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EXECUTIVE

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**12 URBAN DESIGN GUIDE SUPPLEMENTARY PLANNING DOCUMENT -
CONSULTATION DRAFT (Pages 3 - 8)**

Please note the supplementary information attached.

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

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Proposed amendment	Officer response	Office suggested amendment (agreed by RRHPDS)
<p><u>Executive report pack page 294</u></p> <p><u>AMENDMENT PROPOSED BY RRHPDS</u></p> <p>Para 3.24: “The scale of the borough is such that it comprises of a wide range of places and communities; urban, sub-urban and rural. In order to effectively plan and manage future change it is important to understand the distinctive character and identity of each of the individual borough ‘places’, the age profile of the local community and the need for all forms of transport.”</p>	<p>N/A</p>	<p>Addition suggested by RRHPDS to address DCC concern about ‘active travel’ reference in guidance note DG16.</p>
<p><u>Executive report pack page 299</u></p> <p><u>AMENDMENT PROPOSED BY DCC</u></p> <p>The following sentence in paragraph 3.57 to move to paragraph 3.32 (Bickley section) (report pack page 248):</p> <p>3.57. The Mavelstone Road Conservation Area has a strong representation of the Arts and Crafts Movement in its style of architecture.</p>	<p>Amendment is acceptable</p>	<p>N/A, as proposed by DCC.</p>

Proposed amendment	Officer response	Office suggested amendment (agreed by RRHPDS)
<p data-bbox="203 236 658 268"><u>Executive report pack page 304</u></p> <p data-bbox="203 309 736 341"><u>AMENDMENT PROPOSED BY DCC</u></p> <p data-bbox="203 383 815 1193"> Para 3.98: “The Knoll area is overwhelmingly suburban and residential in nature with mainly detached and semi-detached two storey properties, it includes 4 Areas of Special Residential Character (ASRCs) Broxbourne Road, Dale Wood Road, Lynwood Grove and Mayfield Avenue, where low front boundaries and garden amenity play a major role in the distinct family home character of the area. Within the Knoll area, the Broomhill Conservation Area lies to the west of the Town Centre, centred on Broomhill Common. Crofton Roman Villa, a Scheduled Ancient Monument, is sited adjacent to 19th and 20th Century commercial and transport development at Orpington Station. Though well protected by the late 20th Century structure that encloses it, the Villa's impact on the wider public realm is minimal. </p>	<p data-bbox="842 236 1160 788"> Principle of the amendment is acceptable, but suggest redrafting to ensure consistency with the wording and terminology of the rest of the document. A minor change is also needed to correct factual error – there is only one designated ASRC, which contains the four roads mentioned. </p>	<p data-bbox="1182 236 2033 788"> “The Knoll area is suburban and residential in nature, characterised by detached and semi-detached two storey properties; it includes the Knoll ASRC, a designated area encompassing Broxbourne Road, Dale Wood Road, Lynwood Grove and Mayfield Avenue. The area’s distinctive character is defined by generous sized plots and a readily identifiable and coherent streetscene. Within the Knoll area, the Broomhill Conservation Area lies to the west of the Town Centre, centred on Broomhill Common. Crofton Roman Villa, a Scheduled Ancient Monument, is sited adjacent to 19th and 20th Century commercial and transport development at Orpington Station. Though well protected by the late 20th Century structure that encloses it, the Villa's impact on the wider public realm is minimal. </p>

Proposed amendment	Officer response	Office suggested amendment (agreed by RRHPDS)
<p><u>Executive report pack page 305</u></p> <p><u>AMENDMENT PROPOSED BY DCC</u></p> <p>Para 3.103: The suburban residential development to the east, which was conceived and is maintained on the garden suburb principal, is predominantly Neo-Tudor with many Arts and Crafts Movement references. There are large, detached houses on spacious plots, and semi-detached two-storey houses and some detached bungalows. The majority of dwellings have generous rear gardens. The main development pressure comes from residential extensions and replacement houses which can alter the character and appearance of the locality.</p>	<p>Amendment is acceptable, minor amend needed for spelling error.</p>	<p>Para 3.103: The suburban residential development to the east, which was conceived and is maintained on the garden suburb principle, is predominantly Neo-Tudor with many Arts and Crafts Movement references. There are large, detached houses on spacious plots, and semi-detached two-storey houses and some detached bungalows. The majority of dwellings have generous rear gardens. The main development pressure comes from residential extensions and replacement houses which can alter the character and appearance of the locality.</p>
<p><u>Executive report pack page 423</u></p> <p><u>AMENDMENT PROPOSED BY DCC</u></p> <p>DG16: Healthy Streets: All development proposals should seek to create healthy streets and spaces by:</p> <p>a) Adopting the Healthy Streets Approach outlined in the London Plan using health and inclusion, and active travel as key performance</p>	<p>No change</p>	<p>Retain current wording. Active Travel is a well understood term and links to adopted Development Plan policy (which would continue to apply). It is not clear what DCC concerns are with the inclusion of the term Active Travel.</p> <p>Issue discussed at RRHPDS, who agreed with retention of 'Active Travel' but suggested some further wording elsewhere in the document to have regard to the age profile of the population and the need for all forms of transport. This wording has been added to paragraph 3.24 (see above).</p>

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<p>indicators for assessing design quality.</p>		
<p><u>Executive report pack page 423</u></p> <p>AMENDMENT PROPOSED BY DCC</p> <p>DG16: Healthy Streets: All development proposals should seek to create healthy streets and spaces by:</p> <p>b) Adopting an inclusive holistic approach to the design of streets considering their 'place' and 'movement' functions. whilst prioritising the quality of the street level environment for pedestrians and cyclists (access and appeal) and reducing traffic dominance (congestion, noise and pollution).</p>	<p>Change as proposed is not considered acceptable. DCC did not elaborate on what the specific concerns were with the original wording; notwithstanding this, officers consider that we could amend the paragraph to remove the reference to traffic dominance but keep the aims currently in parentheses.</p> <p>Additional amendment also suggested following discussion at RRHPDS, to have regard to age profile and the need for all forms of transport.</p>	<p>Adopting an inclusive holistic approach to the design of streets considering their 'place' and 'movement' functions whilst prioritising the quality of the street level environment for pedestrians and cyclists (access and appeal) and reducing traffic dominance (congestion, noise and pollution).</p>

Proposed amendment	Officer response	Office suggested amendment (agreed by RRHPDS)
<p><u>Executive report pack page 423</u></p> <p><u>AMENDMENT PROPOSED BY DCC</u></p> <p>DG16: Healthy Streets: All development proposals should seek to create healthy streets and spaces by:</p> <p>d) Creating active sociable streets which accommodate the various 3 types of pedestrian activity: necessary and functional, optional recreational, commercial, occupational, and social activities (street life).</p>	<p>Removal of 'active sociable' is acceptable, but the addition of commercial and occupational in the list of pedestrian activity is not. This part of the guidance is referring to pedestrian activity not street uses. There is no such thing as commercial or occupational pedestrian activity.</p>	<p>Creating active sociable streets which accommodate the 3 types of pedestrian activity: necessary and functional, optional recreational, and social activities (street life).</p>
<p><u>Executive report pack page 423</u></p> <p><u>AMENDMENT PROPOSED BY DCC</u></p> <p>DG16: Healthy Streets: All development proposals should seek to create healthy streets and spaces by:</p> <p>e) Implementing measures to make streets healthier while preserving their 'movement' function including urban greening, safe crossing points, accessible footpaths, cycle parking and electric vehicle charging points, and fairer street</p>	<p>Amendment is acceptable</p>	<p>N/A, as proposed by DCC.</p>

Proposed amendment	Officer response	Office suggested amendment (agreed by RRHPDS)
space allocation to each transport mode to reflect the modal share of its users.		