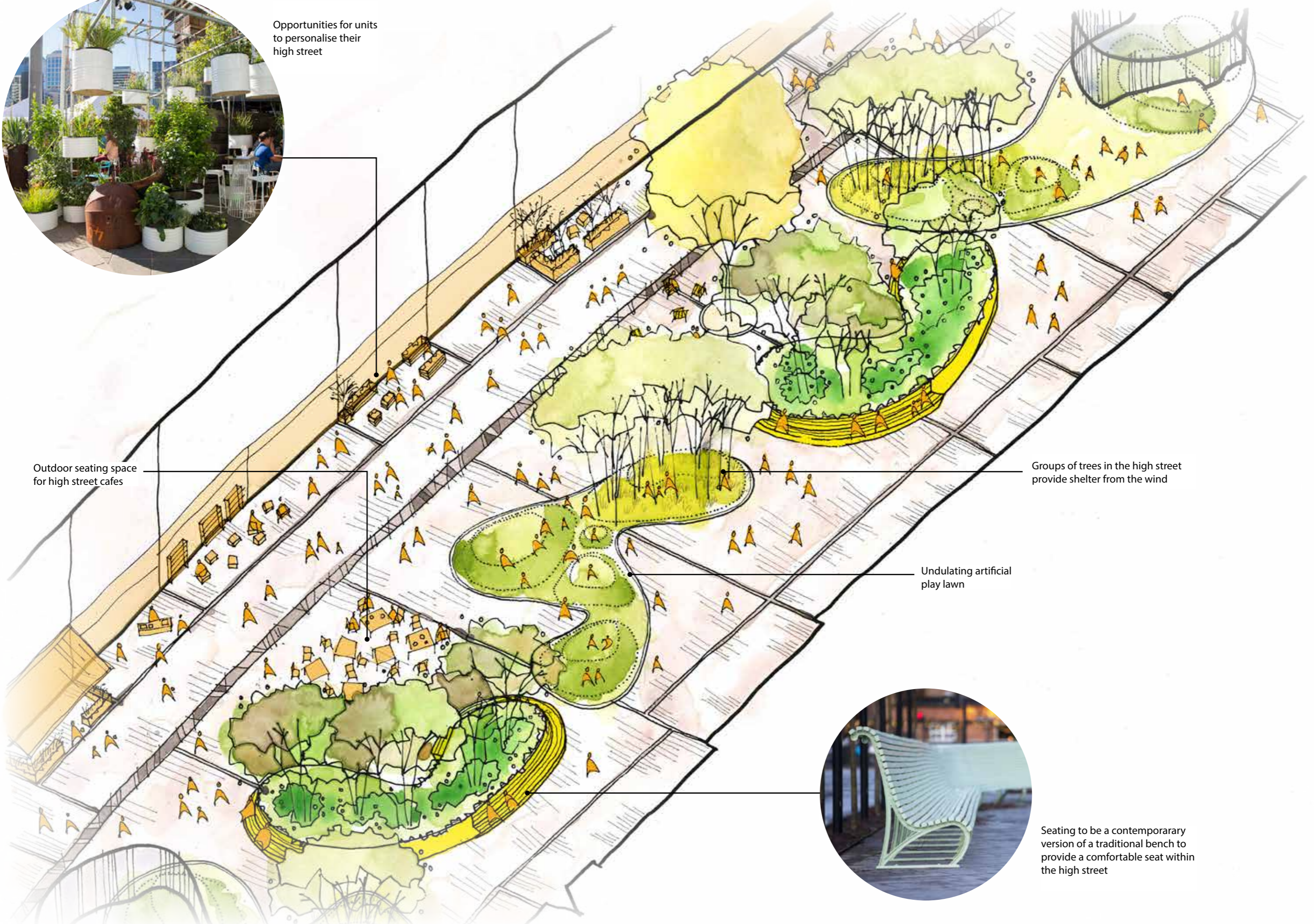
Raised planting bed creates space to sit and provides shelter and seasonal colour



Permanent use of artificial lawn to create a fun, relaxing and playful high street



Opportunities for units to personalise their high street



Outdoor seating space for high street cafes

Groups of trees in the high street provide shelter from the wind

Undulating artificial play lawn



Seating to be a contemporary version of a traditional bench to provide a comfortable seat within the high street

Park Plaza



Outdoor seating space for potential kiosk cafe

Parkland trees



Scattered fixed individual seating



Broom shaped motifs inlaid in ground with resin bound surface for parkland character

Churchill Square

Broom shaped motifs inlaid in ground with resin bound surface around to bring the parkland character through into the high street and define a fun flexible space in the heart of the street



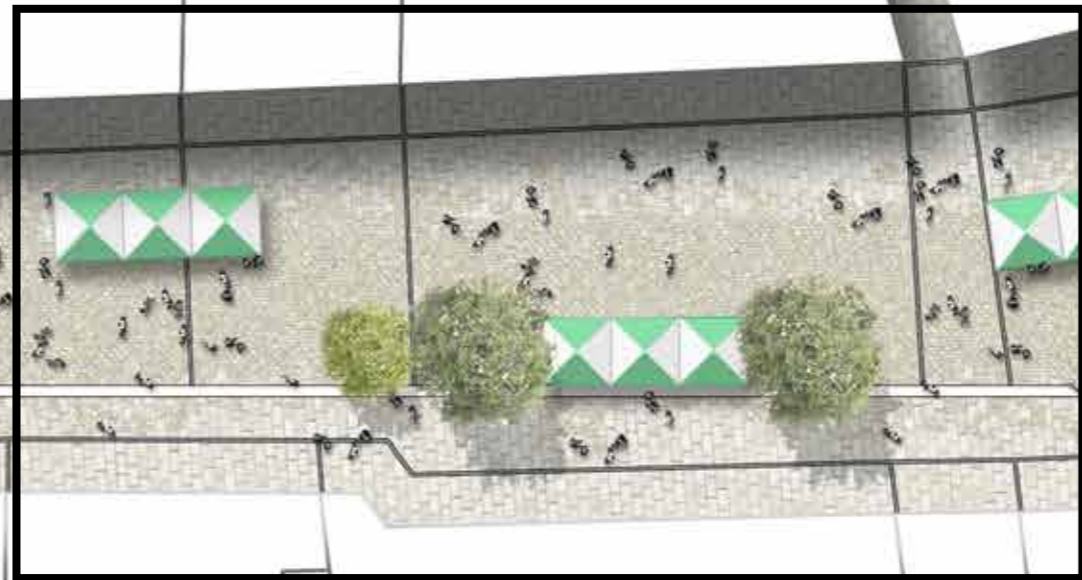
Flexible space for seasonal events and changing uses

Market Street

Outdoor seating space for high street cafes



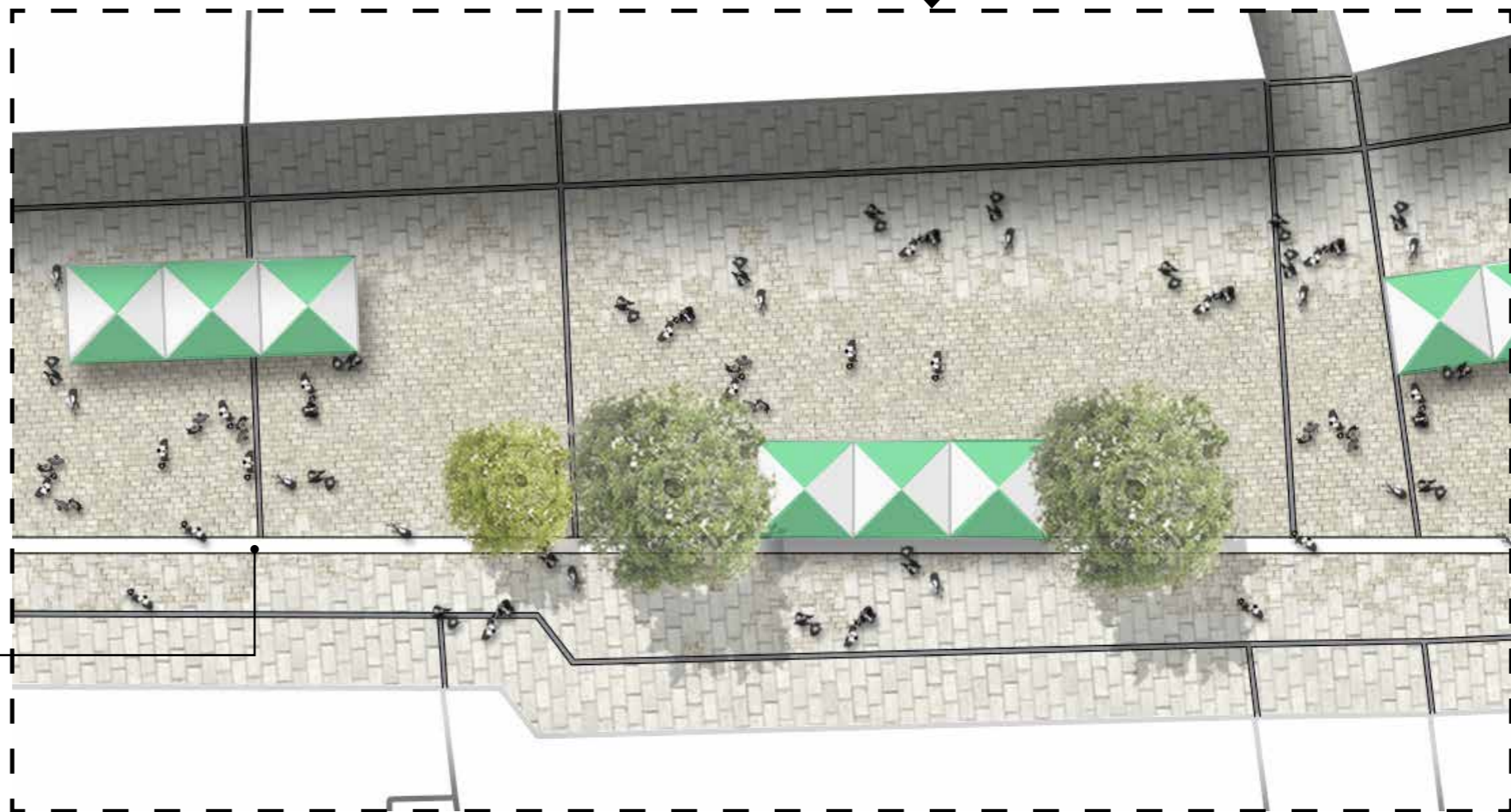
Staggered market stall configuration



Grouped street trees to break up the wind



Feature banding creates a continuous ribbon that flows through the high street



Staggered market stall configuration to promote better circulation



Grouped street trees to break up the wind

Opportunities for units to personalise their high street

Outdoor seating space for high street cafes

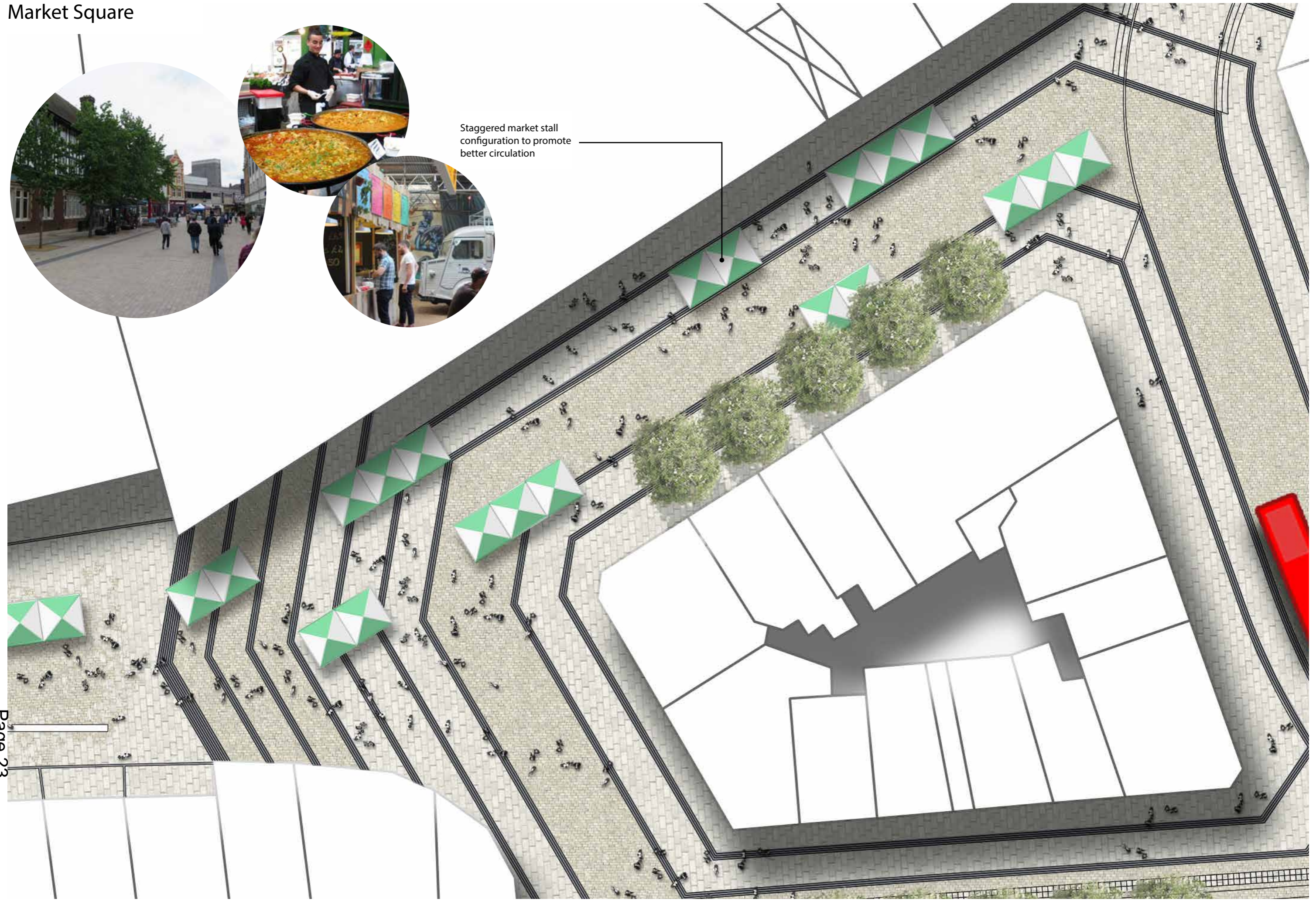


Scattered fixed individual seating

Market Square



Staggered market stall configuration to promote better circulation

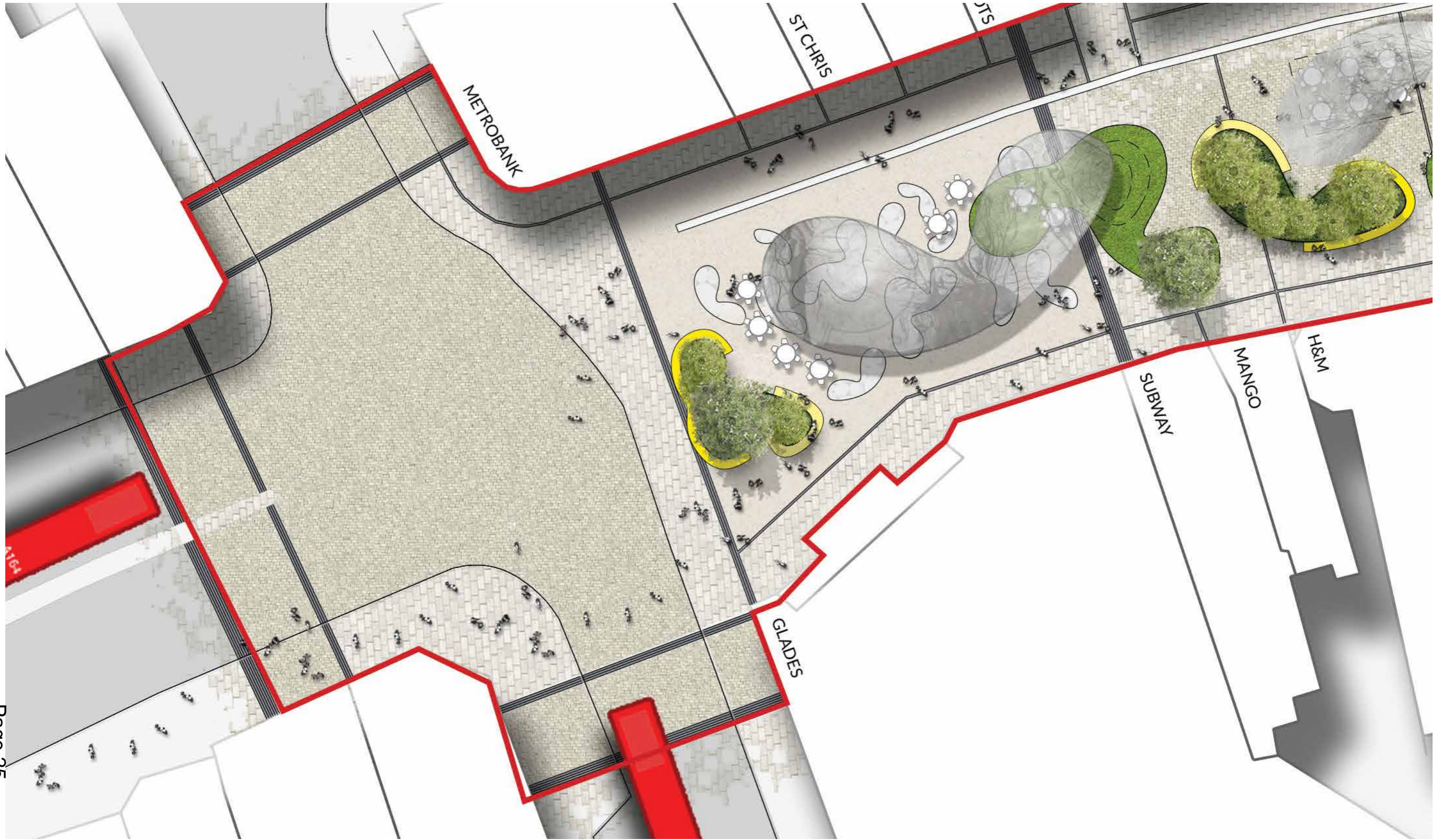


Emergency Service Access Route

- 1. Access to high street controlled by bollards
- 2. Vehicles to pass under pavillion canopy - required height clearance to be provided
- 3. Market stall layout staggered to allow vehicles to meander between stalls



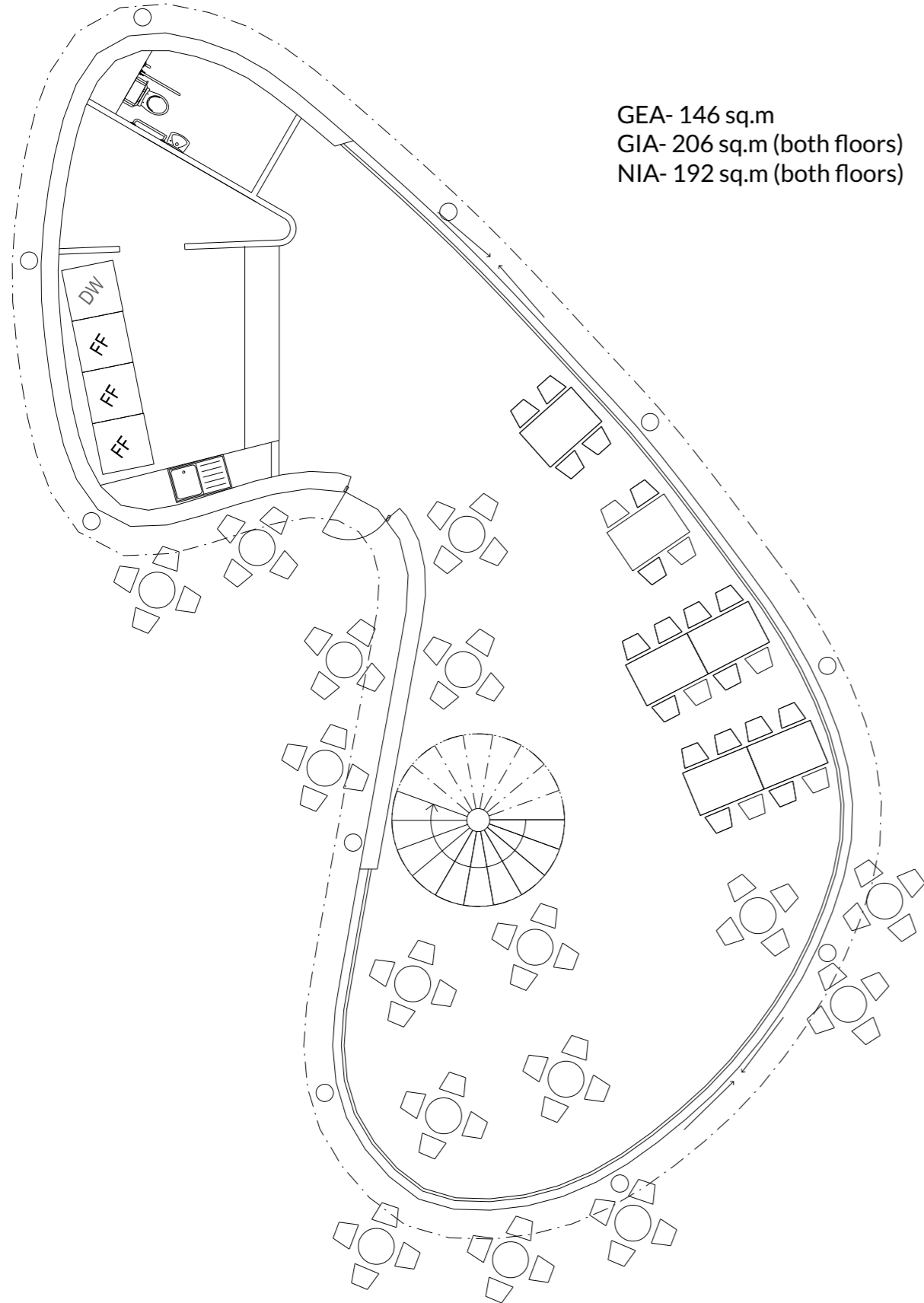
High Street Pavilion



High Street Pavilion

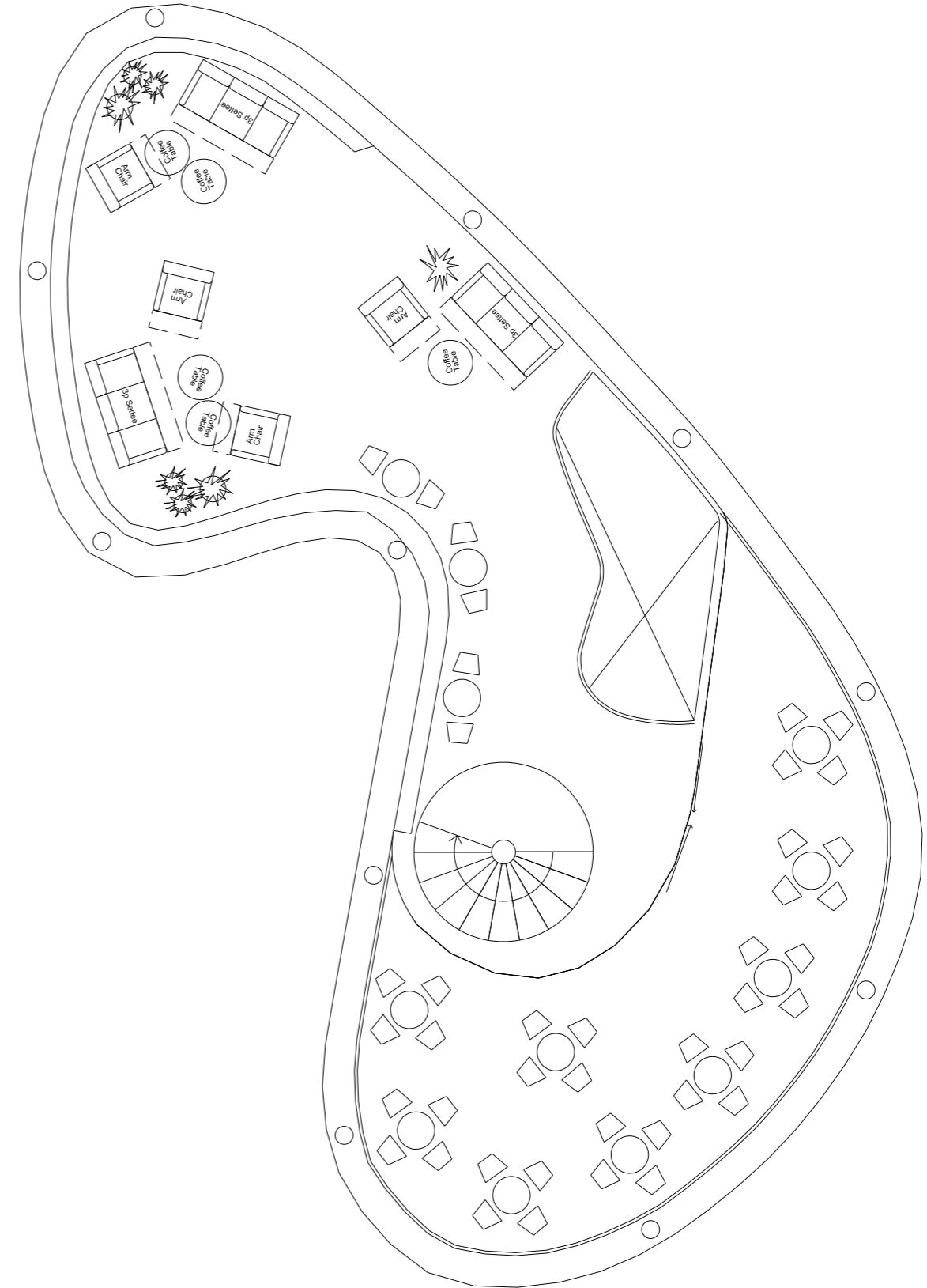
Cafe Use

Groundfloor Plan



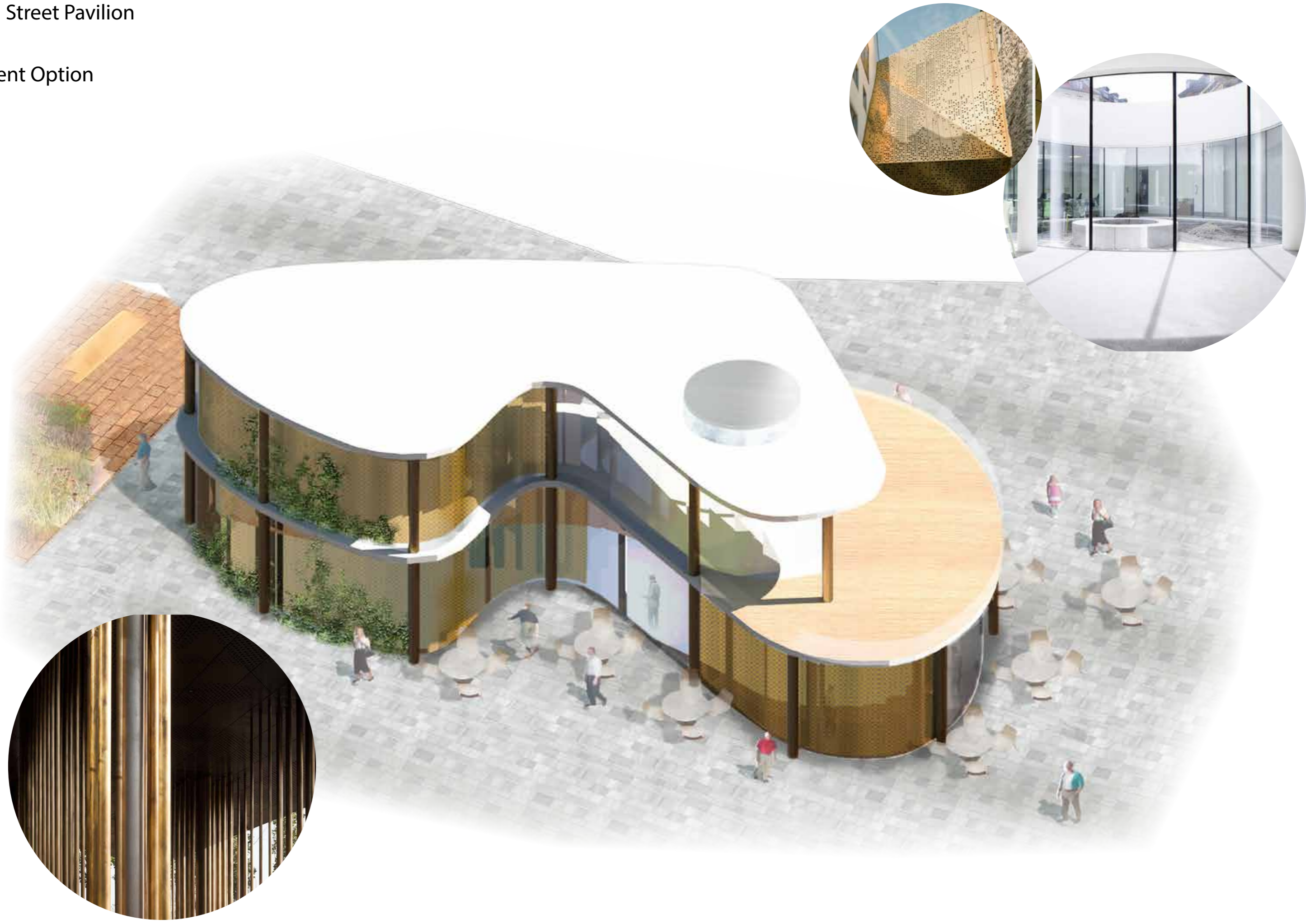
GEA- 146 sq.m
GIA- 206 sq.m (both floors)
NIA- 192 sq.m (both floors)

First floor Plan



High Street Pavilion

Current Option



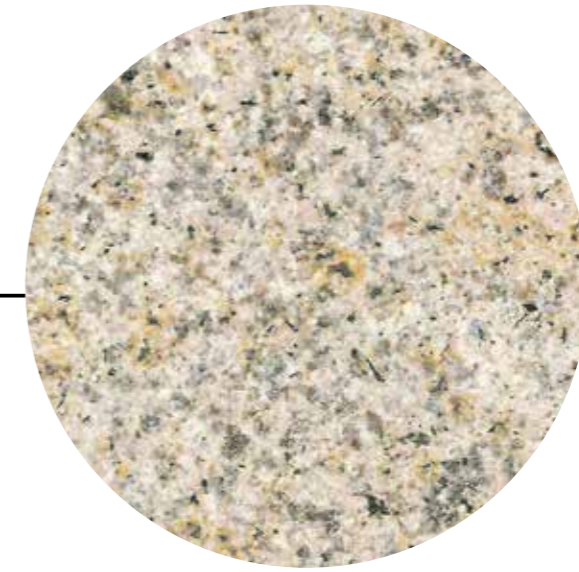
Paving

Paving Carpet

For continuity we intend to carry through a similar palette of materials as used for Market Square and East Street.

Yellow Rock Granite

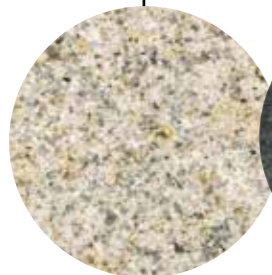
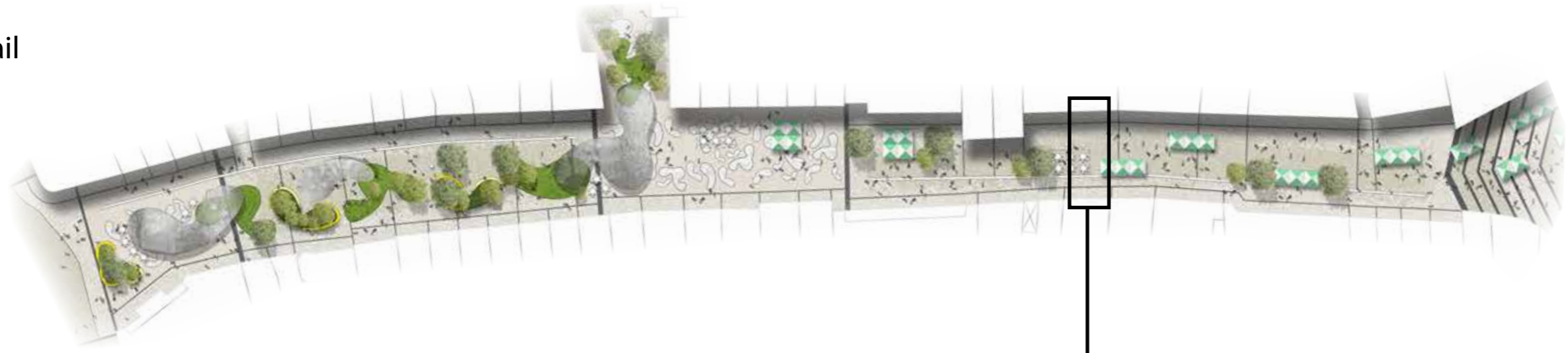
Barleycorne Granite



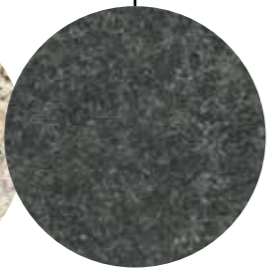
Crystal Black Granite



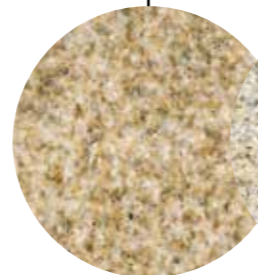
Paving Detail



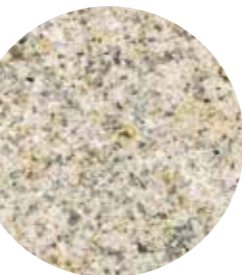
Barleycorne Granite



Crystal Black Granite



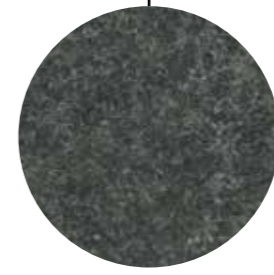
Yellow Rock Granite



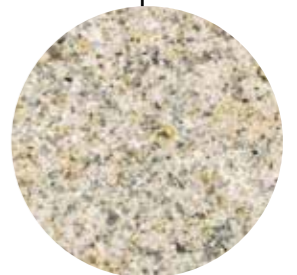
Barleycorne Granite



Bronze Banding Detail

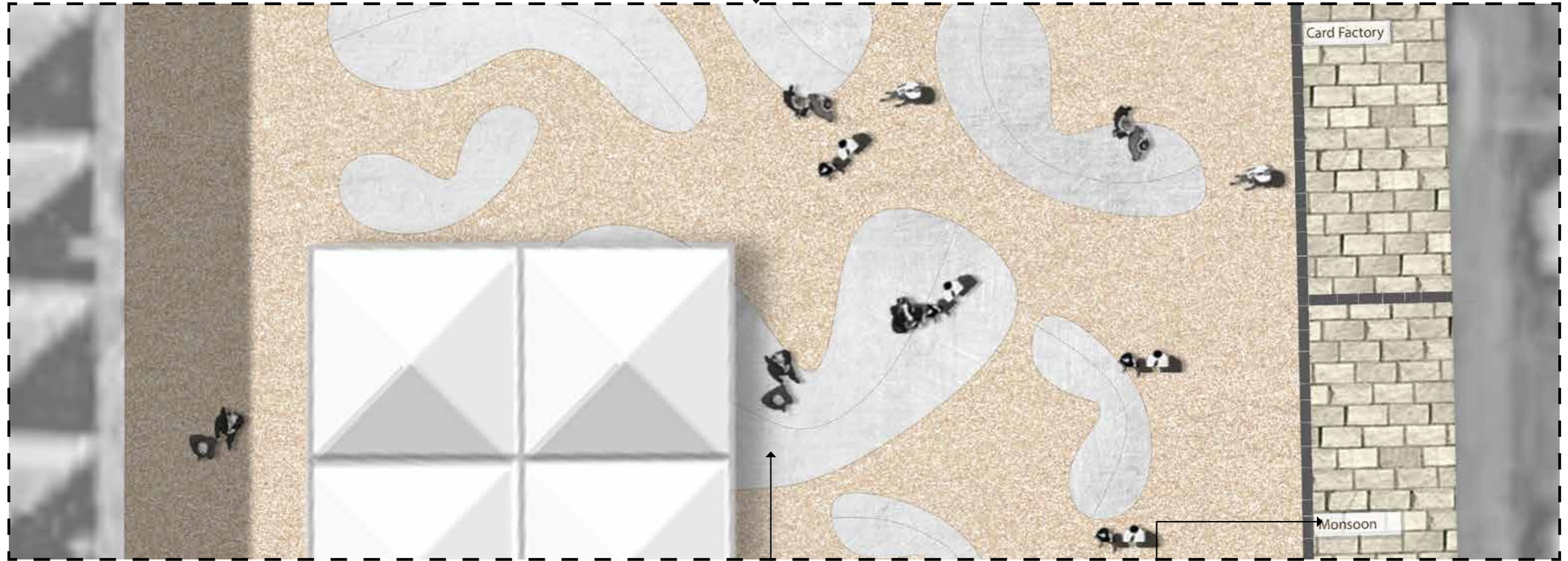
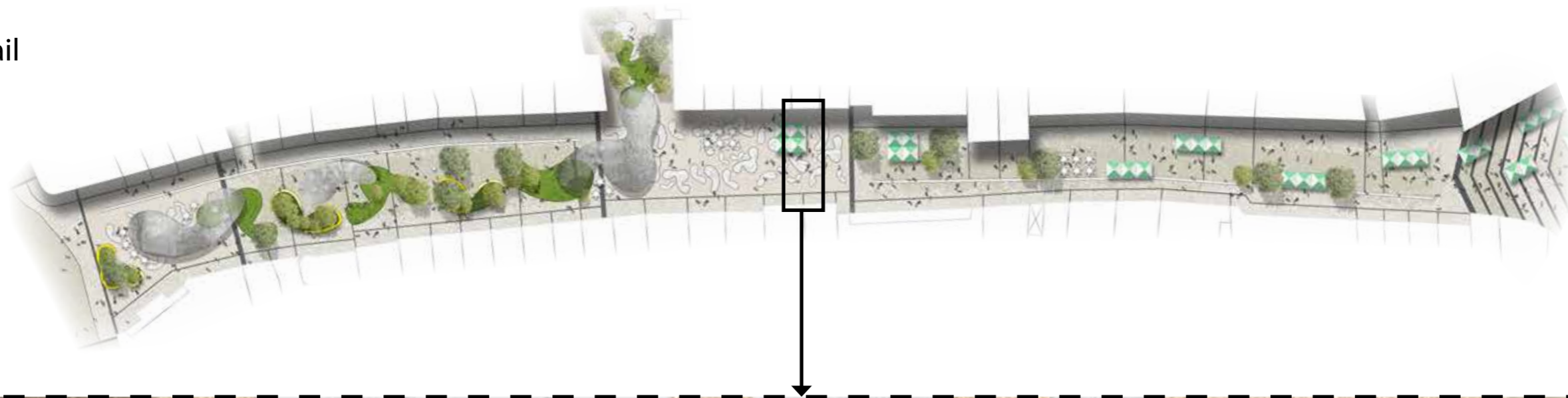


Crystal Black Granite



Barleycorne Granite

Paving Detail



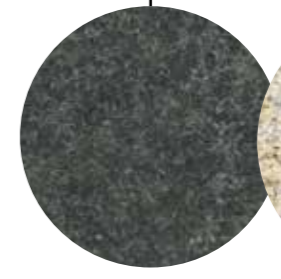
Resin bound gravel surface



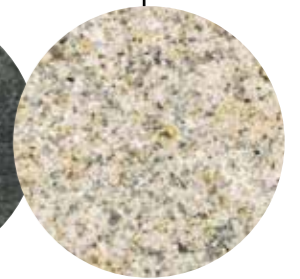
Concrete Broom Flowers



Integrated floor tile signage



Crystal Black Granite



Barleycorne Granite

Seating

Following consultation with the public we have identified a desire for comfortable public realm seating within the high street.

As part of the high street garden event benches were painted in bright colours, this intervention proved popular. We would like to pursue this concept as a permanent piece of street furniture which is both traditional but innovative.



Lighting

We intend to keep light fixings off the ground to limit street clutter. Suspended catenary lighting and building mounted lights will be used to achieve this.



Street Trees

One of our key design principles is to green the high street. The introduction of new street trees will make a significant contribution to this.

We intend to use street trees to break up gusting winds planting a variety of multistem and single stem semi-mature trees, placing them in staggered positions for the optimum wind reduction arrangement.



Multi-stem trees offer good wind protection



Feature lighting highlight tree canopies



Sheltered seating below trees



Groups of trees for effective shelter belt



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APPENDIX 2 - BECKENHAM TOWN CENTRE

Summary of findings from consultation on concept designs

Section 1 – Introduction

This note highlights the main findings from the recent consultation exercise run by Bromley Council in order to seek views on the concept designs for the Beckenham town centre public realm scheme. The consultation was held over the four week period from 2 to 27 March 2015. The consultation focused on the RIBA Stage 2 concept designs prepared by East Architects.

The remainder of the note is structured as follows:

- **Section 2** – summarises the **main objectives and key audiences** for the consultation exercise;
- **Section 3** – outlines the **consultation activities and events** that took place during the consultation period;
- **Section 4** – explains **how the Council has recorded feedback** from residents and key stakeholders during the consultation exercise;
- **Section 5** – highlights the **key findings** from the consultation exercise;
- **Section 6** – identifies the **main implications for the concept designs**; and
- **Section 7** – makes recommendations for the **dissemination of the key findings**.

The note includes the following appendices:

- **Appendix A** – Concept plans used for the public exhibition boards; and
- **Appendix B** – Consultation feedback form.

Section 2 – Consultation objectives and key audiences

The main objectives for this consultation exercise were as follows:

1. To remind people of the overall scheme objectives and reinforce the shared ambition to deliver something very special in Beckenham town centre;
2. To explain the key elements of the concept design for the Beckenham town centre public realm scheme, including the provisional traffic modelling results;
3. To show what can be delivered given the funding that we currently have available for the scheme;
4. To show what could be achieved if we were able to secure additional funding for Beckenham;
5. To gather views and priorities from the local communities which will enable us to finalise the concept designs before moving to the next stage of design development; and
6. To explain what happens next and the overall timetable for delivering the improvements to the public realm in Beckenham town centre.

Key audiences

The consultation exercise was aimed at the following key audiences:

- Ward Councillors and other key elected Members;
- Businesses in Beckenham, especially those with a frontage on the High Street;
- Beckenham Town Team;
- Resident associations;
- Members of the public; and
- Transport for London as the key funding partner.

Promotion of the consultation exercise

The consultation exercise was promoted in the following ways:

- Bromley Council news releases issued in advance of and during the consultation exercise;
- Bromley Council website;
- Updates on social media;
- Letter circulated by e-mail to Beckenham businesses and other stakeholders;
- Leaflets which were hand delivered to all businesses on Beckenham High Street; and
- Leaflets which were hand delivered to all residential streets adjoining the High Street.

Although the consultation exercise was widely promoted in advance of the main activities taking place, we did receive some comments from residents who felt that they had not been given sufficient notice of the public exhibition in particular.

Section 3 – Consultation activities and events

The consultation exercise included the following activities and events:

- **Public exhibition** – we held a public exhibition of the concept designs at Citygate Church from 11:30 am to 8 pm on Thursday, 12 March 2015. The exhibition was manned by staff from East Architects and from Bromley Council. There were a total of 128 visitors throughout the day, with many people staying for considerable periods of time to scrutinise the plans in detail and to discuss their views with staff;
- **Copers Cope Area Residents' Association AGM** – East Architects and Bromley Council attended the Copers Cope Area Residents' Association AGM on 18 March 2015. The audience of 75 people heard a presentation on the concept designs followed by a lively question and answer session; and
- **Beckenham Business Association** – East Architects and Bromley Council presented the concept plans to Beckenham Business Association meeting on 25 March 2015. The attendance was relatively light with only nine local businesses at the meeting. Even so, the discussion which followed the presentation generated some very valuable feedback.

Section 4 – Recording feedback

The consultation exercise generated a rich range of valuable feedback on the concept plans for Beckenham High Street. We have recorded feedback received in the following ways:

- **Conversations at consultation events** – we have reflected the views expressed during conversations and the formal question and answer sessions at the main consultation events;
- **Feedback forms** – we have captured the views expressed in a total of 32 feedback forms submitted by hand, by post and online; and
- **E-mail feedback** – we have also reflected the views expressed in 51 e-mails sent to the beckenhamimprovements@bromley.gov.uk mailbox that was created for the consultation exercise.

Section 5 – Key findings

What people like most about the plans

The overriding view emerging from the consultation exercise was that there is clearly a very strong groundswell of opinion which welcomes the concept plans for Beckenham High Street. Consultees welcomed the aspiration to create something very special for Beckenham, recognising that the time has now come for significant investment in the town centre.

The consultation feedback form asked respondents “what do you like most about the concept plans for Beckenham town centre?” The following aspects of the proposals were identified by respondents as being the things which they like most about the concept plans:

- The proposals for the **Albemarle Road/High Street junction and the related plans for Beckenham Green**. Many people like the idea of opening up Beckenham Green to the High Street, although some respondents noted that this would remove an effective screen to traffic noise and make the boundary of the Green less secure for young children;
- The prospect of **fewer heavy goods vehicles (HGVs) using the High Street** as a result of the Albemarle Road/High Street junction improvements. However, some residents of Rectory Road raised concerns about the extra HGV movements that would affect their homes if HGV traffic were diverted away from the High Street;
- **Feature lighting** – the proposals for enhanced lighting throughout the High Street and feature lighting in special places were strongly welcomed;
- **Enhanced pedestrian experience** – many people felt that the concept plans would enhance the experience of pedestrians and shoppers using Beckenham High Street;
- The proposals for **wider pavements** where possible without snarling up traffic were seen as being a key factor in enhancing the pedestrian experience on the High Street;
- The aspirations to **de-clutter the High Street** and to provide a **coherent, high quality public realm** with well-chosen and carefully positioned street furniture were both very well-liked by respondents. There was a clear feeling that the plans would make the High Street more “user friendly” than at present;
- **Safer crossings** – many people recognised the benefits of enhanced crossing points for the High Street, both on the southern side of the Bromley Road junction and elsewhere along the High Street; and

- **War Memorial junction** – there was a clear feeling that investment is needed at the War Memorial junction which is generally seen to be a rundown gateway to Beckenham High Street. Most people welcomed the working assumption in the concept plans that the War Memorial will not be moved from its current location.

What people do not like about the plans

The consultation feedback form asked respondents “is there anything that you do not like about the concept plans?” The following aspects of the proposals were identified by respondents as being the things which they do not like about the concept plans:

- **Pedestrian access to the War Memorial roundabout** – there was widespread scepticism about the aspiration to provide a surface treatment which would encourage pedestrians to access the War Memorial roundabout. There were concerns in equal measure about the danger to pedestrians and the likely congestion for traffic if people were crossing the carriageway onto the roundabout. There was also a strong feeling that any attempt to widen the footway in front of the Odeon Cinema would not leave sufficient room for two lanes of traffic on that side of the roundabout;
- **Lighting in Beckenham Green** – there was a strong feeling that the existing traditional street lanterns in Beckenham Green should not be replaced with a more contemporary design as they currently contribute to the historic character of this part of the town centre;
- **Beckenham Green boundary with the High Street** – there were some concerns about safety for young children and increased traffic noise for users if the western edge of Beckenham Green were to be made more permeable with the High Street;
- **Cycling provision** – some people felt that the concept plans are “too car-centric” and a number of respondents expressed disappointment that the proposals do not include more dedicated provision for cyclists, including dedicated cycle lanes and enhanced cycle parking; and
- **Shared space pedestrian areas** – there were concerns expressed about the potential for conflict between pedestrians and motorists in shared space areas such as the proposed loading bays at selected points on the High Street footway.

Key priorities for investment

The consultation materials made it clear that there may not be sufficient funding available to deliver the full design intent for Beckenham High Street. With this constraint in mind, the consultation feedback form asked respondents “what are your key priorities for Beckenham town centre?” Table 1 below summarises the main findings.

Table 1 – Priorities for Beckenham town centre

Scheme area	Top priority	High priority	Medium priority	Low priority
Beckenham Junction and Green	59.3%	25.9%	11.1%	3.7%
Bromley Road junction	15.4%	30.8%	38.5%	15.4%
Thornton’s Corner	11.1%	18.5%	44.4%	25.9%
Kelsey Square	3.7%	22.2%	51.9%	22.2%
War Memorial junction	38.5%	42.3%	0%	19.2%
Lighting	33.3%	29.6%	14.8%	22.2%
Street furniture and signage	11.1%	25.9%	44.4%	18.5%
Parking and loading bays	22.2%	22.2%	25.9%	29.6%

The results shown in Table 1 are based on a total sample size of 27 people who completed this question in the consultation feedback form. Given the relatively small sample size, some caution is necessary when interpreting these results.

Notwithstanding this caveat, Table 1 reveals that the two areas given the highest priority for investment are as follows:

- **Beckenham Junction and Beckenham Green** – 85.2% of respondents see this area as being either a top priority or a high priority for the town centre; and
- **War Memorial Junction** – 80.8% of respondents see this area as being either a top priority or a high priority for the town centre.

Of the thematic elements of the scheme identified by the consultation materials, the proposed lighting improvements were seen as the most important, with 62.9% of respondents identifying lighting as either a top priority or a high priority for the town centre.

The proposed treatment of parking and loading bays on the High Street provoked the most divided opinion of all the potential priorities for investment. For this element of the concept plans there was an even distribution of responses from top priority through to low priority.

Other comments and observations

The consultation exercise also generated the following comments, observations and questions on the concept plans for Beckenham High Street:

- How will the aspiration to reduce HGV movements on the High Street be realised in practice? Many people found it difficult to make the link between the Albemarle Road/High Street junction improvements and HGV movements along the High Street;
- What about an additional diagonal pedestrian crossing from Beckenham Junction station to Beckenham Green?
- There is a need to maintain the space for six parking bays at the train station outside Regency Cars. The representatives from Regency Cars who attended the public exhibition were not at all convinced about the proposals for a shared space approach to the new parking bays;
- There is also a need to tackle the poor quality of the shop fascia signage along the High Street. This concern was raised by a number of respondents;
- The War Memorial should be left where it currently resides in the roundabout;
- There is a need to ensure the correct phasing of traffic lights on the High Street to facilitate optimum traffic flows and maintain safety for pedestrians;
- There was a strong feeling that more trees should be planted along the High Street and at the War Memorial junction;
- What will the Council do to ensure that the disruption to local businesses is kept to a minimum during the construction of the scheme;
- How will independent, local businesses survive if the improvements drive up rents; and
- For new paving, careful thought should be given to the choice of material to ensure that the new surface opens up the look and feel of the High Street as much as possible.

Section 6 – Implications for the concept designs

The key implications arising from the consultation exercise for the concept designs for Beckenham High Street are as follows:

- How do we balance the aspiration to open up views of (and access to) the War Memorial with the strong concerns about safety for pedestrians?
- How do we balance the aspiration to increase the permeability between Beckenham Green and the High Street whilst maintaining a recognisable boundary edge to the western side of the Green?
- Do the benefits of opening Beckenham Green to the High Street outweigh the disadvantages of doing so?
- Do the proposals for the High Street maximise the potential to include provisions which will promote more and safer cycling?

I have asked Julian Lewis from East Architects to give some thought to these questions during the process of finalising the concept plans for the High Street. There may also be other design-related questions which occur to Julian on reviewing this note.

Section 7 – Dissemination of the consultation findings

Charlie Parish from TfL has already expressed an interest in the findings from the consultation exercise. We can include Section 5 of this note on key findings in the forthcoming paper to TfL on the revised Major Scheme bid for Beckenham town centre. In the meantime, it would be worth sharing the complete note with Charlie Parish and colleagues from TfL.

Once the purdah period has expired, the consultation findings should be shared with the following key audiences:

- Beckenham Town Centre Working Party;
- Beckenham Town Team;
- Beckenham Business Association; and
- Copers Cope Residents Association.

It would also make sense for the Council to issue a press release highlighting the key findings from the consultation exercise. This paper could be supplied as a note to editors to support the press release and also be made available to the general public via the Council website.

**Mark Teasdale
Consultant
Renewal Team
29 April 2015**



APPENDIX 3

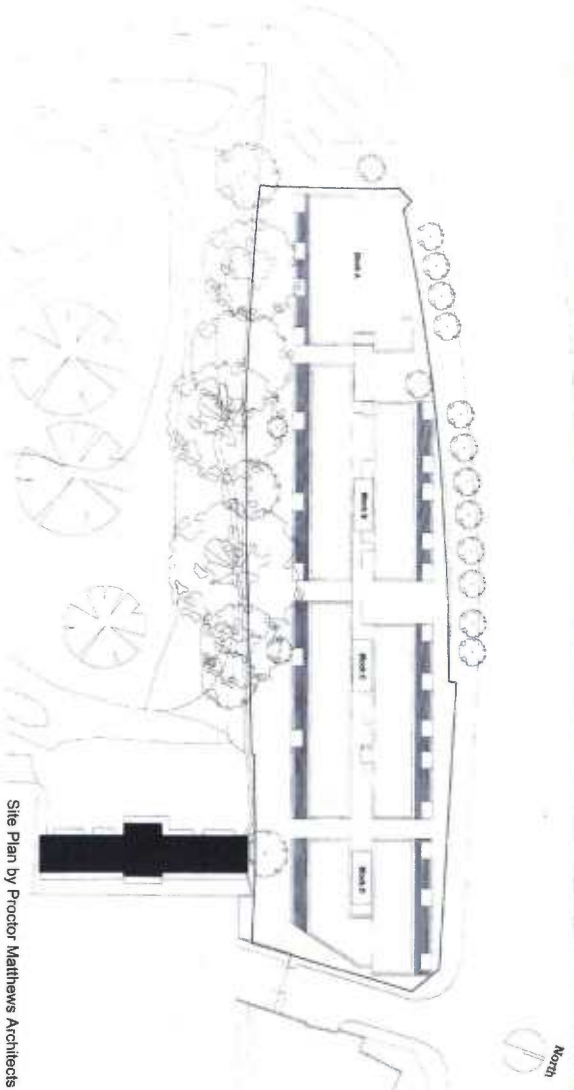
Bromley - Tweedy Road

Development Report

Holder Mathias Architects



CGI provided by Proctor Matthews Architects



Site Plan by Proctor Matthews Architects

Comments from the inspectors report

- 1. Overdevelopment of the site**

The inspector believed that the 72 unit scheme was excessive in bulk and size. The lack of relief in elevation was raised as was the hard relationship with the pavement. It was remarked that the scheme offered little opportunity for effective landscaping to ease the interstitial space
- 2. Harmful to the adjacent conservation area and listed buildings**

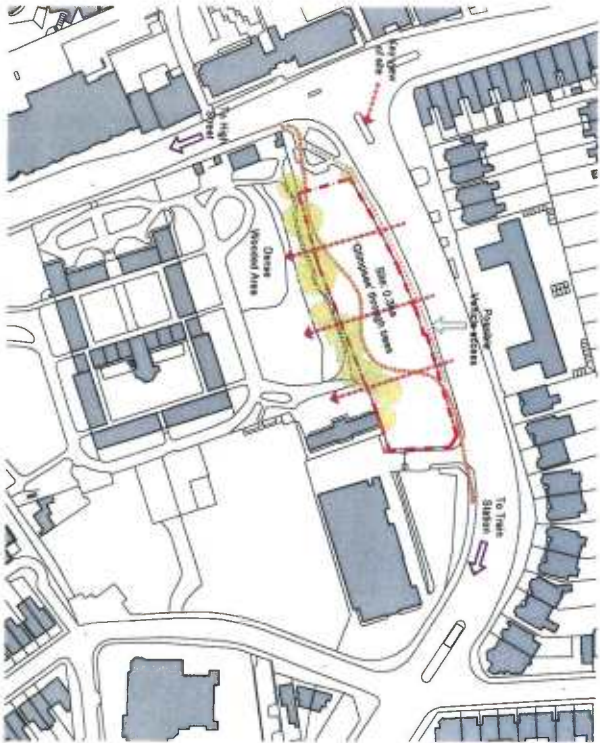
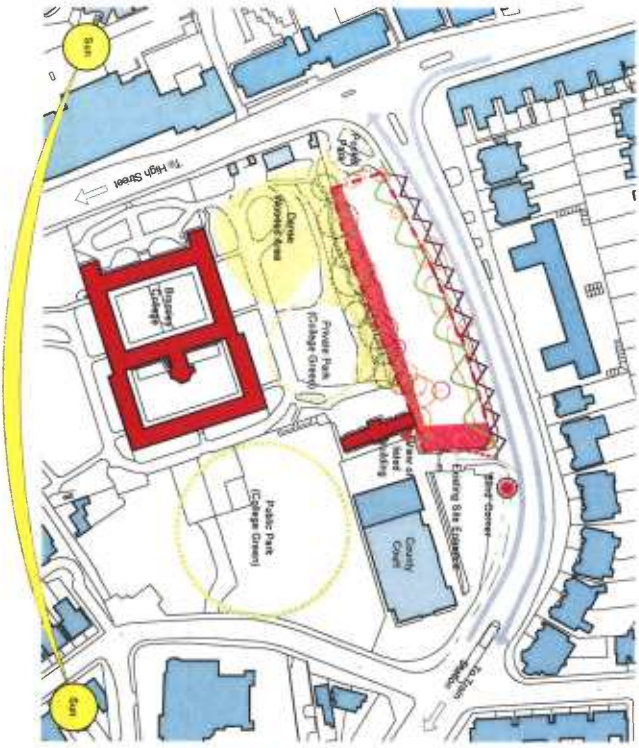
The relationship of the proposed building and the grade II listed building perpendicular to the site was poorly considered. In particular there were concerns regarding overlooking between the proposed development and Sheppards College. Views from the north from Tweedy road were also reduced.
- 3. Harmful to the amenities of the occupiers of Bromley and Sheppards Colleges**

The inspector did not believe that the scale of the building had too detrimental effect on the amenity of the adjacent listed buildings.
- 4. Poor quality amenity space**

The shared garden was seen to be long, narrow and hemmed in which would provide restricted daylight due to its location and the mass of the buildings and trees surrounding it.
- 5. Appearance and Character**

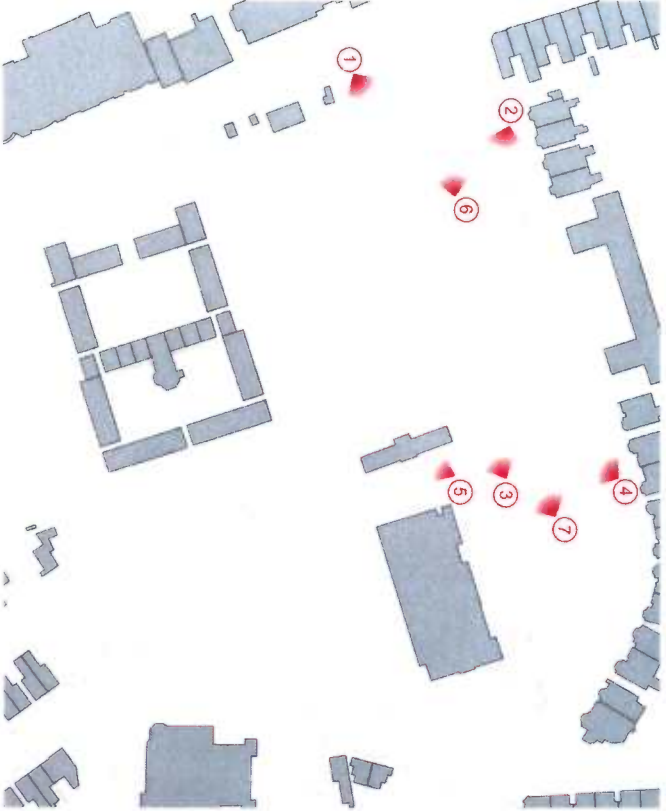
Further to the issues of bulk and size the inspector was unconvinced by the 'out of character' appearance of the scheme. The design also offered no views through the site towards the conservation area which was seen as a disappointment.
- 6. Parking provision**

The inspector believed that the parking provided was sufficient for such a site. The scheme provided parking for 47% of units.



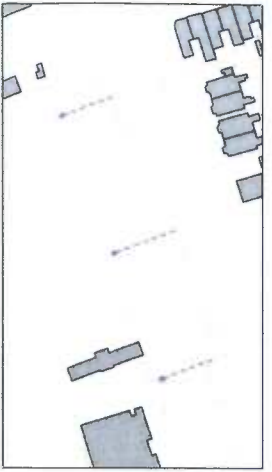
Key	
	4 Storey Buildings
	2/3 Storey Buildings
	1 Storey Buildings
	Listed Buildings
	Dense wooded area
	Areas not to build upon
	Heavy traffic
	Site Boundary
	Green Open Space
	Possible trees to preserve
	Heavy traffic noise
	Elevation relief
	Views
	Primary pedestrian route
	Secondary pedestrian route

Tweedy Road - Bromley
 Constraints & Opportunities
 Scale: 1:1000 @ A3

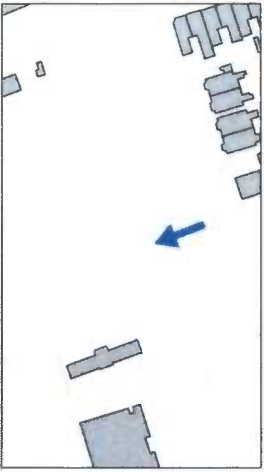


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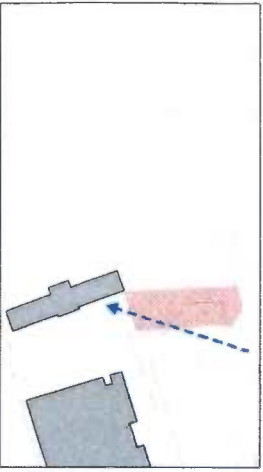
Views through the development must be provided to maintain a connection with the wooded area to the south



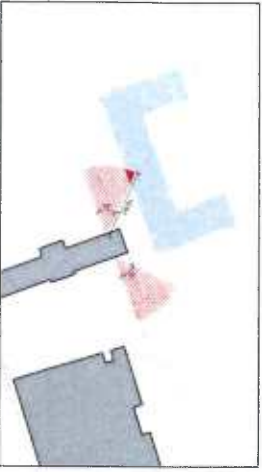
An access point to the site should be introduced in order to alleviate congestion at the existing site entrance which is a blind turning.



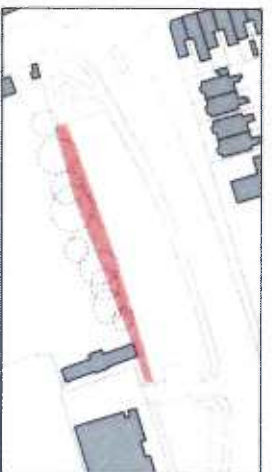
A 10m strip at the east of the site should not be built upon in order to improve the views of the listed building beyond. Improved landscaping is desirable in this location.



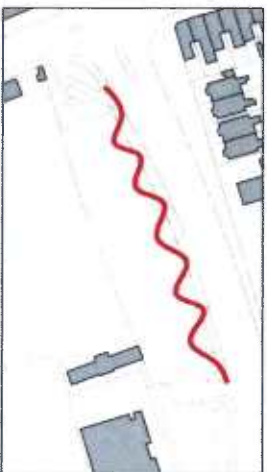
Overlooking between the new building and the existing listed building should be respected. No oblique views within 15m of the northern most window should be created.



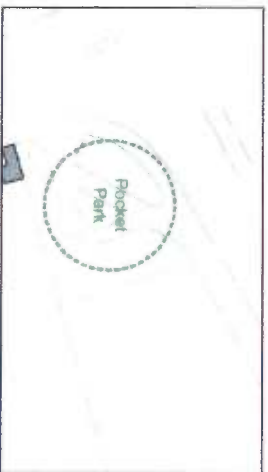
A buffer must be provided at the south of the site in order to protect the privacy of surrounding spaces and allow the preservation of existing, mature trees.



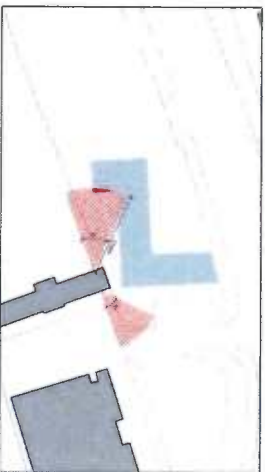
Some relief to the site boundary line must be introduced in order to avoid a dense linear sightline along Tweedy Road.



The pocket park to the west of the park should be incorporated into the design.



No direct overlooking within 21m will be acceptable.



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