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DATE: 24 February 2011

To: Members of the
DEVELOPMENT CONTROL COMMITTEE

Councillor Alexa Michael (Chairman)
Councillor Charles Joel (Vice-Chairman)
Councillors Reg Adams, Douglas Auld, Eric Bosshard, Katy Boughey,
Lydia Buttinger, Peter Dean, Simon Fawthrop, Peter Fookes, Will Harmer, John Ince,
Russell Jackson, Paul Lynch, Mrs Anne Manning, Russell Mellor and
Richard Scoates

A meeting of the Development Control Committee will be held at Bromley Civic
Centre on **TUESDAY 8 MARCH 2011 AT 7.30 PM**

MARK BOWEN
Director of Legal, Democratic and
Customer Services

Public speaking on planning application reports is a feature at meetings of the Development Control Committee and Plans Sub-Committees. It is also possible for the public to speak on Contravention Reports and Tree Preservation Orders at Plans Sub-Committees. Members of the public wishing to speak will need to have already written to the Council expressing their view on the particular matter and have indicated their wish to do so to Democratic Services **by no later than 10.00 a.m.** on the working day before the date of the meeting.

The inclusion of public contributions, and their conduct, will be at the discretion of the Chairman. Such contributions will normally be limited to two speakers per proposal, one for and one against, each with three minutes to put their point across.

For further details, please telephone **020 8313 4745**.

A G E N D A

- 1 **APOLOGIES FOR ABSENCE AND NOTIFICATION OF ALTERNATE MEMBERS**
- 2 **DECLARATIONS OF INTEREST**
- 3 **CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 8 FEBRUARY 2011 (Pages 3-12)**
- 4 **QUESTIONS BY MEMBERS OF THE PUBLIC ATTENDING THE MEETING**

To hear questions received in writing by the Legal, Democratic and Customer Services Department by 5pm on Wednesday 2 March 2011 and to respond.

- 5 **CORE STRATEGY - LOCAL AREAS, STRATEGIC THEMES AND ISSUES**
(Pages 13-82)
- 6 **PLANNING BUDGET MONITORING REPORT 2010/11** (Pages 83-94)
- 7 **PRE-PLANNING APPLICATION ADVICE - REVIEW OF CHARGES MADE FOR THE SERVICE** (Pages 95-100)
- 8 **PROPOSED INTRODUCTION OF CHARGES FOR PRE-PLANNING APPLICATION ADVICE ON NON-MAJOR DEVELOPMENTS** (Pages 101-106)
- 9 **PARKING POLICY CHANGES** (Pages 107-112)
- 10 **LOCAL GOVERNMENT ACT 1972 AS AMENDED BY THE LOCAL GOVERNMENT (ACCESS TO INFORMATION) (VARIATION) ORDER 2006, AND THE FREEDOM OF INFORMATION ACT 2000**

The Chairman to move that the Press and public be excluded during consideration of the items of business listed below as it is likely in view of the nature of the business to be transacted or the nature of the proceedings that if members of the Press and public were present there would be disclosure to them of exempt information.

Items of Business

Schedule 12A Description

- | | | |
|----|---|--|
| 11 | FORMER BLUE CIRCLE SITE: JOINT USE EDUCATION PAYMENT 106 CONTRIBUTION (Pages 113-118) | Exempt information relating to the financial or business affairs of any particular person (including the authority holding that information) |
| 12 | LEGAL CHALLENGE TO DECISION OF SECRETARY OF STATE IN RESPECT OF APPLICATIONS FOR CRYSTAL PALACE PARK (Pages 119-122) | Exempt information in respect of which a claim to legal professional privilege could be maintained in legal proceedings. |

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DEVELOPMENT CONTROL COMMITTEE

Minutes of the meeting held at 7.00 pm on 8 February 2011

Present:

Councillor Alexa Michael (Chairman)
Councillor Charles Joel (Vice-Chairman)
Councillors Reg Adams, Douglas Auld, Nicholas Bennett J.P.,
Lydia Buttinger, Peter Dean, Simon Fawthrop, Peter Fookes,
Will Harmer, John Ince, Russell Jackson, Paul Lynch,
Mrs Anne Manning, Russell Mellor, Tony Owen and
Richard Scoates

Also Present:

Councillors Jane Beckley, Julian Benington, Stephen Carr and
Michael Turner

76 APOLOGIES FOR ABSENCE AND NOTIFICATION OF ALTERNATE MEMBERS

Apologies for absence were received from Councillors Katy Boughey and Eric Bosshard; Councillors Nicholas Bennett J.P. and Tony Owen attended as their alternates respectively.

77 DECLARATIONS OF INTEREST

There were no declarations of interest.

78 CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 13 JANUARY 2011

RESOLVED that the Minutes of the meeting held on 13 January 2011 be confirmed and signed as a true record.

79 QUESTIONS BY MEMBERS OF THE PUBLIC ATTENDING THE MEETING

No questions had been received.

80 PRESENTATION - WORK OF THE PLANNING INSPECTORATE

The Chairman introduced Ben Linscott, Assistant Director of Planning at The Planning Inspectorate who gave a presentation on the work undertaken by the Inspectorate and how that work impacted on Bromley.

Mr Linscott had been employed by the Inspectorate since 1996, and for the past five years had worked in a managerial capacity where his role involved

administering the S.78 appeals service. He had also been heavily involved with changes to the appeals service. Mr Linscott was responsible for overseeing groups of Inspectors, managing their casework and the areas in which they worked.

Members were informed that a particular challenge for both local authorities and the Inspectorate was the rapid change of policies. The Inspectorate strived to ensure that Inspectors were aware of all changes.

Mr Linscott outlined the principles and procedures to which the Inspectorate had adhered since the service began. The majority of appeals were made by written representations but could also be made by holding an inquiry or a hearing. 25,000 appeals were received each year. The principles of openness, fairness and impartiality govern all public decision-making by the Inspectorate. Inspectors need to be clear that the right evidence has been submitted to enable them to reach an informed decision.

Many Inspectors were also planners but this was not a prerequisite for conducting appeals. The law does not require Inspectors to have expertise in the field of planning but they should be capable of making an informed judgement.

200 cases per year were challenged through the High Court where judgement on an appeal was thought to be incorrect.

A thorough review of the appeal process was undertaken 4-5 years ago resulting in a more proportionate process where each category of appeal followed its own procedure. The review also resulted in improved customer focus and better use of resources. Many leaflets and guidance documents on the appeals service were now available to the public via an online planning portal.

Mr Linscott reported that no complaints against decisions had been received since the new procedures had been adopted.

The Advisory Panel on Standards (APOS) which previously measured Inspectors' performance and reported to Ministers was now defunct.

A charging system for appeals was introduced by the 2008 Planning Act but was never acted upon. The Government proposed to implement a charging scheme and a consultation document would be issued early in 2011. The charging scheme would apply to S.78 planning appeals and advertisements but would not apply to enforcement.

As a result of the changes to appeal procedures, no further material can be accepted by the Inspectorate once a Committee hearing has taken place. Only the required documents and case documents (as put previously to Committee) would be accepted. With regard to the Householder Appeal Service (HAS), one main issue of concern was the disadvantage officers felt when their recommendation had not been accepted. To ensure that the

Inspector understands the reason for refusal, it should be explained clearly in the minute of the meeting as this is the final document of Committee procedure that is admissible to the Inspectorate.

Mr Linscott reported that 10,000 hours of officer time had been saved since the introduction of the HAS. Any HAS case was available online for the public to view and it was anticipated that the entire service would be available online over the next three years. The number of complaints received in relation to the HAS was lower than for any other casework.

A question and answer session then took place.

Councillor John Ince referred to instances where the Local Authority had refused an application and it had gone on to appeal with a perfectly reasonable decision for refusal. He enquired what weight the Inspector gave to planning authority guidance having cognisance of the GLA guidance which may contain slight differences.

Mr Linscott responded that under S.38(6) of the Planning Act, there must be a Development Plan. Unless material considerations indicate otherwise, applications for development would be decided upon by the Development Plan. The UDP was the Local Authority's plan and the Mayor of London had the London Plan (which was also part of the Development Plan). It was up to individual Inspectors to decide which of the two development plans should apply. The PPS was the most recent Government policy document to be affected by changes. There was a Development Plan element for every type of case and the Local Authority would need to explain fully why the Local Authority policy had greater weight attached to it.

Councillor Charles Joel commented that the general public were unaware of the charges to be introduced and asked Mr Linscott to quote an approximate figure for the charge for a two storey extension. Councillor Joel also asked who would be liable for costs.

Mr Linscott replied that the Inspectorate does not make policy. Figures would be based upon differing caseworks and would vary if the appeal was carried out by written representations, a hearing or inquiry. The fee would be paid by the appellants not the Local Authority.

Councillor Joel sought clarification that win or lose the appellants would be liable to pay.

Mr Linscott replied that talks were in progress on that subject.

Councillor Mrs Anne Manning raised a concern in regard to the Householder Appeals Service where there were no written representations, hearings or inquiries. She commented that if the Committee decided against officer recommendations, the minutes of the meeting generally did not clarify the thinking behind the reason for refusal.

Members were informed that the proportionality of the S.78 procedure was assessed and found to be excessive and therefore the decision was made to review the process rather than fully repeat it. Representations were usually always the same. In reviewing the process, local authorities were asked to work with the Inspectorate to discuss issues of concern. One concern was the overturn of officer recommendation. The minutes should briefly explain the reasoning so the Inspector could understand the appeal or an appellant would know what needed to be corrected. There had been cases where Inspectors had agreed with officers.

Councillor Mrs Manning reported that in one particular case, an Inspector had picked up on the fact that the Council had not included a transport ground of refusal; he had then introduced one. Councillor Mrs Manning asked why the Inspector had done that.

Mr Linscott said the Householder Appeals Service was a risk. Case Officers were always willing to listen to a special pleading. He said Local Authority officers could talk to his Case Officers. S.79 of the Act gave the Secretary of State and therefore Inspectors, power to address further consultation. Inspectors could not refuse without giving proper consideration to a case.

Councillor Tony Owen was concerned with matters of visual inspection and commented that there were times when one Inspector could make two different decisions on two separate occasions in the same way that two Inspectors could make two different decisions. He stated there had been instances where the wrong decision had been made. Councillor Owen commented that the Inspectorate's 'quality' was geared to time but he was interested in the quality of decision-making. The Local Authority had no way of taking Inspectors to task and he wanted to know how bad decisions taken by Inspectors could be eliminated.

Members were informed that the process undertaken was intended to work by parties putting the best case forward with a description of what was right or wrong. The Inspector should reach a reasoned and reasonable judgement. Mr Linscott said he had visited sites where a decision had not been agreed with. He said the Inspectorate gave good, supportive training to their Inspectors e.g. design skills and competence training. He said the Inspector should have explained his decision. If complaints were received about an individual Inspector, then he would know there was a problem. Mr Linscott's role was to pinpoint from where the problems emanated. Each case was different and he was always looking to find better ways of measuring Inspector skills.

Councillor Russell Jackson enquired about consistency and the different emphasis placed on design between local authorities. He asked Mr Linscott if he saw trends under different grounds from different local authorities across the country.

Mr Linscott replied that he could not understand why design was not higher up local authority agendas. In accordance with PPS1, local authorities should

look to achieve good design; it should be the starting point. The Inspectorate worked to a Design Champion Principle. In that respect, it was up to the leader of a group to imbed designer skills in Inspectors around the country. Inspectors should set design standards high. If there was doubt about a design, then there was good reason to refuse. Unfortunately, design was usually the worst subject for local authorities to explain.

Councillor Simon Fawthrop spoke about the principle of fairness, commenting that the planning system was not fair. If an application was granted, there were no grounds to appeal. Councillor Fawthrop was of the opinion that expertise was the problem not the solution. He stated that where the Local Authority would listen to all parties and judge both ways accordingly, Inspectors would listen to experts but not to laymen. He declared this to be a major problem.

Mr Linscott responded by saying the Inspectorate was moving towards a non-expert model of Inspectors. He said he did not think of himself as an expert but as an impartial individual and stated that at hearings, all individuals carried as much weight as each other and that he listened to all of them equally.

Councillor Fawthrop commented that the online Planning Portal was “appalling” as it only permitted a person to upload 5 mbs of information; one picture alone could take up to 4 mbs. He thought the Inspectorate should do away with set limits.

Mr Linscott replied that the Planning Portal did not belong to the Inspectorate but was a Communities and Local Government (CLG) owned service. He agreed that it was frustrating and recommended that officers direct their concerns to the Portal Group who manage the service. He emphasised that the Inspectorate wanted to work online and was working towards running its own internet service.

Councillor Peter Fookes was glad to learn of the charging system for appeals. He asked three questions as follows: (a) whether the Council could reclaim costs; (b) how many Inspectors there were; and (c) how the work was allocated.

Members were informed that there were 250 salaried Inspectors who were allocated work as locally as possible, usually within a 40-50 mile radius. In this way, Inspectors got to know local policies. They were given cases proportionate to their skills. There were also 80 non-salaried Inspectors who were called upon to conduct lower rated work. The overall cost of casework was an estimated £35m. The Inspectorate needed to save 35% of that figure over the current spending period whilst maintaining quality. Mr Linscott said he could not comment on the matter of charging and claims but information would be available once the consultation period had ended.

Councillor Russell Mellor reported that there was one particular site which was refused on 100% solid grounds. The applicant appealed and

subsequently the appeal was won. Councillor Mellor asked for Mr Linscott's views on this as he thought it made a mockery of planning law.

Mr Linscott responded by saying he could not comment on individual cases but was happy to look into the matter if Councillor Mellor referred the matter to him. Mr Linscott stated that the Local Authority Development Plan held weight under the Act and material considerations came into play. He said that if the Inspector had been irrational, then there was a problem.

Mr Linscott was asked how complaints from particular areas were picked up. Mr Linscott replied that there was no law of precedent. An appeal would be determined on the merits of the case. He declared that he had never been led by precedent.

In answer to the question of what would happen if two Inspectors gave different decisions on the same site, Mr Linscott stated that the onus would be on the two Inspectors to explain why their opinions differed.

Councillor Fawthrop said he could not understand why the cost regime was not pursued more. The appellant could apply for costs if the appeal was won. He stated that the Local Authority should pursue a cost regime. He observed that if an Inspector made an inconsistent decision to another Inspector, then there would be a risk of costs. Fewer Inspectors would save costs. Councillor Fawthrop suggested that if an application had gone to appeal and had subsequently been turned down, then no further appeal should be made on the same site for a period of 10 years. He claimed this would reduce the number of appeals.

Mr Linscott replied that this was something that could be lobbied with the local MP.

The Chairman thanked Mr Linscott for attending the meeting and for giving a very informative presentation.

RESOLVED that the Chief Planner write to the owners of the Planning Portal in regard to the inadequacy of the service provided.

**81 FORMER BLUE CIRCLE SITE: JOINT USE EDUCATION
PAYMENT 106 CONTRIBUTION**

Pending receipt of advice from Counsel, this report was withdrawn from the agenda.

**82 LOCAL REQUIREMENTS FOR THE VALIDATION OF
PLANNING APPLICATIONS**

At a meeting held on 23 November 2011, the Development Control Committee agreed that consultation be undertaken on the proposed revision of local requirement lists (Minute 60, page 38). Local lists enabled officers to

assess particular planning applications properly and to invalidate those which were not accompanied by the relevant material stipulated on the list.

The current report contained comments received during consultation with statutory consultees, residents associations, agents and other relevant bodies. The local information requirements were set out in a matrix attached to the report.

The Chief Planner informed Members that since the report had been published, further requirements had been established. A revised version of the matrix was circulated to Members and is attached hereto as Appendix 1.

With reference to the requirements for marketing evidence, Councillor John Ince stated that applicants often claim that a proposal had been marketed for years but had little evidence to support such a claim. The Chief Planner responded that the requirements of the list would ensure that this did not happen in future.

Referring to the requirements for Lighting Assessment, Councillor Simon Fawthrop indicated a desire for the reduction in night lighting and light pollution. The Chief Planner stated that light pollution was a subject to be considered. However the matrix outlined specific documents required; it did not deal with policies.

Councillor Tony Owen commented that there was a need for submitted drawings to be clear and accurate and that this should be alluded to within the Section Drawings and Levels category. Councillor Reg Adams agreed and stated that references to dimensions should also be included. The Chief Planner stated that the onus was on applicants to submit good plans and that the Local Authority should recognise when a bad drawing had been received. There was no requirement for written dimensions to be submitted. The Matrix was not exhaustive; it existed to 'flag up' those requirements which were absent in the past.

Members were reminded that the matrix was now before Committee for adoption, having previously been considered by the Development Control Committee at a meeting held on 23 November 2010. If further changes were to be made, the document would need to go through the whole consultation process again.

RESOLVED that the local information requirements set out in the revised matrix be adopted.

**83 CONSULTATION ON MAYORAL COMMUNITY
INFRASTRUCTURE LEVY - DRAFT CHARGING SCHEDULE**

Members' views were requested on the draft consultation document and charging schedule issued by the Mayor of London as an initial step to setting up a London-wide Community Infrastructure Levy, under powers set out in Part 11 of the Planning Act 2008 and the Community Infrastructure Levy

Regulations 2010. Money raised would go towards London's share of the Crossrail funding package agreed with Government. London Boroughs were asked to respond with their views by 1st March 2011.

The report was initially considered by Members of the Executive at a meeting held on 2 February 2011. Members had made a provisional decision but requested an extension of time to allow for full and meaningful discussions. A copy of the Minute was circulated at the meeting.

Paragraph 3.2 of the report set out three zones in which London boroughs had been placed, together with the rate payable for each zone.

Although in principle, the Chairman was in favour of Crossrail, she was concerned that charges to Boroughs should be proportionate to the level of benefit gained by each. As Bromley was least likely to benefit from Crossrail, members were surprised to note that it had been banded in zone 2 with a levy of £35 per square metre whereas Bexley (which would benefit more from Crossrail as it would reach its Borough boundary) had been banded in Zone 3 at £20 per square metre.

Councillor Charles Joel was against the proposed levy and alluded to the consortium set up when the Channel Tunnel was developed. Councillor Joel suggested that the Crossrail development should follow the same route.

Councillor Russell Mellor was bemused by the levying of charges for Crossrail as he was led to understand that funds were already in place. Councillor Mellor suggested that the Mayor's reasons for the charges be sought.

Councillor Nicholas Bennett J.P. stated that the proposal amounted to extra taxes on developments within the Borough. Councillor William Harmer agreed, commenting that development should be encouraged not deterred.

Councillor Nicholas Bennett J.P. also commented that Crossrail would not bring any benefits to Bromley and could, in fact, take business away from the Borough.

A map of the Crossrail route was circulated to Members (attached as Appendix 2) and it was noted that Crossrail did not reach South London at all.

It was estimated that a total sum of £46m could be collected by 2026.

The Chief Planner explained that banding was based on house price values within each zone and used as the basis for measuring a fair charge.

RESOLVED that:-

- 1) the Council write to the Mayor of London highlighting the disproportionate charge levied to boroughs, against the projected benefits of Crossrail to each. The zonal banding structure should be revised so that it properly reflects the benefits to be gained by the**

London Boroughs. The Mayor's attention should be drawn to the Fares Fair Judgement 1982;

2) it be noted that the introduction of CIL would take benefits away from Bromley

3) the comments and recommendations outlined above be referred to Members of the Executive.

The Meeting ended at 9.08 pm

Chairman

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Report No.
DRR11/023

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: Development Control Committee

Date: 8 March 2011

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

Title: CORE STRATEGY - LOCAL AREAS, STRATEGIC THEMES AND ISSUES

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

Chief Officer: Marc Hume, Director of Renewal and Recreation

Ward: All

1. Reason for report

- 1.1 This report follows the Local Development Framework Advisory Panel's (LDFAP) meeting on 17th January where the approach to developing the Core Strategy Issues Document was endorsed, including using 21 area pen portraits to help understand local and borough wide issues.
- 1.2 The LDFAP requested that the Executive and Development Control Committee be asked to consider the developing pen portraits and advised of the overall structure and approach to the Core Strategy Issues Document.
- 1.3 The report includes as appendices, draft outlines of the key elements proposed for the Core Strategy Issues Document; visions and objectives for the borough (developed from Bromley 2020 (Building A Better Bromley) where they have a specific spatial relevance), area pen portraits and strategic issues and themes.
- 1.4 The preparation of a robust Core Strategy as the central policy document within the suite of documents which will form the Local Development Framework (LDF) has been re-emphasised though the Localism Bill and the examination in public held last year into the Mayor's revised draft London Plan.

2. RECOMMENDATION(S)

- 2.1 Agree the structure and approach to preparing the Core Strategy Issues Document as set out in the report.
- 2.2 Comment on the vision and objectives, area pen portraits, and strategic themes, forming Appendices 1-3 to be considered by the Local Development Advisory Panel on 24th March 2011.

Corporate Policy

1. Policy Status: New policy.
 2. BBB Priority: Excellent Council. Vibrant and Thriving Town Centres, Supporting Independence, A Quality Environment
-

Financial

1. Cost of proposal: No cost
 2. Ongoing costs: N/A.
 3. Budget head/performance centre: Planning Division Budget
 4. Total current budget for this head: £3.3m
 5. Source of funding: Existing revenue budget,
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Staff

1. Number of staff (current and additional): 103.89 ftes
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

1. Legal Requirement: Statutory requirement.
 2. Call-in: Call-in is 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? Yes.
2. Summary of Ward Councillors comments: Ward Councillors were invited to the workshops held in 2010 where the identification of 21 areas started and have been sent the notes of these workshops and invited to comment on the area pen portraits. Emails were sent to all Councillors on 27 January 2011 following the LDF Advisory Panel's request that the indicative programme for the Core Strategy be circulated and Members advised of the plans for this meeting.

3. COMMENTARY

Background

- 3.1 The Local Development Framework Advisory Panel (LDFAP) met on 17th January 2011, in particular, to consider the timetable and process for the continuing preparation of Bromley's Core Strategy. The Core Strategy will form the overarching strategic policy document within the suite of documents forming the borough's Local Development Framework (LDF). The Bromley Area Action Plan and the Supplementary Planning Guidance on Planning Obligations, both adopted by the Council in 2010, also form part of the LDF.
- 3.2 The Indicative Programme agreed by the Local Development Framework Advisory Panel, and circulated to all Members shows the process of preparing an initial document, the Core Strategy Issues Document, for consultation. This document will draw on a wide range of information including from the Council, Greater London Authority (GLA) and Government data (e.g. the Office for National Statistics data), specific evidence collected as part of the LDF process and findings from ongoing discussions with key statutory and other partners. The initial period of public consultation is planned for spring 2011 on the vision and objectives, local areas, issues and themes identified. The responses will be reported to a future meeting of the LDFAP and options and a draft Core Strategy document prepared for further consultation in the autumn.
- 3.3 The Government published its Localism Bill in December 2010. Part V includes proposed changes to the planning system, including the option of neighbourhood plans and devolving some current borough level decision making as well increasing the Mayor of London's responsibilities including the potential power to create Mayor Development Corporations. These proposed changes at below and above the borough-wide (level) places increased importance on the Council preparing and adopting a robust and effective Core Strategy. This will need to follow the required procedures and be found 'sound' by the Inspector based on clear evidence. It must set out visions for the borough, demonstrate evidence of understanding the strategic and local issues and opportunities and policies clearly derived on this basis. The Core Strategy is required to be in general conformity with national policy and the London Plan.
- 3.4 Advice to authorities currently preparing Core Strategies and other LDF documents is to continue with these documents. The approach taken by the LDFAP and officers is to ensure work undertaken will support a strong Core Strategy or borough wide plan as outlined in the Localism Bill. The Bill is currently at Committee stage and how it will evolve and the timescale for being introduced remains unclear. In addition to its progress through Parliament, however, regulations would need to be introduced and this is expected to be sometime after the Core Strategy is anticipated to be adopted.
- 3.5 The Core Strategy Issues Document is expected to comprise three key sections, the visions and objectives for the borough, the local area profiles and strategic themes. This report includes early work in progress with regard to these sections. They will be considered by the Local Development Framework Advisory Panel at its meeting on 24th March and a final version will be considered by the Executive for agreement as the consultation version in the spring.

The Spatial Visions for the Borough

- 3.6 Clear spatial visions and objectives will be required in the Core Strategy. Building a Better Bromley, Bromley 2020, the agreed Sustainable Community Strategy for the borough together with other Bromley based strategies is the starting point. The spatial and land use implications of the aspirations and objectives in these documents have been drawn out and form Appendix 1. As the Core Strategy develops these will evolve and be refined, in particular, through the local pen portraits and strategic themes and response to consultation.

The emerging local area pen portraits

- 3.7 Workshops with Members took place in spring 2010 to draw on the knowledge and understanding of their local areas as part of gathering information about the borough as an early part of preparing the Core Strategy. These identified 21 areas, which can be seen to have a specific community or geographic focus. At this very local level issues can be identified which may be very place specific, or relate to a type of activity, development or geography. These may require different responses to be reflected within the Core Strategy. The use of small geographic areas will play an important role in engaging residents in the development of the Core Strategy. They provide a more accessible approach to understanding issues and opportunities than a primarily topic or theme based methodology.
- 3.8 A map and short profile of each area including a summary of key issues and opportunities is being prepared. Thirteen of these are included as Appendix 2. It is hoped that the remaining profiles will be available for the meeting.

Strategic Issues

- 3.9 The Core Strategy as the overarching strategy policy document within the LDF has to cover and address all the issues affecting the borough will can be expressed spatially. The eight themes of Bromley 2020 have been brought together in five sections reflecting more accurately how communities understand the borough and how the Council and partners provide facilities and services.
- Living in Bromley
 - Supporting Communities
 - Getting Around the Borough
 - Bromley's Valued Environments
 - Working in Bromley
 - Climate Change and Environmental Considerations.
- 3.10 A draft of each section is included within Appendix 3.

4. POLICY IMPLICATIONS

- 4.1 Bromley 2020 as the agreed Sustainable Community Strategy for the borough is the starting point for developing the Core Strategy together with other key Bromley documents. The Core Strategy will contribute to all the Council's priorities, in particular, An Excellent Council, Vibrant and Thriving Town Centres and a Quality Environment.

5. LEGAL IMPLICATIONS

- 5.1 Development plan documents have to be developed in accordance with the Planning and Compulsory Purchase Act 2004 and regulations.

Non-Applicable Sections:	Financial and Personnel
Background Documents: (Access via Contact Officer)	

Bromley in 2025

“Bromley is the cleanest and greenest borough in London with distinctive neighbourhoods and high quality open spaces. People enjoy a good quality of life in all Bromley’s places, from the low density suburbs to the vibrant town centres. Businesses thrive, growing and investing locally, responding to the challenges of a changing economy.”

Open space

The importance of all natural spaces, whether private gardens, rivers and lakes or Green Belt, is universally recognised and their quality and protection is a high priority. A 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 helps improve the wellbeing of its communities, providing space for leisure and sport and supporting healthy lifestyles. Opportunities are taken to increase natural habitats, especially in areas with a deficiency, linking them together and improving their quality and accessibility.

**Objectives: Protect open spaces and natural environments.
Encourage the protection and enhancement of biodiversity.
Improve the provision of open space 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 residents enjoying better health and wellbeing. There is less crime and anti-social behaviour and areas with a concentration of social and environmental problems are being improved. Residents are helped to improve their own places and local environments for the benefit of all the community.

**Objectives: To produce healthier environments and a health infrastructure to support people in living longer, healthier lives.
Enable all communities to improve their own environments.
Coordinate improvements to areas, in particular those with a concentration of deprivation.**

Housing

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 neighbourhoods and improves the choice of accommodation available.

Objectives: **Ensure there is an appropriate supply of local housing.**
Ensure any new housing is appropriate to local needs.
Ensure any new housing complements and respects local character.

Community facilities

Local shopping parades, schools, healthcare, leisure and cultural facilities support our wide range of communities. New facilities are encouraged in accessible locations and may be combined with other uses to form flexible and efficient community hubs.

Objectives: **Support retention of locally valued community facilities.**
Ensure new community facilities are appropriately located and accessible.

Business and employment

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 skills levels have been raised.

Objectives: **Ensure there are an appropriate range of premises across the borough.**
Encourage investment and development in the local economy.
Encourage and support the provision of training across the borough.
Business Areas adapt successfully to the changing needs of modern industry and commerce.

Town centres

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. The vision for Orpington recognises the town centre's role as a strong and vibrant local centre, offering a good range of shopping, leisure and public amenities. The improvement of its image and appearance and adding to its retail offer are vital to achieving this aim.

Objectives: **Ensure continued vitality of Bromley Town Centre, in particular, through implementation of the Area Action Plan.**
Promote and facilitate the continued improvement of Orpington Town Centre.
Maintain and improve other local centres across the borough.

Climate change and environmental issues

The impacts of our changing climate on places and people are addressed through careful consideration of flood risk, water conservation, building design and use of “green infrastructure” – open spaces and living roofs or walls. Opportunities for appropriate low carbon, decentralised energy networks and renewable energy are considered in any new developments. Less waste is produced and more is managed and disposed of locally through new cleaner technologies.

Objective: **Design and construct any new buildings to help reduce impacts of a changing climate.**
 Ensure carbon reduction is a priority of any new development.
 Increase self-sufficiency in dealing with waste.
 Support the development of local energy networks and low-carbon and renewable energy 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, public art, and appropriate car parking are key considerations. Our roads and streets are clean but uncluttered, with street trees and verges improving their appearance. Public art and street furniture make places more attractive and comfortable for users.

Objective: **Ensure any new development attains the highest design standards.**
 Ensure any new development includes appropriate private or public open space.

Built heritage

Our man-made heritage assets – areas of distinctive character, listed buildings, conservation areas and monuments - are protected and enhanced for all to appreciate. There are fewer historic features on the “at risk” register and visitors are encouraged to enjoy the borough’s rich heritage.

Objective: **Continue to identify and protect locally and nationally significant heritage assets.**
 Ensure any new development complements and improves the setting of heritage assets.
 Encourage greater accessibility of heritage assets.

Transport

Moving around the borough is easier thanks 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 means less pollution and greenhouse gases are produced from transportation. Any new developments include electric vehicle charging points and there are more car clubs, increasing 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.

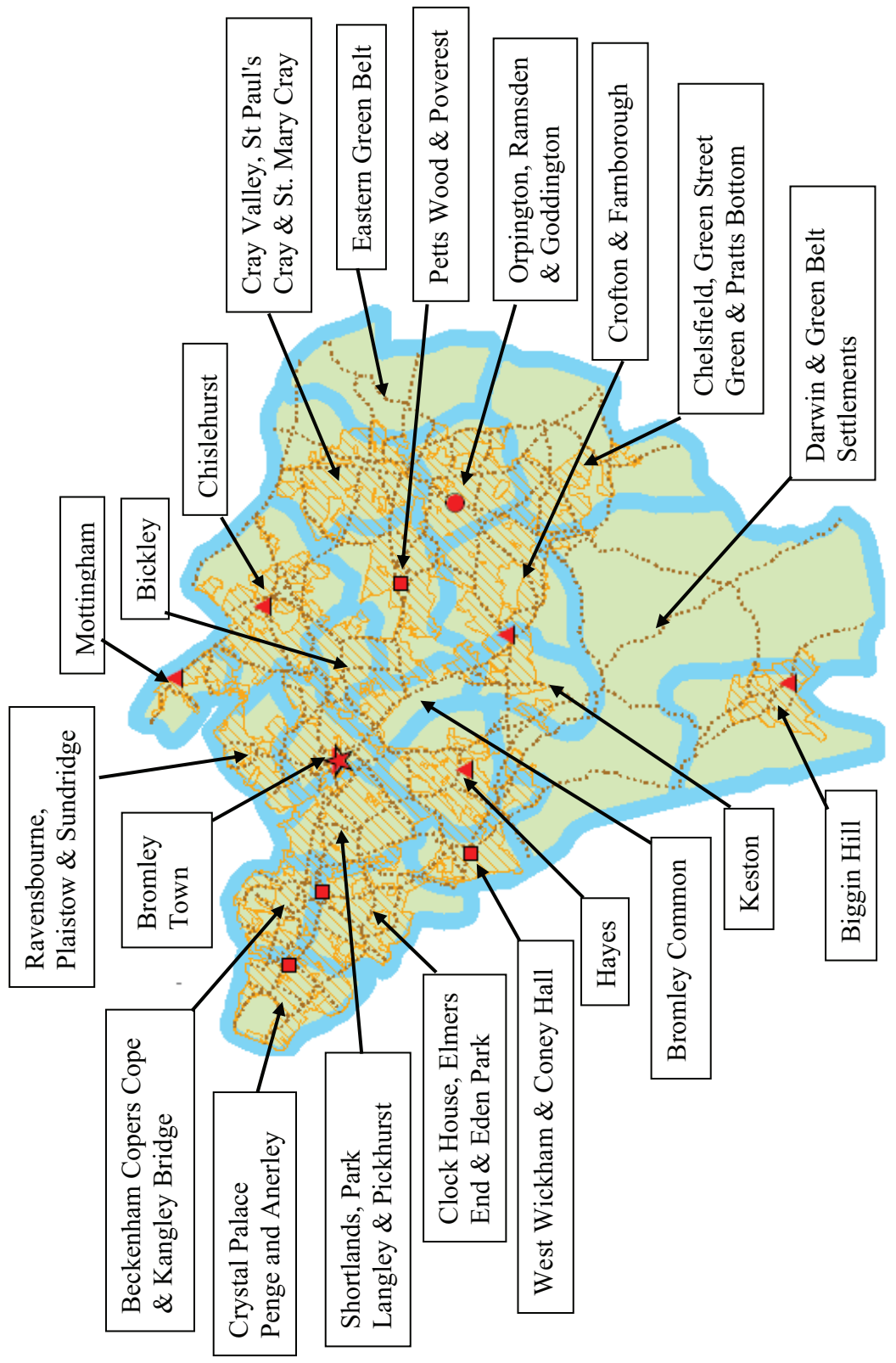
Objectives: Reduce road congestion at peak times through better management of the network and encouraging alternative means of travel.
Promote the use of public transport, walking and cycling.
Ensure new developments include electric charging points, cycling facilities and car clubs where appropriate.
Encourage patterns of development that reduce the need to travel.
Ensure streets are safe, accessible and uncluttered, improve road safety and reduce air and noise pollution from traffic.

APPENDIX 2

AREA PEN PORTRAITS

- 1 Beckenham Copers Cope & Kangley Bridge
- 2 Bickley
- 3 Bromley Common
- 4 Chislehurst
- 5 Clock House, Elmers End & Eden Park
- 6 Cray Valley, St Paul's Cray & St. Mary Cray
- 7 Crofton and Farnborough
- 8 Crystal Palace, Penge & Anerley
- 9 Hayes
- 10 Keston
- 11 Mottingham
- 12 Shortlands, Park Langley & Pickhurst
- 13 West Wickham & Coney Hall

Places within the London Borough of Bromley



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BECKENHAM COPERS COPE & KANGLEY BRIDGE

Character

The introduction of the railway in mid-Victorian times saw Beckenham develop from a small village into a town on the edge of suburbia. The majority of dwellings in the area are Victorian with some 1940's and 50's flats and houses. On the whole houses tend to have fair sized gardens; however, where there are smaller dwellings and flatted developments there is a lack of available off-street parking. During the later part of the 20th century a significant number of Victorian villas were converted or replaced by modern blocks of flats or housing. Ten conservation areas have been established to help preserve and enhance the appearance of the area reflecting the historic character of the area.

There are a variety of historic listed buildings such as St. Georges Parish Church, 28 Beckenham Road, the cinema and the war memorial. Pubs such as The George Inn and The Coach & Horses also have historic significance.

The High Street is the main retail centre currently thriving with minimal vacancies and a wide variety of independent shops and restaurants. Off Beckenham road there is a fire station and ambulance control station. The Lower Sydenham Business Area is an industrial area in the north of the Beckenham area close to Kangley Bridge Road.

The majority of green space is located in the north of the area where there is an agglomeration of sports fields, park and allotments. Much of the land is classified as Metropolitan Open Land (MOL) and is part of the South East London Green Chain; there is limited access to green space in other parts of the area, particularly the south east. The River Beck, a tributary to the River Ravensbourne, cuts through the area posing a risk of flooding; however, much of the central and northern part of the watercourse flows through protected open space.

Over the past decade the area has benefited from the development of modern facilities such as the Beckenham Spa and Beckenham Beacon. Other public facilities include Beckenham Library and Beckenham Civic Halls, a multi-purpose community facility.

More recently housing development has been encroaching onto non-residential sites as pressure for housing has intensified.

Demography & Community

Single person households account for the largest proportion of households. A higher population density exists in the north of the area²; over recent years there have been several flatted developments in the Kangley Bridge area; most recently planning permission was granted for housing on a former industrial site in Worsley Bridge Road (Dylon). The population in this area is characterised by a higher than average percentage of over 65s and over 75s, and also a lower than average proportion of under 5s. Overall, there are low levels of deprivation. The proportion of black and ethnic minorities is lower than the Bromley average⁴

Business and Employment

Copers Cope has the highest mean household income in 2007 at over £48,400 compared with the Bromley average of £39,145. (Source: CACI Paycheck Data 2007).

Kangley Bridge Industrial Estate is the only industrial site located in this ward. It occupies occupied by many commercial businesses and has few vacancies.

The former Dylon factory lies on the border of Copers Cope and Lewisham. Planning permission was granted on appeal in 2009 to demolish the existing site and rebuild it with a mixed use scheme including residential units, office, retail, café & restaurant and crèche.

Beckenham town centre is defined as a District Centre in the Unitary Development Plan. The High Street is a significant retail centre both during the daytime and in the evenings. Several supermarkets serve the area including Sainsbury's, Lidl, Marks & Spencer and Waitrose.

Beckenham is a vibrant service sector with 90 units, 35 of which operate as restaurants, cafes and fast food outlets, Banks (8). Building Societies (1) and Estate Agents (17).

Bromley Road, Beckenham is a local parade located approximately 10 minutes walk from the bottom of the High Street. It has a varied mixture of shop units including The Oakhill Tavern & Jolly Woodman Public House as well as several takeaways. 12 out of the 21 units lie within A1 use.

Social Infrastructure

The Beckenham spa is a purpose built leisure centre comprising two swimming pools, a gym, multi-purpose sports hall and five multipurpose studios. There is also a crèche, children's play zone and a beauty clinic. Beckenham Public Hall is located in the town centre and includes two halls and a function room available for events such as concerts, theatrical productions and meetings. Beckenham Green is a small park in the town centre, it is used throughout the year as an open air space for markets and Christmas events. Several churches in the area also provide a wide range of community facilities such as halls, mother and baby classes, pre-schools and lunch clubs for the elderly.

The Beckenham Beacon opened in 2009 as a health facility that includes a minor injuries unit, two GP practices and a range of specialised services. There is also a Day Centre in Hayne Road run by the charity Mind, the centre provides support for people with mental health problems, carers, friends and family.

Two single sex secondary schools serve the area; Kelsey Park School for boys and Cator Park Girls. There is desire locally for a mixed secondary school and the Harris Federation of academies is interested in making provision in the area. Pressure in this area is also influenced by the flow of pupils to and from Croydon.

Connectivity

The area is well placed for rail links, New Beckenham, Beckenham Junction, Ravensbourne and Shortlands stations are either in the area or close to its boundaries. The stations link the area to London, Lewisham, Bromley South and Orpington. The Tramlink also provides a fast connection to Croydon, New Addington

and Wimbledon. There are frequent and reliable bus services connecting the area with Crystal Palace, Bromley, Orpington and Croydon; there is also a night bus linking the Beckenham with Oxford Circus. The parks and residential areas to the north of Beckenham are not as well connected by bus services¹⁶. Most of the residential roads and high streets such as Copers Cope Road connect to the surrounding A2015 & A213, leading to the rest of the Borough.

London Cycle Network route 20 runs past Beckenham junction from Bromley south through to Crystal Palace and on to London.

KEY ISSUES & MAIN OPPORTUNITIES

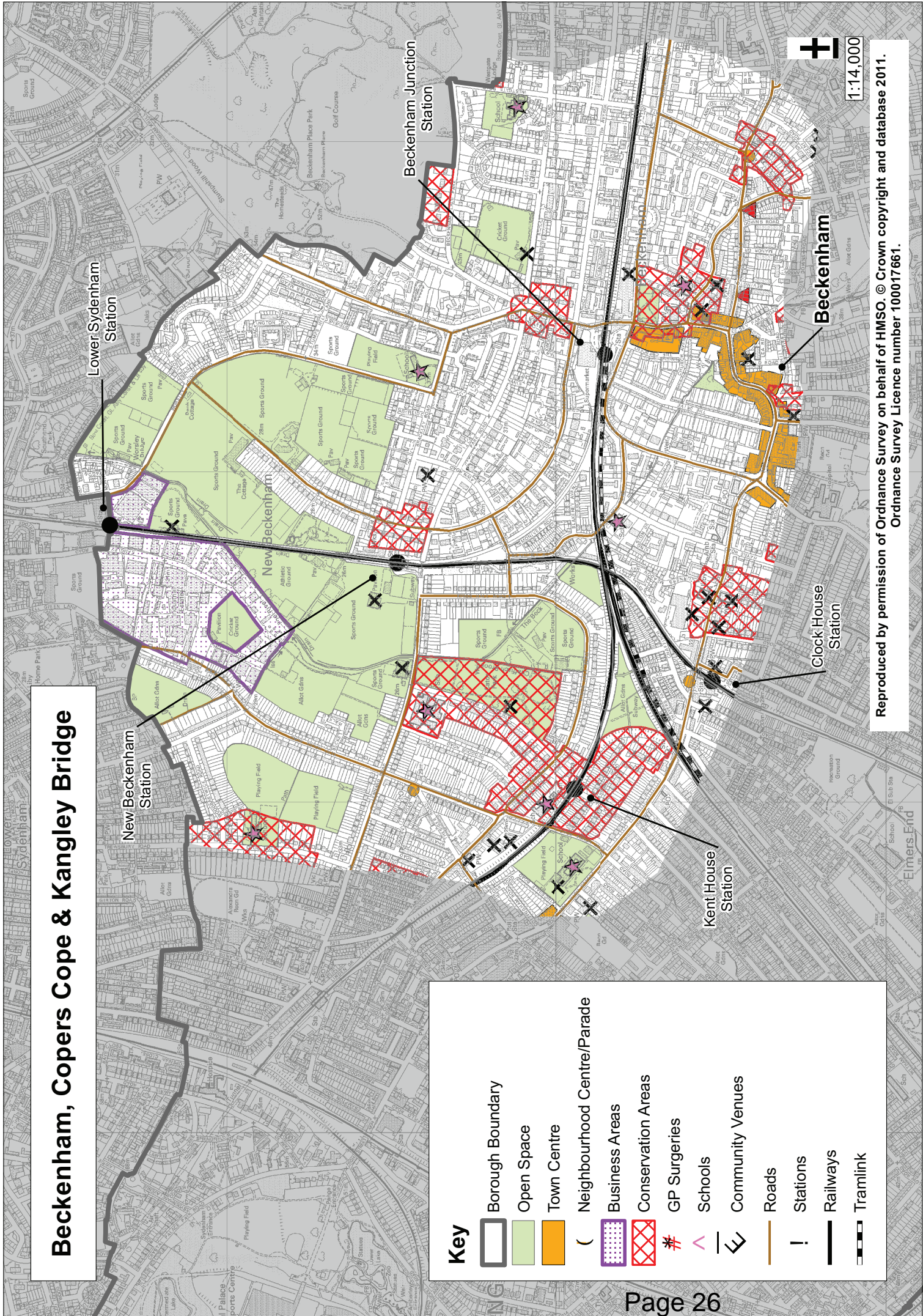
What are the implications of residential development encroaching onto business areas such as that at Worsley Bridge Road?

How can car parking pressure around stations and more densely populated areas be addressed?

How can the lack of public amenity space in the south east of the area be addressed?

What can be done to maintain and encourage the diversity of retail uses in the town centre?

Beckenham, Copers Cope & Kangley Bridge



Key

- Borough Boundary
- Open Space
- Town Centre
- Neighbourhood Centre/Parade
- Business Areas
- Conservation Areas
- GP Surgeries
- Schools
- Community Venues
- Roads
- Stations
- Railways
- Tramlink

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BICKLEY

Character

A predominantly residential suburban area with mainly detached dwellings. Unlike other parts of the Borough the area does not have a clearly defined centre; however, there is a modest shopping parade in Widmore Road and at the Fairway in Southborough Lane. There is also a medium sized supermarket off Homesdale Road. Bickley Station and Chislehurst Station are widely used by commuters and both provide good links to London and Kent. The Bickley Manor Hotel is one of the few large hotels in the Borough with function rooms and conference facilities.

The Bickley Conservation Area comprises about 90 mainly residential properties; the buildings tend to be large dwellings on spacious plots, it also includes St. George's Church built in 1864. There are good examples of buildings built during the Arts and Crafts movement, a traditional style that adds to the distinctive characteristics of the area and it is a style that has been mirrored in the design of modern housing throughout Bickley.

Whilst public open space in Bickley is limited, there are large gardens associated with well spaced properties. The more densely populated area to the south borders Whitehall Recreational Ground and Jubilee Country Park, on the edge of the Green Belt. There is also a private cricket club in the centre of the area.

Demography & Community

The majority of households in the area are either couples with dependant children or pensioners². The area has low levels of deprivation, a significant proportion of workers are professionals in managerial or senior positions; earnings here are higher than the Borough average². In comparison to other parts of the Borough, Bickley has a high number of residents over the age of 75; consequently, the area has a high mortality rate.

Business and Employment

There is a small commercial area which includes industrial units and offices in Waldo Road and the Homesdale Road Business Centre. Some smaller, older business sites have been developed for residential use. The Waldo Road refuse and recycling centre nearby operates as a transfer site sorting the Borough's recycled waste.

Bickley has three local parades located on Widmore Road, Southborough Lane and Southborough Road. The majority of units are retail (Class A1) and both are performing well with only one vacant unit.

Social Infrastructure

There is a new medical centre built as part of the housing development off Golf Road; it includes a GP surgery which provides a range of clinics servicing the local community. The development also includes a dental surgery and a nursery.

Connectivity

The area has a low accessibility rating; however, it is well served by 4 bus routes plus the 208 and N47 night bus to and from London stopping nearby along Southborough Lane. Bickley rail station is located centrally, providing links towards Orpington and London Bridge. A weak bridge on Southborough Road limits access by large vehicles to the station, therefore some transport may not run as smoothly.

The A222 cuts through the centre of the area leading to the A21 Red Route.

London Cycle Network route 23 leads through Bickley from Orpington, towards London and all the northern areas of the Borough.

KEY ISSUES & MAIN OPPORTUNITIES

What opportunities are there to enhance the available open space for the benefit of the local community?

What are the implications of isolation amongst elderly and how can this be addressed?

What opportunities are there to improve access to public transport?

What can be done to improve the vitality of local centres of Widmore Green and the Fairway having regard for their importance as providers of local facilities?

Bickley











Chislehurst Station

Bickley Station

Bickley Cricket Ground

Midmore School

Key

-  Borough Boundary
-  Open Space
-  Neighbourhood Centre/Parade
-  Business Areas
-  Conservation Areas
-  GP Surgeries
-  Schools
-  Community Venues
-  Roads
-  Railways

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BROMLEY COMMON

Character

A mixed area interspersed with large areas of open land with a Green Belt designation. Development occurred in Victorian times along Bromley Common with later development spreading east and south. The older residential areas around Chatterton Road are densely populated; there is limited parking in these streets. The Bromley Common Conservation area is one of five conservation areas; it comprises 1850's semi-detached Victorian villas which face the common. The Bromley, Hayes and Keston Commons Conservation Area comprises several separate areas around the commons. They are linked by common land creating a rural feel; the majority of buildings contribute to the unique characteristics of the area. Chatterton Village is a distinctive centre with a variety of unique independent retailers, restaurants and a pub.

At the junction with Crown Lane and Bromley Common a major new residential development by Asprey Homes is taking shape for around 788 homes, comprising a mixture of flats and houses with all forms of ownership. The development proposes extra care accommodation for the elderly and a doctor's surgery which will benefit the wider community.

Two tributaries to the River Ravensbourne flow through the north-west and east of the area. There is a risk of flooding to dwellings and also to the grounds of the college and the new school.

Demography & Community

The majority of households in the area consist of couples with dependant children or pensioners². The Turpington Estate represents a significant pocket of high multiple deprivation uncharacteristic of the area as a whole; it is identified in the draft London Plan as a possible Area for Regeneration.

Business and Employment

The average income for Bromley Common is somewhat lower than the average for the Borough as a whole, whilst unemployment is slightly above average.

A Vauxhall car dealership, ambulance repair depot, bus garage and a McDonalds are among the few workplaces in the area. There are five local parades in the area: Chatterton Village; Hastings Road; Homesdale Road; Southborough Lane and Masons Hill. Chatterton Village is the largest of these with 52 units – 31 of these are in retail use the rest in restaurant and office use.

Social Infrastructure

There are two primary schools in the area and two secondary schools with sixth form colleges; Ravensbourne Secondary School and Bishop Justus – a school with state of the art facilities built in 2004. A Specialist facility, Phoenix Pre-School is located within the area; it provides support for children diagnosed with significant social communication difficulties.

Bromley College of Higher Education and Higher Education offers a wide range of courses such as A-Levels, vocational courses and apprenticeships. The college also offers a range of degrees, foundation degrees and HND (Higher National Diploma) courses in partnership with the University of Greenwich.

The Bromley Common Practice is the only surgery in the area; the plan is to relocate the surgery to another site as the existing premises are cramped. It is hoped that accommodation will be made available at the major development on Crown Lane. Bridgeways Day Hospital Located in Turpington Lane helps older people with mental health problems.

Connectivity

The area is served by 8 bus routes including a night bus from Trafalgar Square, although all simply run past the area along the A21, except for route 336 which is the only bus that stops further into the residential areas.

Bromley Common does not have a train station, therefore train journeys are made from Bromley South station, Bickley and Petts Wood; however, for most residents this usually involves taking a bus to get to the station.

The London Cycle Network can be accessed by Route 23 which skirts the North and East of the area.

KEY ISSUES & MAIN OPPORTUNITIES

What can be done to improve the vitality of local centres of Chatterton Village, Hastings Road, Homesdale Road, Southborough Lane and Masons Hill having regard for their importance as providers of local facilities and employment?

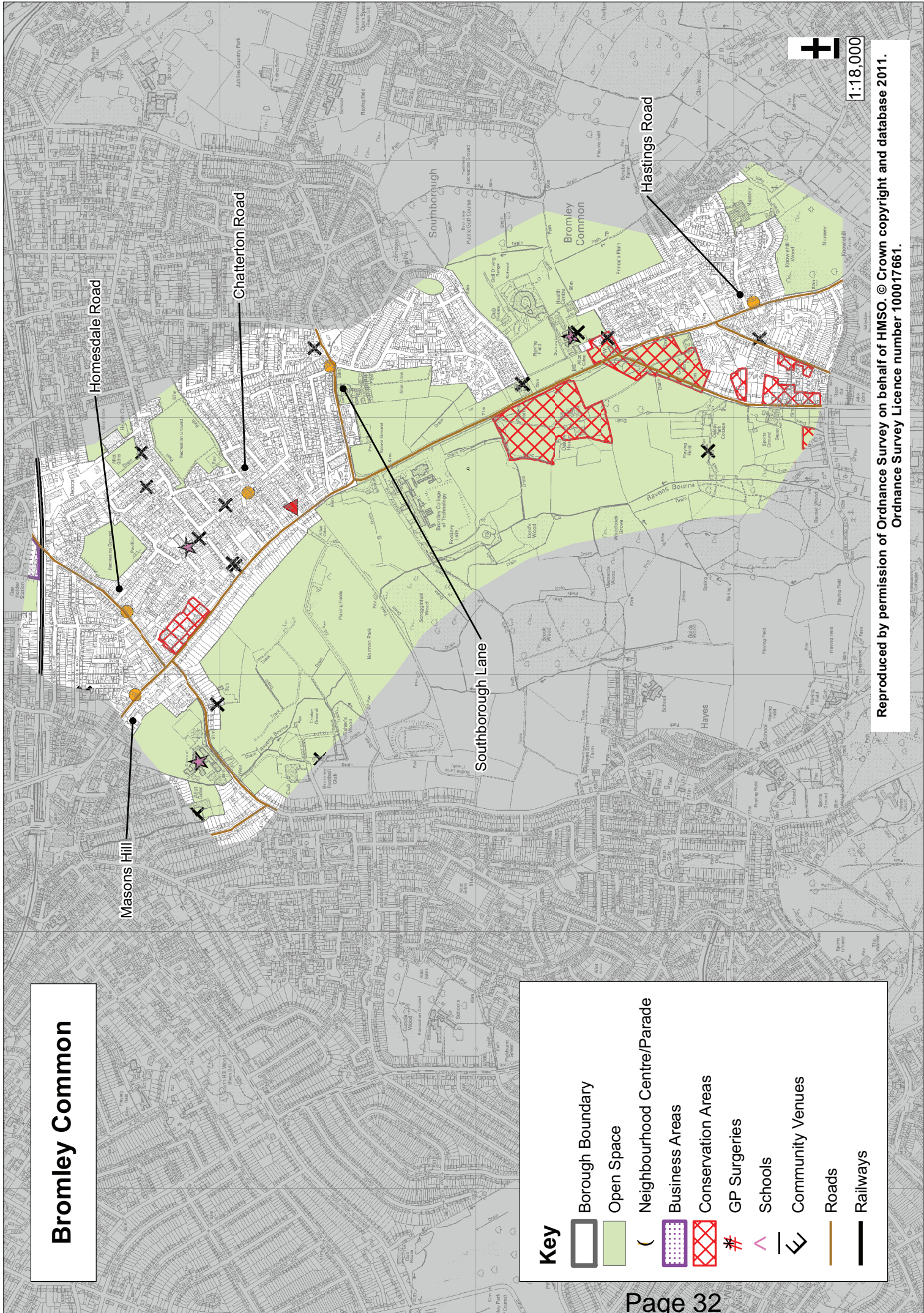
What opportunities are there to improve public transport connectivity in this area?

What opportunities are there to provide enhanced provision for modern healthcare?







How can the pocket of deprivation in the area at the Turpington Lane estate be addressed?

How can parking in the Chatterton Road area be improved?

Bromley Common



Key

-  Borough Boundary
-  Open Space
-  Neighbourhood Centre/Parade
-  Business Areas
-  Conservation Areas
-  GP Surgeries
-  Schools
-  Community Venues
-  Roads
-  Railways

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CHISLEHURST

Character

A typically suburban area with significant green space and recreational facilities, the majority of dwellings tend to be detached or semi-detached. A large part of the area falls within the Chislehurst Conservation Area which incorporates a diversity of forms of development and open space. The Mavelstone Road Conservation Area is a small area with strong representation of the Arts and Crafts style of architecture. Local sites of interest include Chislehurst Caves, Scadbury Manor and Camden Place, a residence of Napoleon III in the 1870's, it is now a grade I listed building.

Royal Parade and Chislehurst High Streets are the main local centres, they are relatively busy and both support a thriving night time economy due to restaurants and pubs.

A major development is underway in Walden Road for 251 dwellings; the proposal is to include a number of dwellings for smaller family units or couples. A similar development on South Hill Road was recently completed for 76 dwellings.

Kyd Brook flows along the western boundary; there is a risk of flooding associated with this watercourse.

Demography & Community

The number of households of couples with no children or solely of pensioners is higher than the Borough average. With the exception of Chislehurst North the area also has the highest proportion of over 75's in the Borough; the north has one of the lowest proportions of over 75's in the Borough. Home ownership in Chislehurst is high and the majority of workers tend to be managers, senior officials and professionals, a significant number drive to work, travel by rail or work from home². The number of social rented units is half the Bromley average. Levels of deprivation vary, however, the northern part of the area suffers from higher levels of deprivation than the rest of the area, it is particularly deprived with regards to household income, access to healthcare and educational skills. Life expectancy for men is consistently lower in Chislehurst North than in the rest of the area.

Business and Employment

The average income for the ward is above average compared with the Borough average. Unemployment in the ward is low.

Chislehurst Business Centre, located on Bromley Lane, offers fully serviced office space on long and short term contracts. Several local businesses are located here because of the close links to the M25 and London.

Chislehurst High Street is a vibrant high street which runs from Chislehurst Common to Chislehurst Library. The high street contains a typical mix of shop units, restaurants, travel agents, banks and building societies. Sainsbury's supermarket is located on the corner of High Street and Willow Grove. The Co-op are due to open a new store on the corner of Green Lane and Belmont Lane.

Of the six local parades (Edgehill Road, Green Lane, Old Hill Chislehurst, Royal Parade Chislehurst, Walden Road & White Horse Hill) all are all thriving with the only exceptions being Edgehill Road and Green Lane where there are several vacant units.

There is also some commercial activity is linked to open space in the east of the area.

Social Infrastructure

There are approximately four Secondary Schools, three of which have sixth forms. The area has eight primary schools. The relocation and expansion of Chislehurst Church of England School is currently being explored.

Chislehurst Library is a located in a relatively accessible area in Red Hill.

There are two doctors' surgeries in the area. The nearest hospital serving the community is Queen Mary's in Sidcup, although outside of the Borough it is part of the South London Healthcare NHS Trust. The nearest A&E is the Princess Royal in Farnborough.

Green space covers a large part of the area and there are a several parks, golf courses, sports grounds and three allotment gardens. A branch route also links the area to the Green Chain walk.

Connectivity

The high street and central areas are well served by seven bus routes, including a night bus between Chislehurst War Memorial and Oxford Circus, however, only few of these routes serve residential areas¹⁶.

Chislehurst Rail Station runs services south to Petts Wood & Orpington and North to Central London, with some fast trains in the morning to London Bridge after a stop at Grove Park. For some commuters Elmstead Wood Station is more convenient in terms of connectivity. There are direct links to Charing Cross, London Bridge and Cannon Street, as well as Orpington and Sevenoaks.

The nearest red route for drivers is the A20 to the North East for the M25 or Central London. The A222 through Chislehurst Common leads towards Bromley Town and the A21 red route.

Cyclists can access the London Cycle Network via Route 22, which runs along the west side of Chislehurst from Bromley Town and north towards Central London.

KEY ISSUES & MAIN OPPORTUNITIES

What opportunities exist to address the higher levels of deprivation experienced in Chislehurst North?

Is there a need to broaden leisure and social interaction in the area?

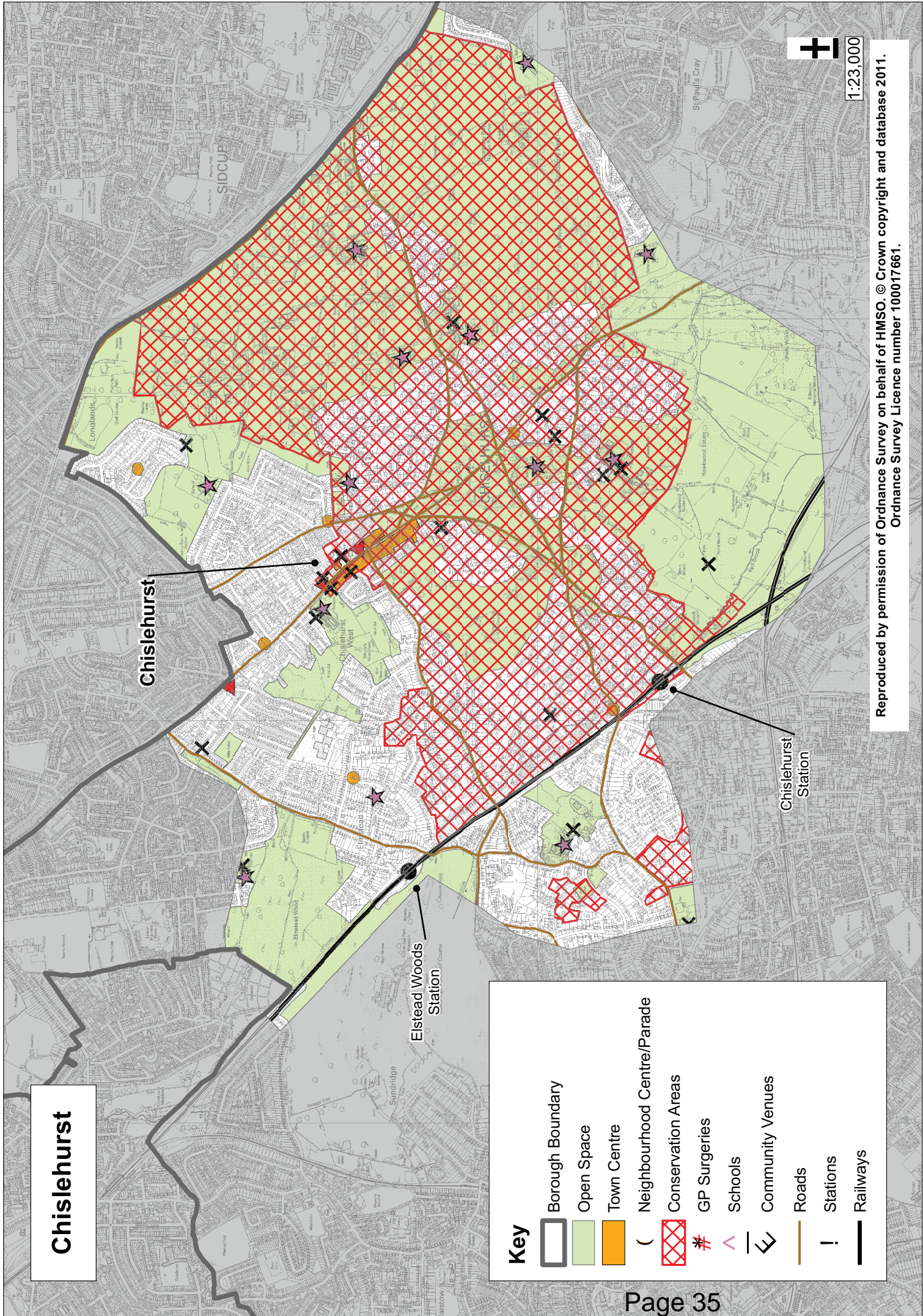
What are the implications of isolation amongst elderly and how can this be addressed?

What can be done to maintain and encourage the diversity retail uses in the town centre?

How can parking in the High Street and other busy areas be better managed?

Do opportunities exist to reduce congestion around the War Memorial?

Chislehurst



Key	
	Borough Boundary
	Open Space
	Town Centre
	Conservation Areas
	GP Surgeries
	Schools
	Community Venues
	Roads
	Stations
	Railways

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CLOCK HOUSE, ELMERS END & EDEN PARK

Character

Much of the area became developed in the inter-war suburban London expansion when growth, closely linked to the development of the railways, occurred around existing settlements. Clock House developed around the station and along the main route between Penge and Beckenham; Elmers End grew from an earlier settlement around the green; Eden Park grew out from the station as commuter development spread south east.

The interwar suburbs merged together and as a result have many characteristics in common. The area consists predominantly of terraced and semi detached two storey 3 bed roomed family properties, with very few flats other than around some train and tram stops. There is an early social housing estate close to Elmers End station, but no large scale social housing. Most dwellings have private gardens, front and back, and easy access to nearby local retail parades and recreation grounds. Some suburban roads have retained their particular residential styles and qualities and have Conservation Area status. To the east the area merges into Park Langley.

There is significant on street parking, the area having been substantially built before widespread car ownership. In addition, the good rail connections encourage commuter parking. Where deep enough, many front gardens have been paved to provide off-street parking.

The area benefits from a several large playing fields, recreation grounds as well allotments and significant areas private open space around the Royal Bethlem Hospital. The hospital site and stretches of open space along the route of the Beck are designated Sites of Interest for Nature Conservation. Both The Beck and Chaffinch Brook run through the area, putting it at risk from flooding¹¹.

Demography & Community

The population is younger than the Borough average and incomes and home ownership are slightly higher than the Borough average². The area is fairly typical of the Borough in respect of the ranking against the national Indices of Multiple Deprivation and levels of limiting long term illness are lower than the Borough generally.

Crime scores in the area peak towards Beckenham, however, income, health, education and employment deprivation scores are generally worse towards the west and the border with Croydon. The areas of social housing around Elmers End fall slightly below the national average score for multiple deprivation¹⁰.

Business and Employment

The annual income for this ward is just above the Borough average and unemployment is low. Beckenham is classed as a District Centre and the High Street provides a range of shops (including national chains) community facilities, leisure opportunities and a lively nightlife.

Stretching between Beckenham and Penge is a disjointed ribbon of shops along Beckenham Road. Of the 47 units on Beckenham Road 10 units are takeaways (use class A5) which is a high percentage compared with other local parades.²⁰

Towards Beckenham, however, around Clock House station and Beckenham Road tram stop, there are office blocks and the Beckenham Spa leisure centre.

Elmers End, with train and tram stop, provides a wide range of shops, but few major retailers with the exception of the Tesco superstore. Elmers End includes Tannery Close & Chaffinch business parks, which have a significant number of trade outlets. There is a small range of local shops around Eden Park Station with relatively low vacancy. The small parade at Wickham Rd provides some basic shops to properties east of Kelsey Park.

There are two vacant former business sites in the area, both in areas at risk of flooding:

- The former Glaxo Smith Kline research establishment is being marketed.
- The former London Electricity Board site adjacent to Churchfields primary school.

With good tram & rail connections many residents commute to employment outside the Borough (eg Croydon or London).

Social Infrastructure

There are 5 GP surgeries in the area, 2 within the Beckenham Beacon. The Bethlem Royal hospital provides psychiatric care across south London.

There are about 25 community venues in or bordering the area, significantly clustering around Clock House, Beckenham and along the A214 Croydon Road. Away from the centres & main roads, facilities are sparser, limited mainly to sports pavilions.

Demand for primary school places has increased across the Borough and Londonwide. Both Unicorn and Churchfields primary are increasing the reception intake to meet current demand.

There are three single sex secondary schools in the area, Kelsey Park, Langley Boys and Langley Girls. There is desire locally for a mixed secondary school and the Harris Federation of academies is interested in making provision in the area. Pressure in this area is also influenced by the flow of pupils to and from Croydon.

Connectivity

The area has good range of public transport links to neighbouring boroughs and Central London although public transport to Bromley Town Centre is limited to 4 bus routes. All three areas have rail stations on the Hayes to Charing Cross line which link to the Docklands Light Railway at Lewisham. Both Elmers End and Beckenham Road lie on the Tramlink route which connects to Croydon, Beckenham, Wimbledon and New Addington. There are 9 bus routes in the area (including a night bus to Clock House from Oxford Circus)

KEY ISSUES & MAIN OPPORTUNITIES

How can the suburban residential character of the area be maintained?

How can issues relating to commuter parking be addressed?

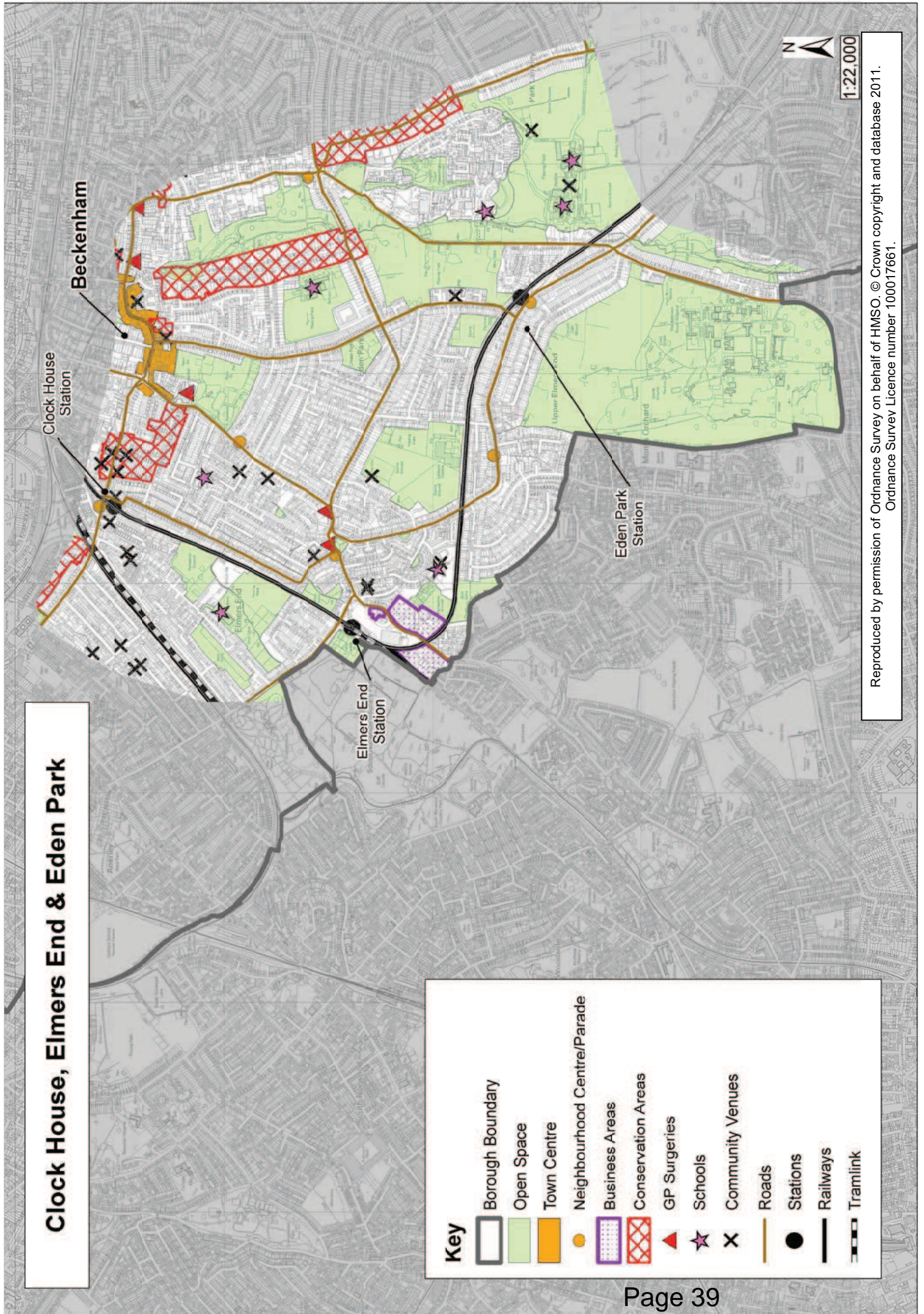
Can better use be made of the good recreational / sports provision and allotments?

Could different uses help to reduce the number of vacant shops along the main routes?

What opportunities do the large vacant business sites offer?

What are the implications of facilities and services shared across the Borough boundary? In particular what is the future shape of education provision?

Clock House, Elmers End & Eden Park



Key

- Borough Boundary
- Open Space
- Town Centre
- Neighbourhood Centre/Parade
- Business Areas
- Conservation Areas
- GP Surgeries
- Schools
- Community Venues
- Roads
- Stations
- Railways
- Tramlink

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CRAY VALLEY, ST PAUL'S CRAY & ST MARY CRAY

Character

The River Cray has historically been the focus for the area. Roman Baths were discovered at Poverest Road and there is evidence that the area has been inhabited since at least the Middle Stone Age.

The character is mixed commercial and residential change over time. Older buildings dating back to a period of expansion in the 19th and early 20th Century related chiefly to the paper mill industry and the arrival of the railway, whose labourers formed the Cray Wanderers Football Club. The settlement, running south, followed the course of the river, from Main Road St Pauls Cray, along High Street St Mary Cray. These pre WW1 dwellings are generally tightly packed workers cottages, shops and Mission Hall. The key historic features encompassed within the two Conservation Areas. The Cray Valley was also an "Atchin Tan" (stopping area) for Gypsy and traveller families working on Kent farms & Star Lane Cemetery is historically very important to the traveller community.

The Orpington Bypass, (Cray Avenue), developed in the 1920's, runs north south, parallel to the River Cray and St Mary Cray High Street. Subsequently, interwar housing, including suburban terraces, semis and many detached bungalows, clustered along St Mary Cray, High Street, south of St Mary Cray Station and along Cray Avenue stretching north to St Pauls Cray. In the 1930's Cray Avenue hosted factories for many household names, encouraged to locate by the good access to the national road network. These have now substantially given way to warehousing and retail park development.

St Mary Cray and St Paul's Cray owe much of their character to the London County Council "cottage estates" house building of the 1950's which developed rapidly in the London Green Belt. The social housing estates lie both west and east of the valley, north and south of the railway line, consisting chiefly of two storey houses and maisonettes with small rear gardens. They were designed with some large areas of open space, schools facilities and access to local shops. Additionally there are some high rise blocks of flats close to the shops at St Mary Cray High Street and Cotmandene Crescent. The estate roads are narrow and there is significant on street and front garden parking, however, where there are small greens, verges and street trees the impact of the parking is softened. The character of the St Pauls Cray estate, to the west, is little changed other than extensions to, now privately owned homes (under the "right to buy" legislation) and 1980's cul-de-sac infill development, notably on the site of former pubs and the Walsingham School. However, significant areas of the St Mary Cray estates to the east are in poor physical condition and some have seen wholesale redevelopment providing social housing at higher densities (e.g. Riverbirds Estate). The tower blocks (Horton and Alkham) are vacant and have redevelopment potential.

To the west the valley rises up through Poverest towards Petts Wood where residential spatial standards are more generous and properties tend to be owner occupied.

The River Cray remains open and accessible in places and towards east of the valley the Crays are bordered by Green Belt including sites of nature conservation interest at Scadbury Park and lakes at Crittals Corner (former quarries). Two Council Gypsy & Traveller sites boarder the area at Star Lane and Old Maidstone Road.

Demography & Community

The Cray Valley has a relatively young population and a higher than average number of younger mothers. In terms of education and training it includes some of the most deprived areas in the Borough, with a higher proportion than the national average of young people without qualifications.

The area has significantly lower incomes than the Borough generally, with the lowest proportions of residents working as managers or senior officials in the Borough. It has an unemployment rate higher than the sub-regional average, more akin to inner London^{GS3} and a high proportion of unemployed residents with low or no qualifications³. Additionally, there is a higher proportion of children in families where neither adult is working and a high proportion of single parent families².

Residents have consistently lower life expectancy and poorer health and there are a higher proportion of residents with limiting long term illness than both the Borough and London average². Looking toward future health issues the level of obesity is amongst the highest in the Borough.² Parts of the area, around Cotmandene Crescent and to the rear of St Mary Cray High Street exhibit particularly high levels of multiple deprivation and have been identified as an "Area for Regeneration" in the draft London Plan.

The Crays has one of the largest groups of Gypsies and Travellers in England, estimated to be between 1,000 and 1,500 families, the significant majority of which have been housed in "bricks and mortar" as it became harder to find stopping places in this area. Gypsy and traveller families tend to be much larger than the general population, have the lowest educational results of any ethnic minority group (Ofsted) and the health and well-being of Gypsies and Travellers is the poorest of any ethnic minority group in the UK, with an average life expectancy 10 years less for men and 12 years less for women than the general population.

Business and Employment

The average income is slightly below the Borough average whilst unemployment is double the Borough average.

St Mary Cray was displaced by Orpington to the south as the dominant centre, allied to the key industrial activity along Cray Avenue. Local shops and services are scattered through a number of local parades, the greatest range of shops and the St Mary Cray Station lying to the west of the Valley and Cray Avenue.

To the east of the valley, local facilities are scattered the historic route from St Paul's Cray to St Mary Cray, with clusters around the churches of St Paulinus and St Mary's, providing a variety of basic shops and services including Police Station, GP surgery and youth centre. West of Cray Avenue there is a good range of some 25 shops at Marion Crescent and the largest centre, with over 50 units lies within the St Paul's Cray Estate around the Cotmandene Crescent parade. This centre includes a small Co-op supermarket and a range of shops and services in the centre, including a library and health centre but a high level of vacancy (approximately 20%).

Large scale food retailing is provided by Tesco Superstore's, at the far north of the area bordering Bexley and in Orpington to the south. The Nugent retail park Cray Avenue also includes an M&S Foodhall.

The companies that dominated Sevenoaks Way from the 1930s up to the 1980s employed thousands of people from the nearby housing estates and Orpington in

general. The main industrial activity clusters north and south of St Mary Cray Station and extends north through St Pauls Cray where there is a thriving modern industrial estate (e.g. northern St Paul's Cray New Mill Lane area) and further north at Ruxley corner heading out of the Borough into Foots Cray in Bexley. The areas around St Mary Cray Station and Foots Cray are designated Business Parks¹, although many industrial business units have gradually given way to retail warehousing.

Social Infrastructure

There are 9 primary schools in this area. Demand for primary places has increased London-wide & there is consideration of an additional form of entry on a temporary basis to meet demand.

There is a boys' secondary school (Kemnal) in the area, with a mixed secondary to and Girls schools in neighbouring areas.

There are four GP's in the area

There are over 20 community venues, with clusters along St Mary Cray High Street and Chipperfield Road / Cotmandene Crescent, including a "Community Shop". There is a range of local community groups including church groups and the Friends of Cray Valley Park (organisers of the Cray Valley Festival) and the Gypsy Traveller Project provides support specifically to that community.

Public houses and local parades, at St Mary Cray Station, Tillingbourne Green, Leith Hill and Grovelands Rd have dwindled and provide limited services to the local communities they were built to serve, some with considerable vacancy. Pubs, many of which were poorly managed, have mostly been redeveloped for housing, notably all four pubs on the St Paul's Cray estate have now gone.

Low cost leisure pursuits are limited. The Walnuts leisure centre lies to the south in Orpington, however, the golf courses, driving range, ski centre and private health club serve the wider Borough.

"Cray Valley Wanderers", the second oldest association football club in the world, are seeking to relocate the club and academy back into the area on a Green Belt site in Sandy Lane.

Connectivity

The Cray area is well served by 10 bus routes, including a night bus travelling between St. Mary Cray station and Trafalgar Square, and a stop in St. Mary Cary High Street running to regular services to Bluewater.

St Mary Cray Train Station is located centrally with lines running West to Bromley South, and the St. Pancras International line from Swanley and Sevenoaks to Central London.

Sevenoaks Way (A224) runs north south through the centre of the area, past the busy Nugent Shopping Park to Crittles Corner for access to the A20 red route, M25 and national motorway network.

Sevenoaks Way (A224) has cycle lanes leading to London Cycle Network Route 23, which is the closest to the area and starts in Orpington.

KEY ISSUES & MAIN OPPORTUNITIES

What opportunities arise from the identification in the draft London Plan of parts of the Cray Valley as "Areas for Regeneration", to address the issues of multiple deprivation, particularly in respect of improving poor health and education achievement in the area?

How can the quality of the housing stock be improved (including Horton and Alkham tower blocks)? Is additional residential development is desirable or needed?

Are there opportunities to address the employment needs of the area through changes to the business areas?

- Should the continuing shift from industrial to retail warehousing or other commercial activities be resisted or supported?
- How can modern business needs be addressed to increase employment?
- Is there scope to designate new modern business areas?
- Are there opportunities to address congestion and parking issues related to commercial activity?

What is the impact of the loss of local shops and public houses? Could diversification help to reinvigorate the local parades?

What opportunities are there to deepen community engagement through enhanced leisure and social activities, especially young people? Can more effective use be made of the existing community venues and open space to support regeneration efforts in the area?

Will addressing the challenges for the wider community also address the particular issues of the Gypsy and Traveller community or is there a need for a specifically tailored approach?

How can the quality of the public realm and the built environment (historic, residential and commercial) in the Valley be enhanced?

Is there a local future for Cray Valley Wanderers FC and how can the benefits of any proposal be captured for the wider community of the Cray Valley?













Cray Valley, St. Mary Cray & St. Paul's Cray

Cotmondene Crescent

St. Mary Cray Station

St. Mary Cray

Key

-  Borough Boundary
-  Open Space
-  Town Centre
-  Neighbourhood Centre/Parade
-  Business Areas
-  Conservation Areas
-  GP Surgeries
-  Schools
-  Community Venues
-  Roads
-  Stations
-  Railways



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CROFTON AND FARNBOROUGH

Character

A suburban area with mainly semi-detached and detached housing. During the interwar years most of the intervening farmland was developed with low density housing including single storey bungalows and two storey semi detached houses. Larger detached dwellings were built in Farnborough Park, which is also a Conservation Area. Almost half of the area is green space it includes Darrick Wood, Sparrow Wood and a large area of Green Belt to the south. There is a wooded appearance to the area due to the low density and its secluded private estates. The Romans were some of the earliest settlers in the area; Crofton Villa is one example of this. It was occupied during the 9th century, the remains of the building exist today and the site is a tourist attraction.

There are many Listed Buildings in the village such as the Church of St Giles the Abbot. The village itself is now designated as a Conservation Area. Farnborough Park Conservation Area and part of the Keston Park Conservation Area are within the locality. There are examples of buildings from the Arts and Crafts or Garden City movements and a style typical to early 20th century suburban developments in the United States. Other settlements include Locksbottom which contains a parade of shops, a large Sainsbury's supermarket and Farnborough hospital. Prince's Parade and Kelvin Parade on Crofton Lane are small shopping parades that provide the local community with convenient facilities. A branch of the river Ravensbourne also runs northwards passing Locksbottom and gives rise to flood risk in that area.

Demography & Community

The population in this area is characterised by a higher than average percentage of over 65s and over 75s, a lower than average proportion of under 5s. Home ownership is high and there are generally low levels of deprivation. The area is expected to see the largest reduction (5%) in the under 20 year age group in the Borough. The proportion of black and ethnic minorities is lower than the Borough average.

Business and Employment

The average income for the ward is level with the Borough's average and unemployment is low.

The main shopping area is Locksbottom high street which is vibrant and has a high occupancy rate. Many of the retail units, including Sainsbury's, provide local employment as does the Princess Royal University Hospital. The majority of the 6,000 residents commute to London and other areas for work.

Social Infrastructure

The Princess Royal University Hospital located in Locksbottom is a modern hospital with an accident and emergency, cancer treatment unit and a range of other health facilities. There are approximately five doctors' surgeries within the locality, although the area appears to score poorly in respect of health¹⁰.

There are two secondary schools in the area, Newstead Wood School for Girls and Darrick Wood, both have mixed sixth forms. There are six primary schools in the area; projections show that there will be a temporary shortfall in school places during 2012-2014²³.

Several churches are located in residential areas; they provide the community with a range of essential facilities for the youth and the elderly.

The Broadwater Estate in Farnborough exhibits particularly low levels of employment, education skills and training, as well as households with a lower income.

Connectivity

The area has good public transport connectivity, there are 11 bus routes, including a night bus from Trafalgar Square & Charing Cross Station stopping along Crofton Road¹⁶.

Orpington Station is the most convenient railway station for local residents, it acts as a transport interchange for buses and trains. Direct services operate to most areas of Bromley, there are fast trains to Charing Cross, Cannon Street and London Bridge. Services also run to Sevenoaks, Tunbridge Wells and Ashford International. Some commuters also use Petts Wood Station.

The A232 (Crofton Road) and A21 red routes cut through the middle of the area allowing swift access to the rest of the Borough and M25.

Cyclists can take the A21 cycle lane through Green Street Green, Farnborough and Locksbottom to meet the many London Cycle Network routes starting from Bromley South.

KEY ISSUES & MAIN OPPORTUNITIES

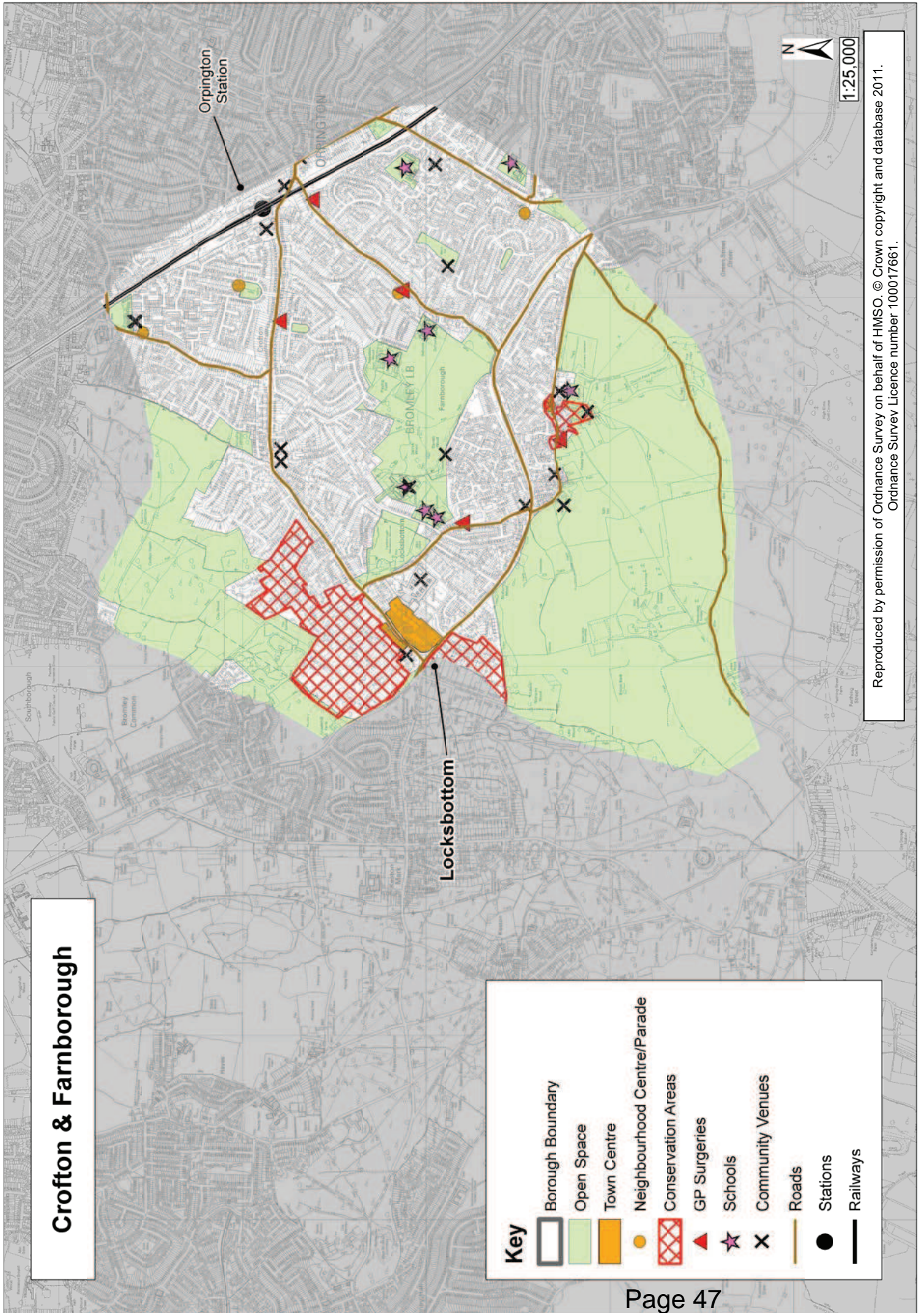
What opportunities exist to improve the availability of primary healthcare?

How can parking pressure around the Princess Royal University Hospital be addressed?

What is the scope for community groups to assist in improving their environment?

What future challenges are posed by Biggin Hill Airport?

Crofton & Farnborough



Key

- Borough Boundary
- Open Space
- Town Centre
- Neighbourhood Centre/Parade
- Conservation Areas
- GP Surgeries
- Schools
- Community Venues
- Roads
- Stations
- Railways

1:25,000



Orpington Station

Locksbottom

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CRYSTAL PALACE, PENGE & ANERLEY

Character

The far North West is dominated by the Upper Norwood / Crystal Palace town centre, set at the top of a high ridge and at the junction of 5 London boroughs. Closely packed urban development occurred rapidly from the time of the Great Exhibition in 1861. The larger Victorian residential development around the Crystal Palace Park spread downhill into the Penge & Anerley and smaller worker's dwellings.

Conservation areas protect a range of historic development, including the large Victorian villas, smaller worker's cottages (Alexandra Cottages), and almshouses (Watermans Square) and the Park itself. Former bomb sites, railway sidings and other open areas were developed, and the majority of the large Victorian properties have been converted into flats, resulting in the area being densely developed. Parts of Penge and Anerley also include distinct social housing estate developments which have been developed at some of the highest densities in the Borough (up to 65 units per hectare). Access to off street parking and to private garden space is limited.

The historic reliance upon local facilities has produced a concentrated network of local parades & centres making it difficult to draw clear boundaries between neighbouring communities within and beyond the Borough boundary.

The area is dominated by the historic Crystal Palace Park. Designated as Metropolitan Open Space (MOL) and Green Chain it is archeologically significant includes a significant Site of Interest for Nature Conservation and the listed Dinosaurs. Two further areas of MOL run across the border into Croydon, including Beckenham Crematorium & Cemetery. However, the tight urban development is interspersed by only small recreation grounds, allotments and school playing fields. Significant areas of Penge and Anerley lack public open space⁸.

Demography & Community

The area exhibits relatively high levels of multiple deprivation, particularly in respect of health, education, crime and income¹⁰. Some areas fall within the 20% most deprived areas of the country & hence designated an "Area for Regeneration" in the London Plan¹.

The area includes a relatively high proportion of households living in unsuitable accommodation⁴ and 2001 census indicated that proportion of lone parents was high and the number of one person households was approximately double the Borough average, whilst the proportion of retired people and couples with children was relatively low. It is however hard to predict the extent to which the recession and the slowing of the housing market may have influenced the makeup of households since that time. The area includes higher proportions of ethnic minority groups and non Christian populations than elsewhere in the Borough^{1 & GS1}. In respect of health, life expectancy is lower than the England average^{GS4} and the proportion of residents with limiting long term illness than both the Borough and London average². Looking toward future health issues the level of obesity is amongst the highest in the Borough⁹.

Business and Employment

There is a patchwork of district centres and shopping parades, notably:

- Crystal Palace / Upper Norwood Triangle runs over 3 boroughs. Designated as a District Centre in the London Plan, it is a vibrant retail centre with leisure and community facilities and a particular focus on the night time economy.
- Penge High Street (A234) remains quite busy, although the public realm areas are run down and cluttered. Maple Road has declined in recent years, the former market having ceased to operate.
- Anerley Hill / Elmers End Rd (A214) is the main south east route down from the Park, with shops and businesses strung out at Anerley and Elmers End Road

The area has an unemployment rate higher than the sub-regional average, more akin to inner London^{GS3} Two small business areas lie parallel to Oakfield and the rail line, incorporating industrial and retail warehousing uses.

The Secretary of State has recently granted planning permission for the London Development Agency's regeneration Master Plan for the Crystal Palace Park involving a comprehensive scheme for the improvement of the Park including new park related buildings, a new regional sports centre and swimming pool; and up to 180 residential dwellings. In addition there are informal proposals for new sports facilities.

Social Infrastructure

There are 6 GP surgeries in the area, (3 of which are single GP's) There is a long established need for enhanced facilities in the area, which most existing surgeries operating from cramped facilities^{GS2}. There is significant elderly accommodation in the area & St Christopher's Hospice provides "End of Life" care across Bromley & neighbouring boroughs.

There are 9 primary schools in or bordering the area. Demand for primary places has increased Londonwide & pressure in this area is complicated by the flow of pupils across Borough boundaries. There is currently additional provision being made to meet pressure for reception places. There is one girl's secondary school in the area and there is growing local desire for a mixed secondary school.

There are over 25 community venues including numerous church halls which provide important facilities, 'outreach' uses & resources for local communities. There are several very active local community groups^{GS6}. There has been a significant loss of public houses.

Connectivity

Crystal Palace has a very good provision of public transport running to the neighbouring boroughs and beyond including to Central London Some 14 bus routes run from the bus station (including a 24 service) and an additional 3 night bus routes. Both Penge and Anerley are relatively well served by 8 routes and a night bus.

Crystal Palace, Penge West, Penge East and Anerley stations offer a range of routes to Victoria, London Bridge and East Croydon, as well as the new London Overground.

Birkbeck Station provides a rail link between Beckenham Junction and London Bridge. It is also connected to the Tramlink which provides links to East Croydon, New Addington and Wimbledon. Plans for the extension of the Tramlink to Crystal Palace are unlikely in the short term.

The Mayor proposes a Cycle Superhighway Route (Route CS6) from Penge to The City via Elephant & Castle.

KEY ISSUES & MAIN OPPORTUNITIES

What opportunities arise from the identification in the draft The London Plan of Anerley and Penge as “Areas for Regeneration”, to address the issues of multiple deprivation in the area?

What opportunities are there to provide enhanced provision for the community (especially young people), modern healthcare facilities and to meet demands for education?

What are the opportunities and challenges of coordinating plans and the provision of facilities and services shared across borough boundaries?

How much additional development is desirable or needed?

Is there a need to increase the amount of family housing and what are the opportunities for achieving this?

What can be done to address the issue of pressure on and access to local parks?

What is the future for Crystal Palace Park and how can this benefit the wider area?

How can the character of the area and the quality of the public realm be enhanced given the density of dwellings and significant on street parking?

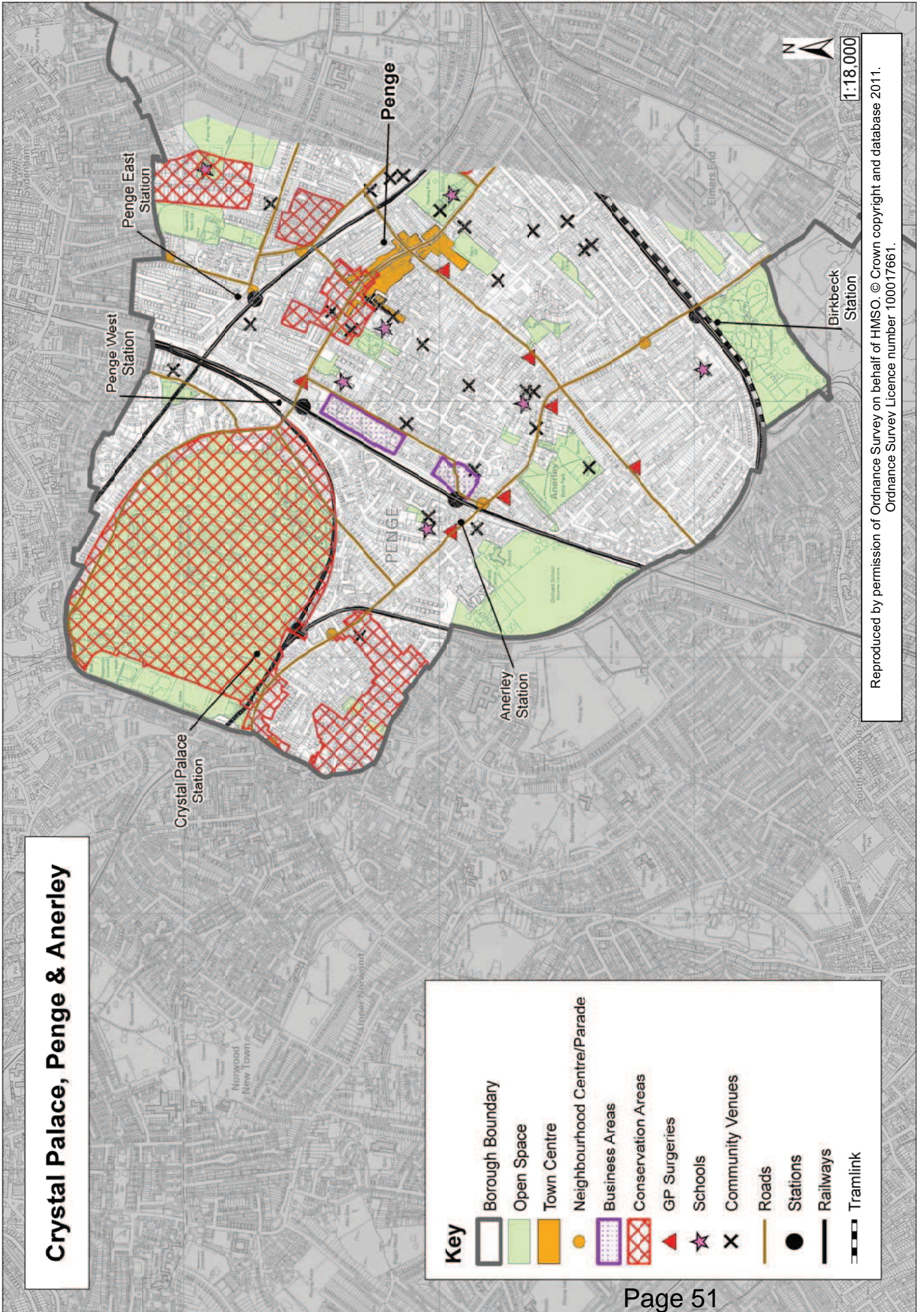
What are the opportunities to improve the attraction of Penge town centre, and the quality of the pedestrian environment in the High Street?

Could diversification help to support the long stretches of shops along the main routes?

What is the impact of the loss of public houses?

Can public transport links to Bromley Town Centre be improved?

Crystal Palace, Penge & Anerley



Key

- Borough Boundary
- Open Space
- Town Centre
- Neighbourhood Centre/Parade
- Business Areas
- Conservation Areas
- GP Surgeries
- Schools
- Community Venues
- Roads
- Stations
- Railways
- Tramlink

North Arrow
1:18,000

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HAYES

Character

The suburban character of Hayes developed mainly in the inter-war period around Hayes Village, a historic settlement dating back 800 years. The housing comprises mainly semi-detached and detached family dwellings of a moderately low density with private gardens of a reasonable size with off street parking. The Pickhurst Rise estate, to the west, includes four long avenues of inter-war terraced & semi detached properties. Parking is not available to the front or side of properties (rear garages). The result is significant on street parking.

A substantial proportion of land is Green Belt resulting in an abundance of commons, playing fields and recreational grounds, such as Hayes Cricket Club. Blackheath and Bromley Harriers Athletics Club are also located in the area. There are also 4 allotment gardens interspersed within housing.

Hayes Village (Old Hayes) incorporates a number of historic buildings typical to a Kentish village; listed buildings include the Church of St. Mary the Virgin, St. Mary Cottages and Hayes Library (The Old Rectory). The Hayes Village area is covered by conservation area status which includes some of the shops on Hayes Street.

The distinctive Hayesford Park estate includes houses and flats that won an architectural award when built by the Howard Family in the 1960's. It incorporates a range of shops & facilities (now scaled back).

Hayes Village (Old Hayes) incorporates the historic church, Hayes Street Farm, mansions & cottages, public house, library & recreation ground (conservation area) & commons.

The River Ravensbourne flows through the centre of Hayes passing through a series of culverts and therefore goes largely unnoticed.

Demography & Community

Home ownership is high with significant numbers of couples with dependant children and dwellings occupied solely by pensioners². The population in Hayes is characterised by a higher than average percentage of over 65s and over 75s, however, there is a lower than average proportion of under 5s. The population of black and ethnic minorities is lower than the Borough average⁹. There are low levels of deprivation.

Business and Employment

A significant number of employed residents of the area commute to Central London by train. Croydon is also an important work place. The main shopping area is Station Approach, a busy high street area which has a good variation of independent shops; the High Street has a relatively high occupancy level. There are local shopping facilities in Chilham Way, Hayesford Park. The average annual income for Hayes is on a par with the Borough average.

Social Infrastructure

Within the locality there are three doctors' surgeries, the nearest minor injuries unit is Beckenham Beacon.

There are approximately 15 halls available to the community, these are generally purpose built or linked to places of worship. Hayes also has a library. Although

outside of the area, West Wickham Leisure Centre and Pool is accessible via public transport or on foot.

There is good access to a number of primary schools and secondary schools in the local and surrounding area. It is also in close proximity to Bromley College. Baston House School is an independent special school located within Hayes.

Connectivity

Public transport connectivity comprises 6 bus routes including a 24 hour service through Bromley Town Centre and onwards to Croydon¹⁶.

Hayes Station is the terminus for trains on the Hayes line; it provides direct links to Charing Cross and Cannon Street. The Docklands Light Railway (DLR) can be accessed via Lewisham.

London Cycle Network route 22 runs across the North of the area from Croydon to Bromley South for further routes for cyclists travelling around the Borough.

KEY ISSUES & MAIN OPPORTUNITIES

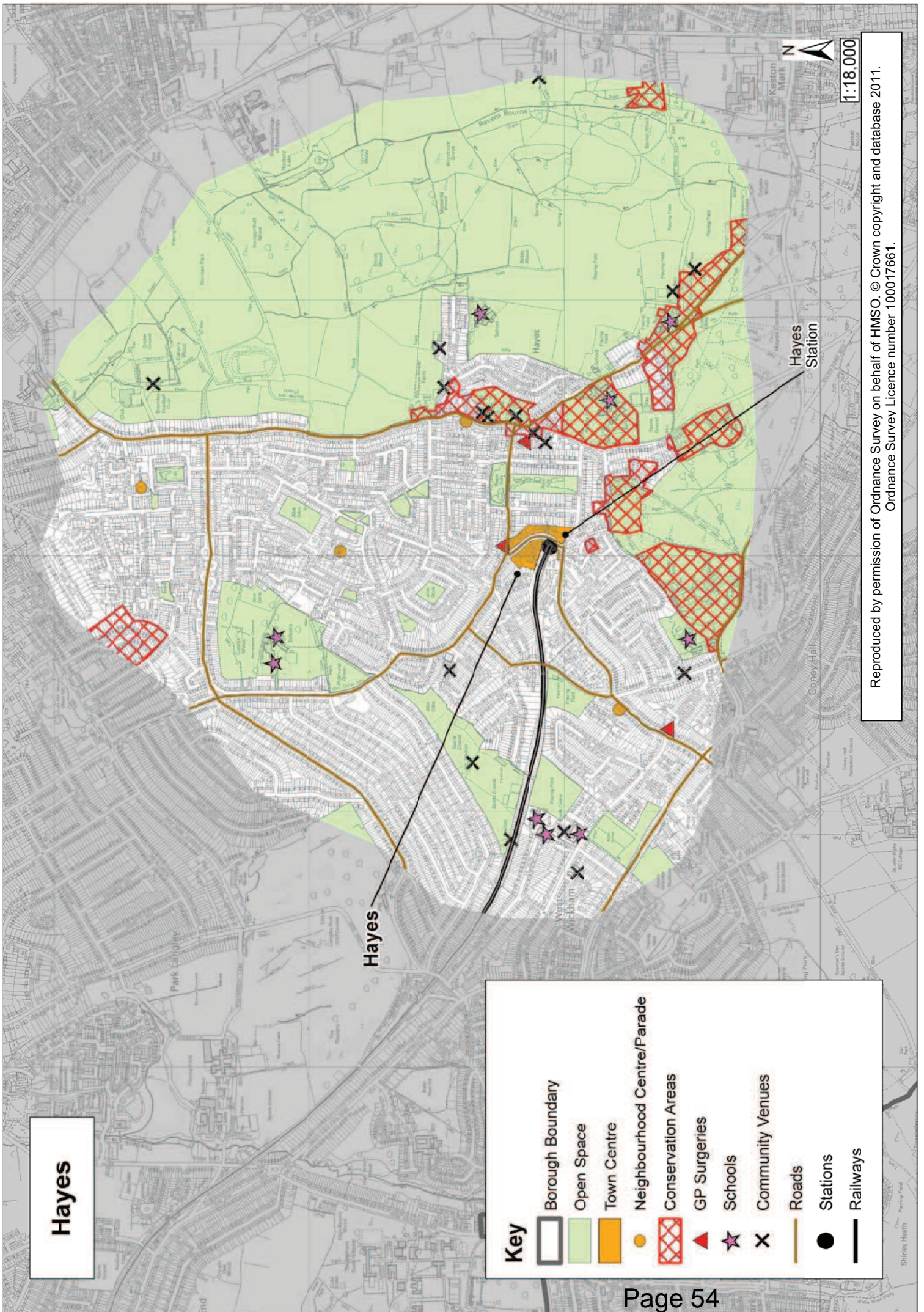
Is there a need for improvements to public transport links with other parts of the Borough?

What opportunities exist to improve services and facilities for the elderly?

Is there scope for increasing local employment opportunities in Hayes Town Centre?

How can the problems of on-street parking in some residential roads be resolved?

Hayes



Key

- Borough Boundary
- Open Space
- Town Centre
- Neighbourhood Centre/Parade
- Conservation Areas
- GP Surgeries
- Schools
- Community Venues
- Roads
- Stations
- Railways

1:18,000

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KESTON

Character

There are three types of residential area that make up Keston: Keston Park and part of Farnborough Park, where there are very generously spaced detached houses in gated communities; north of Croydon Road is an interwar suburban area of mainly semi detached houses; and the older Keston Village lies on Keston Common. These are interspersed with extensive stretches of open land all protected by the Green Belt designation and consequently there is good access to parkland and open countryside. The general public have occasional access to the listed Holwood Park which makes up the south of the area. Much of the open land is covered by Sites of Interest for Nature Conservation and Keston Common is a Site of Special of Special Scientific Interest.

There are three conservation areas locally: the Keston and Farnborough Park Conservation Areas have similar characteristics of openness and spaciousness. There is not one particular architectural style although there are examples from the Arts and Crafts movement. There has been great pressure for development in these areas and some of their open characteristics have been lost as a result. The Keston Village and Nash Conservation Area covers the historic village centre and nearby farm buildings. There is evidence of pre-Roman inhabitation in the area in the remains of a hill fort known as "Caesar's Camp" in Holwood Park and Keston Common. Other historic features in Keston include a Windmill, the remains of the Wilberforce Oak, the site of a Roman villa and a Roman mausoleum. Holwood House, a grade I listed building, is on the site of the former home of William Pitt the Younger in Holwood Park.

Demography & Community

The majority of households in the area are either couples with dependant children or pensioners². There are significantly low levels of deprivation for the majority of the area. The largest proportion of the workforce consists of managers, senior officials, professionals and technical operations.

Business and Employment

Keston average household income is slightly lower than the average income for the Borough. The Keston and Bromley Common ward, which makes up the bulk of the area, has one of the highest total number of employees 7,723 in 2008.

Apart from the two pubs and retail units around Keston Common employment is limited with the majority of persons commuting to other areas for work and business.

Keston does not have a clearly defined local centre; however, there are two pubs and some retail frontages and car showroom plus village store on Heathfield Road. Residents of the area are reliant on Locksbottom for much of their local shopping and services.

Social Infrastructure

The Princess Royal Hospital is on the north east boundary with Locks Bottom. Facilities include an Accident and Emergency, cancer unit, eye centre and a maternity facility. Although there are not any doctor's surgeries within the area, there are several surgeries in neighbouring areas such as Hayes.

Ravens Wood High School is a boy's school with a mixed sixth form. Keston Church of England Primary School is located nearby.

Connectivity

The area is one of the least densely populated areas of the Borough, however, is still well connected to the surrounding areas with 7 bus routes. As routes only run along the main roads there may be some difficulty accessing bus stops¹⁶. Keston does not have a rail station, the nearest is Hayes Rail Station which is over a mile away.

The B265 leads almost immediately to the A232 and A21 red routes for the rest of the Borough and M25

Cyclists are poorly catered for. The London Cycle Network is only accessible by route 22 nearly a mile to the north via the roads, most of which are country lanes with no cycle path.

KEY ISSUES & MAIN OPPORTUNITIES

Are there any opportunities to improve the connectivity of bus routes within residential areas?

What opportunities exist to improve cycle routes in the area?

Is there a need to protect local shops and facilities on Heathfield Road?

Is pressure for development eroding the special qualities of the Keston and Park conservation areas?











Keston

Locksbottom



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Key

-  Borough Boundary
-  Open Space
-  Town Centre
-  Neighbourhood Centre/Parade
-  Conservation Areas
-  Sites of Importance for Nature Conservation
-  GP Surgeries
-  Schools
-  Community Venues
-  Roads

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MOTTINGHAM

Character

Mottingham stretches over the Borough boundary (Lewisham to the west and Greenwich to the east). The A20 is a significant barrier to movement to the north; it cuts off both Mottingham Station and Eltham Palace in the Borough of Greenwich.

The Bromley element of the area includes large areas of open space protected as Metropolitan Open Land. Mottingham Village (near to the War memorial) and the area around Mottingham Hall, where several listed buildings are located, were established in Victorian Times. Inter-war suburban housing spread from these centres and this type of housing, which includes two large former council housing estates, now predominates in the area. Mottingham contains around twice as much social rented accommodation as the Borough generally².

The 1930's London County Council (LCC) Mottingham Estate, built as part of a London wide programme in response to the post WW1 housing shortage, was built with shops and local amenities at its centre. Providing two storey family housing with private gardens it is similar in character to the adjoining LCC estates in Lewisham and Greenwich. The estates retain the original sense of scale and shared style. Social housing was again expanded in the 1960's with the high density, purely residential Geffreys Estate. These large scale social housing developments have produced distinct communities. Whilst there are areas of private, relatively spacious, inter-war semi detached dwellings, the majority of Mottingham has been developed at high densities.

There are significant areas of open space linking across borough boundaries. As well as being designated MOL they fall within the Green Chain – a linked series of open spaces stretching across South East London. Highly valued areas of woodland supported by a local 'Friends Group'. Mottingham Sports ground (with ball court) communities in two boroughs. The relatively new playground adjacent to the Geffrey's Estate incorporated within the partial redevelopment of Widecombe Rd allotments.

Demography & Community

Mottingham has a relatively young population and a high proportion of single parent families². It also has a higher than borough average proportion of pensioners living alone and of residents with limiting long term illness than the borough and London average². Life expectancy in the area has been consistently low⁹. Mottingham, notably the social housing estates, exhibit high levels of deprivation, particularly in respect of health, education and employment.

There are fewer residents in managerial, professional, technical jobs than the rest of Bromley² and incomes are significantly lower than the Borough and London average. The unemployment rate is higher than the Borough average and is similar to that in inner London^{GS3}.

Parts of Mottingham, immediately across the boundary in Lewisham, have been identified as an "Area for Regeneration" in the draft London Plan.

Business and Employment

Average annual income is below the Borough average which unemployment is higher than the Bromley average.

Mottingham Local Centre, which also serves the residential catchment in Greenwich, south of the A20 Sidcup Bypass, includes a basic range of small local shops and facilities, including a library, public house and places of worship. The local parade at the centre of the Mottingham Estate is thriving with no empty shops. It has a supermarket and a range of facilities such as the “Community and Learning Shop”, a recently refurbished community centre and place of worship.

There are no designated business areas although there is a garden centre and riding school. Other employment is limited to local centre activities & home working.

Social Infrastructure

There are 3 primary schools and 1 infants’ school in the area.

The Links Medical Practice, Court Farm Road serves the Mottingham community, with the White Horse Hill surgery lying just to the south. There are a several surgeries in the neighbouring boroughs.

The nearest public leisure centre lies across the border in Lewisham at the Coldharbour Leisure Centre – this does not include a swimming pool, whilst the local Eric Liddle leisure facilities require membership.

There are active community groups (Community Forum, Residents Association etc) which have driven forward a number of local initiatives. The Community and Learning Shop is a valuable resource to local people ^{GS6}

Accessibility

The area is poorly served by public transport, with just 3 bus routes through Mottingham Village, only 2 of which pass through the Mottingham Estate. Whilst there are cross borough routes, destinations within the borough are limited to Bromley Town Centre and Chislehurst and there is no direct bus route to the Princess Royal University Hospital.

Mottingham Station lies outside the borough in Greenwich, is cut off from the local centre by the A20 and offers no destinations within Bromley (running between London Bridge and Dartford).

The A20 gives good access to the M25 and national road network.

KEY ISSUES & MAIN OPPORTUNITIES

What opportunities arise from the identification in the draft London Plan of parts of Mottingham as an “Area for Regeneration”, to address the issues of multiple deprivation in the area?

What are the implications and opportunities of services shared across boroughs?

How can the poor public transport links with the rest of the Borough be improved – particularly to the Princess Royal University Hospital?

How can the challenges presented by the high proportions of lone parents, pensioners living alone and people with limiting long term illness be addressed?

What opportunities are there to enhance access to health, employment, higher education & leisure?

How can the existing character be maintained and areas of poor environmental quality enhanced?

What is the potential to build on existing community engagement to address local issues, particularly relating to pensioners living alone and activities for young people?










Mottingham

Mottingham



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Key

-  Borough Boundary
-  Open Space
-  Town Centre
-  Neighbourhood Centre/Parade
-  Conservation Areas
-  GP Surgeries
-  Schools
-  Community Venues
-  Roads

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SHORTLANDS, PARK LANGLEY & PICKHURST

Character

The area covers the slopes between the River Beck to the west and the River Ravensbourne in the east. Development before the First World War was prompted by the railway; it spread from Beckenham south around Wickham Road and east around Bromley Road (A222) towards Shortlands Village. Early Beckenham suburbs, which include a number of listed and locally listed buildings, are characterised by large Victorian villas north and south of the railway line and sloping down from St Mary's Church, Shortlands to more tightly packed development, including smaller cottages and terraced housing in the Ravensbourne Valley around Shortlands Station. Development around Shortlands Station includes a range of houses & flats of various styles & ages, with local shops & services and a recreation ground at the heart of the community.

In contrast, the areas to the south, either side of Hayes Lane, were laid out after the First World War. These wide roads, which are almost exclusively residential, include the Langley Park estate and roads around South Hill Road. They were spaciouly laid out with substantial detached and semi detached dwellings, with large front and rear gardens and garages. On street parking is negligible.

The formally laid out interwar estates remain substantially unaltered except along Westmorland Road where there has been redevelopment for flats and smaller houses. By contrast the character of the pre First World War development that spread out from Beckenham has changed significantly. Having become a desirable commuter suburb, many of the larger properties in significant grounds were redeveloped at high density for flats, with parking and communal gardens, and tight cul-de-sac developments, particularly along The Avenue and Albemarle Road. This redevelopment of substantial properties and the conversion of others has resulted in a high population density with relatively little private space and the pressure for the redevelopment of the remaining older dwellings is likely to continue.

Several areas of Edwardian and interwar development which are of particular style and character have been designated as Conservation Areas.

There are areas of open space to the south west and north east, comprising golf courses and sports grounds, however, the majority of the residential area has very limited access to public open space which, other than South Hill Park, is located at the fringes at Kelsey Park to the west and Shortlands recreation ground in the east but separated from the main residential area by railway tracks.

Demography & Community

The residents are amongst the most affluent and well educated in the Borough² and fair relatively well in respect of health, although the flatted area to the north has a higher mortality rate than the very low rate in the southern family housing area.

The 2001 Census indicated a higher proportion of pensioners living alone (than elsewhere in the Borough), a relatively low proportion of children aged 0-4 and a high proportion of single person households². The area has relatively low levels of crime¹⁰.

Business and Employment

There are a higher proportion of residents in managerial, professional and technical occupations than elsewhere in the Borough, although commercial activity within this area is limited to small scale local retail provision and leisure (Park Langley Tennis Club & Golf Club).

Shortlands Village has over 40 shops without vacancies. Whilst there are no major chains it lies in close proximity to Bromley Town Centre for major shopping needs. It also includes a library, pub, recreation ground and primary school. To the south, along Westmorland Road, there are some 20 local shops, including a pharmacy and a Tesco Express filling station.

Local shopping parades are limited to a two locations at key junctions on some of the main roads, at

- Oakwood Parade (Bromley Road) which includes a pharmacy and evening activity with a pub, and several takeaways.
- Wickham Road (beside The Chinese Garage) provides a small range of basic shops without any vacancies.

The former Glaxo Smith Kline research establishment was partially redeveloped in the 1990s for residential and the Unicorn Primary School. The remaining laboratories, just out of the area into Eden Park, are now empty and are being marketed for development.

Social Infrastructure

There is a GP practice in the area as well as a number just outside the area in Bromley Town Centre, West Wickham and Hayes as well as the wider health services provided at the Beckenham Beacon.

There are a six education sites, all provide primary education, two are private and one, Bishop Challoner School, carries on to provide education up to 18yrs. Whilst there are increasing pressures in primary education across the Borough there are no plans to increase the rolls at any of these schools.

Community facilities are limited to Shortlands library, St Peter's Hall and St Mary's Church and the Park Langley Golf Course and Tennis Club, which provides social as well as sports opportunities for its membership. Much of the area has no public house or other evening leisure activities within reasonable walking distance. There is a strong residents association.

Connectivity

Accessibility in the area is low, with 3 bus routes which weave from Crystal Palace, Beckenham and Croydon through the area towards Shortlands and on to Bromley Town Centre. The 358 bus runs to both the Beckenham Beacon and The Princess Royal University Hospital.

Trains from Shortlands Railway Station run to Beckenham, Catford and London. There are also services into Bromley South and into Kent.

Bromley Road (A222) runs through the area leading east to the nearby A21 Red Route, and Pickhurst Lane leads south to the A232 Red Route.

London Cycle Network route 20 runs along the railway line past Shortlands Station from Bromley Town Centre, through Crystal Palace and on to London.

The proportion of residents who travel to work by car is higher than Bromley average in the southern residential area the travel to work by car from whilst the proportion of residents in the flatted area to the north is lower than the Bromley average.

KEY ISSUES & MAIN OPPORTUNITIES

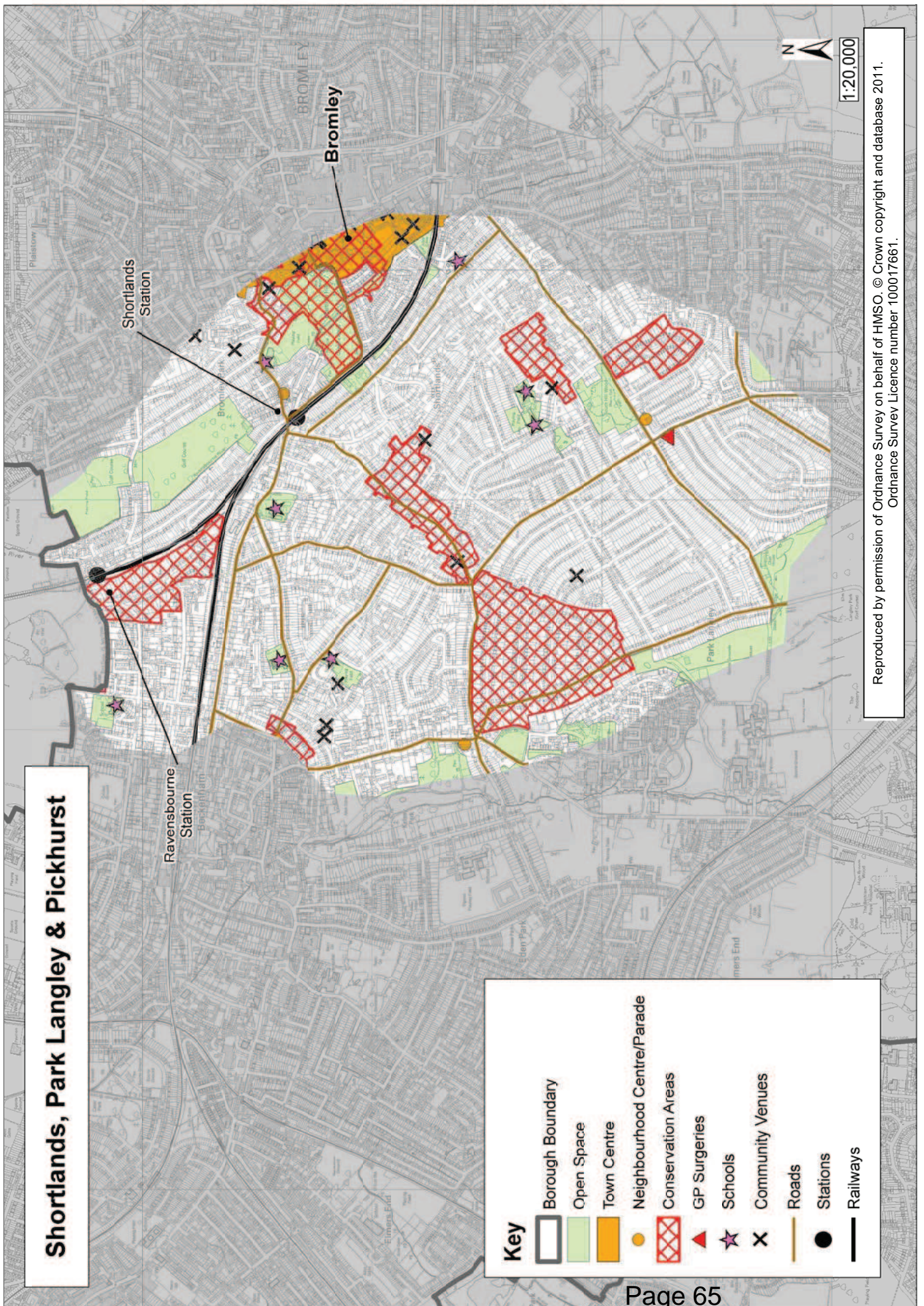
How can the distinctive character of the areas be best maintained? In particular:

- how important are the remaining Edwardian and Victorian buildings to the character of the area
- how much additional development is desirable or needed?
- can pressure for intensification be accommodated without a further loss of attractive older buildings?
- how can the attractiveness of the interwar suburban areas best be retained?

Are there any implications for the community, particularly lone pensioners, of limited local opportunities for social interaction, particularly within the residential suburbs either side of Hayes Lane?

What are the implications for the area of the possible re-development or re-occupation of the former Glaxo Smith Kline premises in South Eden Park road?

Shortlands, Park Langley & Pickhurst



Key

- Borough Boundary
- Open Space
- Town Centre
- Neighbourhood Centre/Parade
- Conservation Areas
- GP Surgeries
- Schools
- Community Venues
- Roads
- Stations
- Railways

1:20,000

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WEST WICKHAM & CONEY HALL

Character

The area owes its identity to the South London expansion of the 1920s and 30s which typically followed main roads and railway lines, although there is evidence of Roman settlement in the area. The area is predominately residential 3 and 4 bed roomed semi detached and detached family accommodation with private gardens, much with off street parking.

West Wickham is set on a ridge and shares many characteristics with Coney Hall which lies in the valley to the south. Coney Hall has a distinct uniform suburban style projecting southwards into the Green Belt, comprising smaller semi detached properties with off street parking and long gardens.

The area has good access to open space including recreation grounds, playing fields, Sites of Nature Conservation Interest and woodland. Much of the open space to the south is designated Green Belt, with designated Metropolitan Open Land to the north.

To the west lies "The Beck" watercourse, limiting routes into Croydon. The valley between West Wickham and Coney Hall is at risk from flooding.

Demography & Community

There is a higher than average for Bromley proportion of households with children and pensioner households², reflecting the narrow range of housing styles.

The area fairs well when assessed against the deprivation indices, with several smaller areas within the most affluent 10% nationally, scoring highly on employment, health and education.

Business and Employment

The average income for the ward is slightly above the Borough average and unemployment rates are low².

Whilst parking on the High Street is limited (Red Route) West Wickham is supported by two large car parks either side of the High Street and is a successful district shopping centre with minimal vacancy¹⁹ and a healthy range of facilities, including leisure centre, library, police base and public toilets. Other local shopping parades at Coney Hall and Addington Rd are thriving with only 4 / 45 and 2 / 8 units vacant respectively. There are no designated employment areas and commuting is a key feature of the area.

Social Infrastructure

There are some 20 community venues scattered through the area although these are broadly concentrated in or close to the retail centres²¹.

There are 5 primary schools in or bordering the locality and 2 secondary schools. Demand for primary places has increased across the Borough and Londonwide and pressure in this area is also influenced by the flow of pupils across Borough boundaries. All Saint's (formerly John Rigby Secondary school) closed in 2007.

The specialist Nash College in Coney Hall caters for people with physical disabilities. There are 3 local GP surgeries.

Connectivity

The area generally is well connected with other parts of the Borough and into the adjacent Borough of Croydon.

West Wickham High Street is part of the A232 Red Route (linking Croydon and Orpington). This bisects the A2022 (to Purley) in the valley between West Wickham and Coney Hall.

Whilst accessibility in High Street is rated fairly low (2)¹⁶ both West Wickham and Coney Hall have 5 bus routes each, giving access to numerous local centres, both within the Borough and beyond and including 24 hr service to Bromley and Croydon. West Wickham rail station, off the main High Street, provides links to Hayes and London (& onwards to DLR)¹⁶.

There is however an area of low public transport accessibility within the residential enclave, south of West Wickham High Street.

KEY ISSUES & MAIN OPPORTUNITIES

How can the suburban residential character of the area be maintained?

How the thriving nature of local centres be maintained in the light of changing trends in retailing?

What approach can be taken to maximise access to the existing community facilities?

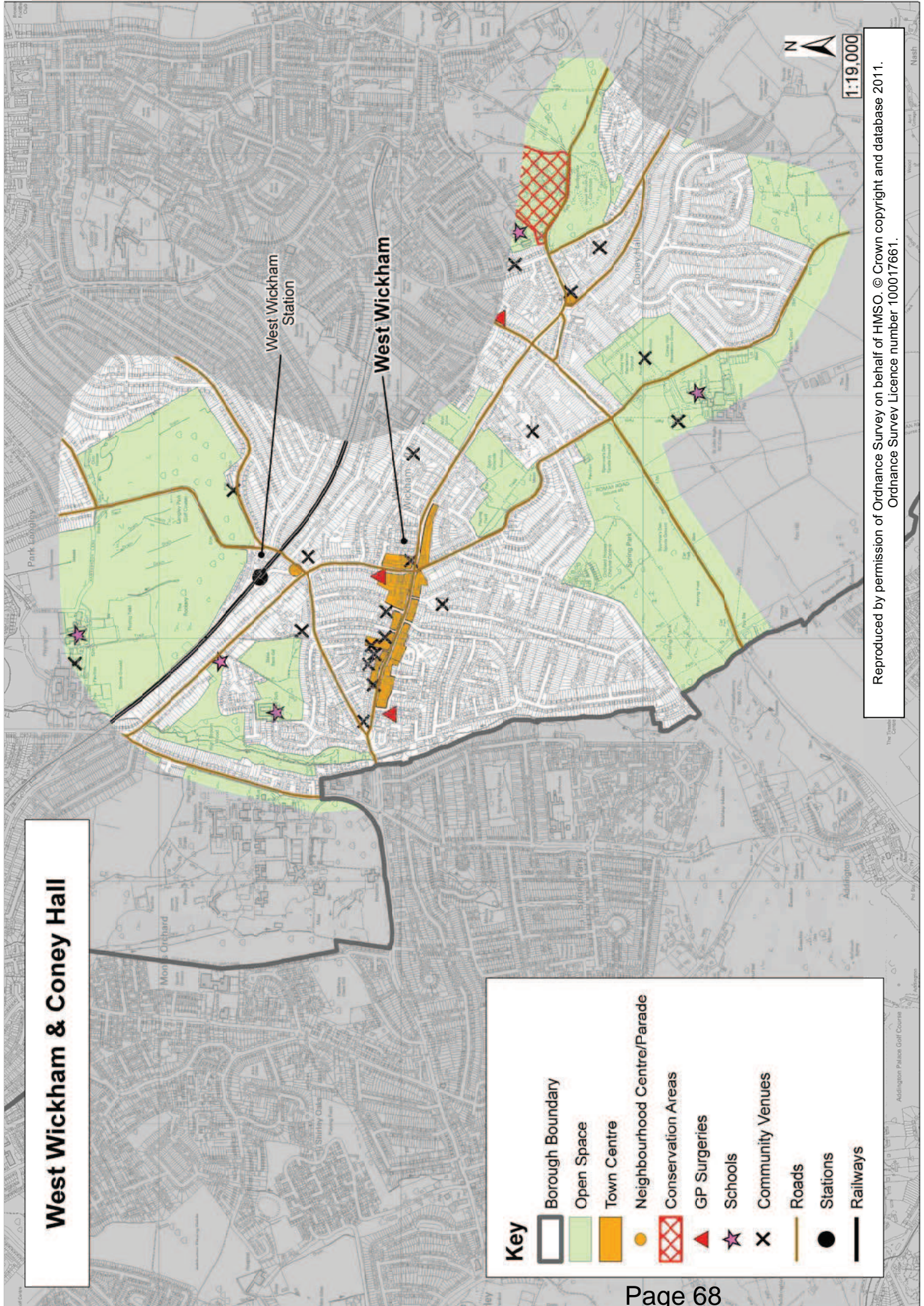
What is the potential of the former All Saints/John Rigby school site?

Is there potential for more housing choice in West Wickham town centre?

What are the opportunities for improving public space and reducing street clutter along the High Street?

What are the implications of facilities and services shared across the Borough boundary?

West Wickham & Coney Hall



Key

- Borough Boundary
- Open Space
- Town Centre
- Neighbourhood Centre/Parade
- Conservation Areas
- GP Surgeries
- Schools
- Community Venues
- Roads
- Stations
- Railways

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- 11 Strategic Flood Risk Assessment (level 1) 2009
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- GS3 NOMIS / People Claiming Jobseekers Allowance (Sept 2007)
- GS4 Gypsy and Traveller Health and Education Needs Assessment
- GS6 Rapid Health Needs Appraisal for Mottingham, Penge, Crystal Palace, Anerley and The Crays and Ramsden Estate (Dec 2008 JSNA)

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Bromley's Strategic Issues

Living in Bromley – our residents and their homes

Bromley's population was estimated by the GLA to be around 300,855 in 2009, having been recorded as 295,532 in the 2001 Census. The population generally is older than the London Average, with an average (mean) age of 39; however, there are areas of the borough with higher proportions of younger age groups. The census indicated marked concentrations of 0-4 year olds in Crystal Palace, Penge and Anerley to the north west of the Borough, Mottingham to the far north and the Cray Valley in the east. These concentrations of children, and now young people, coincide with the areas known to exhibit high levels of multiple deprivation. A significant borough-wide issue is the high proportion of older people – the number of people over 60 exceeds the number under 16 – and this trend is likely to increase.

The majority of the population is concentrated in the northern half of the borough, the southern part being largely Green Belt. There is a range of housing types including blocks of flats, terraces, semi-detached (the majority of Bromley's properties) and detached housing. A high proportion of residents own outright, or are buying, their own home but there are also privately rented homes and those rented from or part-owned with, a Registered Provider (formerly Housing Associations). Overall, household incomes are higher than both the London and National average but housing affordability is a significant issue for many with high average house prices. Bromley has both statutory housing need and considerable demand for housing with good access to London, high performing schools and a generally spacious and green suburban feel being key attractors for people to locate in Bromley.

The Strategic Housing Market Assessment commissioned in 2008 with other south east London Boroughs showed that 13.9% of households in Bromley were unsuitably housed due to one or more factors such as major disrepair or overcrowding. This compares with 18.4% in Greater London as a whole.

Bromley has one of the largest groups of Gypsies and Travellers in England, with between 1,000 and 1,500 families. The vast majority live in the Cray Valley and most are now housed in "bricks and mortar" accommodation, as it became harder to find stopping places in the area. There are two traveller sites in the Cray Valley and a site with temporary permission to the west of the Borough close to the Croydon Boundary. Gypsy and traveller families tend to be much larger than the general population, have the lowest educational results of any ethnic minority group (Ofsted) and the health and well-being of Gypsies and Travellers is the poorest of any ethnic minority group in the UK, with an average life expectancy 10 years less for men and 12 years less for women than the general population. A Gypsy & Traveller Health & Needs Assessment (2008) indicated a clear consistency with the themes identified in national research. The Borough is also home to a community of Travelling Showpeople at Keston.

Bromley's population is relatively healthy with a lower Standardised Mortality Ratio (SMR) and higher life expectancy at birth (81.7 years) than the national average. There are however inequalities across the Borough and whilst the gap between the most and least deprived wards has reduced from 10.6 years to 7.2 years over the last 10 years, "health inequality" remains the major priority for the health service in Bromley.

Whilst the population overall is healthier than the national average, there are differences in health and well being between different population groups and geographical areas. Individual characteristics affect susceptibility to poor health as do "wider determinants". The

Joint Strategic Needs Assessment recognises that there are concentrations in particular areas and these are also highlighted in the Draft London Plan as areas for regeneration.

Bromley schools generally fair better than schools nationally with an average 65% of children in achieving 5 A-C grades at GCSE level, compared to the national average figure of 53.4%. (Department for Education 2010 results)

Crime is a key concern of Bromley's residents. Although it is a relatively safe place - statistics show the borough as having the 4th lowest crime rate in London – people still fear crime and anti-social behaviour remains an important issue. Not unexpectedly, crime rates vary across the borough with the highest concentration in Bromley Town Centre.

There a few places in Bromley where low income, poor health, lower educational achievement and skills, higher crime and a poor quality living environment combine to produce significant problems. These areas are identified in the draft London Plan as areas where regeneration, development and transport proposals should be integrated with improvements in learning and skills, health, employment, environment and housing.

Borough wide issues

What are the implications of the ageing population for Bromley's places?

What are the challenges for young people growing up in particular areas?

As the population and its structure changes, how should Bromley measure and respond to housing needs? Does the type of housing need to change? Where will any new housing be located?

Will addressing the challenges for the wider community also address the particular issues of the Gypsy and Traveller community or is there a need for a specifically tailored approach?

How can we respond to the areas designated in the Draft London Plan as being in need of regeneration?

How can crime and anti-social behaviour be positively influenced by any future development?

Supporting communities - community infrastructure

Health

The Princess Royal University Hospital (PRU) in Farnborough this provides “acute” health care as part of the South London Healthcare NHS Trust “a single hospital on several sites” which also includes the Beckenham Beacon and Orpington Hospital, as well as two other hospitals outside the Borough - Queen Mary's Sidcup and Queen Elizabeth Hospital, Woolwich.

Bromley has 51 General Practices distributed around the Borough. It has more practices but has significantly less whole time equivalent GPs than the England average. GP practices operate from a variety of premises, from converted houses in the ownership of GP's, to health centres, and the new Beckenham Beacon development. More than a third of GP surgeries are not compliant with the Disability Discrimination Act, about half of which cannot be adapted to achieve compliance. There is considerable variation in the capacity of GP practices in Bromley, but GPs commonly work in smaller practices and with larger list sizes.

There is a drive nationally to bring 50% of outpatient and secondary care activity out of hospitals, including minor surgical procedures and treatments, therapies & diagnostic tests, and into community primary care settings (General Practice & clinics).

The management of health funding is also changing. Healthcare in Bromley is currently commissioned by the Bromley Primary Care Trust (NHS Bromley) and delivered by GP's and “Bromley Healthcare” who provide wide range of community health services in a variety of settings including GP surgeries, clinics and hospitals. However, over the next couple of years GP consortia will take responsibility for the commissioning of services. Public health commissioning responsibilities will fall within the Council's remit. The various changes will present significant challenges for future health infrastructure provision.

The Council and Oxleas NHS Trust provide mental health service. Child and Adolescent Mental Health Service social workers (CAMHS) works with children and young people who have complex mental health needs. Adults with serious mental health problems are supported by Community Mental Health Teams based in Penge, Bromley and Orpington. Hospital beds for inpatient care are based at Green Parks House, Princess Royal University Hospital. The Bethlem (South London and Maudsley Trust) provides treatment for children, adults and older people with mental health problems or an addiction to drugs or alcohol living in South London, and specialist services, for people from across the country.

Emergency Services

The London Ambulance Service have three ambulance stations in the Borough at Bromley, Crown Lane, Beckenham and St Paul's Cray. They have no requirements for additional provision in Bromley (Feb 2010).

The Borough has four Fire Stations at Bromley, Beckenham, Orpington and Biggin Hill although fires may also be attended by six other nearby stations in neighbouring boroughs. There are issues regarding the suitability of the Fire Station buildings at Bromley and Biggin Hill.

Bromley Police station was built in 2003 and contains all of the boroughs custody cells.. There are currently twenty-two Safer Neighbourhood Teams and two Safer Transport Teams in Bromley borough made up of Police Community Support Officers (PCSO's) and police officers and operating from 14 Safer Neighbourhood Offices located on high streets and in prominent locations to provide community focused policing. As part of the extensive

modernisation programme Beckenham Police Station and Penge Police Station, London's oldest police station. The provision of appropriate police infrastructure is an issue for local communities, as is the future use of redundant police stations and other historic public buildings which are often listed or lie within conservation areas.

Bromley County Court, College Road, deals with all but the most complicated civil law proceedings. Bromley Magistrates' Courts, London Road, are a key part of the criminal justice system with over 95% of cases are also completed at this level.

Pre Schools

Provision for pre-school children is found in a range of settings and is varied in nature, including playgroups, nursery / pre-schools, day nurseries, schools and family centres. The different types of provision produce educational and social benefits for the children but can also benefit parents in respect of social interaction and mental health or enable parents to work.

Playgroups, nursery and pre-schools offer morning or afternoon sessions for children from about 2 ½ years are found in many local community venues (church, village and scout halls etc). Such venues may also offer "parent & toddler" sessions, where parents/carers stay with the children. Numerous schools have integrated nursery classes providing pre reception morning or afternoon daily educational sessions and Children & Family Centres (CFC's), often based in schools, bring together a range of support agencies to meet the needs of children under five and their parents/carers. The availability of local community venues is particularly important to assist in enabling locally accessible services for pre school children and their parents.

Day nurseries provide all day childcare and education for babies and pre-school children, enabling parents to work. Out of school childcare, for children up to 8 are usually based in or near schools and are run outside school hours (via a breakfast club, an after-school club or a holiday playscheme). The Council's Childcare Sufficiency Report, which also looks at the availability of childminders, indicates where there are pressures on places. The report is due to be updated Spring 2011.

Schools

There are 74 primary schools and 17 secondary schools in the public sector in Bromley. Additionally there are 4 special schools and 13 independent schools providing primary, middle and secondary education.

The strategic planning of primary school places and school organisation in the Borough is currently addressed through the Primary Schools' Development Plan. Increases in the birth rate since 2001 have fed through to create a significant increase in demand for primary places which will continue to grow through to at least 2013. An additional 3 permanent and 1 temporary classes have recently been provided and the Council is working to ensure the provision of a further 7 additional forms of entry (210 places) by 2013 to meet this increased demand. The statutory age for education and training is increasing to 18+ years by 2015 and enhancements are being made to secondary schools to meet this provision and Langley Park School for Boys is being completely rebuilt.

The landscape of educational provision is changing nationally as the Government is encouraging public sector schools to become Academies (publicly funded independent schools, free from local authority and national government control), and the development of new Free Schools, (all-ability state-funded schools set up in response to parental demand.) A few Bromley secondary schools have already converted to Academies and all are either

actively seeking or considering seeking Academy status. Additionally a number of primary schools are seeking academy status.

In addition to public sector schools, the borough has a significant number of independent schools. (primary, middle and secondary). Although there have been a couple of closures in recent years, there remains 13 independent schools.

Adult, Higher and Further Education

Bromley College of Further and Higher Education and Orpington College of Further Education are currently consulting on a proposed merger, which would provide courses across the two main recently upgraded sites. Both currently offer a range of courses and degrees, ranging from vocational courses for 14 - 15 yrs olds attending from local schools, to and Undergraduate Degrees (at Bromley College, in conjunction with the University of Greenwich). Additionally the colleges have been campaigning jointly to promote apprenticeships through both colleges.

Bromley Adult Education College has three main centres across the Borough. The Widmore Centre, Bromley, the Kentwood Centre in Penge and the Poverest Centre. Additionally they run courses at a variety of community venues across the Borough.

This section will also include information and issues relating to

- Play
- Youth
- Leisure & Recreation
- Cultural and Social Activities

Borough wide issues

How can valuable community facilities be retained and improved, and how can new facilities be secured where they are needed?

How the challenges presented by the increase in school rolls through primary and on into secondary education be met, in the context of the new landscape of independent academies and free schools?

Does the geographical spread of facilities present challenges in ensuring accessible local provision of services and activities which support people's quality of life and their ability to contribute effectively to the community?

How can former public buildings, such as redundant police stations, which are of historic value and contribute to the sense of place be effectively utilised for the community and their condition protected?

Getting around – transport and accessibility

Bromley's public transport network is related to the distribution of the population, with better access and choice in the more densely populated areas. There is generally good access to central London via the rail network (26 stations), and bus services (61 routes) are relatively widespread but public transport is still very limited in the rural area. The London Travel Demand Survey shows that Bromley residents make a lot of journeys – second only to Barnet – and that the average journey length is the longest in London.

Car ownership is high and more than half the daily journeys people make are by car, resulting in road congestion at peak times and traffic related air pollution. While many have the choice of private or public transport, there are those who do not use public transport, either because they are in an area not served by any public transport or they are not physically able to use the service. Equally there are people who have no access to a car and must rely solely on public transport.

Compared to other London boroughs, Bromley has relatively low levels of walking and cycling. Walking represents 28% of trips which is roughly average for London, with cycling at only 1%. In addition to safety concerns, the borough's outer rural terrain has been highlighted as a barrier against cycling.

Bromley currently has only one on-street car club space (at Bromley North) and a second about to come on stream, connected to the village hall development at Orpington. Both have been secured through the planning process with free membership for residents of the associated development for the first year.

Supporting the use of electric vehicles is one of the priorities of the London Plan and new development will be required to include charging points and spaces to enable the network to develop. The Mayor's strategy suggests that publicly available charging points should be no more than 1km (0.62 miles) apart, and it is not considered that this will be appropriate or practically achievable in some of the more rural areas of the Borough.

Bromley currently has two publicly accessible charging points in the car park of The Glades shopping centre in Bromley town centre. The Council's focus will be to concentrate initially on providing charging points in its car parks situated in the main town centres of Bromley, Orpington, Beckenham, Penge and West Wickham.

This section will also include information and issues relating to

- Parking
- Road safety
- Biggin Hill Airport

Borough wide issues

How can any new development help reduce the need to travel? What should any new residential development include to help improve transport choice and reduce peak time road traffic?

How can parking be better managed to reduce road congestion, support town centres and improve the street scene? How can any new development contribute towards these goals?

Our valued environments – natural and man-made

Bromley is the largest London Borough by area. More than half is open space of various types, including farms, woodland, commons and parks and gardens. The majority of the built-up area was developed during the 19th and 20th century but there are also some notable historic features such as Roman villas at Crofton and Keston, and an Iron Age Settlement at Holwood, and the caves at Chislehurst associated with Roman and Saxon times. The Borough's town centres and villages have existed for several hundred years, large parts of the Borough took shape during London's suburban expansion.

The character is broadly suburban residential with the focus of local business being in town centres and designated Business Areas. The density of development is generally low though it varies across the borough, from detached housing with large gardens to higher density flatted development.

There are 45 conservation areas within the London Borough of Bromley. The conservation areas vary in size and composition from small hamlets, to villages, town centres and suburbia. There are approximately 815 Statutory Listed buildings of varying ages and architectural styles, the majority of these are listed grade II. However, there are several grade I listed buildings including the Crystal Palace Dinosaurs, the Keston Windmill and Down House as well as several grade II* listed buildings including the National Sports Centre at Crystal Palace designed in the 1950s. Other heritage assets within the borough include 2155 Locally Listed Buildings, five parks that are included on the Register of Parks and Gardens of Special Historical Interest in England (National Heritage Act 1983) and 7 Scheduled monuments.

In 2010 Bromley had 26 listed structures, parks and monuments on the English Heritage "at risk" register. However, the borough has no Conservation Areas at Risk. This register does not include Locally Listed Buildings. The list of heritage assets on this register is mostly fluid with assets being added to and taken off the register from year to year as work is carried out and completed. The major issue that the heritage of the borough is faced with is threat of development, particularly in Conservation Areas and Locally Listed Buildings. The type of development that can be particularly sensitive includes extensions to dwellings, back land development and replacement dwellings within conservation areas and replacement buildings requiring the demolition of Locally Listed buildings outside Conservation Areas. Development adjacent to Heritage Assets can also detrimentally impact the setting of the asset.

More than half of the area of the Borough is designated as Green Belt, including part of the Kent Downs AONB, largely in the south and east, with areas of Metropolitan Open Land and Urban Open Space contributing to the suburban feel.

Generally Bromley is well served in terms of playing fields and outdoor recreation facilities. Our parks and open spaces are what makes Bromley a special place to live, there are over a hundred parks, ranging from large parks like Kelsey Park to smaller neighbourhood recreation grounds. There are some 488 playing pitches of which 293 are for community use; at 1:735 per 1000 adults this ratio is well above the National average of 1.989. There are over 50 Allotments in the Borough, run by the Allotment and Leisure Gardens Federation and in some areas there are long waiting lists for a plot.

This section will also information and issues relating to:

- Street scene and public realm
- Agriculture and diversification
- Water bodies and water courses

Borough wide issues

How can Green Belt and other open space be better protected?

How can the quality of our heritage assets be maintained, and those at risk be improved?

How can we improve biodiversity in the borough?

How can we improve the quality of existing open spaces?

Working in Bromley – the local economy and town centres

Bromley's economy is one of the largest in Outer London, with over 12,000 businesses (approximately 10,000 VAT registered) and an estimated 104,000 jobs.

Approximately two thirds of the jobs in the Borough are taken by residents of the Borough and 55% of the local working population travel out of the borough to work, the majority in Central London.

The major sectors of employment for Bromley are banking, finance and insurance (39%), distribution, hotels and restaurants (25%) and construction (12%).

Almost 90% of Bromley businesses have fewer than 10 employees, although the small numbers of large and medium sized businesses provide the majority of employment within the borough.

There are 11 designated business areas in Bromley, with the main areas concentrated in Penge/Anerley, Biggin Hill and the Cray Corridor. They vary in their accessibility, quality and age of premises and type of occupier. The challenge is to enable these to adapt to the changing needs of industry and commerce. Town centres are another focus for business and employment, with typically smaller business premises across the borough.

The recession, structural changes in the broader economy, and the forecast continuing shift to office based employment impacts on business and work in Bromley. Where will change occur, and how Bromley can adapt and maintain a robust and diverse economy to withstand future recessions are key issues.

Bromley has one of the highest levels of resident economic activity (78%) and while unemployment in Bromley increased during the recession and remains at just over 2.5%, it continues to be significantly below the London figure of 4%.

Bromley has a relatively skilled workforce and good school results, however, as demand is forecast for higher level skills (increasingly level 3, 4 and 5) Bromley will need to improve skills to remain competitive.

The average gross annual pay of those working within the borough is significantly lower than those residents who commute out of the Borough to work. There are five wards where unemployment is above the London average and also average earnings and skill levels are below the borough average.

Bromley's network of town centres, local centres and shopping parades are important in providing a focus for local communities as well as for the provision of facilities and services. However, changing patterns of shopping, and service provision have meant greater levels of vacancies in some areas.

Bromley Town Centre Area Action Plan (BAAP), adopted in 2010, was developed in recognition of the need for a framework and action for Bromley Town Centre to remain competitive. The ambitions set out for Bromley Town Centre are challenging in the current economic climate.

Orpington Town Centre, as the Borough's second town has seen investment in environmental improvements, however, there is scope for strengthening its business and retail offer with further investment and co-ordination.

Beckenham is identified as important for its evening economy in the draft London Plan and is recognised as the Borough's third largest town centre.

Bromley's town centres make an important contribution to the Boroughs economy, eg Penge and West Wickham.

The GLA in 2010 published projections for borough based employment to 2031. Bromley shows initially a projected fall from the 2007 actual of 131,000 jobs to 129,000 in 2011, 128,000 in 2021 and then a projected increase to 137,000 in 2031. London as a whole shows a continued projected increase in jobs but the Bromley pattern is reflected in some other areas, including the adjoining Boroughs of Croydon and Bexley.

There has been a lack of investment in the Outer London Boroughs and under performance compared to their economic potential (highlighted by the Mayor's Outer London Commission in 2009 /10)

Borough wide issues

What does the continuing shift to more office based employment mean for the economy, and in particular, town centres and business areas? How can the Borough maintain a diversity of business uses?

Biggin Hill is identified as a Strategic Outer London Development Centre in the draft London Plan - what are the employment and business opportunities while protecting the environment and quality of life?

How can we make sure high quality premises in appropriate locations are available to support a strong economy?

How can Orpington continue to improve and be promoted to enable it to compete as a major town centre?

How do we retain an adequate supply of local and community shops and essential services across the Borough and what can be done to support local shopping centres and parades to remain viable?

Climate Change and environmental considerations – meeting future challenges

Some places, activities and groups of people are more vulnerable than others to changes in weather and climate. Even though Bromley is not a place of extreme environments, climate change will still have impacts. Areas at risk from flooding may increase, older people and those with certain conditions may suffer greater health problems in periods of very hot or cold weather. Biodiversity can be compromised especially where species are unable to move between habitats as their conditions change. Shortages of water and power may occur when they are in greater demand and if ageing infrastructure begins to fail.

Ways of adapting to climate change can also help improve our local environment and reduce waste and use of precious resources. Improving the efficiency of processes and reducing waste is good for the economy as well as the environment, and improving the condition of homes can positively improve health and reduce utility bills.

Any new development must reach increasingly higher standards under the Building Regulations and there may be additional standards or features which are needed in certain locations or by certain kinds of activity. In London, the boroughs are encouraged to look at whether their local situation demands a unique response to climate change – what is the potential for lower carbon heat and power, and are more stringent standards needed?

Reducing our emission of greenhouse gases – which may contribute to climate change - is a key target for the UK and London, and each borough is required to play their part....

Currently, Bromley uses the policies in the London Plan to guide new development towards more sustainable design and construction. Large developments are required to submit information about how they will improve energy efficiency, reduce the need for heat and power, reduce water usage and include renewable energy where feasible. Bromley does not currently set particular standards itself...

This section will also include information and issues relating to

- Waste planning
- Pollution
- Water conservation and quality

Borough wide issues

Does Bromley need specific local targets for reducing carbon emissions?

Does Bromley need to set local standards for sustainable design and construction and renewable energy?

How can new technology be successfully integrated into the existing and historic environment without having adverse impacts on the character of places?

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Report No.
DRR11/00020

London Borough of Bromley

Agenda
Item No.

PART 1 - PUBLIC

Decision Maker: Development Control Committee

Date: 8th March 2011

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

Title: PLANNING BUDGET MONITORING REPORT 2010/11

Contact Officer: Claire Martin, Head of Finance
Tel: 020 8313 4286 E-mail: claire.martin@bromley.gov.uk

Chief Officer: Marc Hume, Director of Renewal and Recreation

Ward: Boroughwide

1. Reason for report

This report provides an update of the latest budget monitoring position for 2010/11 for the Planning Division based on expenditure and activity levels up to 31 December 2010.

2. **RECOMMENDATION(S)**

2.1 The Committee is requested to consider the latest projections that indicate that the Planning Division will be underspent by £127k.

Corporate Policy

1. Policy Status: Existing policy. Sound financial management
 2. BBB Priority: Excellent Council.
-

Financial

1. Cost of proposal: N/A
 2. Ongoing costs: Recurring cost.
 3. Budget head/performance centre: Planning Division Budget
 4. Total current budget for this head: £3.9m
 5. Source of funding: Existing revenue budgets 2010/11
-

Staff

1. Number of staff (current and additional): 103.39 ftes
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

1. Legal Requirement: Statutory requirement. The statutory duties relating to financial reporting are covered within the Local Government Act 1972; the Local Government Finance Act 1998; the Accounts and Audit Regulations 1996; the Local Government Act 2000 and the Local Government Act 20
 2. Call-in: Call-in is applicable
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): The services covered in this report affect all Council Taxpayers, Business Ratepayers, those who owe general income to the Council, all staff, Members and Pensioners.
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? N/A.
2. Summary of Ward Councillors comments: N/A

3. COMMENTARY

3.1 The 2010/11 projected outturn is detailed in Appendix 1, with a forecast of projected spend for each section compared to latest approved budget and identifies in full the reason for any variances.

4. POLICY IMPLICATIONS

4.1 The Resources Portfolio Plan for 2009/10 includes the aim of effective monitoring and control of expenditure within budget and includes the target that each service department will spend within its own budget.

4.2 Bromley's Best Value Performance Plan "Making a Difference" refers to the Council's intention to remain amongst the lowest Council Tax levels in outer London and the importance of greater focus on priorities.

4.3 The four year financial forecast report highlights the financial pressures facing the Council. It remains imperative that strict budgetary control continues to be exercised in 2009/10 to minimise the risk of compounding financial pressures in future years.

4.4 Chief Officers and Departmental Heads of Finance are continuing to place emphasis on the need for strict compliance with the Council's budgetary control and monitoring arrangements.

5. FINANCIAL IMPLICATIONS

5.1 Appendix 1 contains figures relating to the latest budget monitoring position for the Planning Division and explanations of variations.

5.2 Shortfalls of income in Building Control, Land Charges and Planning are being offset by savings from management action. A summary of the variations is shown in the table below: -

<u>Summary</u>	Current Variation £'000
Effect of holding 9.0fte's vacant within Planning, Land Charges & Building Control	(310)
Underspend within transport, supplies and services resulting from management action within Planning, Building Control, Land Charges & Renewal	(141)
Write back of provision no longer required	(74)
Underspend of Renewal & Recreation Portfolio Initiative Budget (To be carried forward to 2011/12)	(53)
Shortfall of building control income	119
Shortfall of Land Charges & Renewal	12
Shortfall of income from planning fees	320
Total variation	(127)

Non-Applicable Sections:	Legal and Personnel
Background Documents: (Access via Contact Officer)	2010/11 budget monitoring files within ES & R & R finance section

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PLANNING BUDGET MONITORING 2010/11

1. Financial Monitoring Statement

2009/10 Actuals £	PCM	2010/11 Original Budget £	2010/11 Revised Budget £	2010/11 Projected Outturn £	Variation £	Variation Last Reported £	Full Year Effect £
	Planning - Bob McQuillan						
(6,356)	Building Control	(167,340)	(29,020)	(135,020)	(106,000)	(30,000)	0
1,156,534	Planning	1,272,510	1,297,010	1,357,000	59,990	18,000	0
(286,184)	Land Charges	(299,330)	(301,680)	(301,680)	0	0	0
1,251,726	Renewal	728,440	1,352,290	1,271,480	(80,810)	(18,000)	0
2,115,720	Total Controllable	1,534,280	2,318,600	2,191,780	(126,820)	(30,000)	0
(8,184)	Total non-controllable	0	0	0	0	0	0
1,599,710	Total excluded recharges	1,673,490	1,574,130	1,574,130	0	0	0
3,707,246	Grand Total	3,207,770	3,892,730	3,765,910	(126,820)	(30,000)	0

BUILDING CONTROL - 2010/11 FINANCIAL MONITORING

1. Financial Monitoring Statement

2009/10 Actuals £	BUILDING CONTROL	2010/11 Original Budget £	2010/11 Revised Budget £	2010/11 Projected Outturn £	Variation £	Variation Last Reported £	Full Year Effect £
741,558	Employees	969,430	969,430	798,430	(171,000)	(181,000)	0
0	Premises	0	0	0	0	0	0
20,874	Transport	28,910	28,910	21,910	(7,000)	(7,000)	0
63,360	Supplies and Services	91,040	91,040	79,040	(12,000)	(12,000)	0
0	Third Party Payments	0	0	0	0	0	0
0	Transfer payments	0	0	0	0	0	0
0	Contribution to Reserve	0	0	39,000	39,000	0	0
0	Capital financed by revenue	0	0	0	0	0	0
(832,148)	Income	(1,256,720)	(1,118,400)	(1,073,400)	45,000	170,000	0
0	Grant related recharges	0	0	0	0	0	0
(6,356)	Sub total controllable budget	(167,340)	(29,020)	(135,020)	(106,000)	(30,000)	0
(1,656)	FRS17	0	0	0	0	0	0
0	Landlord maintenance	0	0	0	0	0	0
0	Insurance	0	0	0	0	0	0
0	Capital Charges	0	0	0	0	0	0
0	Property Rental Income	0	0	0	0	0	0
(1,656)	Sub total non controllable budget	0	0	0	0	0	0
186,917	Excluded Recharges	172,220	172,220	172,220	0	0	0
186,917	Sub total excluded recharges	172,220	172,220	172,220	0	0	0
178,905	Grand Total	4,880	143,200	37,200	(106,000)	(30,000)	0

PLANNING - 2010/11 FINANCIAL MONITORING

1. Financial Monitoring Statement

2009/10 Actuals £	PLANNING	2010/11 Original Budget £	2010/11 Revised Budget £	2010/11 Projected Outturn £	Variation £	Variation Last Reported £	Full Year Effect £
1,858,322	Employees	2,123,700	2,040,750	1,903,660	(137,090)	(154,000)	0
8,984	Premises	9,200	9,200	5,200	(4,000)	0	0
14,264	Transport	20,660	20,660	14,420	(6,240)	(6,000)	0
469,891	Supplies and Services	361,630	469,080	356,400	(112,680)	(152,000)	0
0	Third Party Payments	0	0	0	0	0	0
0	Transfer payments	0	0	0	0	0	0
165,603	Special Schemes	0	0	0	0	0	0
0	Capital financed by revenue	0	0	0	0	0	0
(1,360,530)	Income	(1,242,680)	(1,242,680)	(922,680)	320,000	330,000	0
0	Grant related recharges	0	0	0	0	0	0
1,156,534	Sub total controllable budget	1,272,510	1,297,010	1,357,000	59,990	18,000	0
(3,530)	FRS17	0	0	0	0	0	0
0	Landlord maintenance	0	0	0	0	0	0
0	Insurance	0	0	0	0	0	0
0	Capital Charges	0	0	0	0	0	0
0	Property Rental Income	0	0	0	0	0	0
(3,530)	Sub total non controllable budget	0	0	0	0	0	0
1,391,497	Excluded Recharges	1,351,560	1,351,560	1,351,560	0	0	0
1,391,497	Sub total excluded recharges	1,351,560	1,351,560	1,351,560	0	0	0
2,544,501	Grand Total	2,624,070	2,648,570	2,708,560	59,990	18,000	0

LAND CHARGES - 2010/11 FINANCIAL MONITORING

1. Financial Monitoring Statement

2009/10 Actuals £	LAND CHARGES	2010/11 Original Budget £	2010/11 Revised Budget £	2010/11 Projected Outturn £	Variation £	Variation Last Reported £	Full Year Effect £
140,674	Employees	159,460	159,460	153,060	(6,400)	0	0
0	Premises	0	0	0	0	0	0
28	Transport	10	10	10	0	0	0
43,313	Supplies and Services	18,980	16,630	9,230	(7,400)	0	0
0	Third Party Payments	0	0	0	0	0	0
0	Transfer payments	0	0	0	0	0	0
0	Special Schemes	0	0	0	0	0	0
0	Capital financed by revenue	0	0	0	0	0	0
(470,199)	Income	(477,780)	(477,780)	(463,980)	13,800	0	0
0	Grant related recharges	0	0	0	0	0	0
(286,184)	Sub total controllable budget	(299,330)	(301,680)	(301,680)	0	0	0
(254)	FRS17		0	0	0	0	0
	Landlord maintenance		0	0	0	0	0
	Insurance		0	0	0	0	0
	Capital Charges		0	0	0	0	0
	Property Rental Income		0	0	0	0	0
(254)	Sub total non controllable budget	0	0	0	0	0	0
285,028	Excluded Recharges	299,330	299,330	299,330	0	0	0
285,028	Sub total excluded recharges	299,330	299,330	299,330	0	0	0
(1,410)	Grand Total	0	(2,350)	(2,350)	0	0	0

RENEWAL - 2010/11 FINANCIAL MONITORING

1. Financial Monitoring Statement

2009/10 Actuals £	RENEWAL	2010/11 Original Budget £	2010/11 Revised Budget £	2010/11 Projected Outturn £	Variation £	Variation Last Reported £	Full Year Effect £
1,131,112	Employees	690,250	1,139,790	1,144,000	4,210	3,000	0
0	Premises	0	0	0	0	0	0
3,229	Transport	5,610	6,850	4,430	(2,420)	(1,000)	0
120,549	Supplies and Services	33,160	422,230	340,830	(81,400)	(20,000)	0
0	Third Party Payments	0	0	0	0	0	0
0	Transfer payments	0	0	0	0	0	0
0	Special Schemes	0	0	0	0	0	0
0	Capital financed by revenue	0	0	0	0	0	0
(3,164)	Income	(580)	(216,580)	(217,780)	(1,200)	0	0
0	Grant related recharges	0	0	0	0	0	0
1,251,726	Sub total controllable budget	728,440	1,352,290	1,271,480	(80,810)	(18,000)	0
(2,744)	FRS17		0	0	0	0	0
	Landlord maintenance		0	0	0	0	0
	Insurance		0	0	0	0	0
	Capital Charges		0	0	0	0	0
	Property Rental Income		0	0	0	0	0
(2,744)	Sub total non controllable budget	0	0	0	0	0	0
(263,732)	Excluded Recharges	(149,620)	(248,980)	(248,980)	0	0	0
(263,732)	Sub total excluded recharges	(149,620)	(248,980)	(248,980)	0	0	0
985,250	Grand Total	578,820	1,103,310	1,022,500	(80,810)	(18,000)	0

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Renewal & Recreation – Corporate Budget Monitoring Return – 31 December 2010**1. Building Control Cr £106k**

A report was submitted to the Executive to drawdown £138k from the central contingency following changes to legislation.

A shortfall of income of £119k is being offset by savings of £151k from management action to reduce costs, including holding 4.45fte vacant.

Part of the provision set aside for the costs of the dangerous structures relating to the plane crash site are no longer required as the insurance company has now settled the revised invoice. The balance of £74k has been written back to the building control code and is being used to offset the shortfall of income within planning.

2. Planning Dr £60k

Income from planning is £195k below budget for the first nine months of the year and £119k below the actual received for April to December 2009. At this stage, it is projected that the year-end shortfall of income will be £320k.

Based on income from major applications to date, £113k less has been received compared to the actual from April to December 2009. Within non-major applications to date, £6k less has been received compared to the actual received for the same period in 2009.

Management action taken includes holding 3.04 fte posts vacant and reducing spend on running expenses totalling Cr £260k.

Summary of Planning variations at 31st December 2010	Variation £'000
Effect of holding 3.04 FTE's vacant within Planning	(137)
Underspend within transport, supplies & services resulting from management action within Planning	(123)
Shortfall of income from planning fees	320
Total variation	60

3. Renewal Cr £81k

Within the planning section, there is a projected underspend within supplies and services of £28k.

There is also a further underspend of £53k from the Portfolio Initiative fund, for which a carry forward request will be submitted in due course. It is intended to use this money for Town Centre events and this has been agreed by both the PDS Committee on 15th February 2011 and the Portfolio Holder.

4. Land Charges Cr 0k

A shortfall of income of £14k is being offset by savings from staffing and running expenses.

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Agenda Item 7

Report No.
DRR11/00019

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: **Development Control Committee**

Date: **8 March 2011**

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

Title: **PRE-PLANNING APPLICATION ADVICE - REVIEW OF CHARGES MADE FOR THE SERVICE**

Contact Officer: Chris Evans, Manager, Major Developments Team
Tel: 020 8313 4554 E-mail: chris.evans@bromley.gov.uk

Chief Officer: Bob McQuillan, Chief Planner

Ward: N/A

1. Reason for report

The charges for pre-application advice have been unchanged for over 3 years, and Members are asked to consider revising the charge for this service.

2. **RECOMMENDATION(S)**

2.1 Consideration be given to the suggested fees set out in para 3.15.

2.2 If Members consider that the fees should be increased, they make recommendations to the Portfolio Holder accordingly.

Corporate Policy

1. Policy Status: Existing policy.
 2. BBB Priority: Quality Environment.
-

Financial

1. Cost of proposal: No cost
 2. Ongoing costs: N/A.
 3. Budget head/performance centre: Planning Division Budget
 4. Total current budget for this head: £3.3M
 5. Source of funding: Existing revenue budget, but income will be generated
-

Staff

1. Number of staff (current and additional): 103.89 ftes
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

1. Legal Requirement: Statutory requirement. Local planning authorities can make charges for pre-application meetings by virtue of powers in the Local Government Act 2003 and Planning and Compulsory Purchase Act 2004.
 2. Call-in: Call-in is not applicable.
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Those who make planning applications for development in the Borough
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? N/A.
2. Summary of Ward Councillors comments: N/A

3. COMMENTARY

3.1 Since January 2008 the Council has charged for meetings giving advice at pre-application stage for major developments – basically 10 dwellings or more and developments of over 1000 sq m and 1 ha. The fee was set at £1000 + VAT (i.e. £1200). The service includes consultation with relevant Council departments and the provision of detailed written advice about policy, technical and procedural matters.

3.2 The Development Control Committee considered a report on 8th July 2008 on the initial operation of the charging scheme, and agreed that –

§ no charge be made for works on sites over 1 ha where no floorspace is proposed

§ the charge for 2nd and subsequent meetings and for meetings following refusals would be £500 + VAT (i.e. £600).

However in relation to the first bullet, it has been found that the small number of such proposals have generated a similar workload to other pre-application enquiries eg all weather pitches. Such proposals raise issues like impact on openness, traffic impact, drainage, noise, floodlighting etc. As such in the light of experience, it is considered that this exemption should no longer be continued with.

3.3 The charging scheme has operated well and generated income as follows –

§ £6,000	January – March 2008
§ £24,500	April 2008 – March 2009
§ £19,000	April 2009 – March 2010
§ £15,000	April 2010 – present

These figures exclude VAT. The fall in fee income since the initial operation of the scheme reflects the downturn in the economy. Feedback from agents and applicants has been favourable, and the advice given has been well-received and considered to add value. The provision of pre-application advice is in accordance with Central Government encouragement for the positive and proactive aspects of this phase of development management, to “front-load” the process, avoid problems and delays at later stages and improve the quality of applications.

3.4 28 London Boroughs charge for pre-application meetings regarding major developments. Greenwich, Lewisham, Sutton and Wandsworth do not charge. The City of London has not been included in the following figures.

3.5 14 of the Boroughs charge a standard fixed fee for all major developments, while 14 charge more for developments over a certain threshold – typically more than 25 dwellings and 2000m². Some Boroughs have a more fine-tuned approach to charging, with more thresholds, while Camden negotiates fees for larger projects. The following averages and other figures are based on some generalisation of the fees charged where there are such detailed charging mechanisms. All of the following figures include VAT.

3.6 5 Boroughs charge less than Bromley – Barking and Dagenham (£900), Hackney (£1000), Hillingdon (£1080), Merton (£1123) and Croydon (£1175), while Haringey and Havering also charge £1200. These figures are for the “smaller” major developments. The highest charges for such applications are at Kensington and Chelsea (£3600), Westminster (£3120), Islington (£3000), Bexley (£2766) and Tower Hamlets and Redbridge (both £2500).

- 3.7 For the “larger” majors Merton, Croydon and Havering charge less or the same as Bromley (see figures in previous para), 7 Boroughs charge £3000 or more for such applications e.g. Barnet (£4200), Kensington and Chelsea (£3600) and Hillingdon (sliding scale for “larger” majors, average £3600). Typically the approach to charging for these meetings is that they are twice the cost of meetings for developments of 25 or less dwellings etc.
- 3.8 The average fee for development of 10-25 dwellings/less than 2000m² is £1750.
- 3.8 The average fee for developments of over 25 dwellings/2000m² is £2350 (for all 28 Boroughs) and £2650 (average of the 14 Boroughs that charge a higher fee for “larger” major proposals).
- 3.10 11 of the Boroughs charge less for a follow up meeting, 8 of these charge 50% of the first fee, while 3 charge around 60-67%.
- 3.11 Charges for pre-application advice are made to cover the cost of providing the service, and it is a legal requirement that it should not make a profit. The officer time spent providing the service has increased since it was first introduced, to include more advice about sustainability issues and other technical requirements e.g. as set out in the local requirements for the validation of applications, revisions to which were agreed by Members at the last meeting.
- 3.12 As such it would be appropriate to review the charges made for the service, as they have been unchanged since January 2008. As general principles it is suggested that proposed charges should take account of –
- § the average charges made by other London Boroughs
 - § introduction of a threshold, such as charging a higher fee for more than 25 dwellings/2000m²
 - § the need for increases to be reasonable
 - § retaining a half-price charge for follow up meetings
 - § no longer continuing the exemption for large sites where no floorspace is proposed.
- 3.13 In relation to the criteria in the previous paragraph
- § the average charges for “smaller” majors is £1750, and £2350 for “larger majors” in other Boroughs
 - § the suggested threshold has been adopted by half of the Boroughs
 - § an increase in the present £1200 by 25% would appear to be reasonable in view of the period it has been unchanged and to reflect the officer time spent
 - § a reduced fee for follow up meetings reflects the work carried out previously in respect of the principle of the type of development proposed
 - § see comments in para 3.2 about all weather pitches etc.
- 3.14 Of the pre-application meetings held since January 2008, about half would have concerned “larger” majors.
- 3.15 It is considered that the fee for proposals concerning 10-25 dwellings and of 1000-2000m² should be set at £1500, and for major developments of more than 25 dwellings/2000m² the fee should be £2500. The half-price charge for follow-up meetings should be retained, but the exemption for large sites which include no floorspace should not be continued.

4. FINANCIAL IMPLICATIONS

- 4.1 Fee totals received are set out in para 3.3. Increasing the fees should increase income to cover the cost of the service, but the impact of the recession and the effect of increases on demand for the service cannot be predicted.

Non-Applicable Sections:	Policy, Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	Reports to Development Control Committee on 11/12/07 and 8/7/08, Environment and Leisure Portfolio Holder on 28/11/07 and Local Economy Portfolio Holder on 5/8/08.

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Agenda Item 8

Report No.
DRR11/021

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: **Development Control Committee**

Date: **8 March 2011**

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

Title: **PROPOSED INTRODUCTION OF CHARGES FOR PRE-PLANNING APPLICATION ADVICE ON NON-MAJOR DEVELOPMENTS**

Contact Officer: Tony Stewart, Manager, Non-Major Developments Team
Tel: 020 8313 4956 E-mail: tony.stewart@bromley.gov.uk

Chief Officer: Bob McQuillan, Chief Planner

Ward: N/A

1. Reason for report

To obtain Members' agreement to establish a charging structure for pre-application meetings related to non-major developments.

2. **RECOMMENDATION(S)**

- 2.1 Members accept the principle of charging for pre-application advice for non-major development proposals and consider the charges set out in paragraph 3.12 of this report.
- 2.2 If Members accept the principle of pre-application charging for non-major developments, a recommendation be made to the Portfolio Holder accordingly.

Corporate Policy

1. Policy Status: Existing policy.
 2. BBB Priority: Quality Environment.
-

Financial

1. Cost of proposal: Estimated cost Cr £30k
 2. Ongoing costs: Recurring cost.
 3. Budget head/performance centre: Planning Division Budget
 4. Total current budget for this head: £3.9m
 5. Source of funding: Existing revenue budget 2010/11
-

Staff

1. Number of staff (current and additional): 103.39 ftes
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

1. Legal Requirement: Statutory requirement. Local planning authorities can make charges for planning functions by virtue of powers in the Local Government Act 2003 and Planning and Compulsory Purchase Act 2004.
 2. Call-in: Call-in is not applicable.
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Those who make planning applications for development in the Borough
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? N/A.
2. Summary of Ward Councillors comments: N/A

3. COMMENTARY

- 3.1 This report seeks Members' authorisation to introduce charging for pre-application advice on non-major developments (i.e. minor and household proposals).
- 3.2 Members will be aware that charging for such advice in respect of major schemes (defined as 10 or more dwellings, developments over 100sq m or 1 hectare, or minerals/waste development) was introduced in January 2008 and is now well established. All other types of development proposals are generally defined as either "householder" (i.e. domestic extensions and outbuildings within the curtilage of a dwelling etc) or "minor" (i.e. small scale retail, industrial or housing development or material changes of use of buildings or land etc that fall below the "majors" threshold). To date there has been no charge for providing pre-application advice on proposals within these categories.
- 3.3 Requests from both agents and individual members of the public for pre-application advice are received by letter and email and also from personal callers at the Planning Reception, where a duty officer service is provided. The current service, which receives in the order of 2400 enquiries a year, requires a significant commitment of resources and as there is provision for local authorities to charge discretionary fees for planning functions, it is considered appropriate to introduce a charge for householder and minor proposals.
- 3.4 A number of other Councils within London have been charging for pre-application advice on minor proposals for some time. The majority restrict their charges to minor proposals only and do not make a charge for advice on householder schemes. Indeed, only 3 of the 32 London Boroughs charge for advice on householder proposals. This charge varies from £100 to £180, depending upon whether the advice is written or includes a meeting. Given the cost of a householder planning application is currently £150, these charges appear to be at the upper end of the scale and it is suggested that, in the first instance, a charge of £35 be made for general written advice only which will be limited to guidance on the planning process and the Council's planning policies. This will, in effect, replace the current duty officer service. This advice will not include a meeting or a site visit.
- 3.5 As regards other small scale proposals, such as shop fronts, advertisements and changes of use, 4 local planning authorities (LPA's) within London have specific charges for advice. These range from £20 to about £200 and again depend upon the complexity of the proposals and whether a meeting and a site visit are required. In this case it would be appropriate to introduce a range of charges from £35 (giving general written advice) to £150 where there is a meeting and site visit included.
- 3.6 In respect of the more complex minor proposals (i.e. housing developments comprising 1-9 units or commercial floorspace of 100m² to 999m² etc), 23 LPA's within London currently make a charge for pre-application advice. Some authorities have a flat rate for all development proposals within the category whereas most divide the category into 2 (usually 1-4 units/100–499m² and 5-9 units/500-999m²) to enable the charge to reflect the complexity of the proposal. As is the case in other general categories, charges vary from one LPA to another and several inner London authorities have relatively high charges for the service. However, the average charge for 1-4 units/100m² to 499m² of commercial floorspace is about £400 and for 5-9 units or 500-999m² of floorspace is in the order of £750. This reflects a reasonable charge for written advice following a meeting and, where necessary, a site visit.
- 3.7 In a number of examples, LPA's have an additional charge for follow up meetings and this is usually about half of the original cost.
- 3.8 Information from a number of authorities has indicated that the 'take-up' of this type of service ranges between 25% and 50% of the total number of applications in each category. For the

purposes of this report a conservative percentage of 33% has been used to estimate the likely level of income.

3.9 The benefits to the prospective planning applicant will be:

- § the opportunity to better understand the way in which an application will be judged against the policies in the UDP and other material considerations.
- § identification of the need for specialist input on issues such as historic buildings, trees or landscape, contaminated or unstable land and any other regulatory requirements.
- § the opportunity to develop and modify a proposal to make it potentially more acceptable to the Council and help to ensure a smoother and quicker passage through the development control process.
- § a reduction in the time spent by professional advisors in working up a proposal.
- § saving the applicant the costs of finalising an application and paying a fee where a proposal is completely unacceptable to the Council.
- § ensuring an application is complete and comprehensive and to a satisfactory standard, avoiding rejection at registration stage or early refusal of permission because of inadequate or insufficient information.
- § pre-application discussions can be counted as a material consideration when making a decision.

3.10 The benefits to the Council will be that the cost of providing the advice will no longer fall as a general cost to Council tax payers and it will help to establish a more effective and efficient service.

3.11 If Members are minded to accept a charging structure for pre-application advice on non-major proposals, this will ensure that the service is front-loaded and should improve the efficiency of the application process. However, in order to ensure that the arrangements are effective, it will no longer be possible to negotiate on applications once they are received and registered.

3.12 In the first instance, the suggested charges for pre-application advice are:

- § Householder proposals
 - £35 + VAT (for general advice on the process and planning policies)
- § Other small scale proposals
 - £35 + VAT (for general written advice) - £150 + VAT (where a meeting and site visit may be included)
- § More complex minor proposals
 - 1-4 residential units/up to 499m² of commercial floorspace - £400 + VAT
 - 5-9 residential units/up to 1000m² of commercial floorspace - £750 + VAT (including meeting and site visit).
- § Follow up meetings will be charged at half the original cost and a detailed schedule of all types of proposal covered by the charging structure and the associated costs will be publicised at the appropriate time.

- 3.13 Given the current uncertainty in the economic situation and the likelihood that LPA's may shortly be able to set planning application fees on a cost recovery basis, it is recommended that a review of these charges should be undertaken after 6 months of operation to enable a co-ordinated approach to the service. On the basis of current information, it is estimated that the introduction of these charges will generate an income in the order of £30,000 per year.

4. FINANCIAL IMPLICATIONS

- 4.1 Using the suggested prices in 3.12 above and the assumed 33% 'take-up' of this service, the estimated annual income is expected to be £30k and is detailed below: -

Type of Pre-Application Fee	Average number of applications per annum	Average level of 'take-up'	Proposed price (excl VAT) £	Estimated Annual Income £
Householder proposals & small scale minor applications	1,260	33%	35.00	14,553
1 - 4 Residential Units/up to 499 square metres floorspace	84	33%	400.00	11,088
5 - 9 Residential Units/between 500 & 1000 square metres floorspace	18	33%	750.00	4,455
Total estimated annual income				30,096

- 4.2 Provided that at least 33% of the applicants request this service, the budget option of £30k which has been built into the planning budget for 2011/12 should be achieved. As mentioned in 3.13 above, these charges will be reviewed after 6 months.

Non-Applicable Sections:	Policy, Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	Reports to Development Control Committee on 11/12/07 and 8/7/08, Environment and Leisure Portfolio Holder on 28/11/07 and Local Economy Portfolio Holder on 5/8/08.

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Report No.
DRR11/00024

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: **Development Control Committee**

Date: **8 March 2011**

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

Title: **PARKING POLICY CHANGES**

Contact Officer: Peter Martin , Head of Strategy and Renewal
Tel: 020 8313 4548 E-mail: peter.martin@bromley.gov.uk

Chief Officer: Bob McQuillan, Chief Planner

Ward: N/A

1. Reason for report

Amendments made to PPG13 *Transport* outlined in letters from DCLG have resulted in the abolition of maximum residential parking standards. Local authorities will still need to set parking standards for their areas, but it will be for them to determine what that standard should be, depending on individual circumstances. Members are asked to adopt for development control purposes a more flexible approach to residential parking standards when considering planning applications.

2. **RECOMMENDATION(S)**

Members are asked to agree:

- 2.1 That work continues on gathering evidence to develop an appropriate set of residential parking standards to reflect circumstances in different parts of the Borough and that such standards are incorporated into the Local Development Framework in due course.
- 2.2 That a more flexible approach is adopted to the provision of off street parking spaces in new residential development and that planning applications are considered on their individual merits in the light of the particular circumstances of the locality.

Corporate Policy

1. Policy Status: Existing policy.
 2. BBB Priority: Quality Environment.
-

Financial

1. Cost of proposal: No cost
 2. Ongoing costs: N/A.
 3. Budget head/performance centre: Planning Division Budget
 4. Total current budget for this head: £3.3M
 5. Source of funding: Existing revenue budget
-

Staff

1. Number of staff (current and additional): 103.89 ftes
 2. If from existing staff resources, number of staff hours: N/A
-

Legal

1. Legal Requirement: Statutory requirement.
 2. Call-in: Call-in is not applicable.
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): Those who make planning applications for development in the Borough
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? N/A.
2. Summary of Ward Councillors comments: N/A

3. COMMENTARY

- 3.1 The Department of Communities and Local Government's Chief Planner wrote to all local planning authorities in England on 14th January to inform them of the Ministerial announcement made on 3 January 2011, outlining the Government's position on certain aspects of parking policy and electric vehicle infrastructure.
- 3.2 The Government has changed some of the text in Planning Policy Guidance 13: *Transport* (PPG13) "...to better reflect localism." The letter goes on to say: "The Government's position on parking standards is that local authorities are best placed to take account of local circumstances and are able to make the right decisions for the benefit of their communities. As such, the central requirement to express "maximum" parking standards for new residential development has been deleted. Local authorities will still need to set parking standards for their areas, but it will be for them to determine what that standard should be, depending on individual circumstances.
- 3.3 Similarly, the Government believes it is for the local authority to decide what its parking charges should be. Therefore, the reference to using parking charges to encourage the use of alternative modes has also been deleted. The exact changes to the text of PPG13 are set out in [an annex to this report] but the remainder of PPG13 remains unchanged.
- 3.4 As part of the announcement, the Government has also taken the opportunity to encourage electric vehicle charging infrastructure in new development, where this does not affect the development's overall viability; and has signalled its intention to proceed with proposals to introduce permitted development rights for electric vehicle charging points."
- 3.5 The decision to enable local authorities to set their own parking standards and to take account of local circumstances when determining planning applications for new residential development is welcomed. Maximum residential car parking standards are set out in Table A4.2 of the current London Plan (Feb 2008). Bromley's UDP was required to conform with the London Plan hence the standards, set out in Appendix II of the UDP broadly conform with those of the London Plan. The draft London Plan (Oct 2009) also contains residential car parking standards (in Policy 6.13, Table 6.1) that do not differ from those in the current adopted London Plan. In January 2010 Bromley Council objected to the continuing use of residential maximum parking standards in Outer London which is resulting in unsatisfactory residential development and excessive on-street parking.
- 3.6 The draft London Plan was the subject of an Examination in Public in the summer of 2010 and the report of the Panel is expected shortly. Some revisions to the policy may be needed before the draft London Plan is adopted or early revisions made to take account of the amendments to PPG13. In the meantime, there is considerable uncertainty concerning the status of parking standards in the London Plan in the context of Ministerial statements on the issue and the changes to PPG13 (also changes to PPS3 *Housing* and PPS4 *Planning for Sustainable Economic Development*).
- 3.7 Work will continue on gathering evidence to develop an appropriate set of residential parking standards to reflect circumstances in different parts of the Borough. It is expected that new standards expressed as minimum requirements could be incorporated into the Local development Framework in due course. In the meantime, a more flexible approach to the provision of off street parking spaces in new residential

development is suggested and that planning applications are considered on their individual merits in the light of the particular circumstances of the locality.

4. POLICY IMPLICATIONS

- 4.1 Maximum residential car parking standards are set out in Table A4.2 of the current London Plan (Feb 2008). Bromley's UDP was required to conform with the London Plan hence the standards, set out in Appendix II of the UDP broadly conform with those of the London Plan. It is not possible to alter the UDP polices at this stage and new parking standards will need to await the preparation of the LDF.

Non-Applicable Sections:	Financial, Legal and Personnel Implications
Background Documents: (Access via Contact Officer)	Planning Policy Guidance 13: Transport (updated Nov 2010).

ANNEX - CHANGES TO PLANNING POLICY GUIDANCE 13: TRANSPORT (PPG13)

Paragraph 49 of the 2001 Planning Policy Guidance Note 13: *Transport* is deleted.
Paragraphs 49, 51, 54 and 56 of the 2010 Planning Policy Guidance Note 13: *Transport* are hereby amended as follows:

“Parking

49. Policies on parking should be coordinated with proportionate parking controls and charging set out in the local transport plan, and should complement planning policies on the location of development.

Parking Standards

51. Policies in development plans should set levels of parking for broad classes of development. Standards should be designed to be used as part of a package of measures to promote sustainable transport choices and the efficient use of land, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion.

54. It should not be assumed that where a proposal accords with the relevant local parking standard it is automatically acceptable in terms of achieving the objectives of this guidance. Applicants for development with significant transport implications should show (where appropriate in the Transport Assessment) the measures they are taking to minimise the need for parking.

56. As part of an overall approach on parking, covering both the local transport plan and development plan, local authorities should adopt on-street measures to complement land use policies. Local authorities should set out appropriate levels and charges for parking which do not undermine the vitality of town centres. Parking enforcement should be proportionate.”

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Agenda Item 11

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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Agenda Item 12

By virtue of paragraph(s) 5 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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