



BROMLEY CIVIC CENTRE, STOCKWELL CLOSE, BROMLEY BRI 3UH

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DATE: 7 April 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 19 APRIL 2011 AT 7.30 PM**

MARK BOWEN
Director of Resources

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 MARCH 2011
(Pages 3-16)

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 5 pm on Wednesday 13 April 2011 and to respond.

5 PLANNING REPORTS (Pages 17-38)

Ward	Application Number and Address of Development
Cray Valley East	(10/03086/FULL1) - Invicta Works, Chalk Pit Avenue, Orpington.
Cray Valley East	(11/00426/FULL1) - Land rear of 7-10 Crays Parade, Main Road, Chalk Pit Avenue, Orpington.

6 CORE STRATEGY - FURTHER EIGHT AREA PEN PORTRAITS (Pages 39-82)

7 BROMLEY TOWN CENTRE CONSERVATION AREA STATEMENT - RESPONSE TO CONSULTATION (Pages 83-136)

8 GOOD PRACTICE GUIDE FOR LOCAL LISTING DRAFT FOR CONSULTATION (Pages 137-144)

9 LB BROMLEY FIVE YEAR SUPPLY OF HOUSING (Pages 145-154)

10 ENFORCEMENT MONITORING REPORT (JANUARY-MARCH 2011) (Pages 155-158)

11 PLANNING APPEALS MONITORING REPORT (JANUARY-MARCH 2011) (Pages 159-162)

12 UPDATE: PLANNING LEAFLETS AND INFORMATION FOR THE PUBLIC (Pages 163-166)

13 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.

14 EXEMPT MINUTES OF THE MEETING HELD ON 3 MARCH 2011 (Pages 167-170)

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DEVELOPMENT CONTROL COMMITTEE

Minutes of the meeting held at 7.30 pm on 8 March 2011

Present:

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,
Mrs Anne Manning, Russell Mellor and Richard Scoates

84 APOLOGIES FOR ABSENCE AND NOTIFICATION OF ALTERNATE MEMBERS

An apology for absence was received from Councillor Paul Lynch.

85 DECLARATIONS OF INTEREST

There were no declarations of interest.

86 CONFIRMATION OF THE MINUTES OF THE MEETING HELD ON 8 FEBRUARY 2011

Page 57, final paragraph and first two paragraphs on page 58

Councillor Russell Mellor was informed that the documents relating to the application in question had been sent to the Planning Inspectorate. Councillor Mellor was advised that he should write to the Inspectorate personally with regard to his enquiries.

RESOLVED that the Minutes of the meeting held on 8 February 2011 be confirmed and signed as a true record.

87 QUESTIONS BY MEMBERS OF THE PUBLIC ATTENDING THE MEETING

No questions had been received.

88 CORE STRATEGY - LOCAL AREAS, STRATEGIC THEMES AND ISSUES

In January 2011, the Local Development Framework Advisory Panel (LDFAP) endorsed the approach taken on the development of a Core Strategy Issues Document. The LDFAP also requested that Development Control Committee consider the developing Bromley Borough area pen portraits and overall structure and approach of the document which would be issued for consultation purposes in preparation for the development of Bromley's Core

Strategy. The Core Strategy would form the principal policy within the suite of documents constituting the Local Development Framework (LDF).

The report contained draft outlines of the key elements proposed for the Core Strategy Issues Document; visions and objectives for the Borough; 13 of the 21 area pen portraits (a further 3 area pen portraits were e-mailed to Members and were also circulated separately before the meeting) and strategic issues and themes. The remainder of the pen portraits would be available for Member comments at the next meeting of the Development Control Committee on 19 April.

Mr McQuillan, Chief Planner, gave a brief outline of the report and reminded Members that the document was not yet complete. Member comments would be reported to a meeting of the LDFAP on 24 March (which has since been moved to a proposed new date of 4 May 2011). Meanwhile, Members could forward any comments or amendments direct to Mr McQuillan by 24 March). A final decision on the document would be taken by the Executive Committee at a meeting to be held on 25 May.

The area pen portraits were a direct result of three workshops held in 2009/2010 and although the depicted areas were not an exact mirror of existing Ward boundaries, they were detailed enough for Members to determine relevant issues within particular Wards.

Member views and suggested amendments for the three appendices are set out below.

Appendix 1 - Bromley in 2025

Community facilities (page 18) - Members were disappointed to note that reference to libraries had been omitted but were mindful of the current situation with regard to the intended closure of some Ward facilities. It was agreed that libraries would be referred to where appropriate.

Built Heritage (page 19) - The first sentence was amended to read: 'Our man-made heritage assets - areas of distinctive character, listed buildings, conservation areas and monuments - are protected and enhanced. It was agreed that a further objective be added to read:- 'Encourage a proactive approach to the improvement of heritage assets'.

Climate Change and environmental issues (page 19) - Councillor Fawthrop suggested that the objective 'Ensure carbon reduction is a priority of any new development', should be more specific. Councillor Fawthrop also alluded to the fact that no mention had been made about the use of methane or other deadly greenhouse gases. Mr McQuillan responded that the use of such gases would be covered by the first objective 'Design and construct any new buildings to help reduce impacts of a changing climate'.

Transport (page 19) - Councillor Fawthrop stated that while it was good to encourage the use of public transport, it should not be promoted at a time

when savings in public finances were to be made. It was suggested that it be clearly noted in the objectives that the Council welcomed and valued car ownership.

Mr McQuillan reported that the transport objectives had been approved by the Local Implementation Plan for Highways. It was agreed that the objective 'Promote the use of public transport, walking and cycling' be amended to read 'Encourage the use of public transport, walking and cycling including new modes of transport'.

The fourth sentence of the description should be amended to read:- 'Any new developments should, where appropriate, include electric vehicle charging points and more car clubs, increasing transport choices for local people.'

Business and employment (page 18) - Councillor Russell Mellor was concerned at the lack of manufacturing businesses being established in Bromley. Members agreed that a further objective be added to read: 'Encourage an adequate supply of commercial land in the Borough'.

Open Space (page 17) - Councillor Lydia Buttinger sought clarification on the meaning of 'open space'. Mr McQuillan responded that 'open space' referred to both open and natural land. It was agreed that the title be amended to read 'Open and Natural Space'. Councillor Buttinger was disappointed to note that the protection of trees had not been included as an objective. It was agreed that the first objective be amended to read:- 'Protect open spaces, natural environments and trees.'

Town centres (page 18) - Councillor Will Harmer was surprised to note that nightlife was not alluded to as it contributed hugely to the prosperity of town centres. It was agreed that a further objective be added to read:- 'Encourage a safe and prosperous evening economy.'

Councillor Mrs Manning was disappointed to note that Appendix 1 did not give sufficient emphasis to the high quality open space, 50% of which is Green Belt land, the 40 conservation areas and the number of listed and locally listed buildings within the Borough. Mr McQuillan agreed to redraft the description to include the above points.

Housing (page 18) - The Chairman suggested (and it was agreed), that the third objective be amended to read:- 'Ensure any new housing development complements and respects local character in terms of design, density and car parking.'

Appendix 2 - Area Pen Portraits

Beckenham Copers Cope and Kangley Bridge (page 23) - As Ward Member for Copers Cope, Councillor Russell Mellor commented that the report was comprehensive but he had doubts concerning the accuracy of the first paragraph on page 24.

With regard to the second paragraph, Councillor Mellor stated that the loss of the Dylon factory was very disappointing. He emphasised the need for industrial estates to be retained and underlined the importance of maintaining a balanced planning policy.

There was a demand for a large number of schools but there was only limited amount of open space.

The introduction of the Copers Cope parking zone had proved to be successful and Councillor Mellor commented on the need for further car parking areas and suggested the introduction of underground car parks.

The lower section of the area toward Clock House was dense and there was no room for development unless buildings were demolished.

Councillor Mellor queried whether statistical evidence backed up statements in the report.

Bickley (page 27) - no comments.

Bromley Common (page 30) - As Ward Member, the Chairman made the following comments:-

Paragraph 1 of the section entitled 'Character', should make reference to the new development at the former Blue Circle site.

The Chatterton Village area combines residential, retail and small industrial areas. However, there had been a decline in the number of industrial units, most of which had been converted into residential units. The Chairman felt that small industrial areas needed to be encouraged.

There was no mention of the new Controlled Parking Zone (CPZ) in the Chatterton Road area. Reference to the CPZ in and around Chatterton Road would be inserted in the 'Connectivity' section of the report.

Although generally opposed to applications for developments on Green Belt land, the major development on Crown Lane would yield additional social infrastructure i.e. extra care housing and a much needed new surgery.

The words 'and Higher Education' should be deleted from the first line on page 31.

Chislehurst (page 33) - Referring to Demography and Community on page 33, Ward Member Councillor Katy Boughey, questioned the accuracy of the statement that 'the northern part of the area suffers from higher levels of deprivation than the rest of the area'. Councillor Boughey suspected that Mottingham had been included as part of the pen portrait and suggested that Mottingham did not form part of the Chislehurst pen portrait area. Mr McQuillan confirmed that it was very difficult to separate the two areas as they were, in effect, overlapping.

Councillor Boughey reported that there were no opportunities to reduce congestion around the War Memorial. As a result, it was agreed that the final question under the 'Key Issues and Main Opportunities' section be deleted.

Alluding to the problems of parking in the High Street and the surrounding areas, Councillor Boughey made reference to the bus stop outside Sainsbury's supermarket which caused traffic congestion at Willow Grove and the High Street. A possible solution was to move that particular bus stop.

Elderly residents in Mottingham were quite often isolated and living in accommodation too large for their needs. Councillor Boughey suspected that those residents may relinquish their accommodation if alternative housing was to be made available to them.

With reference to connectivity it was noted that residents of Bickley travelled to Chislehurst for trains to London Charing Cross, and residents of Chislehurst travel to Bickley for trains to London Victoria.

Clock House, Elmers End and Eden Park (page 36) - Ward Member for Clock House, Councillor Reg Adams, commented that the pen portrait was well written but a reference to libraries had been omitted from the description.

Councillor Adams stated that connectivity in the area was excellent with access to trams and mainline London railway terminals. For the purposes of clarity it was suggested (and agreed) that the first two sentences of the section entitled 'Connectivity' should be amended to read:- 'The 3 areas designated on the map had a good range of public transport links to neighbouring boroughs and Central London, although public transport to Bromley Town Centre is limited to four bus routes. Clock House, Elmers End and Grove Park have rail stations on the Hayes to Charing Cross line which link to the Docklands Light Railway at Lewisham.

In response to the questions within the key issues and main opportunities section, Councillor Adams reported the following:-

Question 1 - The suburban residential character of the area could be maintained with the use of light industry employing people who live locally, as with the existing Rowden Works (which should be mentioned within the report). Currently, with the great availability of public transport many people commuted to London.

Question 2 - A Controlled Parking Zone was in existence but parking pressures were immense, particularly around the hospital, the spa and library. Urging the Council to think innovatively, Councillor Adams agreed with Councillor Mellor's suggestion of underground parking.

Question 5 - The site at Churchfields (formerly belonging to NPower) had lain vacant for more than 10 years. It would be great to see the site reoccupied or redeveloped.

Question 6 - Several schools within the area were changing to academy status and the report should to be amended to reflect this.

As Ward Member for Kelsey and Eden Park, Councillor Peter Dean gave the following responses to the questions on key issues and main opportunities:-

Question 1 - The area was urban in the extreme. Accommodation consisted of terraced and semi-detached housing. There were no flats. The majority of submitted planning applications were for extensions only, as very little space was available to do anything more.

Question 3 - There were five parks in the Ward which was a significant number considering the size of the area. All parks contained football pitches which were underused. The Council should encourage the use of sports grounds.

Question 4 - There were a few vacant shops at Elmers End but by and large all shops were all well occupied.

Question 5 - The 'Wellcome' site had recently been vacated and could be reused for commercial use. However it was possible that it would be developed for other purposes.

Question 6 - Changes by the three secondary schools to academy status were a welcome improvement.

The Chairman reported that the Studio Arts Centre was currently being refurbished and brought back into use.

Cray Valley, St Paul's Cray and St Mary Cray (page 40) - Ward Member for Cray Valley West, Councillor John Ince made the following observations:-

There were some inaccuracies within the report. While deprivation existed, it only occurred in small pockets, particularly in the St Paul's Cray, St Mary Cray and Cotmandene areas. The area benefited from large amounts of open space i.e. to the north east there was farmland and Hobblingwell Woods, the top end of which was a habitat for wildlife. This should be highlighted within the report.

There were plans to incorporate a resource centre in Cotmandene Crescent.

With reference to housing, Councillor Ince reported that St Paul's Cray had benefited hugely from the 'right to buy' policy. However, his weekly surgeries were full of housing association residents seeking help with unresolved maintenance problems. Many shops and public houses had closed down, to be replaced by high density housing.

There were small pockets of unemployment within the area.

With regard to 'Connectivity'(page 42), it was noted that trains from St Mary Cray do not run to St Pancras and reference to this should be deleted from the report.

It was agreed that the final paragraph on page 42 be amended to read:- 'How can the quality of the housing stock be improved? Is additional residential development desirable or needed?'

It was agreed that the final question relating to Cray Valley Wanderers FC (page 43) be deleted.

Crofton and Farnborough (page 45) - Ward Member, Councillor Charles Joel requested that the Ward name be amended to read 'Farnborough and Crofton'. He commented that the area was great for country walks and this should be reflected in the report.

There were inaccuracies in references to:-

- the statistics on residents' ages;
- health;
- statistics for schools; and
- shopping centres/parades.

All major GP surgeries and bus termini should be clearly marked on all plans.

Councillor Joel would send his views with suggested amendments to the Chief Planner.

Crystal Palace, Penge and Anerley (page 48) - Ward Member for Penge and Cator, Councillor Peter Fookes, asked what the economic impact would be if a major football club was to establish itself within the area.

The following comments were also made by Councillor Fookes:-

- The report should reflect the existence of the new London overground railway service;
- Health facilities were in need of improvement;
- Some prosperous areas did exist;
- There was no shortage of supermarkets; and
- It was good to see that Yeoman House was being redeveloped into an 83-bedroom hotel.

With reference to 'Social Infrastructure' (page 49) Councillor Adams suggested the amendment of the sixth line, second sentence to read:- 'Demand for primary school places has increased and the provision of school capacity in this area is complicated by the flow of pupils across Borough boundaries.'

The sentence beginning on the fifth line of the section entitled 'Connectivity' should be amended to read:- '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 which links South East London with East London'.

The first sentence of the first paragraph in the section entitled 'Character' should be amended to read:- 'The far North West is dominated by Crystal Palace Park and the top of Sydenham Hill'.

Hayes (page 52) - Ward Member, Councillor Mrs Anne Manning requested that the Chief Planner send her a copy of the document via e-mail.

Councillor Manning pointed out that the reference with regard to there being six bus routes was inaccurate as it was possible to travel to numerous places, with the exception of Beckenham.

Referring to the third key issue, it was noted that Hayes does not have a town centre.

Councillor Manning commented that employment opportunities could arise from existing premises on Hayes Common being reoccupied.

In relation to transport, Councillor Mrs Manning hoped the railway line would be kept open and stated that there was not enough off-street parking provision within the area.

Councillor Fawthrop commented that as Coney Hall was politically linked to Hayes, it would make sense for Hayes and Coney Hall to be tagged together. Councillor Mrs Manning agreed with this observation as residents in Coney Hall travelled to Hayes to shop and use the railway station.

Keston (page 55) - As Ward Member for Keston, the Chairman made the following comments:-

- references to deprivation within the area were inaccurate and the first sentence of the section entitled 'Business and Employment' should be deleted; and
- the existence of Keston Garden Centre in Oakley Road should be included in the employment section.

With regard to key issues and main opportunities, the Chairman commented that:-

- the Keston Mark area was well served by buses but it would be helpful to have a route from Keston Village to the Princess Royal University Hospital;
- no opportunities existed to improve cycle routes in the area;
- the final key issue question should be amended to read:- 'Is pressure for development eroding the special qualities of the Keston Park and Farnborough Park Conservation Areas?'. In response to the question, the Chairman stated that pressure for development was eroding the special qualities of the Keston Park and Farnborough Park Conservation Areas. In addition, the whole area bounded by Croydon Road, Oakley Road and Hastings Road was becoming urbanised by new developments, such as the new development on the former allotment site between Oakley Road and Gravel Road. There were concerns regarding the former allotment site on Croydon Road as it had lain redundant for many years. It was situated on Green Belt land and should not to be used to supply housing but returned to its original use or an appropriate Green Belt use.

Mottingham (page 59) - Councillor Fookes reported that the Coldharbour Leisure Centre was situated within Greenwich, not Lewisham as stated in the section on social infrastructure. This should be amended.

Shortlands, Park Langley and Pickhurst (page 62) - Pickhurst should be removed from the title as it was situated within Hayes.

It was requested that more emphasis be placed on the importance of private gardens.

The connectivity section should contain reference to the 367 bus which travels through Beckenham to Croydon.

The first bullet point under the section entitled 'Key Issues and Main Opportunities' should be amended to read:- 'How can we preserve the remaining Edwardian and Victorian buildings to the character of the area?'

The final question on page 64 should be deleted.

West Wickham and Coney Hall (page 66) - Councillor Mrs Manning observed that Coney Hall had a greater link with Hayes than with West Wickham.

With reference to the key issues and main opportunities, the following comments were made:-

- Changes permitted over the years had damaged the appearance of certain areas;

- The shopping centre was dying and was now an area of restaurants and cafes;
- Community facilities were good; and
- In respect of the potential of the former All Saints/John Rigby school site, it was important to maintain the character of the school.

Councillor Fawthrop alluded to the Coney Hall Estate which was originally intended as a starter home scheme. At times of economic pressure, owners had been unable to move up the housing ladder and had opted to remain where they were by extending and modifying their homes instead which made them no longer fit for use as starter homes.

It was suggested that the word 'deprived' be replaced with alternate wording throughout the document.

Appendix 3 - Bromley's Strategic Issues

Councillor Mellor referred to the lack of surgeries and availability of GPs within Copers Cope Ward, which meant that residents in the north of the Ward had a fair distance to travel for appointments. Councillor Mellor requested that Members of Planning Committees look favourably upon planning applications relating to change of use to surgeries.

RESOLVED that:-

- 1) the structure and approach to preparing the Core Strategy Issues Document as set out in the report be agreed;**
- 2) with reference to the objectives, area pen portraits and strategic themes forming Appendices 1-3, that the comments and suggested amendments referred to above be considered by the Local Development Advisory Panel on 24 March 2011 (meeting subsequently moved to 4 May 2011 and may be subject to further change); and**
- 3) the remaining area pen portraits be considered at the next meeting of Development Control Committee on 19 April.**

89 PLANNING BUDGET MONITORING REPORT 2010/11

Members considered an update on the latest budget monitoring position for the Planning Division for 2010/11 based on expenditure and activity levels up to 31 December 2010. It was noted that the latest projections indicated an underspend of £127,000.

RESOLVED that the report be noted.

90 PRE-PLANNING APPLICATION ADVICE - REVIEW OF CHARGES MADE FOR THE SERVICE

Members reviewed proposed changes to the pre-application advice service and the suggested increase of non-profit making fees charged for major developments consisting of 10 or more dwellings or developments of over 1000 sq m and 1 ha. Charges for the service had remained static for the past three years.

Councillor Richard Scoates stated that the Planning Department should be self-sufficient. He suggested the use of time sheets to provide evidence of the amount of office time spent on giving advice.

The Chief Planner reported that time sheets had been used and that the proposed charges were a result of officer time spent giving advice together with the comparison with fees charged by other Boroughs. He reminded Members that the service was optional but only a limited number of applications had been considered where advice had not previously been sought.

Councillor Fawthrop suggested (and Members agreed) that the proposed charges set out in paragraph 3.15 should be set higher at £1750 (including VAT) for 10-25 dwellings of 1000-2000m² and £4,000 (including VAT) for major developments of more than 25 dwellings/2000m².

Councillor Mrs Manning emphasised the need for consistency and suggested that the total fee charged (including VAT) should be clearly stated at all times to avoid any misunderstanding.

Councillor Mellor suggested that fees be increased proportionate to the overall cost of individual developments.

RESOLVED that:

- 1) the proposed charges set out in paragraph 3.15 of the report should be increased to £1750 (including VAT) for 10-25 dwellings of 1000-2000m² and £4,000 (including VAT) for major developments of more than 25 dwellings/2000m²; and**
- 2) the proposed increases at set out in 1) above be referred to the Portfolio Holder for Renewal and Recreation.**

91 PROPOSED INTRODUCTION OF CHARGES FOR PRE-PLANNING APPLICATION ADVICE ON NON-MAJOR DEVELOPMENTS

Members were requested to endorse the introduction of a charging structure for pre-application meetings in relation to non-major developments (i.e. minor and household proposals). Prior to this, no fee had been levied for the provision of such advice.

The report outlined the suggested fees to be charged for specific types of developments and included a table of projected annual income.

The three categories for which a fee would be charged were:-

- Householder proposals and small scale minor applications;
- 1-4 residential units; and
- 5-9 residential units.

For smaller scale minor applications, it was suggested that fees should reflect the scale of the proposals.

A review would be undertaken in six months to establish how effective the charging system had proved to be, and upon completion a further report would be submitted for consideration by Members.

Councillor Mrs Manning was concerned that some householders would not pay for the advice or were unaware of the need for advice, which could result in an inordinate amount of retrospective applications coming before Planning Committees. The Chief Planner stated that should an application prove to be defective where no pre-application advice was sought, the Planning Department would not seek to remedy that application. Brief pre-application advice would still be free to householders for non-complex issues but a charge would be levied for in-depth pre-application advice. A section entitled 'Terms of Trade' would be placed on the Planning website for information purposes.

Councillor Fawthrop suggested (and Members agreed), that the proposed fee for 5-9 residential units/up to 1000m² be increased to £875. Councillor Mrs Manning emphasised the need for consistency and suggested that the total fee charged (including VAT) should be clearly stated at all times to avoid any misunderstanding.

RESOLVED that:

- 1) the principle of charging for pre-application advice for non-major development proposals be agreed;**
- 2) the proposed fees (including VAT which must be clearly and consistently shown at all times), be agreed. (See amended table of costs attached as Appendix 1); and**
- 3) a recommendation on the above proposals be made to the Portfolio Holder.**

92 PARKING POLICY CHANGES

Changes to Planning Policy Guidance 13: Transport, had resulted in the elimination of maximum residential parking standards. Local authorities would become responsible for setting their own residential parking standards to reflect circumstances in different parts of the Borough. A more flexible approach would need to be adopted for the provision of off-street parking for new residential developments and all planning applications would need to be considered on individual merit.

Councillor Fawthrop commented that he would like to see the policy defined as trying to minimise on-street parking with consideration given to the surrounding area. For this purpose there should be a general principle policy.

RESOLVED that:-

- 1) work be continued 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) a more flexible approach be adopted to the provision of off-street parking spaces in new residential developments and that planning applications are considered on their individual merits in the light of the particular circumstances of the locality; and**
- 3) parking provision for new developments should be consistent with the character of the area to minimise on-street parking and reduce impact where possible.**

**93 LOCAL GOVERNMENT ACT 1972 AS AMENDED BY THE
LOCAL GOVERNMENT (ACCESS TO INFORMATION)
(VARIATION) ORDER 2006, AND THE FREEDOM OF
INFORMATION ACT 2000**

RESOLVED that the Press and public be excluded during consideration of the items of business referred to in the following Minutes 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.

**The following summaries
refer to matters involving
exempt information**

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

Members considered a proposal put forward by the developer of the former Blue Circle Site in Bromley in relation to a joint use education payment 106 contribution.

RESOLVED that the report be deferred to negotiate an increase in the level of payment.

**95 LEGAL CHALLENGE TO DECISION OF SECRETARY OF
STATE IN RESPECT OF APPLICATIONS FOR CRYSTAL
PALACE PARK**

Members considered an information report outlining the details of a legal challenge issued in the High Court against the decision made by the Secretary of State in respect of applications for Crystal Palace Park.

RESOLVED that the report be noted.

The Meeting ended at 10.50 pm

Chairman

Agenda Item 5

Application No : 10/03086/FULL1

Ward:
Cray Valley East

Address : Invicta Works Chalk Pit Avenue
Orpington BR5 3JQ

OS Grid Ref: E: 547387 N: 168993

Applicant : Asprey Homes And Apex Orpington **Objections :** YES

Description of Development:

4 two storey and 3 two/three storey blocks comprising 6 two bedroom and 25 three bedroom houses and 6 one bedroom and 2 two bedroom flats with 3 garages and 55 car parking spaces, bicycle parking, refuse/recycling storage and electricity substation

The application was deferred by the Sub-Committee on 17th March for further information regarding financial viability.

Following negotiations the applicant has offered a payment in lieu of £175,000. The Council-appointed assessor has recommended that this payment is accepted. In accordance with this the report now recommends permission be granted subject to the signing of a S106 agreement to secure a payment in lieu of £175,000 for affordable housing.

At Plans Sub-Committee on 17th February the application was deferred to address the following issues:

- 1) To break up the built form and remove hard surfaces on the Chalk Pit Avenue frontage, and introduce additional soft landscaping within the scheme generally.
- 2) To enable negotiations to continue regarding the assessment of the financial viability of the scheme and affordable housing.

The applicant has subsequently amended the layout and reduced the number of units from 41 to 39 to address concerns about built form and hard-surfacing. Block B has been omitted from the scheme and replaced with 2 two storey three bedroom terraced houses. The revised plans also show:

- the re-positioning and reduction of garages from 4 to 3
- an increase in the number of parking spaces from 54 to 55 (excluding garages).

The original report has been amended to reflect this and is set out below.

The application is to be determined by Committee as it is outside the authority of delegated powers.

Proposal

The proposal is for a residential development comprising the following:

- 4 two storey and 3 two/ three storey blocks comprising 6 two bedroom and 25 three bedroom terraced houses;
- 6 one bedroom and 2 two bedroom flats;
- 3 garages, 55 car parking spaces, bicycle parking, refuse/ recycling storage and electricity substation.

The applicant has submitted the following information to support the application:

- Design, Access and Planning Statement
- Commercial Surveyors/Marketing Report
- Energy Statement
- Ground Investigation Report
- Desk-Based Archaeological Assessment
- Arboricultural Survey
- 16 point checklist for lifetime homes criteria
- Financial viability appraisal

Location

- The application site is a disused industrial/business site located on the northern side of Chalk Pit Avenue. It contains several derelict, former-industrial/office buildings.
- The site slopes upwards from west to east. To the east it is bounded by several mature trees and shrubs and beyond that, Paulinus Close, which is a residential road comprising of predominantly semi-detached bungalows.
- The wider surrounding area is suburban, predominantly residential and fairly spacious in character containing mainly semi-detached dwellings. There are also a number of terraced dwellings to the south-west of the site on the opposite side of Main Road in Stonegate Close and Kingsgate Close.
- To the south of the site Chalk Pit Avenue contains a mixture of semi-detached and detached single-storey and two-storey houses. No's 2 and 4 Chalk Pit Ave are set on plots with wide frontages.
- The west of the site is bounded by the access and garages to the rear of the terraced buildings in The Crays Parade, which have commercial uses at ground floor.
- To the north of the site is the Church of St Paulinus, a grade II listed building, which is well-screened by trees along the application site's northern boundary.
- Approximately 60m to the north-east is Green Belt designated land.

Comments from Local Residents

Nearby properties were notified and representations were received which can be summarised as follows:

Objections:

- would heavily overcrowd an already highly populated area
- out of keeping with area
- added traffic would mean that already busy roads would be unusable
- new building would look directly over property
- loss of privacy, peace, quiet and outlook
- exit route directly opposite house which is unacceptable
- St Paul's Cray does not need more social housing
- out of character with Chalk Pit Avenue
- houses along road are nearly all semi-detached and bungalows
- properties along Main Road are not reflected along Chalk Pit Avenue so would cause visually discordant street scene
- interfere with view
- amount of inhabitants will cause overcrowding and noise issues.
- potentially raise crime rates
- not enough parking
- people will park along Chalk Pit Avenue which could be dangerous
- increasingly dangerous to exit Paulinus Close into Chalk Pit Avenue
- sight lines should be improved at this junction.

Support:

- scheme will greatly enhance the area
- would like to see restrictions on the developers regarding working hours and road cleaning facilities to reduce amount of mud on surrounding roads
- external finishes will hopefully be in keeping with surrounding properties
- land has been used for dumping rubbish and building have been set alight, so welcome the proposal
- could have a small park for children.

Comments from Consultees

The Council's Housing Development team raised initial concerns over the amount of affordable housing proposed which did not comply with the Council's 35% provision as set out in the UDP. There were also concerns raised over the amount of proposed amenity space for the flats.

The Council's Highways Development Engineers have provided updated comments on the revised plans. Concerns have been raised that many of the houses in Chalk Pit Avenue will now only have one parking space with some units having no nearby spaces and this is likely to lead to on-street parking in Chalk Pit Avenue. However as the road is wide and there is little on-street parking at present this would not be a significant issue, although parking around the south-western access road may lead to highways problems, as would potential future applications for vehicle crossovers at the site.

The Council's Drainage Planner has asked for the applicants to provide plans of the surface water drainage proposals.

The Council's Traffic Engineers have raised no objections to the proposal but say that consideration should also be given to lighting in and around the parking area.

The Council's Waste Advisors have noted that there has been no allowance made for recycling and it is not clear which units are using the bin store. Accessibility appears to be acceptable.

The site was previously in business use whereas this proposal is entirely residential. The Council's head of Business Support has commented that the site does potentially suffer from access issues and limitations imposed by proximity to residential areas. Furthermore, according to the Commercial Property Database the site was marketed between April and September 2007 but not before or since that time and it appears that it is not currently being marketed. There is therefore a lack of evidence that full marketing of the site for business purposes has been carried out, as required by UDP policy.

The Council's Environmental Health Officer has raised no objections to the proposal but has recommended a condition be attached to any permission relating to compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990.

English Heritage has assessed the potential archaeological implications arising from the development and has raised no objections. Furthermore, given that the application site has been a chalk quarry, on balance, it would appear unlikely that the development would affect any potential archaeological resource.

The Metropolitan Police Crime Prevention Design Advisor raises concerns over the lack of information in the application relating to how crime prevention measures will be incorporated into the design of the development, including details of the boundary treatments proposed to the car parking areas. A 'Secured by Design' condition is therefore recommended should permission be given so that the development achieves full SBD accreditation.

The Primary Care Trust (PCT) has raised concerns that the proposed development will have an impact on health requirements and that there is limited additional capacity within the existing primary care infrastructure to meet demands.

Planning Considerations

The application site is within an area of Archaeological Significance and there is archaeological evidence that the Cray Valley has been settled from the earliest times. A Neolithic flint sickle and a Neolithic flint axe have both been discovered near to the St. Pauls Cray conservation area. There was a settlement of possible Bronze Age date on the site of the modern church on nearby Broomwood Hill, and the Poverest Roman Bathhouse and an Anglo-Saxon Cemetery is to the South

West. The wider Cray Valley is designated as an area of archaeological interest in the Bromley Unitary Development Plan.

The site borders the St Paul's Cray conservation area to the north. The Church of St Paulinus to the north of the site is a statutory listed building.

The Public Transport Accessibility Level (PTAL) is low at 1a. There are two vehicular access points to the site from Chalk Pit Avenue which will be retained as part of the proposed development.

The application falls to be determined in accordance with the following Unitary Development Plan policies:

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- BE13 Development Adjacent to a Conservation Area
- BE16 Ancient Monuments and Archaeology
- EMP5 Development outside Business Areas
- ER7 Contaminated Land
- H1 Housing Supply
- H2 Affordable Housing
- H3 Affordable Housing – payment in lieu
- H7 Housing Density and design
- H9 Side Space
- IMP1 Planning Obligations
- NE7 Development and Trees
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T9 Public Transport
- T10 Public Transport
- T11 New Accesses
- T12 Residential Roads
- T15 Traffic management
- T18 Road Safety

The St Paul's Cray Conservation Area Supplementary Planning Guidance (SPG) would also be applicable.

In strategic terms the most relevant London Plan policies are:

- 2A.1 Sustainability criteria
- 3A.1 Housing
- 3A.3 Maximising the Potential of Sites
- 3A.5 Housing choice
- 3A.6 Quality of new housing provision
- 3A.7 Large residential developments
- 3A.10 Negotiating affordable housing in individual private residential and mixed-use schemes

3A.11 Affordable housing thresholds
3A.23 Parking Strategy and Standards
4A.3 Sustainable design and construction
4A.7 Renewable Energy
4A.12 Flooding
4A.13 Flood Risk Management
4A.14 Sustainable Drainage
4A.17 Water Quality
4B.5 Creating an inclusive environment

The SPG for the London Plan: Providing for Children and Young People's Play would also apply, as would the Mayor's waste strategy and DEFRA waste strategy 2007.

There are a number of national policy documents that are relevant to the consideration of this application. These include:

PPS1: Delivering Sustainable Development
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1
PPS3: Housing
PPG13: Transport
PPS22: Renewable Energy
PPG24: Planning and Noise
PPS25: Development and Flood Risk

From an arboricultural point of view no significant trees would be affected by the proposal.

From a heritage and design point of view the development would not detrimentally impact the adjacent conservation area.

The Council will only permit the redevelopment of business sites outside of the Designated Business Areas provided that:

- (i) The size, configuration, access arrangements or other characteristics make it unsuitable for uses Classes B1, B2 or B8, and
- (ii) Full and proper marketing of the site confirms its unsuitability and financial non-viability of the site or premises for those uses (UDP, Policy EMP5).

The Council was required to make a Screening Opinion as to whether an Environmental Impact Assessment was required. The proposals constitute Schedule 2 development within the meaning of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999. After taking into account the selection criteria in Schedule 3 of the Regulations and the terms of the European Directive, it was considered that the proposed development would not be likely to have significant effects on the environment by virtue of factors such as nature, size and location. This opinion was expressed taking into account all relevant matters, including the information submitted, advice from

technical consultees and the scale/characteristics of the proposed development on the site. The applicants were advised accordingly.

Planning History

The land to the west of the site at the rear of 7 to 10 Crays Parade was the subject of a previous application for residential development. The application which proposed four 2 bedroom dwellings with parking and private gardens was refused then dismissed at Appeal. In the Appeal the Inspector concluded that the proposed houses would appear excessively bulky and thereby failed to respect the established character of the area.

Conclusions

The proposed development would comprise terraced dwellings and two/three storey blocks of flats which would be taller and higher in density than the adjacent pattern of development which is mainly two-storey semi-detached dwellings on fairly spacious plots and semi-detached bungalows. There would be a total of 9 terraced and semi-detached houses fronting Chalk Pit Avenue and the end of a row of terraced houses located on the corner with Paulinus Close. These buildings would be separated by two access roads into the site and single storey garages in between plots 20 and 21 and plots 22 and 23. The houses fronting Chalk Pit Avenue would be set-back between approximately 4 and 7.5 metres from the pavement, with a mixture of car parking spaces and gardens/landscaping to the front. The house at plot 39, sited on the corner of Chalk Pit Avenue and Paulinus Close, would be set back approximately 10m (max.) from Chalk Pit Avenue and approximately 12m from Paulinus Close.

The pattern of development on the opposite side of Chalk Pit Avenue appears ad hoc in character and does not follow a uniform building line. The side boundary of "Westview" Main Road fronts the road to the west; directly opposite the site are No's 2 and 4 Chalk Pit Avenue, set on wide plots that are screened from the road by vegetation and high fencing; and adjacent to this are No's 4a to 10 Chalk Pit Avenue – a detached bungalow and 2 pairs of semi-detached houses.

On the basis of there being other terraced and semi-detached buildings in the vicinity of the site (including those to the west and south-west along Main Road and those at the adjacent The Crays Parade), and notwithstanding the proposed two/three storey block, Members may consider that the development, although higher density, would complement the varied pattern of development in the adjacent areas and would improve the public route as a result of Chalk Pit Avenue having a more 'active frontage'.

The proposed terraced houses backing onto Paulinus Close would be separated from the Highway by rear gardens with depths of between 8 and 11m. The existing trees along this boundary would be retained and additional landscaping proposed. While these proposed dwellings would not reflect the form or scale of the detached and semi-detached bungalows along Paulinus Close, Members may consider that the existing street scene would be largely unaltered as a result of the development, subject to condition to secure a suitable boundary treatment for the street scene.

With regard to the relationship of the development to adjacent buildings, this is considered acceptable overall with good separation between the existing and proposed dwellings. However, the proposed two/three storey block containing the 2 and 3 bedroom houses would only be located approximately 16m to the south-west of No.7 Paulinus Close with its rear elevation facing the side of No.7. Potentially significant overlooking from the development into this neighbouring site may occur and a condition relating to landscaping and boundary treatments is therefore recommended to protect the neighbour's privacy. In terms of the impact on the amenities of the future occupiers of the proposed dwellings, a condition requiring details of the proposed window types is recommended to ensure that no mutual overlooking and/or loss of privacy would occur.

The applicant has submitted an Energy Statement detailing measures of sustainable design and construction methods and measures proposed for generating on-site renewable energy that would result in a 15% reduction in carbon dioxide emissions. The measures proposed are solar heating systems and solar photovoltaics. The London Plan (Policy 4A.7) requires developments to achieve a reduction in carbon dioxide emissions of 20% from onsite renewable energy generation unless it can be demonstrated that such provision is not feasible. The applicants have stated that a 20% reduction is not feasible due to there being "insufficient areas of appropriately located roof within the scheme to accommodate the required numbers of panels necessary" and because the visual impact would be significant. As such, Members may consider this acceptable subject to a condition being imposed regarding full details of the scheme to be submitted.

Four wheelchair accessible units are proposed – two within Block A and at plots 19 and 21, and all the dwellings would be built to Lifetime Homes Standards. This meets the Council's requirements set out in the UDP and the London Plan.

With regard to the adjacent conservation area, the majority of the proposal would be two storeys and would not have a significant impact on views into or out of the area. In particular, the existing views of the spire of the Church of St Paulinus would still be achievable from Chalk Pit Avenue.

English Heritage is satisfied that there would not be any adverse impacts on the significant archaeological site as a result of the development and it would be unlikely to affect any potential archaeological resource, particularly given that the site has been a chalk quarry.

The type of housing proposed has also been amended since the application was first submitted and now includes no affordable units thereby failing to meet the 35% requirement of Policy H2 of the UDP. In circumstances where it can be demonstrated that on-site provision of affordable housing would reduce the viability of the development to such a degree that it would not proceed, where it would be impractical to transfer the affordable housing to a registered social landlord (RSL) or where it would be more beneficial to provide the affordable units at another location, payment in-lieu of affordable housing or on site provision in another location may be acceptable. A financial viability appraisal was submitted to justify the 0% affordable housing provision on site and this has been assessed by an

independent assessor. Following negotiations the applicant has offered a payment in lieu of £175,000. The Council-appointed assessor has recommended that this payment is accepted. This takes into account the particular circumstances relating to this long-vacant site which will provide significant regeneration benefits for the immediate area and wider community if it comes forward for development.

The density of the development will be 59 units/hectare (262.74 habitable rooms/hectare) which is within the Council's density requirements for units/hectare as set out in the UDP.

In terms of the site layout and space about buildings, the depths of the back gardens generally comply with the 10m rear garden depth usually required. Whilst Block A appears to lack useable amenity space for the intended occupiers of the flats as there is a retaining wall indicatively shown adjacent to the northern elevation of the block, the applicants have confirmed that the proposed amenity space for Block A equates to 0.0344 ha (344m²).

The site layout indicates pockets of green space and tree and shrub planting in and around the car parking areas, between plots and along the edges of south-western access road, giving the development a more spacious feel. The amount of side space retained to the side boundaries of the site at the corner of Chalk Pit Avenue and Paulinus Close mirrors the levels of side space retained around No's 5, 14 and 10 Chalk Pit Avenue/No1 George's Close. The amount of amenity space proposed and the space retained about buildings may therefore be considered acceptable in this instance.

48 off street car parking spaces plus 3 garages are to be provided for 39 private residential units. From a highway standpoint, this is considered acceptable in principle, however, any future applications for vehicular accesses within the site which may arise will need to be considered on their merits. The car parking is set out so as to have surveillance from the active rooms of the properties although there are no details provided of the boundary treatment or of what security measures will be incorporated in the development. A 'Secured by Design' (SBD) condition is therefore recommended should permission be given so that the development achieves full SBD accreditation in respect of design and layout, as well as a condition regarding details of boundary treatments.

Although the site was previously in business use, the applicants claim that securing a business let or sale on the site has been made difficult due to difficulties of accessing the site, particularly because of the existing width restrictions leading to Sandy Lane and Main Road, and also because of the mainly residential roads in the immediate vicinity leading from the site to St Mary Cray High Street. The applicant has also submitted a statement outlining the history of the marketing activities undertaken upon the premises in the form of a letter from a commercial property consultant. This documents the marketing activities dating back to the 1980s and the problems which were encountered in securing a let/sale of the site. However, this information is somewhat limited in its scope, and does not provide definitive evidence that the site is unsuitable for continued business use as required by Policy EMP5.

However, in this instance Members may wish to take account of the number of years that the site has been vacant, the access difficulties associated with a business/industrial use at the site, the site's location within a residential area, and whether, on balance, the loss of the business use would be significantly harmful to the local economy.

Given the site's history of industrial use; site investigations and proposed remedial action of the land has been submitted in respect of potential contaminated land. Subject to the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990 being complied with the measures proposed are considered acceptable to ensure the land is suitable for residential use.

With regard to trees in and around the site, the applicants have submitted an arboricultural report stating that the trees are all grade C or R. It is considered that none are significant enough to warrant a tree protection order being imposed and, further, most of the trees around the perimeter of the site would be retained. The proposal may therefore be considered acceptable in terms of the impact on trees.

In terms of transport demand, the site is located within a low PTAL area; however, as the development is residential it is unlikely to be a significant generator of travel to justify a Travel Plan being required. As previously mentioned, off-street parking is proposed at levels in excess of one space per unit and four parking spaces are proposed which would serve the needs of those with restricted mobility. Pedestrian movement within the vicinity of the development is also considered adequate; however, a condition is recommended requiring that additional details of street lighting be submitted.

The proposed bicycle storage for the flats meets the Council's minimum requirements as set out in the UDP and, for the terraced houses, it is considered sufficient to store bicycles indoors.

The site will be served by two internal roads which use the two existing access points along Chalk Pit Avenue, one to the south-east and one to the south-west of the site. As Chalk Pit Avenue is not a classified road it is not considered that this would result in any conditions prejudicial to highway safety. However, in order to enable waste vehicles to access the site, no vehicles should park in the access roads and a condition/informative is recommended to this effect.

With regard to surface water drainage the ground conditions on the site have been investigated and the report submitted with the application indicates soakaways to be the most suitable method for disposing of surface water. Consequently, details of the proposed system will be required through a condition should permission be granted.

Conclusions

The application has been assessed in light of the aims and objectives of the London Borough of Bromley UDP, all other relevant national and regional planning guidance and all other material planning considerations. Overall, Members may agree that the proposed residential scheme is of a high standard of design and layout and would complement the character of the adjacent buildings and areas,

including the adjacent conservation area, and, subject to appropriate landscaping and boundary treatments, would not have a detrimental impact on the visual amenities of the street scene.

The relationship of the proposed buildings to existing buildings may also be considered acceptable by Members in that the amenities of the occupiers of neighbouring sites would not be significantly harmed by overlooking, loss of privacy, inadequate daylight, sunlight, noise or disturbance, provided that suitable window finishes, landscaping and boundary treatments are implemented subject to the Council's approval. Furthermore, Members may agree that the proposal would not result in any conditions prejudicial to highway safety.

The site is not designated as a Business Area within the UDP but was previously occupied by business uses. Given the history of the site and perceived lack of success in marketing it for a B1, B2 or B8 use, as well as the access difficulties noted, Members will need to carefully consider whether the benefits of developing the site for residential use significantly outweigh the loss of the business use, particularly having regard to the lack of marketing evidence presented with the application, and whether there would be a conflict with Policy EMP5 of the UDP.

Furthermore, in light of there being nil affordable units proposed at the development, Members will need to decide whether circumstances exist to justify making an exception to adopted UDP affordable housing policy. An independent appraisal of the applicant's financial viability material regarding the omission of affordable housing is being carried out for the Council. There will be an update at the meeting about this.

Background papers referred to during production of this report comprise all correspondence on files refs. 10/03086 and 10/01182, excluding exempt information.

as amended by documents received on 17.11.2010 01.12.2010 06.01.2011 24.01.2011 03.02.2011 25.02.2011 03.03.2011

RECOMMENDATION: PERMISSION SUBJECT TO A S106 LEGAL AGREEMENT TO SECURE PAYMENT IN LIEU FOR AFFORDABLE HOUSING

and the following conditions:

- | | | |
|---|--------|--|
| 1 | ACA01 | Commencement of development within 3 yrs |
| | ACA01R | A01 Reason 3 years |
| 2 | ACA04 | Landscaping Scheme - full app no details |
| | ACA04R | Reason A04 |
| 3 | ACA07 | Boundary enclosure - no detail submitted |
| | ACA07R | Reason A07 |
| 4 | ACC01 | Satisfactory materials (ext'nl surfaces) |
| | ACC01R | Reason C01 |
| 5 | ACC03 | Details of windows |
| | ACC03R | Reason C03 |
| 6 | ACD02 | Surface water drainage - no det. submitt |

- ADD02R Reason D02
- 7 ACI01 Restriction of all "pd" rights
- Reason:** In the interest of the visual amenities of the area, the amenities of the adjacent properties and to prevent overdevelopment of the site.
- 8 ACH03 Satisfactory parking - full application
- ACH03R Reason H03
- 9 ACH05 Size of garage
- ACH05R Reason H05
- 10 ACH10 Provision of sight line (3 inserts) 4.5 x 2.4 x 4.5m the
new access roads 1m
- ACH10R Reason H10
- 11 ACH17 Materials for estate road
- ACH17R Reason H17
- 12 ACH18 Refuse storage - no details submitted
- ACH18R Reason H18
- 13 ACH22 Bicycle Parking
- ACH22R Reason H22
- 14 ACH23 Lighting scheme for access/parking
- ACH23R Reason H23
- 15 ACH32 Highway Drainage
- ADH32R Reason H32
- 16 ACI20 Lifetime Homes Standard/wheelchair homes
- ADI20R Reason I20
- 17 ACI21 Secured By Design
- ACI21R I21 reason
- 18 ACK01 Compliance with submitted plan
- Reason:** In the interest of the visual amenities of the area, the amenities of the adjacent properties and to prevent overdevelopment of the site.
- 19 ACK05 Slab levels - no details submitted
- ACK05R K05 reason
- 20 ACL01 Energy Strategy Report
- ADL01R Reason L01

Reasons for granting permission:

In granting permission the Local Planning Authority had regard to the following policies of the Unitary Development Plan:

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- BE13 Development Adjacent to a Conservation Area
- BE16 Ancient Monuments and Archaeology
- EMP5 Development outside Business Areas
- ER7 Contaminated Land
- H1 Housing Supply
- H2 Affordable Housing
- H3 Affordable Housing – payment in lieu
- H7 Housing Density and design
- H9 Side Space
- IMP1 Planning Obligations

- NE7 Development and Trees
- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T9 Public Transport
- T10 Public Transport
- T11 New Accesses
- T12 Residential Roads
- T15 Traffic management
- T18 Road Safety

The development is considered to be satisfactory in relation to the following:

- (a) the appearance of the development in the street scene
- (b) the relationship of the development to the adjacent properties
- (c) the character of the development in the surrounding area
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties
- (e) the light and outlook of occupiers of adjacent and nearby properties
- (f) the privacy of occupiers of adjacent and nearby properties
- (g) the relationship of the development to trees to be retained
- (h) accessibility to buildings
- (i) the safety of pedestrians and motorists on the adjacent highway
- (j) the housing policies of the development plan
- (k) the archaeology policies of the development plan
- (l) the setting of the nearby listed building
- (m) the transport policies of the development plan
- (n) the urban design policies of the development plan
- (o) the provision of satisfactory living accommodation for future residents of the houses
- (p) the neighbours concerns raised during the consultation process

and having regard to all other matter raised.

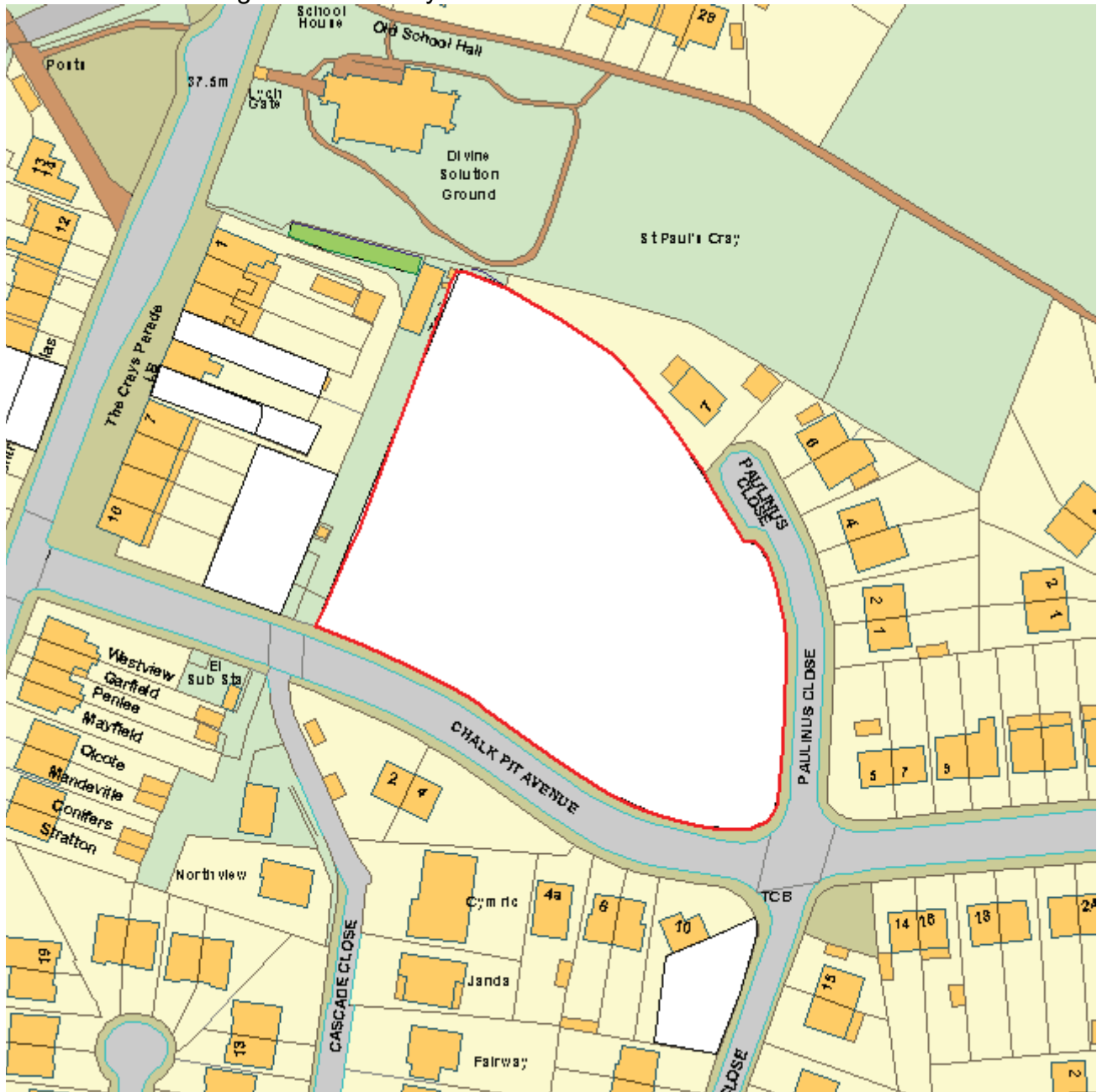
INFORMATIVE(S)

- 1 RDI06 Notify Building Control re. demolition
- 2 RDI10 Consult Land Charges/Street Numbering
- 3 RD128 Variation to approved plans
- 4 RD129 EHO – contact Pollution Team
- 5 You are advised that in order for refuse and recycling vehicles to enter the site, no vehicles should park in the access roads.

Reference: 10/03086/FULL1

Address: Invicta Works Chalk Pit Avenue Orpington BR5 3JQ

Proposal: 4 two storey and 3 two/three storey blocks comprising 6 two bedroom and 25 three bedroom houses and 6 one bedroom and 2 two bedroom flats with 3 garages and 55 car parking spaces, bicycle parking, refuse/recycling storage and electricity substation



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Application No : 11/00426/FULL1

Ward:
Cray Valley East

Address : Land Rear Of 7 To 10 Crays Parade
Main Road Chalk Pit Avenue Orpington

OS Grid Ref: E: 547368 N: 169004

Applicant : Chatsworth Trustees

Objections : YES

Description of Development:

Demolition of existing garages and construction of a terrace of 4, two storey, 2 bedroom dwellings with associated parking on land adjacent to Invicta Works

Key designations:

Areas of Archeological Significance

Proposal

The application was deferred from Plans Sub-Committee on the 31/03/11 in order for the case to be considered at Development Control Committee. A street scene elevational drawing was also requested from the applicant.

This application seeks permission for the demolition of the existing garages and construction of a terrace of 4, two storey, 2 bedroom dwellings. The terrace would front Chalk Pit Avenue and each property will be provided with parking space to the front. An additional parking space is also proposed for general visitor parking which would result in a total of 5 spaces.

Each property would have its own rear garden, ranging from approx. 8.5m to approx. 10m in depth. A 1m side space will be retained between the end units and their respective boundary with the adjacent properties. One first floor obscure glazed flank window is proposed to each end unit. Principle windows to the kitchen, lounge and bedrooms will face front and back.

No accommodation is proposed in the roof space.

Location

The application site is an overgrown area of land comprising a dilapidated block of single storey garages on land adjacent to Invicta Works. The site also includes the access strip to the garages and approx. 3.5m deep of the rear amenity/yard areas. The area is characterised by a mix of residential buildings, with a terrace of shops to the west on Crays Parade.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and representations received are summarised as follows:

- overdevelopment
- inadequate garden sizes
- out of character

Comments from Consultees

No Thames Water objections are raised subject to an informative.

No technical drainage comments are made.

Waste Services has commented that access will be required to the rear of the neighbouring shops and flats above. The access pathway at the rear is 1.4m in width and this appears to be sufficient.

The Crime Prevention Officer has commented suggesting a Secure by Design condition be imposed on any permission.

No technical highways objections are raised. The comments made in respect to the previous application remain valid and conditions are suggested.

Environmental Heath comments will be reported verbally at the meeting.

Planning Considerations

Policies relevant to the consideration of this application are BE1 (Design of New Development), H7 (Housing Density and Design), H9 (Side Space), T3 (Parking) and T18 (Road Safety) of the adopted Unitary Development Plan.

There are a number of other relevant policy documents that come under the general category of other 'material considerations'. These include:

The London Plan (Policies)

4B.1 Design principles for a compact city
4B.8 Respect local context and communities

PPS3 Housing (2010)

Planning History

Planning permission was refused under ref. 10/01183 for the demolition of existing garages and construction of a terrace of 4, two storey, 2 bedroom dwellings with associated parking on land adjacent to Invicta Works. The refusal grounds were as follows:

The proposal would constitute a cramped overdevelopment of the site by reason of the number of units, amount of site coverage by building(s) and

hard surfaces and would be out of character with the area contrary to Policies H7 and BE1 of the Unitary Development Plan.

The proposed development by reason of its size, height and siting, would result in a visually discordant feature in the street scene, out of scale and character with neighbouring development, detrimental to the amenities of the area, contrary to Policies H7 and BE1 in the Unitary Development Plan.

This application was subsequently dismissed on appeal. The Inspector states:

‘The proposal would result in a density of 62 dwellings per hectare. The Council does not dispute that this density would accord with UDP Policy H7, which sets a target of 50 to 80 dwellings per hectare for terraced houses in locations along transport corridors and close to a town centre. This density would mean that the proposed dwellings would have uncharacteristically small rear gardens in the context of the surrounding area. In addition, the parking spaces to the front of the dwellings would emphasise the more intensive nature of the new development compared to the existing, more spacious and suburban local character. However, this intensiveness may well be an inevitable consequence of seeking to achieve UDP and London Plan density policies. I do not consider that the appeal proposal should fail for those reasons.

Of greater concern to me is the height and bulk of the proposed houses. The plans show the building being some 10 m high, with a substantial roof including a front gable. Although the roof would be hipped at each end to lessen its impact, as the site is already elevated above the shops and flats in Crays Parade, my judgement is that the building would dominate the street scene at the corner of Chalk Pit Lane and Main Road. Such a form of development would not respect the established character of the area, which is formed by more modest sized semi-detached houses, a bungalow opposite the site and others nearby, as well as by the terraces at Crays Parade and along Main Road. I have taken into account the possible relationship of the proposed houses with the more substantial but now derelict, former Invicta Works building next door. However, this provides an inadequate justification for the appeal scheme’s height and very bulky roof.

I therefore conclude that the proposed houses would appear excessively bulky and thereby fail to respect the established character of the area.’

Conclusions

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties. Highway safety is also a consideration.

The area is characterised by a mix of commercial and residential properties. With the exception of a flatted block on Main Road, the properties along Cray Parade and the houses opposite the site and further up Chalk Pit Avenue are generally two

storey with shallow traditional hipped roofs. As such, it is not considered that the principle of residential dwellings would be inappropriate development for the area, and this view was shared by the Inspector.

The application site lies adjacent to a derelict industrial building and the rear of mix use properties in Main Road. The application site includes the encroachment of part of land to the rear of the properties at 7-10 Cray Parade reducing the back garden/yard areas from approx. 12.5m to 9m. Whilst a reasonable degree of separation would remain between the rear of these buildings and the flank wall of the terrace block, it is evident that the presence of the terrace block, particularly as it would be on higher ground level, given the topography of the road. The new houses would be clearly visible from these properties, however the Inspector did not consider this relationship to be unacceptable at appeal.

The provision of four terraced houses on this site with minimal rear garden areas ranging from between 8.5 – under 10m in depth, together with the extent of hardsurfacing to the front of the site for parking was also considered to be acceptable at appeal. A 1m side space will be provided to each flank boundary and this was not considered to be a cramped form of development, out of character within the area.

The Inspector's main concern was the bulk and height of the dwellings, which would be overly conspicuous from the lower land to the west due to the substantial roof, which included a front gable. The substantial roof has been reduced from 10m in height as previously proposed to 9.1m in height. The angle of the hipped roof has been reduced to allow this reduction in height. It is still proposed to include a front gable feature at the centre of the front elevation, however the reduction in the height and bulk of the dwellings is considered to be significant and this will result in the development appearing less conspicuous from the lower land to the west. The proportions of the resulting dwellings will also be improved by the reductions to the roof, as this will alleviate the sense of a top-heavy development that was previously proposed.

Having had regard to the above it is considered that the siting, size and design of the proposed dwellings is acceptable in that they would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the area. No impact on highway safety would result from the proposal. It is therefore recommended that Members grant planning permission.

Background papers referred to during production of this report comprise all correspondence on files refs. 10/01182 and 11/00426 excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | |
|---|--------|--|
| 1 | ACA01 | Commencement of development within 3 yrs |
| | ACA01R | A01 Reason 3 years |
| 2 | ACC01 | Satisfactory materials (ext'nl surfaces) |

	ACC01R	Reason C01
3	ACC03	Details of windows
	ACC03R	Reason C03
4	ACH03	Satisfactory parking - full application
	ACH03R	Reason H03
5	ACH04	Size of parking bays/garages
	ACH04R	Reason H04
6	ACH09	Restriction on height to front and flank
	ACH09R	Reason H09
7	ACH18	Refuse storage - no details submitted
	ACH18R	Reason H18
8	ACH24	Stopping up of access
	ACH24R	Reason H24
9	ACH32	Highway Drainage
	ADH32R	Reason H32
10	ACI02	Rest of "pd" Rights - Class A, B,C and E
	Reason: In order to prevent overdevelopment of the site.	
11	ACI12	Obscure glazing (1 insert) on the first floor flank elevations
	ACI12R	I12 reason (1 insert) BE1
12	ACI17	No additional windows (2 inserts) flank development
	ACI17R	I17 reason (1 insert) BE1
13	ACI21	Secured By Design
	ACI21R	I21 reason
14	ACK05	Slab levels - no details submitted
	ACK05R	K05 reason

Reasons for granting permission:

In granting planning permission the Local Planning Authority had regard to the following policies of the Unitary Development Plan:

- BE1 Design of New Development
- H7 Housing Density and Design
- H9 Side Space
- T3 Parking
- T18 Road Safety

The development is considered to be satisfactory in relation to the following:

- (a) the impact on the character of the surrounding area
- (b) the impact on the amenities of the occupiers of adjacent and nearby properties, including light, prospect and privacy
- (c) the transport and highway safety policies of the development plan.

and having regard to all other matters raised.

INFORMATIVE(S)

- 1 RDI16 Contact Highways re. crossover

- 2 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Reference: 11/00426/FULL1

Address: Land Rear Of 7 To 10 Crays Parade Main Road Chalk Pit Avenue Orpington

Proposal: Demolition of existing garages and construction of a terrace of 4, two storey, 2 bedroom dwellings with associated parking on land adjacent to Invicta Works



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Agenda Item 6

Report No.
DRR11/037

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: **Development Control Committee**

Date: **19 April 2011**

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

Title: **CORE STRATEGY - FURTHER EIGHT AREA PEN PORTRAITS**

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

Chief Officer: Bob McQuillan, Chief Planner

Ward: All

1. Reason for report

- 1.1 Development Control Committee's meeting on 8 March 2011 considered the report 'Core Strategy – Local Areas, Strategic Themes and Issues' which referred to 21 local area pen portraits as part of the process of understanding local and borough-wide issues. Thirteen of these were included within Appendix 1 to the report and a further three were made available prior to the meeting.
 - 1.2 Development Control Committee asked that the remaining five pen portraits be brought to its next meeting for consideration together with the three circulated separately. This report provides the Committee with the opportunity to consider the final eight pen portraits (see Appendix 1.)
-

2. **RECOMMENDATION(S)**

- 2.2 Members are asked to comment on the eight area pen portraits forming Appendix 1.

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,
-

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. E-mails were sent to all Councillors in 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. All Councillors were advised of the report to the 8 March DC Committee and of this report.

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 LDFAP endorsed the approach to developing the Core Strategy Issues Document, including using 21 area pen portraits to help understand local and borough wide issues.
- 3.2 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. Development Control Committee received the report 'Core Strategy, Local Areas, Strategic Themes and Issues' on 8 March. Due to the amount of work involved, however, not all the 21 pen portraits were available for the meeting.
- 3.3 The full draft consultation document reflecting this Committee's comments, including specific comments on pen portraits, will be considered by the Local Development Framework Advisory Panel at its next meeting. This has been rescheduled from 24 March to 11 May to allow for this meeting's consideration of the remaining pen portraits to be incorporated within the process. This draft document, subject to the LDFAP's comments, will be considered by the Executive for agreement as the consultation version of the Core Strategy Issues document. Consultation is planned for June-July 2011.

The local area pen portraits

The eight pen portraits for consideration at this meeting comprise: -

- Biggin Hill
- Petts Wood
- Ravensbourne, Plaistow and Sundridge
- Orpington, Ramsden and Goddington
- Chelsfield, Green Street Green and Pratts Bottom
- The Eastern Greenbelt
- Darwin and the Green Belt Settlements
- Bromley Town

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 and will replace the Unitary Development Plan in due course.

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)	Core Strategy – Local Areas, Strategic Themes and Issues. Development Control Committee 8 March 2011 Item 5

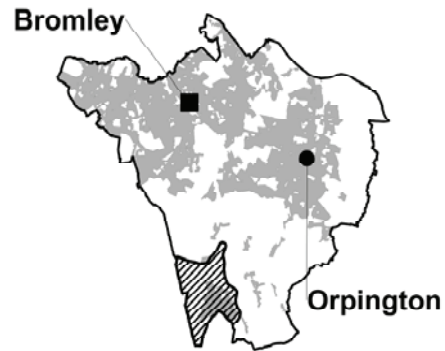
APPENDIX 1
AREA PEN PORTRAITS

- 1 Biggin Hill
- 2 Bromley Town
- 3 Chelsfield, Green Street Green and Pratts Bottom
- 4 Darwin and Green Belt Settlements
- 5 Eastern Green Belt
- 6 Orpington, Ramsden and Goddington
- 7 Petts Wood and Poverest
- 8 Ravensbourne, Plaistow and Sundridge
- 9 References

BIGGIN HILL

Character

Biggin Hill's distinctive hilltop and valley character arises from its separation from the suburban spread of London, lying some 4 miles south of Keston Mark, in open countryside designated as Green Belt. The presence of the Airport also gives a specific identity to the area.



In the 19th Century Biggin Hill was merely a handful of cottages and a couple of pubs (the Black Horse Inn and the Old Jail) along a ridge of land with farmland in the valleys, similar to other settlements in the area. Very few of these older dwellings remain. In the late 19th and early 20th Century, plots of farmland were sold off and occupied by summerhouses and bungalows along the ridge. A few bungalows remain to tell the story of how the area grew.

A key factor leading to the establishment of the Airport was the suitability of its location for flying. The RAF base, famous for its involvement in the Battle of Britain, opened in 1917 as part of the London Air Defence Area. The Council has owned the freehold since 1974 when the RAF left the base. The Airport is operated by Biggin Hill Airport Ltd under an operational agreement which imposes restrictions on the hours of operation and the number of aircraft movements. The area's only Conservation Area covers a number of buildings used by the RAF, including the listed airmen's cottages in Vincent Square, dating back to the 1920's and the West Camp RAF buildings built in the 1930's, many of which are listed. The West Camp buildings are largely vacant.

It was during the period up to, during and for a decade after World War II that the extent of residential land, which had spread down into the valleys, was effectively set with the introduction of tight Green Belt controls in the mid 1950's. This prevented merging with the developing London suburbs to the north.

Biggin Hill, today, is a patchwork of housing types as individually owned plots were developed piecemeal. This creates a very wide range of housing styles and designs from the second half of the 20th Century. After the Green Belt areas, Biggin Hill has the highest proportion of detached houses and bungalows in the Borough. The Green Belt boundary is drawn tightly around the residential plots (coinciding with the boundary with Tandridge Council to the south) and as the pressure for housing intensified from the 1980's onwards, houses and flats built since then show increasing density. There are no residential or nursing care homes in Biggin Hill although there are two sheltered housing developments and others in Tatsfield and Downe offering "housing with support".

The generally sloping nature of the Biggin Hill landscape and historic incremental development, without large scale planned development, has meant very limited social housing development, and whilst the town is bounded by Green Belt there is relatively little open space within the built up area. In particular, flat recreational space is limited to the recreation ground on the ridge.

An exception to the small scale plot development is the recent redevelopment north of the town of the 1950's "RAF Married Quarters" producing the Leavesden estate of over 130 dwellings with village green, and a site for a proposed Biggin Hill Heritage Centre.

Demography & Community

The population of Biggin Hill is now in excess of 10,000. The average household income in Biggin Hill is roughly in line with the Bromley average. The population is generally younger than the Borough average with a higher proportion of couples with dependant children. In 2001 there were proportionally fewer residents of retirement age than elsewhere in the Borough, however, the proportion of older residents is projected to have increased since then. Biggin Hill has the lowest mortality rate in the borough⁹.

Business and Employment

Biggin Hill has an average household income that is close to that of the Borough³⁶ and there are nearly 2,500 jobs based in the area³¹. Over half of those working in Biggin Hill are employed in "Micro businesses" (less than 10 employees). It is estimated that there are some 900 jobs on and adjoining the Airport, providing many high skilled, highly paid jobs and training opportunities. The airport is currently working with Bromley College to provide more training and apprenticeship opportunities for local young people. The business area adjacent to the runway is restricted to airport related business such as repairs, maintenance and servicing of planes and includes the newly built Rizon hanger. Airport related businesses are also locating in nearby Vulcan Way industrial estate in New Addington (Croydon). Immediately south of the airport business area lies a general business area, comprising of smaller industrial estates some of which are currently vacant or as yet undeveloped. Some allocated industrial land has recently been redeveloped for housing. Biggin Hill is identified in the Draft London Plan as a "Strategic Outer London Development Centre", important for its business and employment strengths and opportunities, where there may be some scope for employment growth.

The airport has been home to the "Biggin Hill Airshow", which from 2011 will be replaced by an "Open House Air Day". A heritage centre to celebrate the role of Biggin Hill in the 'Battle of Britain' is proposed for the site adjacent to the Leavesden Estate in Main Road.

Shops in Biggin Hill stretch along the west side of Main Road running along the ridge, with a slight break before the Pantiles local parade. Despite having

only one main supermarket (Waitrose) and a Tesco local, the ward provides a good range of shops and services, including the new library, swimming pool & health facilities. A small supermarket serves the Leavesden Estate.

There are three local parades providing a range of shops and services. Of the 30 units only one is vacant. All the parades include a newsagent and a pharmacy. See table and pie chart below.

Commercial activity in Biggin Hill shopping parades

Local Parade	No. of units	A1 (Retail)	A2 (Financial)	A3/A4/A5 (Restaurant /Pub /Takeaway)	No. of vacant units	Other
Rosehill, Biggin Hill	7	4	0	2	0	1
Roundway, Biggin Hill	7	6	0	0	1	0
The Pantiles, Biggin Hill	16	7	0	2	0	7

Social Infrastructure

There are two GP practices in Biggin Hill and another over the boundary in Tatsfield (Tandridge Borough). There are two infants and junior schools in the town and the Charles Darwin Secondary School (including public sports centre). Demand for primary places has increased Londonwide and pressures in this area are complicated by the flow of pupils across the boundary from New Addington (Croydon), although there are currently sufficient places and no plans to increase provision.

Recent improvements in leisure opportunities in the area including enhancements to the recreation ground, including a skateboard park, public playground equipment in Oaklands Primary school, in the valley, and the redevelopment of the library to provide a library and swimming pool complex. Biggin Hill's relative isolation has resulted in a self sufficient range of community facilities, including 3 churches and associated halls, youth club, Air Cadets, scouts and 2 community halls (WI Association Hall on the ridge, and the Valley Community Hall). One of the Borough's four fire stations is based in Biggin Hill.

Connectivity

The area has relatively low connectivity considering the density of homes. Five bus routes serve the area, although only three serve the Airport terminal along the A233¹⁶. There are no rail connections near Biggin Hill, although the 454 bus route connects with the Tramlink at New Addington. The A233 (Main Road) run north-south through the town. The number of roads in and out of

Biggin Hill are limited and some are very narrow, they connect the area with Bromley & Croydon. Routes south and west lead to the rural villages of Tatsfield, Berrys Green & Cudham and Westerham, crossing the M25 but with no exit locally.

Biggin Hill Airport handles general aviation including flight schools, international private flights and business jets. It does not run any scheduled commercial flights. There are no cycle lanes in Biggin Hill.

KEY ISSUES & MAIN OPPORTUNITIES

What opportunities arise to maximise the employment potential of the area in the light of its Strategic Outer London Development Centre designation in the draft London Plan? In particular to:

- enhance the attractiveness of the business areas
- unlock the potential of the distinctive West Camp site
- improve public transport links to Bromley and Orpington
- build on the particular specialisms of avionics and advanced technology.

Is there a need to support or improve access to facilities, such as transport links, playing fields, community facilities and shops in the Valley area?

Are there opportunities to develop tourism in the area relating to the airport open house day, the proposed Heritage Centre and nearby Down House, whilst respecting and protecting environmental and historic quality?

What issues arise from the increase in the ageing population?













Biggin Hill

Biggin Hill
Airport

Biggin Hill

b

Key

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



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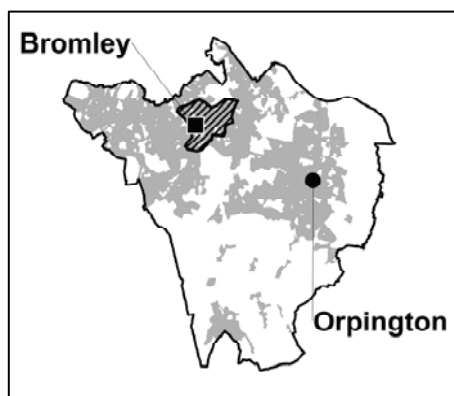
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BROMLEY TOWN

Character

Bromley Town incorporates the commercial town centre and neighbouring residential districts.

Bromley to London was a notable market town in the 13th century, on a major coaching route to London creating a strong architectural heritage; historic buildings include Bromley College, the Bishops Palace and the Old Town Hall as well as churches and historic pubs and inns were founded around the Market Square area, many still exist today. The arrival of the railway and suburban expansion of London further encouraged growth as residential development radiated out from the historic market town.



The town centre today is the largest town in the Borough and designated as a Metropolitan Town Centre within London. Over recent years Bromley has faced increased competition from the growth of Croydon Town Centre and Blue Water Shopping Centre. The Bromley Town Centre Area Action Plan (AAP) is a framework for managing change and delivering planned development over the next 15 years in six defined Character Areas within the town centre.

The town area offers a variety of shopping, office and residential environments. The Glades Shopping Centre, the pedestrianised High Street area and Bromley North Village providing differing shopping experiences. The Churchill Theatre, Pavilion Leisure Centre and cinema provide entertainment, as well as a range of bars and restaurants which also help to maintain an evening economy. There are two markets; the Charter market located near to Bromley North Station; and the pedestrianised part of the High Street which serves as an open air space for a range of markets and events throughout the year. The town is a key area for employment, with a number of offices occupied by large British and multi-national companies.

A distinctive feature of the town centre is an unusually good provision of green space. Church House Gardens links the High Street with Martin's Hill recreation ground, both of which slope down to Queens Mead recreation ground in Shortlands. The Queens Garden lies to the rear of the Glades Shopping Centre and the grounds of the Bromley Palace is located on the Civic Centre site. Residential development in the town centre area is relatively limited. There are distinctive Victorian terraced dwellings in Bromley North Village and in the vicinity of Bromley North Station, which stretch north and north east and incorporate a small business area at Farwig Lane. Parking provision is a key problem in these Victorian areas and parking is controlled to reduce the pressures in a number of residential streets. There is also a concentration of flats above The Mall shopping centre and dwellings behind the High Street sloping down towards the railway and Shortlands in the valley to the west.

Beyond the immediate town centre environment there is a dramatic contrast between the town centre and the residential suburban setting, east of Kentish Way (A21) stretching towards Bickley. In addition to the classic two storey family development there have been significant developments of flats close to the A21 running north and south east and to the east running along Widmore Road (A222).

The River Ravensbourne runs just west of the town centre, substantially through open space.

Demography & Community

The nature of the population reflects the differing housing types outlined above. Close to the town centre the percentage of homes owned outright is less than the Borough average and there is a higher than percentage of privately rented homes. There are also fewer family and pensioner households and a higher percentage of single person households and couples without children². These characteristics change as developments of flats give way to family style housing further from the town centre and away from the main 'A Roads'.

Business and Employment

The area has an average household income that is close to that of the Borough average³⁶.

Bromley is the Borough's main employment centre with a number of companies having their head offices located here such as the Royal Bank of Scotland and Bank of America. Office accommodation is predominantly located around Bromley South Station and a secondary office area in the north of the town centre on London Road. While there is some good quality stock, other areas could be improved both in terms of public realm and building fabric. The 'Economic Development & Employment Land Study' has highlighted the importance of reinforcing the role of the office sector and the quality of accommodation in town centres³⁴.

Just north of the town centre lies the Farwig Lane industrial area which includes The Big Yellow Storage Company. A new Travelodge is to be built just opposite Farwig Lane on London Road.

Around the Town Centre there are a significantly higher proportion of rented homes than in other parts of the Borough. There are more single person and couples households living closer to the town centre, which is typical of other London town centres³⁴.

Town Centres & Shopping:

Bromley is the Borough's main shopping destination and contains key national retailers including Marks & Spencer, Debenhams, Next, Boots, Primark, W H Smith, Sainsbury's and Waitrose. Bromley lies in 34th place as set out in the CACI annual retail rankings (2010) slightly behind Croydon (29th) and Bluewater (11th) and has over 100,000 sqm of retail floorspace.

There are a total of 414 premises, including The Glades, of which 10% are vacant³⁷. The Town Centre and its surroundings are by far the largest centre of employment in the Borough. There are nearly 26,000 jobs based in the area; about a quarter of all the jobs in the Borough. During the recent economic downturn shoppers visiting Bromley has fallen from 216,450 in 2009-10 to 173,160 in 2010-11⁴¹.

Outside of the Town Centre the area has four Local Parades with a combined total of 77 commercial units. Collectively only 5 of the units are vacant.³⁹

Commercial activity in Bromley town shopping parades

Local Parade	No. of units	A1 (Retail)	A2 (Financial)	A3/A4/A5 (Restaurant/ Pub/ Takeaway)	No. of vacant units	Other
College Road	21	10	0	5	2	0
Homesdale Road, Bromley	19	8	2	6	1	2
London Road, Bromley	12	8	0	2	2	0
Masons Hill, Bromley	25	11	3	6	0	5

Social Infrastructure

The Bromley Town Centre Area Action Plan aims to strengthen the town's competitive standing, deliver almost 2,000 additional homes and necessary supporting infrastructure.

There are five primary schools in the area. Pressures on rolls are continuing to increase resulting in expansion of existing primary schools. Ravensbourne, a mixed secondary school with sixth form is located in the area and there is good public transport access to secondary schools elsewhere in the borough.

There are four GP surgeries, one in the heart of the town centre. The AAP identifies the opportunity for enhanced health provision on a development site in the High Street.

Bromley Police station is a 24 hour facility containing all of the Borough's holding cells. One of the Borough's four fire stations is located in the Town Centre; options are currently being explored for more suitable

accommodation. The main Council offices are located in the Civic Centre providing services direct to calling members of the public.

The Pavilion Leisure Centre is located centrally and includes a gym, swimming pool and a variety of sports halls, the centre is due to undergo major refurbishment works and the installation of a bowling alley. The Churchill Theatre and Bromley Central Library are sited on the High Street. There are many places of worship and a number of halls and other community facilities located within the town centre.

Connectivity

There are 21 bus routes operating in Bromley Town, including a 24 hour and two night buses, with one operating between London.

Bromley North Railway Station provides a shuttle link to Grove Park where passengers are required to change for onward destinations. At Grove Park services run to Lewisham, London Bridge, Cannon Street and Charing Cross as well as also Orpington and Sevenoaks.

Bromley South Railway Station is one of the busiest railway stations in South London with 600,000 passenger movements per annum. Locally it is a major transport hub with good rail connections to the rest of the Borough. Train services run to Central London, Kentish Town and St Pancras as well as Gillingham, Ashford International, Dover Priory, Ramsgate and Sevenoaks. There are links to several bus routes and access to the Croydon Tramlink via Beckenham Junction.

The A21 red route runs straight through the centre of the whole area for road access around London and the M25.

Cyclists are also well connected to the rest of the borough and London, with three London Cycle Network routes criss-crossing the town centre.

KEY ISSUES & MAIN OPPORTUNITIES

Issues relating to the future of Bromley Town Centre were considered through the recently adopted Area Action Plan, including

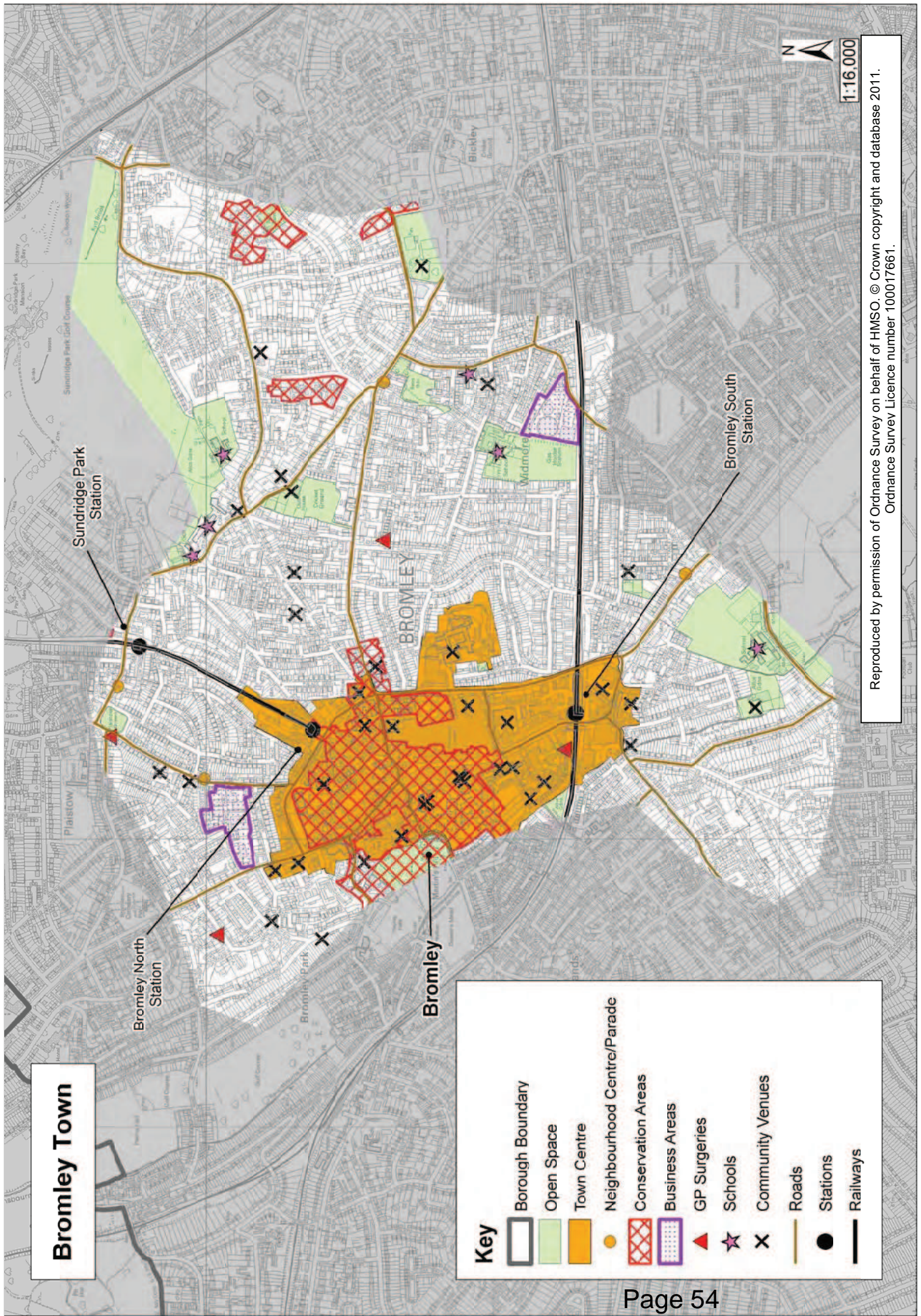
- The potential to create distinctive zones of activity including leisure/culture which will add diversity and create new destinations within the town centre.
- The protection and enhancement of features of heritage
- The capacity of the town centre to accommodate new development whilst protecting residential amenity and the character of the historic parts of the town centre.
- The need to attract major retailers into the town centre to maintain its competitive position by increasing the capacity and quality of the retail offer.
- The need to maintain a healthy local economy.
- The adequacy of public transport facilities, and public parking
- The importance of providing additional housing and securing the provision of appropriate health, education and community facilities to meet the needs of existing and new residents.

The AAP included an interim statement in respect of education provision. In light of recent pressure on school rolls what opportunities are there to address further pressures on primary school provision as the population of the town centre increases?

How can the contribution of Farwig Lane industrial estate to local employment be enhanced?

What are the implications of growth in the town centre for the suburban character of nearby residential roads?













Bromley Town



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Key

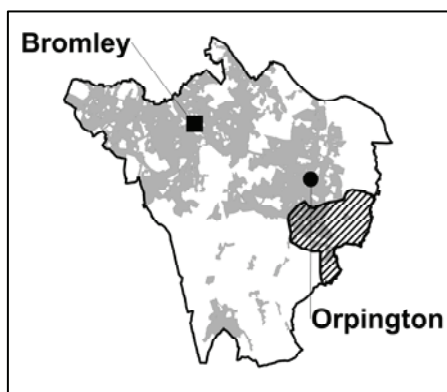
-  Borough Boundary
-  Open Space
-  Town Centre
-  Neighbourhood Centre/Parade
-  Conservation Areas
-  Business Areas
-  GP Surgeries
-  Schools
-  Community Venues
-  Roads
-  Stations
-  Railways

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CHELSEFIELD, GREEN STREET GREEN AND PRATTS BOTTOM

Character

The character of the area reflects the abrupt halt in the advance of the London suburban development by the introduction of tight Green Belt controls in the mid 1950's. In the late 19th century the area was open countryside with scattered farms, manor houses and small hamlets at Green Street Green, Pratts Bottom and Chelsfield, with Chelsfield station built some ½ mile from the village.



“Chelsfield Park” built in the 1920's, is a private estate, lying south east of Chelsfield Station. Comprising large detached dwellings with spacious gardens, many in excess of 400ft long, the estate was designed with a cricket and tennis club at its heart.

Suburban growth spread south east encompassing Green Street Green, stretching to Chelsfield Station and developing around Pratts Bottom, but leaving Chelsfield village and Chelsfield Park relatively untouched. The suburban development is mainly 1940's residential commuter development of detached and semi detached dwellings and includes areas of social house building, much of which is now privately owned. These properties typically have good sized gardens and off-street parking. The estates were laid out including schools, places of worship but local shops remain limited to the pre-existing villages, with the exception of Crescent Way parade, close to Green Street Green. Some large facilities subsequently became available for development, for example the former Charterhouse School and a significant part of the Orpington Hospital site. These distinctive areas of infill development, built after the extent of suburban growth was set by the Green Belt, are purely residential, cul de sac developments, with higher densities, smaller gardens and many a long walk from local shops.

Connected to suburban Bromley by the A21, Pratts Bottom is a small hamlet which straddles the boundary with Sevenoaks. Comprising mainly detached dwellings, the village boasts a green, shops, pub and churches, which lie within Bromley borough.

Chelsfield Village is linked to the suburban area by the A224 Orpington Bypass, however, being separated by a swathe of Green Belt it has retained much of its original character. It is a Conservation Area which includes several historic buildings, although the oldest building in the village, the flint church, which dates back to 1086, is cut off from the village by the bypass. The Five Bells pub is also of local historic interest and both church and pub are statutory listed.

The Green Belt is used mainly for arable farming, market gardening and horticulture as well as a golf course and school playing fields. The southern

part of the area is the most heavily wooded; part of the Kent Downs Area of Outstanding Natural Beauty comes into the area on the east.

There are current proposals in the adjacent borough of Sevenoaks, for the redevelopment of Fort Halstead, some 2-3 miles from the borough boundary. This development will produce approximately 1,100 homes, supported by local retail, health and education services.

Demography & Community

There are fewer people living on their own in this area, reflecting the family style nature of the dwellings and the absence of flats. Despite the fact that there are significant areas of purpose built social housing there are a high proportion of home owners as people took advantage of the Right to Buy in this desirable urban fringe area. Most households have a car and a large proportion of workers travel to work by car or van although many commute up to London from nearby Chelsfield Station.

Business and Employment

Chelsfield has an average household income that is close to that of the Borough average³⁶ and there are 2,500 jobs based in the area⁴⁰.

Chelsfield, Green St Green and Pratts Bottom have a high number of units; a total of 98 retail units of which only 2 are vacant. The majority of the units are retail, which indicate that local parades provide a valuable use to local residents.³⁹

Commercial activity in local shopping parades

Local Parade	No. of units	A1 (Retail)	A2 (Financial)	A3/A4/A5 (Restaurant /Pub /Takeaway)	No. of vacant units	Other
Crescent Way, Green St Green	22	14	0	6	2	0
High St, Green St Green	48	31	3	9	0	5
Sevenoaks Road, Pratts Bottom	6	5	0	1	0	0
Windsor Drive, Chelsfield	22	10	1	4	0	7

Green Street Green local centre consists of small independent retailers and a large supermarket (Waitrose). A small number of commercial units are located on Warren Road (Chelsfield Motor Works) and Orpington by pass (Hewitts Farm). Hewitts Farm is a family run business set in 78 acres of land. Located

on the Orpington by-pass the farm shop allows members of the public to pick their own fruit and vegetables for sale through the farm shop. Boot fairs are also held during the winter months.

Social Infrastructure

Three doctor's surgeries are located in the main part of Chelsfield and Bromley Hospitals Trust provides health services at Orpington Hospital (no A&E).

There are six primary schools in the locality; the intake at Warren Road Primary School has recently increased from three forms of entry to four. Provision for secondary schools is made available in other parts of the Borough. Children are also able to enrol at schools in neighbouring local authorities. Approximately 12 community venues, such as community halls, are located within the area.

Connectivity

There are fewer connections to public transport in rural areas, although 7 bus routes serve Green Street Green and there is a route to Chelsfield village¹⁶. Chelsfield Station and Knockholt Station operate train services to Tunbridge Wells, Sevenoaks and Orpington. Trains also run to London Bridge. The area is very well connected by road with both the A21 and A232 connecting to the nearby M25 and the rest of the borough to the west. Sevenoaks Road (A21) has cycle lanes starting at Locks Bottom, running through Green Street Green towards Bromley South for access to the London Cycle Network.

KEY ISSUES & MAIN OPPORTUNITIES

Are there opportunities to address problems of isolation of many homes from shops and services?

With most housing being family housing is there a need to provide flats or accommodation specifically designed for the elderly?

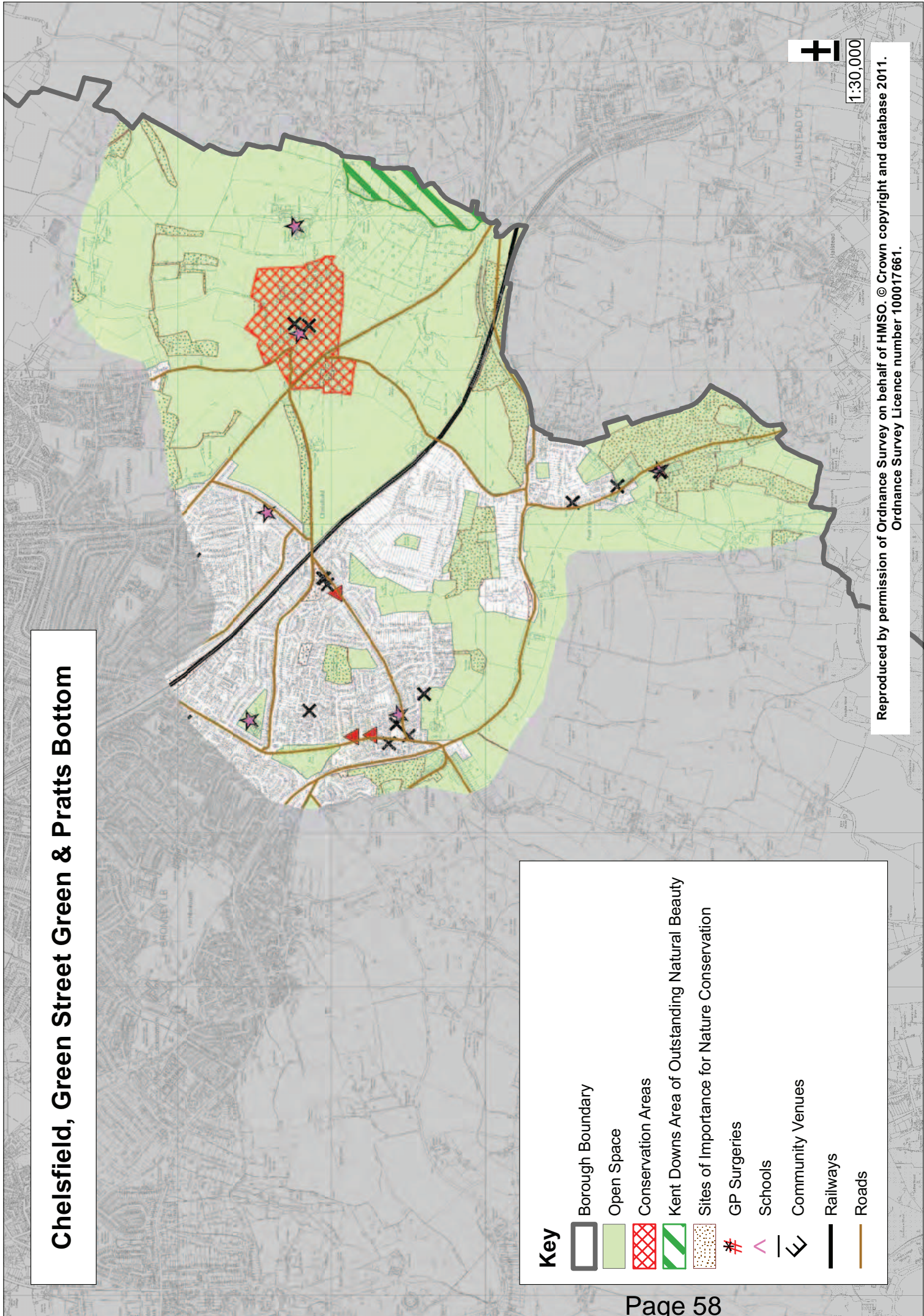
Is there a need or scope to improve accessibility to local employment in this predominantly suburban commuter area?

Acknowledging the restrictions of the Green Belt designation, how can the benefits of the excellent transport connections with rail links to London and access to the M25 be maximised?

What potential is there to enhance the recreational use of the large areas of green open space?

What are the implications of the significant development proposed nearby in Sevenoaks at Fort Halstead?

Chelsfield, Green Street Green & Pratts Bottom



Key

- Borough Boundary
- Open Space
- Conservation Areas
- Kent Downs Area of Outstanding Natural Beauty
- Sites of Importance for Nature Conservation
- GP Surgeries
- Schools
- Community Venues
- Railways
- Roads

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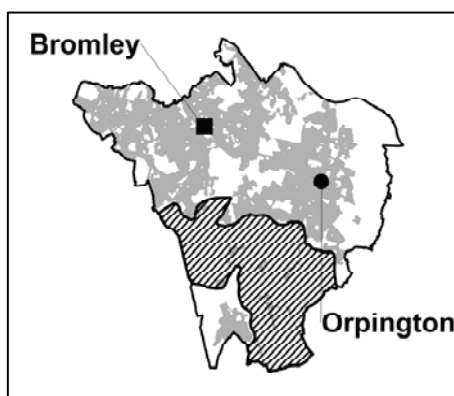
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DARWIN AND GREEN BELT SETTLEMENTS

Character

This is the most southerly, the highest and most rural area in the Borough and in London. There is a rich legacy of historic and built heritage and a sense of tranquillity and remoteness. The character of the area reflects its topography and historic past.

Dry chalk valleys run north through the area, separated by a plateau formed from clay with flints.



There are the remains of Neolithic flint making, Iron Age hill-forts at Holwood; Roman farms, villas and roads at Wickham Court Keston and Downe. Mediaeval villages focused on their churches at Downe and Cudham. There are many Victorian gentry homes around Downe, including Down House and High Elms with its parks and gardens.

The historic village cores of Downe, Cudham and Nash are Conservation Areas whilst many historic farm and gentry houses are listed buildings. The diverse range of local materials used, which include flint, chalk, timber and tile, contributes to the character and texture. Residential development is clustered around the historic settlements and along and at the junctions of rural roads. Such development took place in the 19th and early 20th century, during the interwar period was supplemented by small scale social housing provision in and north of Downe Village and short stretches along Leaves Green Road, Cudham Lane North and Single Street. The growth was halted abruptly by the introduction of tight Green Belt controls in the mid 1950's. Since then development has been severely limited, but includes the conversion of the mansions at Cudham Hall and The Rookery, over 100 dwellings replacing former storage and office buildings on the Holwood Estate and a recently permitted residential development at the former Buckston Browne Research Farm.

The majority of dwellings in the area are detached houses or bungalows with off street parking and gardens (some with a paddock), although some residences in Downe do not have off street parking.

The area also includes the Keston Showman's Ground, providing plots for Travelling Showpeople and a site with temporary permission for use by Gypsies and Travellers. The location next to the borough boundary means that residents generally access services, including health and education, in New Addington, Croydon. The area is also subject to occasional unauthorised encampments of Gypsies & Travellers.

Recreational open space at High Elms Country Park with its environmental and education centre and Hayes and Keston Commons are the main publicly accessible spaces together with small community orchards near Downe and recreation grounds in Cudham, Downe, Cudham Lane North (Green Street

Green). There is an extensive but disjointed network of public rights of way with promoted circular walks.

Designated as Green Belt this is one of London's richest areas for wildlife. Across the chalk downlands, heathland and ancient woodlands there are sites of Special Scientific Interest, Local Nature Reserves, Sites of Interest for Nature Conservation and part of the Area of Outstanding Natural Beauty. The area around Downe, Cudham and Keston is a proposed World Heritage Site in recognition of Charles Darwin's scientific observations supported by John Lubbock's work at High Elms.

Demography & Community

The area is sparsely populated generally with fewer children and young people than the borough average. Residents appear to be in better health than other parts of the Borough. Average household income for the area is similar to the Bromley average and the unemployment level is generally low. Along with Biggin Hill, this area has the fewest number of households without a car.

Business and Employment

Darwin has an average household income that is close to that of the Borough average ³⁶.

The long-established pattern of mixed farming in this part of the Borough is changing. Golf courses and smallholdings have been developed, there has also been an increased use of farmland for the keeping of horses, together with the forms of development associated with this use. More recently several farms, such as Keston Fruit Farm and Holwood Farm, have been sold as small plots with future development potential. In order to prevent physical subdivision and ad-hoc building taking place, Article 4 Directions have been applied to much of this land, requiring planning permission even for fencing, shelters and access routes. Farming, horse related uses and development, together with small holdings are the driving forces of the local economy but their future viability may be at risk without external funding.

This area has the highest proportion of residents in the Borough who work from home.

Visitors are able to enjoy walking, cycling and riding. There are a number of golf courses as well as several public houses. In Downe Village there are two distinctive attractions, Down House, the home of Charles Darwin and Christmas Tree Farm.

A tea room, restaurant and pubs in Downe Village cater for local residents as well as visitors. Other commercial activity is rare and limited to the reuse of redundant agricultural buildings such as the Holwood Dairy.

Social Infrastructure

There are two local primary schools in Downe and Cudham with a joint intake of less than 30 reception pupils. Other primary schools are located in Biggin Hill and along the suburban Green Belt fringe including in Keston, Farnborough and Green St Green. The former All Saints (John Rigby) secondary school in West Wickham on the Green Belt suburban fringe closed in 2007. The nearest secondary school is The Charles Darwin School in Biggin Hill. There are no GP's in the villages but a number are available in nearby Biggin Hill, Green Street Green, Farnborough and Chelsfield or across the Borough boundaries in Tatsfield, Brasted & Sundridge.

The nearest supermarkets are located in Farnborough and Biggin Hill. Closeness to local centres in adjoining boroughs means many residents identify with the rural towns of Knockholt and Sevenoaks than with the rest of the Borough. Planning permission was granted in 2010 for the conversion of a former barn to a farm shop at Holwood Farm, Keston. It is hoped that once the shop has been refurbished local residents will be able to use this local facility for basic essentials.

The Angas Home (former sailors convalescence home) is a locally listed building within the Cudham Conservation area. Formerly in use by the primary Care Trust, it is now redundant.

There are several local churches and halls, (village and church halls) as well as a Scout camp (Downe Camp) and Guide camp (The Shaws, Cudham Lane North)

There are current proposals in the adjacent borough of Sevenoaks, for the redevelopment of Fort Halstead, some 2-3 miles from the borough boundary. This development will produce approximately 1,100 homes, supported by local retail, health and education services.

Connectivity

This area is served well with public transport relative to the very low number of homes. Leaves Green is served by 3 buses, whilst 2 routes serve Cudham, along Cudham Lane North and a further 2 serve Downe, although services on a Sunday are very limited¹⁶. There is no Railway Station, the nearest in the borough being Orpington and Chelsfield Stations over 2 miles away.

Drivers can take the country lanes north for the A21 red route. Leaves Green Road (A233) leads north to Bromley Town or south for Biggin Hill Airport and the M25.

There are no cycle lanes in the area but there are off road routes for cycles and horse riders.

KEY ISSUES & MAIN OPPORTUNITIES

What are the trends in the rural economy and what opportunities are presented by redundant buildings in the Green Belt?

How can the area be managed effectively to fulfil its role as Bromley's green lung offering access to recreation in the countryside?

Is there any scope to enhance the viability of the Green Belt villages and is there a role for tourism?

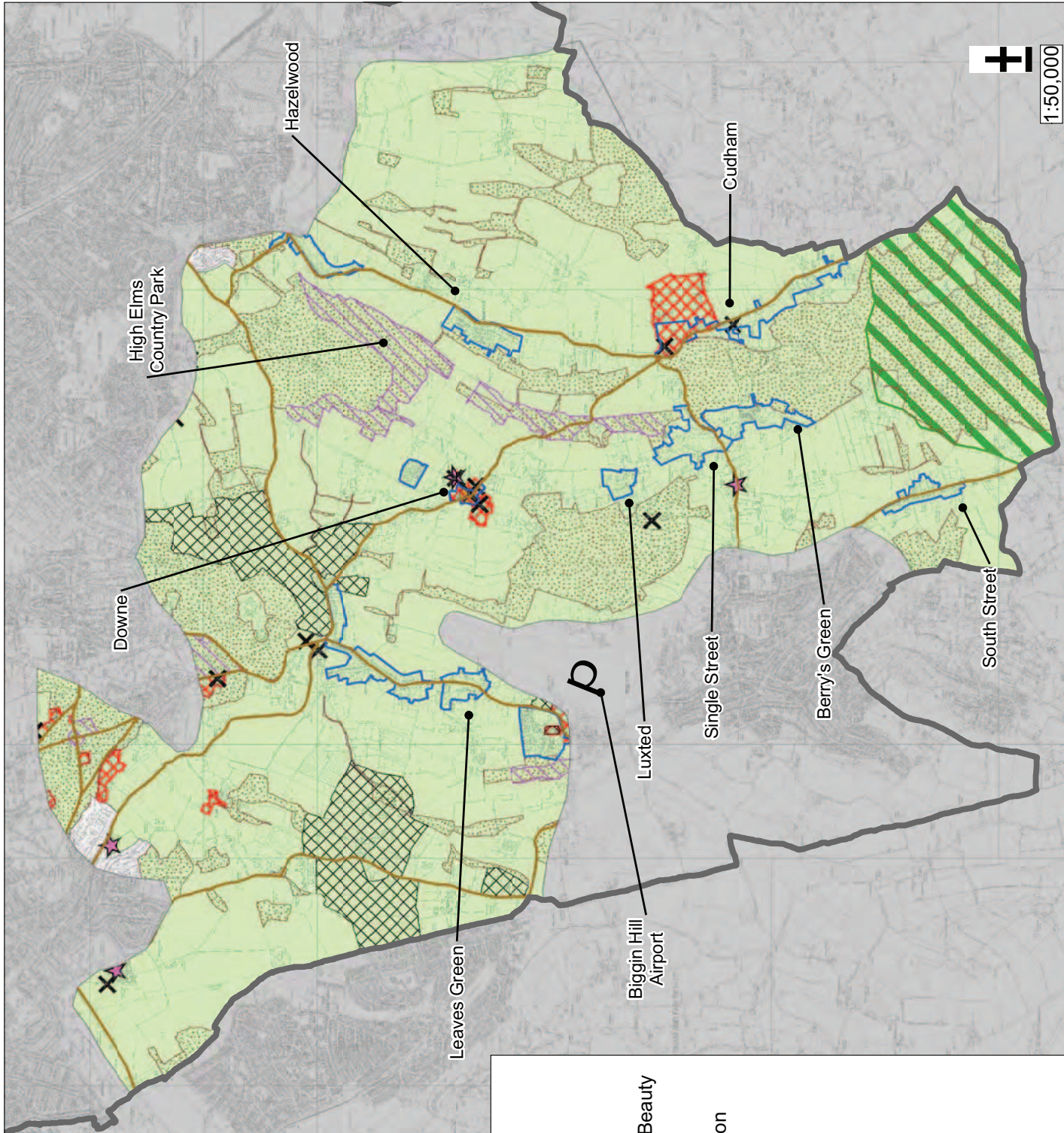
How can the issues relating to Gypsy & Traveller pitches be addressed and what are the implications for unauthorised encampments?

What challenges are presented by the subdivision and sale of farmland?

Are there opportunities to further protect and enhance Charles Darwin's landscape (irrespective of World Heritage Site designation)?

What are the implications of the significant development proposed in nearby Fort Halstead?

Darwin & Green Belt Settlements



Key

- Borough Boundary
- Open Space
- Kent Downs Area of Outstanding Natural Beauty
- Sites of Special Scientific Interest
- Sites of Importance for Nature Conservation
- Land subject to Article 4 Directions
- Conservation Areas
- Neighbourhood Centre/Parade
- Rural settlements
- Open Space
- GP Surgeries
- Schools
- Community Venues
- Roads

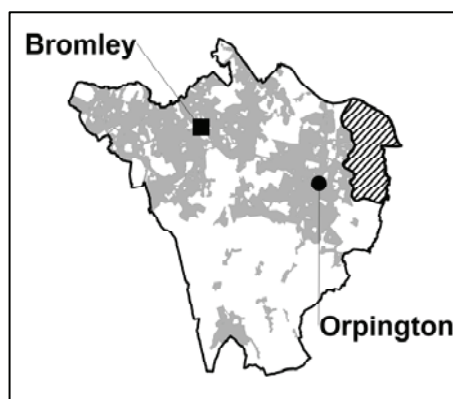
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EASTERN GREEN BELT

Character

This rural area is a remnant of a post medieval landscape sandwiched between the Cray Valley to the east, including St Mary Cray and St Paul's Cray and the Darenth Valley including Swanley (Sevenoaks) to the west. Chalk soils lie to the south giving extensive views towards the north as the land slopes down towards rich farming soil and deposits of sand in the north. The current borough boundary is defined by the 1,000 year old parish boundary and marked by significant individual trees, although the railway line and the A20 create significant physical barriers.



Chelsfield village is the only Green Belt village to the east of the Borough, with its' station situated on the urban fringe. The village is therefore considered in a separate pen portrait, along with the other nearby Green Belt fringe areas of Pratts Bottom and Green Street Green.

Unlike the southern area of the Green Belt there are no distinct settlements over a great swathe of Green Belt to the east of the borough. Instead farmhouses, workers cottages and smallholdings are scattered across the area along the rural roads. Many of the buildings are statutory or locally listed and the St Pauls Cray conservation area stretches into this Green Belt area. There are some recent mid 20th century houses at Hockenden and Kelvington and a single run of semi detached houses along Old Maidstone Road. There are also several sites occupied by mobile homes and caravans, including a caravan park, moveable caravans at Hockenden Naturist Centre and two Gypsy and Travellers Sites, as well as occasional unauthorised Gypsy and Traveller encampments.

The rich soil is the best in the Borough for farming and is used to produce market gardening crops for London and the borough. The area has been long-dominated by farming, although the orchards of last century, a source of employment for numerous travelling families, have been removed. Other uses of the countryside sprang up during the late 20th century including golf courses and sand extraction.

The operation of the European Common Agricultural Policy leaves an uncertain future for the local farming, which is further threatened by vandalism, property damage, dumping waste and attacks on livestock. In some cases land has been split into small holdings or plots. Waldens Farm was subdivided into plots, leading to the development of shelters and summerhouses fencing and access routes. The Council restricted development in this area by Article 4 Direction in the early 1970's, although since that time the site has been subject to various unauthorised encampments including gypsies & travellers.

The main recreational space is the recently re-landscaped St Paul's Cray Country Park serving the nearby suburban population. Additionally, there are privately run recreation facilities at the Cray Valley Golf course, ski slope, paintballing in Ruxley Woods and at "Brocken Hurst", the Naturists Centre at Hockenden.

There is a nature reserve at The Warren and a number of Sites of Interest for Nature Conservation (SINCs) which are mainly ancient semi-natural woodlands for example Griffs and Well Wood. The landscape is characterised by many roadside hedgerows, which suffer in places from Dutch elm disease. The land drains to the west into the River Cray with occasional surface water flooding.

Demography & Community

The area is very sparsely populated but lies beside the residential areas of St Pauls Cray and St Mary Cray, parts of which have low levels of income, employment, education and health, and have been identified as an "Area for Regeneration" in the draft London Plan.

The Green Belt area includes the vast majority of the boroughs Gypsy & Traveller pitches on two sites at Star Lane and Old Maidstone Road (some 35 pitches in total). 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. The travelling community are closely linked to settled gypsy and travellers, living in houses in the adjacent Cray Valley residential area.

Business and Employment

With some of the most productive agricultural land in the borough there is a significant market gardening and horticulture based local economy. Other commercial activity is clustered to the north of the area, along the old route west (Maidstone Road) and Sandy Lane, running under the A20. Open space commercial activity along the A20 is leisure and recreation based, including the dry ski slope, leisure centre and Ruxley Manor Garden Centre. Other activities are clearly related to the main road include car show rooms, breakers yards and a McDonald's Restaurant.

To the north the area clips the Business Area at Edgington way, part of the Foots Cray Industrial Business Park (identified in the London Plan) which straddles Bexley and Bromley boroughs. No local parades exist in the Eastern Green Belt, however, a Tesco store lies on Edgington Way.

Recent extraction of Thanet Sand at Bournemouth is now at the stage of infilling and restoration, with further extraction having been recently refused.

Social Infrastructure

There is insufficient local population to support social infrastructure in this Green Belt area. Away from the A20 there are no shops or services. Schools and health facilities are available in St Paul's Cray, St Mary Cray and Orpington, or across the Borough boundaries in Sidcup or Swanley (Bexley and Sevenoaks boroughs). Shopping needs are met outside the area with the large Tesco superstores to the north at Edgington Way and south east in Orpington and Asda and Somerfield in Swanley.

The Sea Cadets hall in Sandy Lane lies close to the Bexley boundary and is likely to draw membership from outside the Borough. As indicated above other leisure and social community facilities in the area tend to serve visitors to the Green Belt, rather than the small local population.

Connectivity

The area has very low levels of public transport due to the relatively few homes. Bus routes are concentrated in the neighbouring urban areas and to the far north with one bus route (233) running along Maidstone Rd and three others serving the nearby Tesco Superstore, Edgington Way.¹⁶ The rail line cuts across the area with nearest rail stations, by road, being St. Mary Cray or Swanley.

The A20 red route, which is accessed via Crittalls Corner, runs along the North of the area towards Lewisham or the nearby M25 for easy access to the national motorway network.

There are no cycle lanes.

KEY ISSUES & MAIN OPPORTUNITIES

How can the natural environment be protected and enhanced to improve the accessibility of this resource for people (health, enjoyment and mental well-being) and nature?

Could the area support regeneration measures for the adjoining residential "Area for Regeneration", as defined in the draft London Plan?

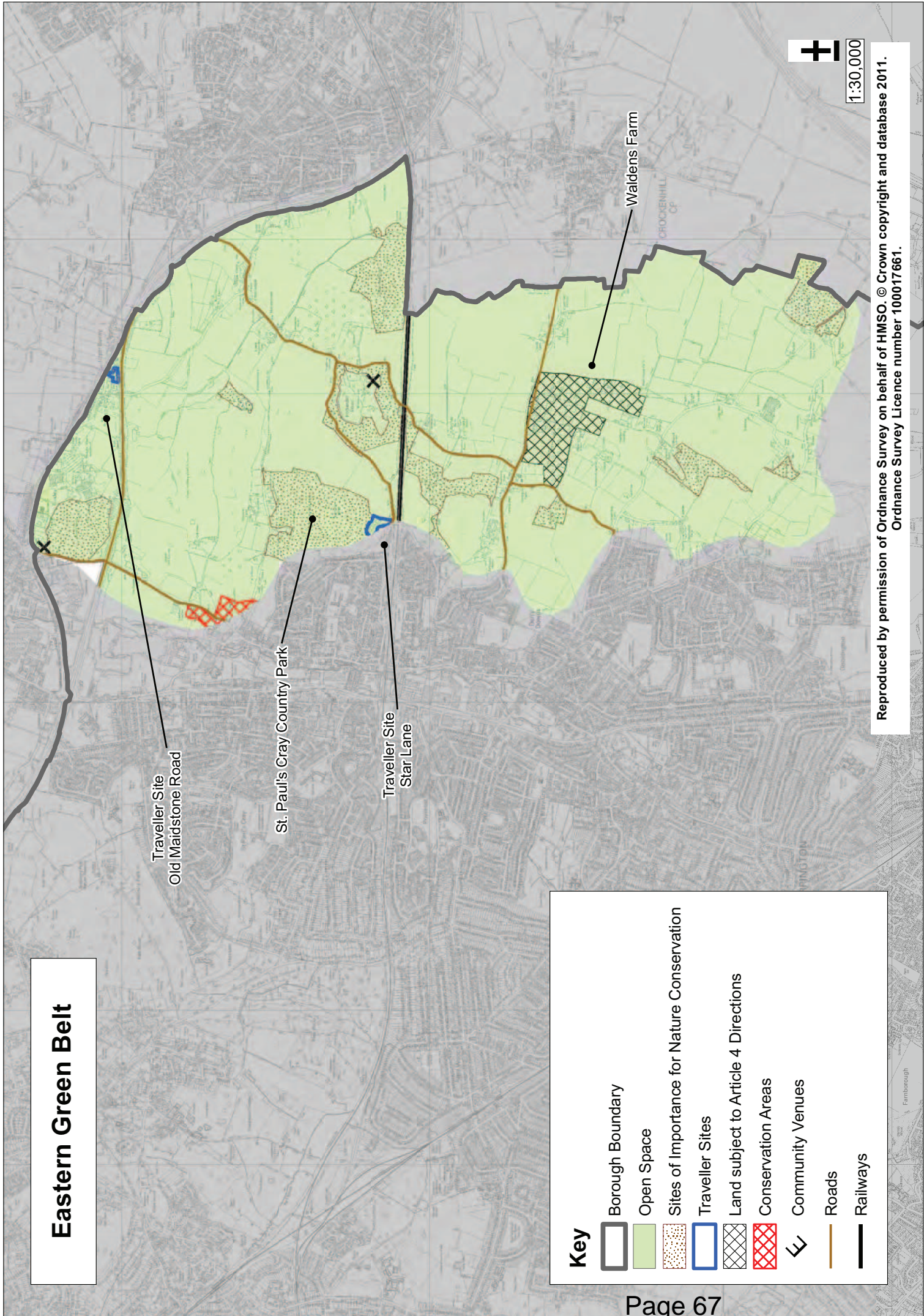
Could the area provide further employment opportunities?

How can we balance the protection the Green Belt and sustainable farming land with other potential activities for recreation facilities, natural resources eg Thanet Sands, commercial farming and developments to support the green economy?

What opportunities are there to support the Green economy and does this present opportunities for the landscape be improved or enhanced (hedgerows and woodland management.)?

How can the particular issues relating to the travelling Gypsy and traveller community in this area be addressed?

Eastern Green Belt



Traveller Site
Old Maidstone Road

St. Paul's Cray Country Park

Traveller Site
Star Lane

Waldens Farm

Key

- Borough Boundary
- Open Space
- Sites of Importance for Nature Conservation
- Traveller Sites
- Land subject to Article 4 Directions
- Conservation Areas
- Community Venues
- Roads
- Railways

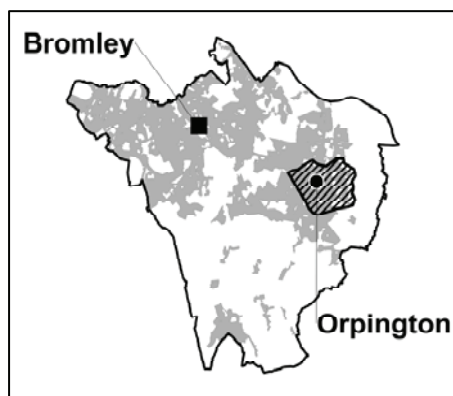
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ORPINGTON, RAMSDEN & GODDINGTON

Character

Evidence suggests the area has been inhabited since the Stone Age and there is significant evidence of Roman inhabitation. Buildings of interest include Crofton Roman Villa and Orpington Priory – a mediaeval building which now houses the Bromley Museum.



Small greens and school playing fields are located within built up areas, particularly in the west given the areas spacious character. Green Belt runs along the eastern boundary of the area, the majority of land used for agriculture; however, Goddington Park is open to the public.

A pond forming the source of the River Cray is located in Priory Gardens, it flows north through St Mary Cray culverted for part of the way.

Orpington is a major town centre and suburban commuter town that developed after the arrival of the railway in 1868. The station serves the whole area and provides good links to central London and other parts of the borough. The Town Centre contains a variety of popular chain stores and independent retailers, the Walnuts Shopping Centre and Leisure Centre are located off the main High Street and a market is held in the square outside.

Improvements to public space in and around the High Street area were completed in 2010 at a cost of £2.2 million. The public realm improvements included improved pedestrian facilities including wider footways and narrower carriageways using high quality materials. The scheme was funded by TfL and Bromley's Capital Improvement Programme.

Interwar semi detached and detached houses with sizable private gardens are the most common type of home in Orpington. Over recent years there has been a rise in the number of flats built, for example at the Tesco development in Orpington town centre. Houses in Goddington tend to be larger; there is a more typically suburban appearance due to greater availability of open space.

Goddington is an area with mainly detached dwellings which surround Goddington Park, an outcrop of Green Belt. Goddington House, located on the north east corner of the park is a 19th century Grade II listed building. The house is thought to be the largest Arts and Crafts style house in the Borough and is open to the public. Pockets of residential development built after the Green Belt constraints were introduced are laid out at a higher density in a cul-de-sac style.

The Ramsden area comprises mainly social housing. A phased redevelopment of the Ramsden Estate has created new homes with a series of improvement to public spaces, impacting positively on the general sense of

wellbeing and general ownership³³. It has also created more shared ownership schemes and homes for sale.

Demography & Community

The area has a higher than the Borough average percentage of pensioner only households and couples with non-dependant children.

Income in the area tends to be lower than the borough average, with many households on the Ramsden Estate having lower income, employment, and educational qualifications.

Business and Employment

The area has an average household income that is close to that of the Borough average³⁶. There are over 7,000 jobs based in the area³¹.

Orpington has a thriving town centre, and is designated as a Major Town Centre in the London Plan reflecting its wide range of shops, offices and other uses. There are over 270 shop units providing 61,622 sqm of retail floorspace, these include well known high street chains and independent shops. The Walnuts Shopping Centre and Leisure Centre are just off the main High Street, and a market is held in the square outside the newly rebuilt Orpington College. Other major investment has taken place in the town centre with the 24 hr Tesco store and 73 flats, new community halls with housing, and a new library. Improvements to the High Street, including a reduced speed limit, new paving, pedestrian crossings and lighting create a safer and more attractive environment. These emerged from part of the Orpington Masterplan that was the subject of public consultation in 2008³⁸.

The town centre provides significant employment and as well as many small businesses includes several of the boroughs largest employers.

The table below shows the mix of retail and service uses in 2009.

Diversity of uses in Orpington Town Centre³⁸

Retail Group	No. of units	Floorspace (sqm)	% of Total (units)	% of Total (units) NA
Convenience (A1)	24	12,793	9%	9%
Comparison (A1)	92	19,853	34%	34%
Retail Services (A1)	46	5,686	17%	13%
Services (A2)	36	5,704	13%	11%
Leisure/community facilities	46	10,414	17%	22%
Vacant (A1)	30	7,172	11%	11%
TOTAL	498	61,622	100%	100%

Note: NA refers to the National Average figures as measured by Experian Goad

In addition there are several out-of-town retail parks located along Sevenoaks Way, Court Road and Cray Avenue. The Nugent Shopping Park comprises popular high street stores.

Orpington has a total of 50 units within its five local parades. All are thriving with only Carlton Parade having 2 vacant units³⁹.

Diversity of uses for local shopping parades³⁸

Local Parade	No. of units	A1	A2	A3/A4/A5	No. of vacant units	Other
Carlton Parade, Orpington	20	11	1	5	2	1
Court Road, Orpington	10	7	0	2	0	1
Crofton Lane, Orpington	10	7	0	1	0	2
Fordwich Close, Orpington	4	4	0	0	0	0
Kelvin Parade, Orpington	6	6	0	0	0	0

Orpington has two serviced offices. One on Gray's Farm Road and the other on Cray Avenue.

Orpington benefits from close links to the M25 and has approximately 50,000sqm of office floorspace. Retail warehousing is an important element of the Cray Valley area with several national retailers being located along Cray Avenue and Sevenoaks Way.

Social Infrastructure

The area includes four primary schools and a range of secondary schools, including, a mixed ability school, a selective school, and a school for boys with special educational needs. Orpington College of Further and Higher Education offers a range of courses such as GCSEs, basic skills and higher level vocational courses.

There are seven GP's surgeries in Orpington running a series of clinics and offering a range of patient services, although the area scores poorly with respect to health. Orpington Hospital offers a range of healthcare services such as general surgery, plastic surgery and orthopaedics. An important hospice site operated by Harris HospisCare site is close to the hospital.

There are more than 20 community venues in the form of community halls, church halls or sports facilities. The Orpington Library is moving to new accommodation at the heart of the town centre close to the Walnuts Leisure Centre which includes two swimming pools, a gym and poolside health suite.

Connectivity

Orpington has very good public transport accessibility into and out of London and the South-coast. No fewer than 19 different bus routes travel through the town centre and around the area, including a night bus to and from Trafalgar Square and a regular service to the out of town Bluewater shopping centre¹⁶. Orpington Rail Station has 8 platforms, running services to most areas of the borough without a change, fast trains to Charing Cross, Cannon Street or London Bridge, and services towards London Victoria, Sevenoaks, Tunbridge Wells and Ashford International. The Station is not very accessible for shoppers, being a 10 minute walk from the Town Centre and located on a hill. Cycle lanes follow Spur Road and the A224 alongside Goddington & Ramsden, leading North past St Mary Cray & St Pauls Cray. London Cycle Network Route 22 begins on Orpington High Street and leads up towards Bromley South and the rest of the Network.

KEY ISSUES & MAIN OPPORTUNITIES

How can the occupancy and range of shops and services be retained and enhanced, in the face of competition from out-of-town shopping centres?

How can Orpington's role as a town centre and employment focus be maintained and enhanced?

How can the presence of Orpington College and concentration of employers be used to provide greater opportunities for local residents?











Are the shops along the High Street too dispersed? Should the retail centre be redefined?

Orpington, Ramsden & Goddington

Orpington

Orpington
Station

Key

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

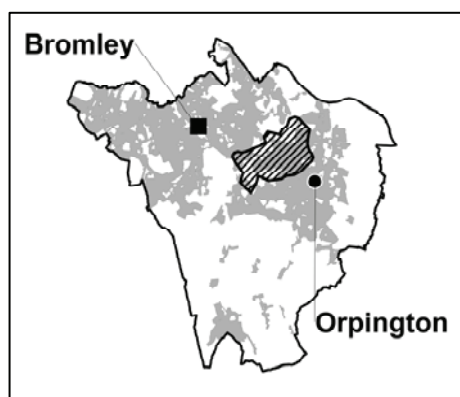
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PETTS WOOD AND POVEREST

Character

Petts Wood developed during the late 1920's and 1930's, inspired by the Garden City movement. The area has several woods which are now managed by the National Trust. Petts Wood was planned with the railway station and shops at its centre, and the growth of a community with its churches, pub, sports clubs and societies. Unusually for a district centre, Petts Wood is split by the railway, there are three main links to either side by means of two foot bridges and ground level access through Tudor Way. Station Square was laid out in 1928, the retail centre developed around the station where there are now a variety of small chain shops and independent retailers. There are a good variety of restaurants and two pubs which help to maintain a night time economy.



Development first began on the east side of Petts Wood and spread to the west side once the Station was established.

The residential development in the east side is predominantly Neo-Tudor with many Arts and Crafts references. There are large detached houses on spacious plots, and semi detached two-storey houses and some detached bungalows. The scale of the intact layout is recognised by the largest Area of Special Residential Character in the Borough, within which, the particularly fine examples of these styles can be found in the three Conservation Areas; Station Square, The Chenies and Chislehurst Road.

The majority of dwellings have generous gardens to the rear and off street parking. The main development pressure comes from residential extensions and replacement houses which can alter the character and appearance of the locality.

In post-war years changes in retail opening hours and changing shopping habits have seen the loss of specialist shops that had given Petts Wood a "village" character.

Development in the West side of Petts Wood is less linear with narrower roads than the East and is characterised by long crescents. Development is much more closely spaced, there are some detached houses and clusters of bungalows however, the classic thirties semi predominates with front gardens used for off-street parking. Many chalet style semi detached dwellings have had roof extensions and, as on the other side of Petts Wood, bungalows have been demolished or extended to create two-storey houses.

A large number of mature trees in private gardens give the area its wooded character. Tree Preservation Orders are applied to those which have a significant impact on its local surroundings. Petts Wood is bounded by open space such as Sparrow Wood, Jubilee Country Park in the West and Petts Wood itself to the East. The river Ravensbourne flows through the area and although it is mostly culverted, there is some flood risk.

Demography & Community

There are low levels of deprivation⁹, compared with other areas of the borough. The largest percentage of workers earn more than the Borough average, the largest percentage are managers, senior officials and those in technical occupations². A higher percentage of workers in the area tend to commute by rail or travel by car or van above other transport modes². The population is characterised by a higher than Borough average percentage of over 65s and over 75s⁹. The percentage of households that comprise couples with dependant children is higher than the borough average², although the percentage of under fives is lower.

Business and Employment

Petts Wood has an average household income that is close to that of the Borough³⁶. There are almost 2,500 jobs based in the area⁴⁰. The unemployment level is the lowest in the Borough; it also has one of the lowest levels of income support claimants.

Petts Wood is defined as a District Centre in the Bromley Unitary Development Plan and contains a mix of retail and non-retail units,. Out of 141 units 12 units are vacant (Goat 2011), the primary and secondary retail frontages (Queensway, Fairway, Station Sq, Petts Wood Road) contain 16 convenience units and 54 comparison goods stores, 59 service and 12 vacant units. The News Shopper headquarters are also based in the centre. Two supermarkets are located within Petts Wood, Morrisons and Sainsbury's Local on Station Square. There is one defined local parade within Petts Wood which contains 2 shops; one being vacant³⁹.

Social Infrastructure

Approximately 20 community venues are located in the area; these include Memorial Hall and the library. There are also a number of annual open-air events held in the centre. There are two allotment sites in the area.

The Turpington Estate in Bromley Common is on the western boundary of the area, it is identified in the draft London Plan as a possible area for regeneration.

There are three GP's surgeries; they offer a range of different services and clinics. The nearest A&E is the Princess Royal Hospital which has the only A&E department in the Borough.

A number of parks and playing fields give the area its spacious character, in particular Jubilee Country Park provides an important recreational area for a large part of the Borough.

There are five primary schools in the area; the Bromley Youth Music Trust is located within Southborough School. It is expected that further provision may be made available at Southborough School to make up for a temporary shortfall in places. There are no secondary schools within the area; however,

there are several schools in adjoining areas which serve children in the community.

Connectivity

The area is very well served by 6 bus routes, including the N47 night bus from Trafalgar Square / Charing Cross Station¹⁶. The rail line divides the district centre. Only a single road allows access between the two sides of Petts Wood, and can become congested around the railway station.

Petts Wood Railway Station provides fast trains to London Charing Cross, Victoria, Cannon Street and London Bridge and is well connected to the rest of the borough when travelling via Bromley South and Orpington.

Roads in the Poverest area have easy connectivity to the A224 which in turn has easy access to the A21 via the M25.

London Cycle Network Route 21 or 22 runs roughly parallel to Petts Wood's train line from Orpington Station and North East towards Bromley South and beyond.

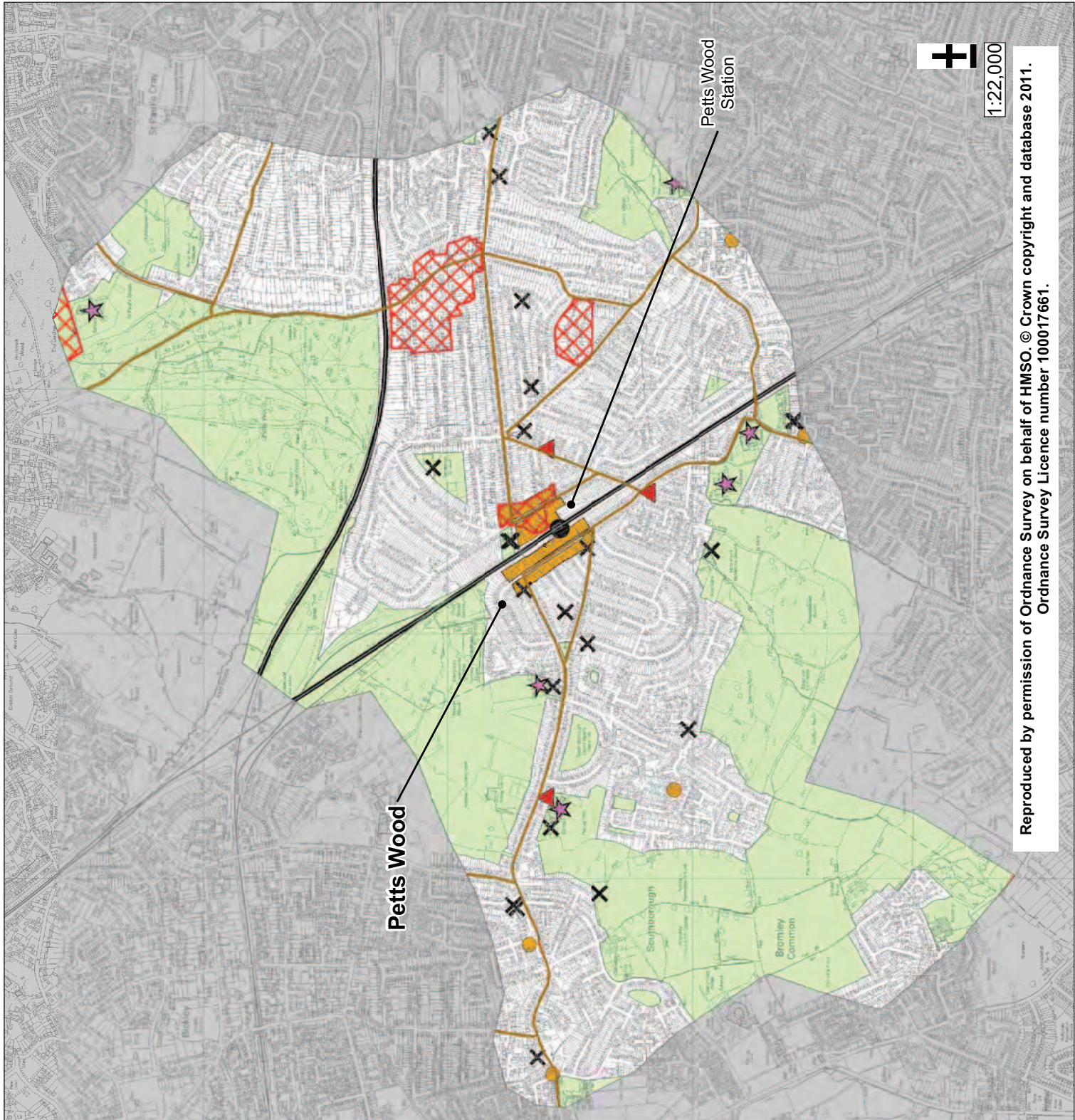
KEY ISSUES & MAIN OPPORTUNITIES

What opportunities exist to improve the traffic flow around Petts Wood Railway Station and how can parking be better managed?

How can the vitality of Petts Wood as a retail centre be supported and enhanced?

How can the development over time be managed to maintain the suburban residential character of the area?

Petts Wood



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

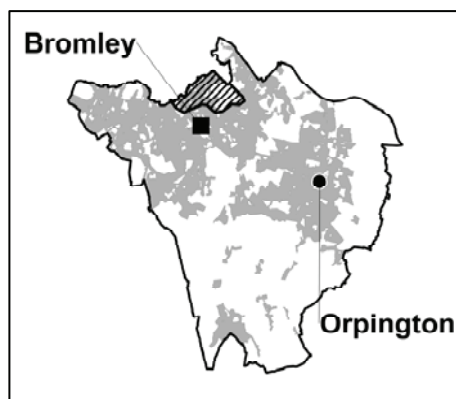
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RAVENSBOURNE, PLAISTOW AND SUNDRIDGE

Character

A mixed area of housing around the large area of open space (Sundridge Park Golf Course) and served by the local centres at Plaistow lane and Burnt Ash Lane.



Development before World War I had spread north from Bromley Town Centre along London Road and College Road and around Sundridge Park Station. At this time large detached Victorian Villas were built, to the west of London Road on the brow of the hill into Shortlands Valley, as well as narrower streets of tightly packed, terraced houses. Characteristic of that period, a parade of shops was built along Plaistow Lane near the station and small scale commercial workshops amongst the tighter residential development.

The Bromley North branch railway line runs north through the area with limited crossing points. Development west of the branch line is a complex mix of residential styles and ages. Wide avenues of large dwellings with substantial gardens were laid out between Burnt Ash Lane and London Road. Interwar development spread along Burnt Ash Lane. Where suburban semi detached development did not include garages there is on street parking and many front gardens have been paved to accommodate cars. This early 20th century suburban growth also includes a development of three storey flats and a parade of local shops and facilities at Burnt Ash Lane. Subsequently, in the 1960's, a 12 storey block of flats was built adjacent to the parade, joined recently by a block of affordable flats.

The area includes the southern edge of the Downham estate, built by the London County Council (LCC) between the world wars to help alleviate a severe housing shortage in London. The estate is characterised by terraced cottages laid out with small gardens and no parking, leading to on street parking and paved front gardens to accommodate cars. Including a range of public open spaces it lies mostly in neighbouring Lewisham although some of the estate roads, primary school and Shaftesbury Park lie within Bromley.

Many of the pre war dwellings on large plots have been redeveloped for flats and cul-de-sac housing developments, and since the 1980's there has been a marked change in character west of London Road, around Oaklands Road and Grassmere Rd.

East of the railway line lies the Grade I Sundridge Park Mansion and golf course. There are two distinct residential areas next to the golf course: to the south (off Plaistow Lane) lie spacious roads of large detached dwellings of a range of styles and ages, the older pre WWI group being designated as Conservation Area. Towards the Borough boundary lies the "Hall's Farm"

estate. Comprising of interwar detached and semi detached houses it is only accessible by a single road “New Street Hill” which runs under the railway line.

In addition to Sundridge Park golf course there are many open spaces, both public and private, including playing fields, parks, allotments, another golf course, three cemeteries and a covered reservoir?

Demography & Community

The area’s population is similar to the Bromley average in terms of age and education and it includes a diverse range of incomes, housing styles, home ownership and density. Together they create an “average” picture, however, the residents in the areas of social housing and more densely developed areas around Burnt Ash Lane have particular pressures relating to income, education, employment and health. These areas share many characteristics with the rest of the Downham Estate, part of which, immediately over the borough boundary in Lewisham has been identified as an “Area for Regeneration” in the draft London Plan.

The relatively high density of population in the area has continued to intensify in parts, particularly as a result of developments of flats.

Business and Employment

The average household income for the area is close to that of the Borough average³⁶. There are almost 3,300 jobs based in the area⁴⁰.

The employment opportunities in Bromley Town Centre and the Farwig Lane Business area are easily accessible, lying just south of the area. However, the area is predominantly residential, with employment opportunities limited to schools, Bromley Court Hotel, and the commercial activities around the two local parades.

The ward has two local parades. Both have a combined total of 53 units of which only two are vacant³⁹.

Commercial activity in local shopping parades

Local Parade	No. of units	A1 (Retail)	A2 (Financial)	A3/A4/A5 (Restaurant /Pub/ Takeaway)	No. of vacant units	Other
Burnt Ash Lane, Bromley	27	14	2	6	0	5
Plaistow Lane, Bromley	26	16	1	4	2	3

Burnt Ash Lane has a good range of shops and services (including a Waitrose, with car park, library, church, allotments & recreation ground). The local pub, however, was recently redeveloped for flats. There is also a large car dealership. Plaistow Lane, around Sundridge Park rail station has a range of 27 shops, including a pub & restaurants extending activity into the evening.

Social Infrastructure

There are three GP surgeries and several more just across the borough boundary in Lewisham. Two bus routes run to the Princess Royal University Hospital.

There are four primary schools and a further three in nearby Lewisham borough. Demand for primary places has increased Londonwide and pressure in this area is complicated by the flow of pupils between boroughs. Proposals are being developed to meet pressure for additional reception places on a temporary basis. There are no secondary schools in the area, Holy Trinity (private Catholic girls school) having recently closed, although Bromley secondary schools are accessible by bus and Haberdashers' Aske's Knights Academy lies just across the boundary in Lewisham.

Community facilities including a library are clustered in the area of the Burnt Ash Lane local shops. Other facilities, including churches, local primary schools and park pavilions are scattered across the area. Recent years have residential development replace two community hall sites and a scout hut in the area of Shaftesbury Park on the Downham Estate.

Connectivity

The area has relatively weak public transport links with only 4 bus routes serving the area¹⁶, and while Sundridge Park Railway Station provides a link between Bromley North and Grove Park, passengers are required to change at Grove Park for connections south to Orpington or Sevenoaks. Northbound services run to Lewisham, London Bridge, Cannon Street and Charing Cross. West of Sundridge Park Golf Course lies the Charing Cross to Sevenoaks railway line, with Elmstead Woods Station serving the neighbouring Chislehurst area. Ravensbourne Station lies just to the west towards Shortlands.

There are good connections to roads within the Borough and the national motorway network using the A2212 and A21 red route surrounding the residential areas.

Much of the area is within easy walking or cycling distance of Bromley Town Centre and the London Cycle Network runs along the A21 to Bromley South and North towards Central London.

KEY ISSUES & MAIN OPPORTUNITIES

Given the designation in the London Plan of part of the Downham Estate as an “Areas for Regeneration” are there opportunities to work with Lewisham to address issues of deprivation?

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











- how important are the remaining Edwardian and Victorian buildings to the character of the area?
- can pressure for intensification be accommodated without a further loss of attractive older buildings or should further losses be resisted?
- how can the attractiveness of the interwar suburban areas best be retained or enhanced?
- What are the implications of facilities and services shared across the Borough boundary with Lewisham?

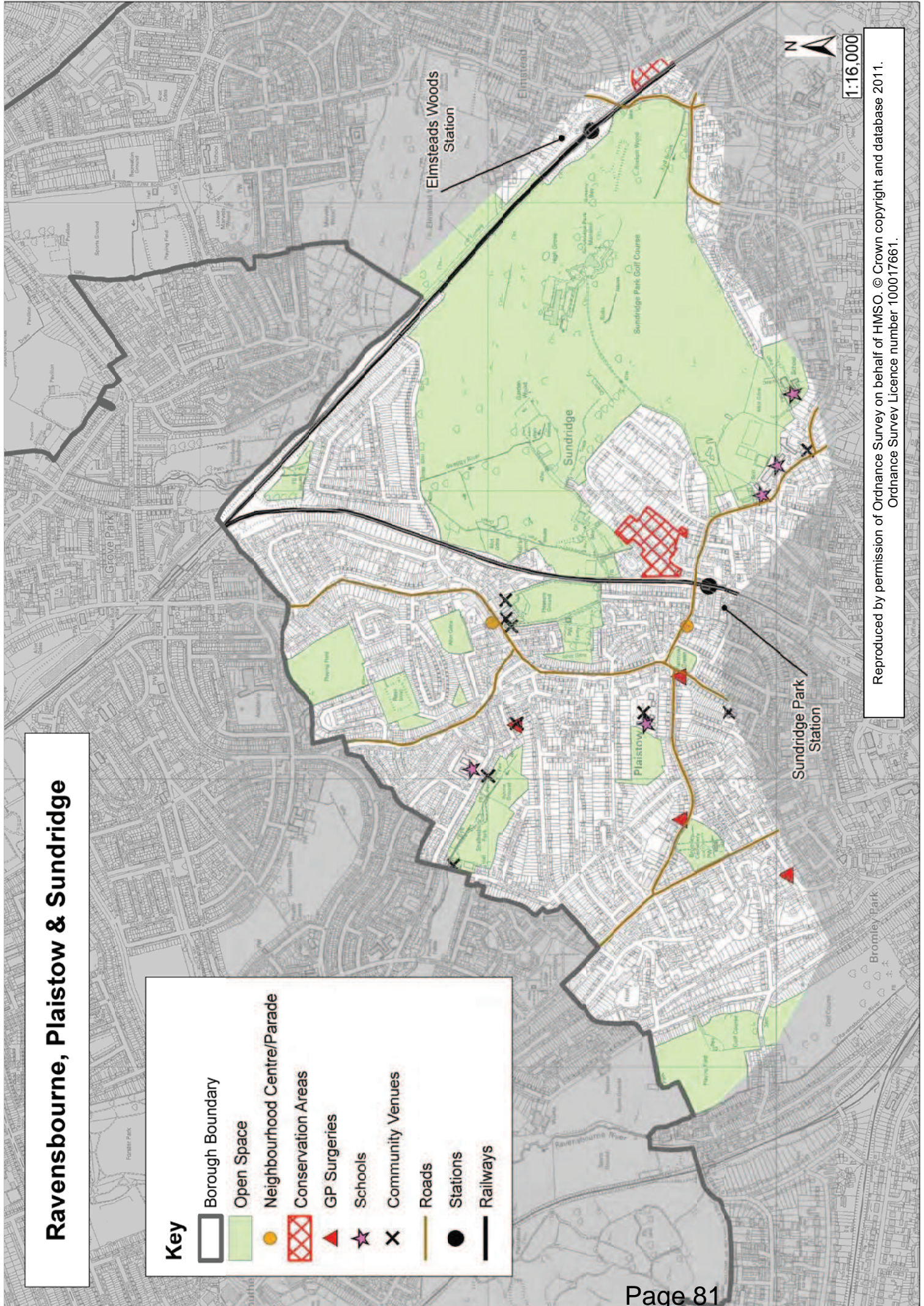
What approach can be taken to maximise access to the existing community facilities and should further losses be resisted, particularly in light of the pressures in relation to deprivation and increasing densities?

What contribution does the Bromley North - Grove Park branch line make to the area and can it be better utilised?

Ravensbourne, Plaistow & Sundridge

Key

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



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REFERENCES

- 1 The consultation draft London Plan (Oct 2009)
- 2 Census 2001 (inc "Making Sense of Bromley")
- 3 GLA statistics (inc Focus on London 2010)
- 4 Bromley Household Survey (2009)
- 5 Residential Character Assessment (underway)
- 6 Strategic Housing Market Assessment (SHMA)
- 7 Strategic Housing Land Availability Assessment (SHLAA) 2009
- 8 UDP Proposals Map
- 9 Joint Strategic Needs Assessment
- 10 Indices of Deprivation
- 11 Strategic Flood Risk Assessment (level 1) 2009
- 12 PMP Open space study & strategy 2010
- 13 Environment Agency data
- 14 Thames Water
- 15 Bromley Local Implementation Plan
- 16 Transport for London
- 17 GVA Grimley study 2009
- 18 DTZ study 2004, Bromley Town Centre Update
- 19 GOAD maps & data
- 20 Local Centre Health Checks
- 21 Community infrastructure data (draft Infrastructure Development Plan)
- 22 Children & Young People's Plan 2011-14 Needs Analysis 2010
- 23 Primary School's Development Plan
- 24 Strategy for Capital Investment in Secondary Schools (Update 7 Sept 2010)
- 25 NHS Bromley Commissioning Strategic Plan 2008 – 2015
- 26 NOMIS / People Claiming Jobseekers Allowance (Sept 2007)
- 27 Gypsy and Traveller Health and Education Needs Assessment
- 28 Rapid Health Needs Appraisal for Mottingham, Penge, Crystal Palace, Anerley and The Crays and Ramsden Estate (Dec 2008 JSNA)
- 29 Neighbourhood Statistics Resident Population Estimates by Broad Age Band, Mid 2009
- 30 "Strategic Service development Plan for LIFT in Bexley, Bromley & Greenwich" (2002) and subsequent draft health documents
- 31 NOMIS / People Claiming Jobseekers Allowance (Sept 2007)
- 32 Gypsy and Traveller Health and Education Needs Assessment
- 33 Rapid Health Needs Appraisal for Mottingham, Penge, Crystal Palace, Anerley and The Crays and Ramsden Estate (Dec 2008 JSNA)
- 34 AAP
- 35 Primary Healthcare Data
- 36 CACI Paycheck Data 2011
- 37 Local Data Company data 2011
- 38 DTZ Orpington Health Check 2011
- 39 Local Parades Monitoring Report 2010
- 40 Business Register & Employment Survey 2009
- 41 Town Centre Manager data

Report No.
DRR11/043

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: **Development Control Committee**

Date: **19 April 2011**

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

Title: **Bromley Town Centre Conservation Area Statement -
response to consultation**

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

Chief Officer: Bob McQuillan

Ward: Bromley Town

1. Reason for report

To report the responses to the consultation listed in Appendix 1 and agree the final form of the Bromley Town Centre Conservation Area Statement (attached)

2. **RECOMMENDATION(S)**

Members are asked to:

- (i) note the responses to the consultation listed in Appendix 1 of this report;
- (ii) agree that the Bromley Town Centre Conservation Area Statement be used as guidance for development control purposes when considering applications for development in the area.

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 Revenue budget
 4. Total current budget for this head: £3.3m
 5. Source of funding: n/a
-

Staff

1. Number of staff (current and additional): 103.85fte
 2. If from existing staff resources, number of staff hours: n/a
-

Legal

1. Legal Requirement: Non-statutory - Government guidance.
 2. Call-in: Call-in is not applicable.
-

Customer Impact

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

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments: Ward Members were consulted along with other Members when the document was published for consultation. No specific comments were received from Ward Members at that time.

3. COMMENTARY

- 3.1 The consultation draft of the Bromley Town Centre Conservation Area Statement was considered by Development Control Committee on 31st August 2010. The Statement was prepared to replace the existing Supplementary Planning Guidance for Bromley Town Centre. The document, once adopted, will form part of the Local Development Framework and has been prepared in accordance with English Heritage guidance.
- 3.2 The consultation process entailed residents being notified of the publication of the Statement and copies were made available to them via the normal channels. A 6 week consultation period took place through October and November 2010. A public display of the document and consultation ‘surgery’ was held in the library on the evening of 19th October when conservation officers were available for comment.
- 3.3 A total of six representations were received including those from English Heritage and the Bromley Civic Society. The representations received are listed in Appendix 1 of this report with references to possible changes to the document.
- 3.4 Among the representations received are comments concerning the process of adopting the Statement rather than comments concerning the content of the document itself. These comments are dealt with below.
- 3.5 English Heritage raise concerns regarding how the Statement will influence the development of the AAP and note that the latter has already been adopted; the preference is expressed for the Statement to be adopted as a Supplementary Planning Document (SPD) in order to ensure that the details in the Statement will have material weight and be treated as part of the LDF for Bromley. The Council’s stated intention and purpose of the document, however, is set out in the Management Plan, policies and guidance section of the document. This states that the guidance given in the document is supplementary to the more generalised heritage conservation objectives and policies detailed in both the UDP and the AAP. It therefore elaborates and expands on existing adopted policies in those documents and does not introduce new constraints or issues. Having been through a process of public consultation the document will carry some weight in development control and adoption as an SPD is not necessary.
- 3.6 English Heritage and the Bromley Civic Society raise the issue of the identification of buildings that make a positive contribution to the character and appearance of the Conservation Area. The Council’s view is that that this can cause predetermination of applications. The preference is to treat each application on its own merits and assign a value at the application stage when the building can be thoroughly investigated and the proposed replacement, if there is one, considered. It is acknowledged however that there is a role for Local Listing in this respect insofar as buildings so designated are clearly those that make a positive contribution. It is suggested therefore that the Local list be examined in the area and extended in appropriate circumstances.

4. POLICY IMPLICATIONS

- 4.1 The Statement, along with others, will be brought into the Local Development Framework process and can be used to support the Council’s decisions at appeals.

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

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Appendix 1

Bromley Town Centre Area Action Plan Results of Consultation exercise held in October - November 2010

Response received from English Heritage 23-12-10

Summary of comments	LB Bromley Response	Changes to document
A list of buildings that make a positive contribution should be made.	A contributory value has not been given to individual buildings as the Council feel that this can amount to predetermination of applications. The preference is to treat each application on its own merits and assign a value at the application stage when the building can be thoroughly investigated and the proposed replacement, if there is one, considered.	No change
Several buildings should be locally listed	Further information on these buildings will be required and the owners will need to be consulted. This can be brought forward at a later date.	No change
Various corrections and amendments requested	Noted	To be amended
There should be guidance for alley ways, yards and slips	Noted	Guidance to be added
London Plan policy 4b.12 and PPS5 policies HE3, He9.2 and HE9.4 should be referenced	Noted	A general statement referring to PPS5 and the London Plan, will be added.
Detail of analysis is insufficient	Not agreed. The level of detail is more than adequate and any more would result in far too lengthy a document	No change
Key Views should be identified	Noted	Some key views will be identified and added to the Appraisal section of the Statement.
Scale of development guidelines are inadequate	Not agreed; site specific guidance for the AAP sites is provided alongside general guidance	No change

Response received from Bromley Civic Society (not dated)

Summary of comments	LB Response	Changes to document
The Historical Development and Character Area descriptions are sketchy and incomplete.	Not agreed. The level of detail is adequate and appropriate for a Conservation Area Statement. Whilst some interesting information concerning the local history of Bromley has been submitted by the Bromley Civic Society, including it all would take the document to a level of detail that would be inappropriate for a Conservation Area Statement.	Amendments can be made to reflect some of the omissions highlighted, once they have been checked and verified.
Detailed geological information provided.	Useful geological information has been submitted by the Bromley Civic Society. The geological information contained in this document was taken from the British Geological Survey's website. On reflection, geology is seen to be irrelevant to this document.	Removal of the geology section from this document.
Information about the millpond in Shortlands provided.	Noted	This information will be added into the relevant character area.
Detail about famous former Bromley residents (HG Wells and monuments in the Church Yard) provided.	Noted.	Some of these references can be added.
List of corrections	Noted.	Text will be changed to reflect the corrections.
Detailed information concerning green spaces has been provided.	The level of detail proposed by the BCS is not feasible for a Conservation Area Statement.	The text will be amended to include some more information about the green spaces.

Demolition and the identification of contributory buildings.	A contributory value has not been given to individual buildings as the Council feel that this can cause predetermination of applications. The preference is to treat each application on its own merits and assign a value at the application stage when the building can be thoroughly investigated and the proposed replacement, if there is one, considered.	No change
Range of views in AAP inadequate and more views should be added to this document.	It is acknowledged that more key views should be identified	A limited number of key views will be identified and shown on a plan.
Texts should always name architects where known and their listing status.	This has been done in some instances.	Significant buildings mentioned will have their architect (where known) and listing status added.

Response received from Mr Doug Black 18-11-10

Summary of Points made	LB Bromley Response	Changes to document
1.) The document does not provide any definition of the elements which contribute to the interest of Central Bromley	Whilst values have not been assigned to individual buildings, the CA has been divided into character areas and the special interest of these has been explained.	No change
2) No threats have been identified. These include vacancy, unattractive shop fronts, solid roller shutters, ugly and obtrusive shop fronts, dominance of traffic, unsafe feeling at night, a number of buildings at risk etc.	These items are dealt with in the Management Plan which can be referred to when opportunity for change arises; other items such as dominance of traffic are addressed in the AAP.	A section on threats to the conservation area will be included.
3) EH guidance states that buildings that make a positive contribution should be identified.	A contributory value has not been given to individual buildings as the Council feel that this can amount to predetermination of applications. The preference is to treat each application on its own merits and assign a value at the application stage when the building can be thoroughly investigated and the proposed replacement, if there is one, considered.	No change
4) Views in the Conservation Area and those in and out of the area have not been adequately addressed.	Noted	A limited number of key views will be identified.

5) Open Spaces are not adequately addressed	Not agreed. Open spaces have been sufficiently addressed within the section on Character Areas.	No change
6) Paragraph numbers, photos and maps need to be addressed	Noted	Document will be amended when finished.
7) There are some missing Local List buildings and 13 new additions are suggested	Noted	The omitted buildings will be added to the document and the proposed additions will be considered.
8) Article 4 directions should be adopted for un-illuminated signage and front garden alterations in Queens Road	Illuminated signs are appropriate for the town centre; too many front gardens on Queens Road have been turned to hard standing to justify an Article 4 direction.	No change
9) There are no enhancement plans in the management plan	The general guidance in the plan will lead to a gradual improvement of the area through the development control process; enhancement plans for the area are set out in the AAP (in particular those for Bromley North Village). The site specific guidance in the document complements guidance given in the AAP.	No change
10) extend conservation area to include valley school and houses opposite Queens Mead	The current boundaries include the most important parts of the town; these proposed areas are too far outside the town centre.	No change
11) development briefs are not given for the sites within the AAP	Policies and design principles are contained in the AAP document and as mentioned above, complimentary guidance is also provided in Conservation Area Statement.	No change
12) Guidance is generic and not tailored to Bromley	Not agreed. The guidance provides a set of principles which can be used in most instances within the Bromley Town Centre CA	No change

Response received from Turley Associates on behalf of ESN Scottish Power Pension Plan dated 19-11-10

Summary of comments	LB Bromley Response	Changes to document
Generally supportive but consider that 78-84 High Street should be not demolished as part of the site G development in the AAP	An application will need to be made to demolish these buildings and at this time the contribution of these buildings will be assessed.	No change

Response from Nathaniel Lichfield on behalf of CSC (The Glades) dated 22-11-10

Summary of comments	LB Bromley Response	Changes to document
Welcome the document in terms of its guidance and boundaries and will seek further consultation regarding some of the opportunity sites.	Noted.	No change

Response received from Joan Kingston (undated)

Summary of comments	LB Bromley Response	Changes to document
Document should mention Mural in Market Square and Widmore Road East Village character	The character of Widmore Road is adequately addressed; reference to the mural will be added.	A reference to the mural added
Junction with Widmore Road and Tweedy Road is poor in terms of Urban Design	It is acknowledged that too barriers in this area result in a cluttered and unsightly appearance to this junction	Reference to poor urban environment at Widmore Road/Tweedy Road junction added.
Link bridge is an eyesore	Disagree, the bridge is of a simple design and is essential for users of the Glades and is not within the CA	No change
Document should state that corporate/house shopfront styles are not necessarily acceptable	Acknowledge point made	Make reference to this point
Guidance on location of plant should provided	Acknowledge point made	Make reference to this point
There should be more green planting and less iron railings	Opportunities for more planting will be explored through the Bromley North Village improvements; removal of barriers may result from developments at Bromley North station as envisaged in the Area Action Plan.	Make reference in the Management Plan section of the Statement to improvements to the public realm resulting from development at Site A

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Bromley Town Centre Conservation Area Statement 2011

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Introduction

Conservation Areas are parts of our local environment with special architectural or historic qualities. They are created by the Council, in consultation with the local community, to preserve and enhance the specific character of these areas for now and future generations.

This document has been prepared for the following purposes:

1. To comply with the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 69(1) states that a Conservation Areas are “areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.”
2. To provide a detailed appraisal of the area’s architectural and historic character.
3. To provide an overview of planning policy and propose management guidelines on how this character should be preserved and enhanced in the context of appropriate ongoing change.

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1. Appraisal

Overview

Bromley Town Centre is located within the London Borough of Bromley and is a former market town on the south eastern edge of London approximately 10 miles from the centre of London. Bromley Town Centre is the principal retail and commercial centre in the borough and contains the administration centre for the London Borough of Bromley.

The conservation area designation covers the central core of the town centre with a central spine covering the High Street, Market Square and the lower part of London Road. To the north and east it includes College Slip, East Street, West Street, North Street and parts of Widmore and Tweedy Road / Kentish Way. To the south it extends as far as Elmfield Road. To the West it extends into the Ravensbourne Valley / Shortlands and includes Church Road, Glassmill Lane, Martin's Hill and parts of Beckenham Lane.

Bromley Town Centre has two railway stations, Bromley South and Bromley North. Bromley North Station is located within the Conservation Area.

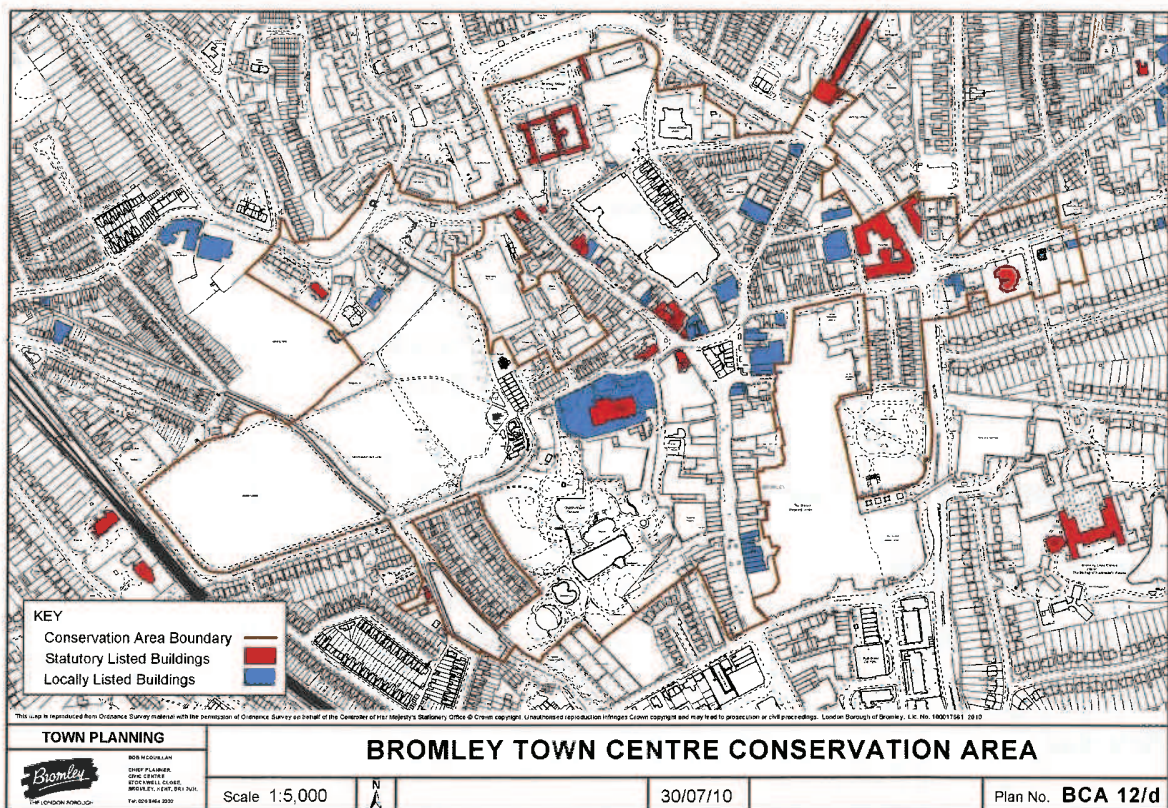


Figure 1

DESIGNATION

The Bromley Town Centre Conservation Area was first designated in 1985. At that time the designation was focused around the historic core of Market Square and the north part of the High Street. Subsequent extensions have enlarged the Conservation Area.

LISTED BUILDINGS IN BROMLEY TOWN CENTRE CONSERVATION AREA

There are a number of statutory and locally listed buildings within the Bromley Town Centre Conservation area. The statutory and Locally Listed Buildings are illustrated in figure 1.

Statutory Listed Buildings:

Name	Number	Street	Grade
Gates at Bromley College		London Road	I
Bromley College		London Road	I
War Memorial		Glassmill Lane	II*
1-4 Pixfield Court		Beckenham Lane	II
Parish Church		Church Road	II
K6 telephone kiosk		College Slip	II
Royal Bell Building	171-177	High Street	II
	179	High Street	II
	181-183	High Street	II
	223-225	High Street	II
Star and Garter Public House	227	High Street	II
	180-184	High Street	II
Swan and Mitre Public House	260-262	High Street	II
The Partridge Public House	194	High Street	II
Iron Gates and Piers Queens Gardens		Kentish Way	II
Shephard's College		London Road	II
Bromley North Station		Tweedy Road	II
Former Town Hall		Tweedy Road	II
Former Public Library		Tweedy Road	II
First Church of Christ Scientist		Widmore Road	II
Former Town Hall Extension		Widmore road	II

LOCALLY LISTED BUILDINGS

The locally listed buildings are considered to make a positive contribution within the Bromley Town Centre Conservation area and are as follows:

Name	Number	Street
Glebe Knoll	5	Beckenham Lane
War Memorial	St Peter & St Paul's Church	Church Road
	11	College Slip
Boundary Post		College Slip
Former Post Office	3	East Street
O'Neills Public House	27-29	East Street
Railway Hotel	45	East Street
Aberdeen Buildings	95 & 97	High Street
Aberdeen Buildings	99 & 101	High Street
Aberdeen Buildings	103 & 105	High Street
Aberdeen Buildings	107 & 109	High Street
	157	High Street
	189, 191 & 193	High Street
	215	High Street
	217	High Street
	221	High Street
Cast Iron Water Pump		Market Square
	1, 2 & 3	Market Square
	4 & 5	Market Square
	14, 15 & 16	Market Square
	21,22, 23, 24, & 25	Market Square
	27 & 28	Market Square
Jubilee Drinking Fountain		Queens Mead
The Vicarage	9	St. Paul's Square
Fire Station		South Street
Community House		South Street
The Compass Public House	10	Widmore Road
Former Police Station		Widmore Road
	56	Widmore Road
	60	Widmore Road

HISTORICAL DEVELOPMENT

Bromley or Broomleigh means the heath where the broom grows. The Manor of Bromley was a Royal gift to the Bishop of Rochester in the 955. This Royal Gift led the way to Bromley becoming the official residence of the Bishops of Rochester (from around 1077) which continued until 1845. . Various palaces were built during the residence of the Bishops. The current palace dates from 1775 and it is now home to the civic offices of the London Borough of Bromley.

Evidence in the Domesday Book of 1086 suggests Bromley had a population of around three hundred people. From earliest times, Bromley has had a strong connection with the see of Rochester. Written records are obscure, but it is likely that the Manor was a Royal gift to the Bishop of Rochester in the 8th century. The first certain record is a charter of 862 AD that refers to a gift of "ten ploughlands at Bromleag" given by King Ethelbert of Wessex and Kent to Dryhtwald, his minister. By the tenth century, various land disputes forced the Bishop to seek a declaration of his interest in the Manor of Bromley from the King, who, on receipt of a sum of money, obliged the Bishop by granting him land at Bromley in perpetuity. Various further attempts were made to gain control of the Manor, by Saxon Lords, invading Danes and, after the Norman Conquest, by Earl Odo of Kent. However, the power of the Archbishop of Canterbury ensured that King William 1 restored Bromley to its rightful owner. In 1086 AD, the Domesday Book recorded the Manor as belonging to the bishops of Rochester. It had arable land for 13 plough teams, wood for an hundred hogs, one mill and two acres of meadow. Current estimates suggest that this land would then have supported a population of three hundred.

At some point in the mid 1100's, Bromley had grown sufficiently to support a parish priest of its own. (Before that time, it is possible that the people of Bromley worshipped in the chapel of St Blaise, attached to the Bishop's Palace.)

By the beginning of the 1200's, Bromley had become a small town, with a population approaching 1,000. On the 19th July 1205, King John granted The Bishop of Rochester the right to hold a weekly market on Tuesdays. In 1477, the crown granted a further charter to the Bishop, establishing Thursday as market day (which it remains to this day).

Bromley grew slowly in the mediaeval period. By the 17th Century the population is estimated to have been around 700 and doubled in the 18th Century. The town's most impressive buildings from this early period are at Bromley College (17th Century) which is a development of almshouses on the London Road at the northern end of the High Street and the old Bishops Palace in Stockwell Close (18th Century). Bromley College is Grade 1 Listed and was founded in 1666 and the Old Palace is Grade 2 Listed and was built in the 19th Century.

As Bromley was located on the coaching route to Hastings, a number of coaching inns were developed. Some of the old inn names survive today, often in rebuilt premises, including The Royal Bell and The Swan and Mitre.

In 1811 the town's population was nearly 3,000 and it was at that time served by a timber framed 18th Century Market House. During the following decades the town

experienced little change. Bromley Town extended as far north as Bromley College and as far south as the location of today's Central Library tower. The parish church was located to the west of the town and development extended only a short distance along Widmore Road to the east. Market Square was bypassed in 1832 by a new section of road which joined the north and south parts of the High Street so as to avoid Market Day traffic congestion.

The 1840s was a period of decline in Bromley. The sale of the Bishop of Rochester's Palace to a private owner (Coles Child) and the subsequent removal from the town of the patronage of the Bishop of Rochester had an adverse impact on local trade. By 1851 the population had fallen by 200 to 4,100 and the Market House had closed, the future of Bromley looked uncertain.

The railways extended first to Bromley South in 1858 which allowed the town to expand and in time the area developed into an area of middle class suburbs. Coles Child who bought the former Bishop's Palace for his private residence replaced the old Market Hall with a new structure (a **Town Hall**) in the 1860s (now demolished).

In was in these later decades of the 19th Century that the town began to expand and renew itself. Bromley's outskirts, which were traditionally surrounded by pasture and arable land and gentry houses, gave way to new suburban streets. The High Street began to extend south to meet the new Bromley South Railway Station with a mixture of villas and commercial premises. One remaining villa exists on the lower section of the High Street; it is located at 98-102 High Street, Bromley. However, its ground floor has been substantially altered and only reads as a villa from above fascia level.

East Street, West Street, South Street and North Street all date from the late 19th century. The area consists predominantly of two storey buildings. Widmore Road and East Street contain mainly commercial properties and lead to Bromley North Railway Station (opened 1878). North Street, West Street and Queen's Road contain residential properties. This area of Victorian town extension also retains a number of important civic / government buildings, which reflect the transition from market town to suburb. These include the former Post Office in East Street, the Former Local Board Offices in East Street (1875), the Former Fire Station, West Street and the Former Drill Hall (now O'Neills) in East Street

Commercial buildings often replaced old vernacular properties in the mid to late 19th Century. These replacements were often carefully considered and ornately detailed. Some of these include 95-109 High Street, Bromley, 157 High Street / 27 & 28 Market Square, Bromley, 215 & 217 High Street, Bromley, 81 & 183 High Street and 180-184 High Street.

A gas supply was established in 1837 and was followed by an electricity supply from 1898. Electricity was generated in a power station at Walter's Yard. The modernisation of Bromley allowed for its transformation from a small market town to a busy suburban centre. As such, most of the housing on the High Street and Market Square was converted to commercial use during that period.

The town continued to expand during the late Victorian and Edwardian period. During this time a number of historic inns were rebuilt in an ornate and grander style retaining their historic names. Surviving examples include the Star & Garter at 223-227 High Street and the Royal Bell at 171 High Street. Some new public houses were also established.

By 1894 Bromley had become an Urban District and around this time a node of 'Civic' buildings developed around Widmore Road, South Street, Court Street and Tweedy Road. These buildings include the Former Library & Arts School, Tweedy Road; the Former Police Station, Widmore Road; the Former Town Hall, Tweedy Road; the Former Town Hall Extension, Widmore Road; the Former Magistrates Court, South Street, the Fire Station, East Street and the First Church of Christ Scientist, Widmore Road. Provision was also made for public parks and open spaces during the 19th Century.

The area now covered by the conservation area saw little change in the decades leading up to the Second World War. However, the Town hall was extended in the 1930s and parades of shops and large individual stores were built on redeveloped sites. It was at this time that the **old Town Hall (in Market Square)** was demolished and the market moved to its current site outside the Conservation Area (adjacent to Bromley North Station). The Art Deco inspired department store at 162-178 High Street (Medhurst's) and the Odeon Cinema were built in the 1930s on the northern section of the High Street and was one of three cinemas in the town at the time.

During the Second World War the town centre sustained extensive bomb damage. The greatest loss was the mediaeval Parish Church of St Peter & St Paul on Church Road. The current parish church is a post-war replacement which retains the original 13th Century tower, a lych gate and a brick and flint churchyard wall.

Major redevelopment in the last decades of the 20th Century has brought positive change to the town centre. Walter's Yard was redeveloped to the northeast, the Sainsbury's supermarket and its flank to College Slip landscaped and enhanced, the construction of Kentish Way allowed the central section of the High Street, within the conservation area to be pedestrianised. The Glades shopping centre, a large commercial development, has been well integrated into the town centre complementing rather than competing with the traditional grain and pattern of the High Street.

HISTORIC MAPS / ROUTES

The principal historic route through Bromley is the High Street, which forms part of the historic coaching road from London to Hastings. The High Street is comprised of two parts (north and south) which meet at Market Square at different angles. The Market Square is strategically placed where this north/south route is crossed by Church Road/Widmore Road linking Bromley to Beckenham to the West and Chislehurst to the east.

The historic maps of Bromley illustrate the development of the town and clearly show the main east/west and north/south roads into Bromley. Bromley College is shown to the north of the Town Centre and the parish church is shown to the west of the

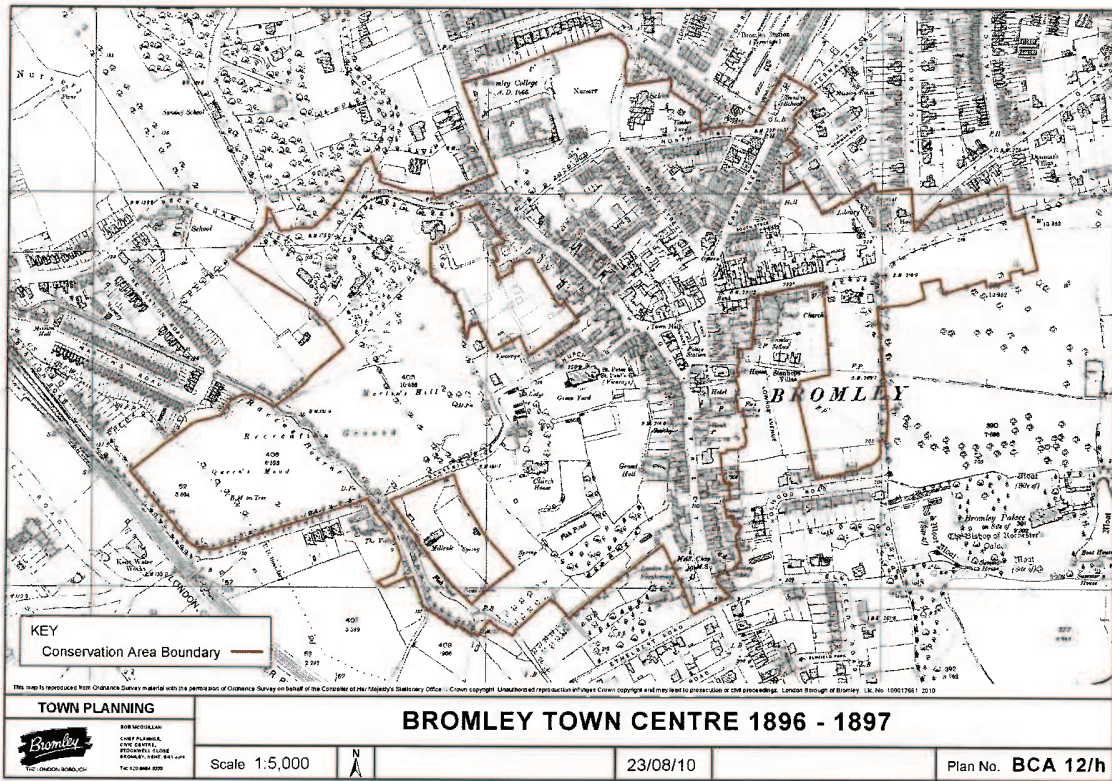


Figure 3

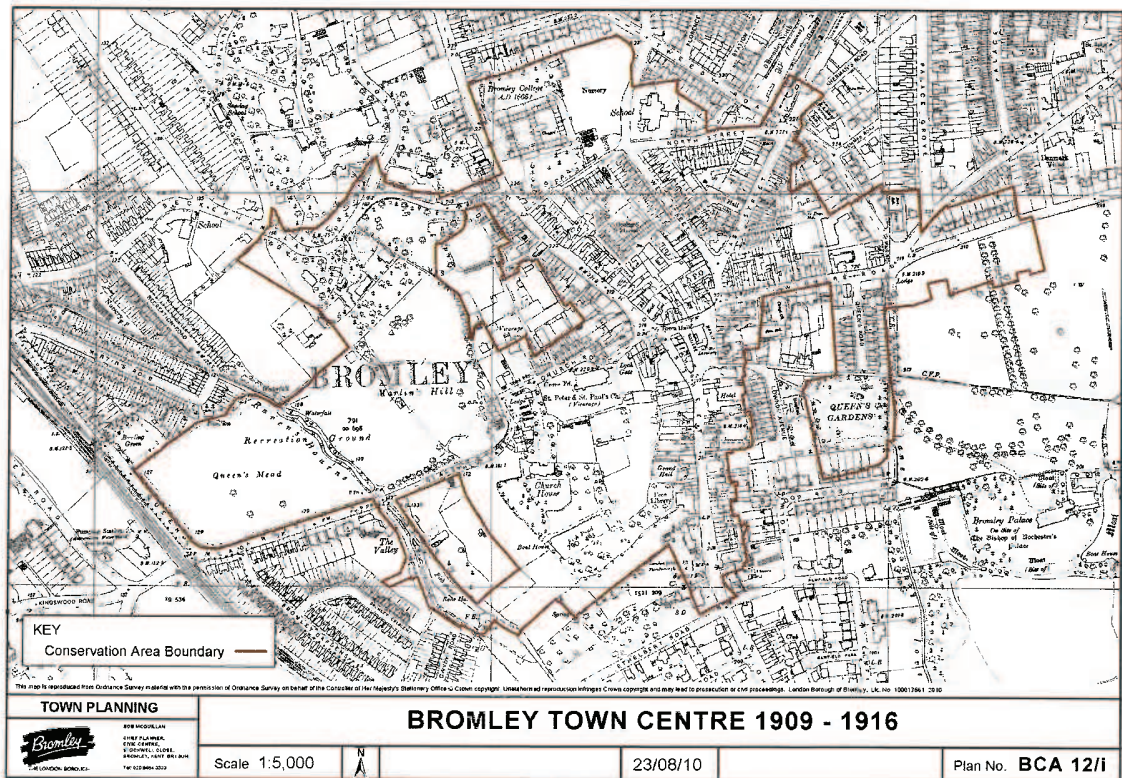


Figure 4

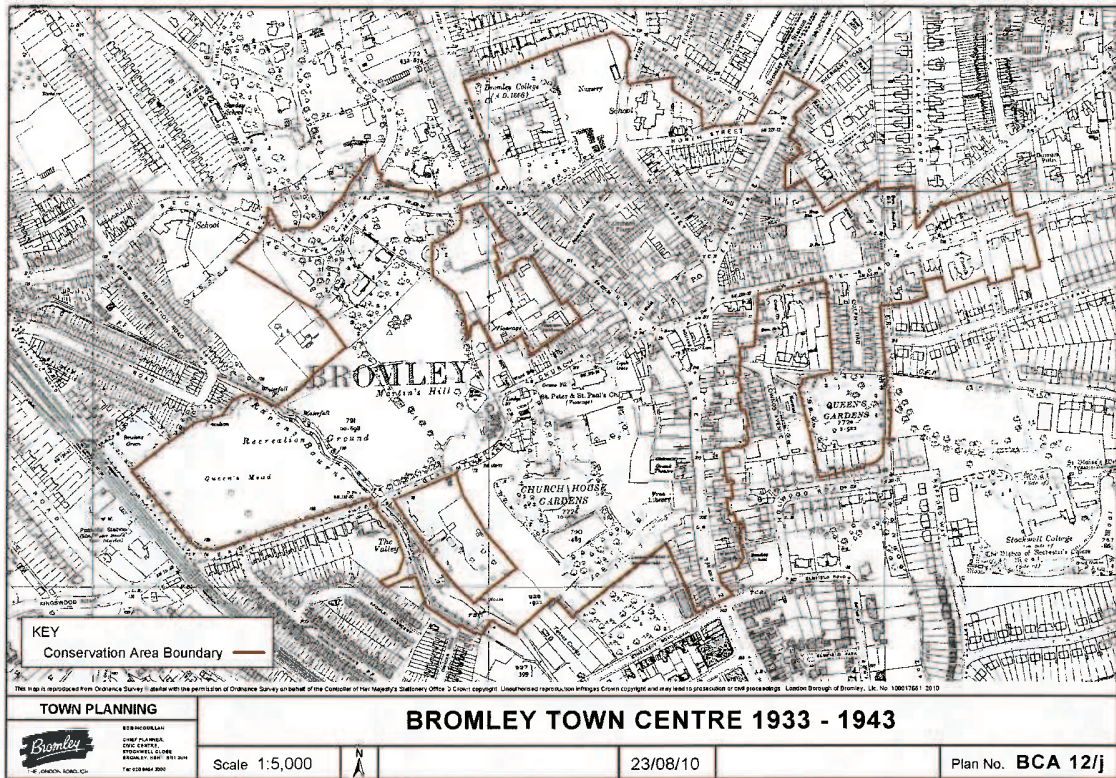


Figure 5

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TOPOGRAPHY

The Bromley Town Centre Conservation Area comprises a former hilltop settlement built on a plateau. The contours rise steeply up Martins Hill from the Ravensbourne Valley to the Bromley Town Centre. The Ravensbourne River is located to the west of the Conservation Area.

Two of the open spaces are located within the steepest parts of the Town Centre, Martins Hill and the Church House Gardens.

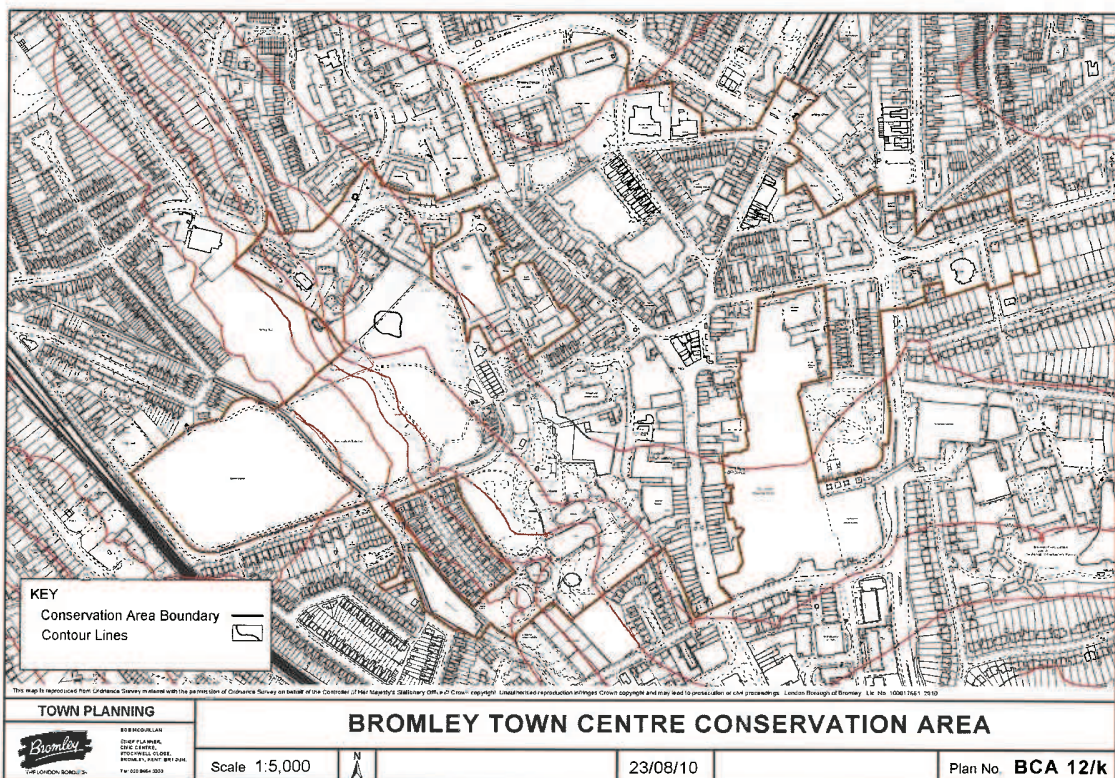


Figure 6: Topography

GREEN SPACE

There are a number of green spaces which are illustrated below in figure 7; many are found along the steep escarpment to the west of the town centre. Martin's Hill was part of the Manor lands of the Bishops of Rochester. In the 1870's, the lower slopes grew the first hops of season to be sold at the London Hop Exchange for several consecutive years. The green spaces identified are all designated as urban open space in the Bromley Town Centre AAP.

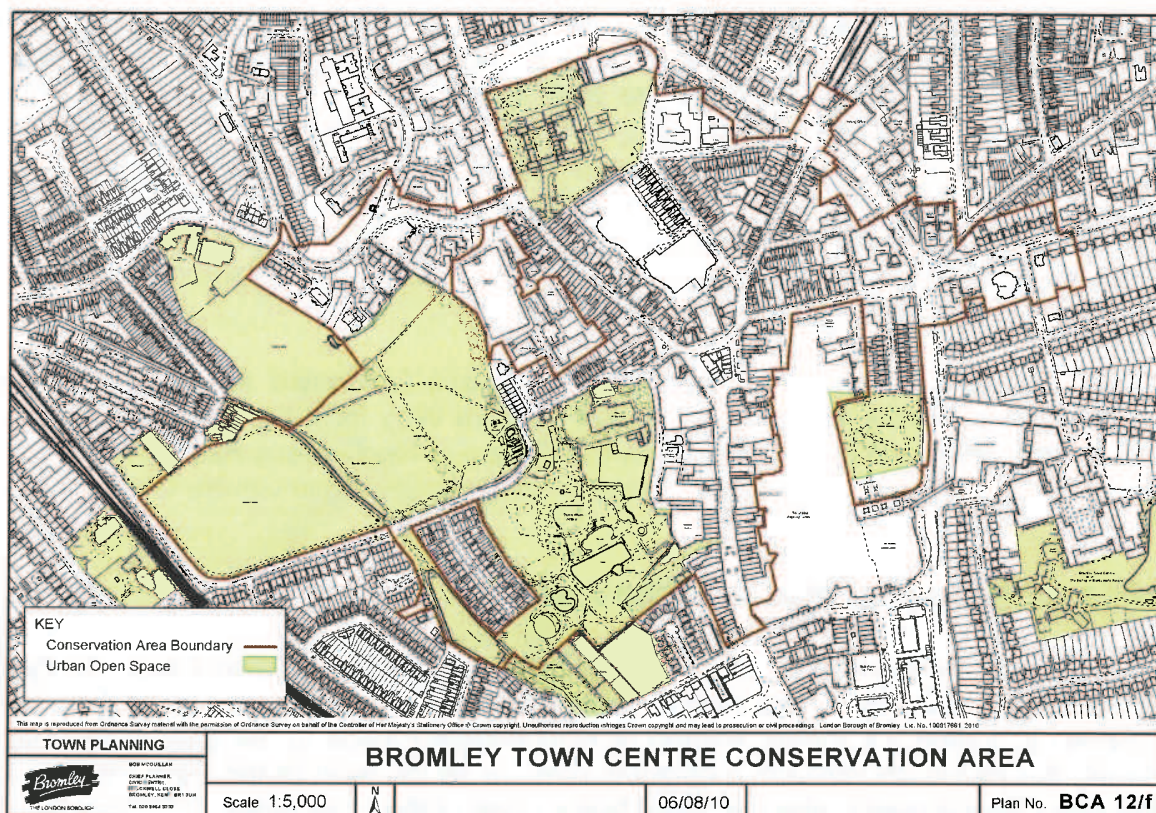


Figure 7: Green Space

These spaces are as follows:

Bromley College: This area is a mix of public and private open space. The public area is located to the east of the college.

Martins Hill: This area is public open space and used for sports as well as a pedestrian link from Shortlands Station to the northern end of the High Street. The Bromley Local Board (predecessors to the Council) purchased Martin's Hill for £2,500 in 1878 and it has remained in public use. It retains some of the feeling of open fields that would have been typical of the area. There are several clumps of broom on the south facing slopes of the hill – these are the last remnants of the broom from which Bromley gets its name.

Church House Gardens: This area of public open space is extensively landscaped, and includes a music bowl and lodge. The gardens have direct but not well integrated links to the pedestrianised High Street. The Church House Gardens were once the private grounds to Church House, which was destroyed during World War 2. Historically this was the private garden of Church House, a grand house with a long history, last re-constructed in 1832. The house and gardens were opened to the public by the Council in 1926 and further landscaping undertaken in the 1930s. It was destroyed by bombs in 1941, (in the same raid that destroyed the parish church). The gate lodge and driveway to the house can still be seen in the Gardens.

Queens Gardens: This area of public open space is a formally landscaped garden which has direct links to the Glades Shopping Centre and forms part of the pathway from the Bromley Civic Centre to the High Street. **The Queen's Gardens were formerly called White Hart Field. Once the Cricket field of the White Hart Inn (remembered in the name of White Hart Slip), the gardens were the location of County cricket matches until 1847. The gardens were given to the town in 1897 by Mr Coles Child who owned the former Bishop of Rochester's Palace (now within the grounds of the Bromley Civic Centre) to commemorate the Diamond Jubilee of Queen Victoria and were landscaped in 1900.**

Palace Gardens: This area of public open space is located to the rear of the Bromley Civic Centre and across the A21 Kentish Way from the main town centre and once formed part of the grounds to the Bishop of Rochester's Palace. **This area of Urban Open Space is located outside of the Bromley Town Centre Conservation Area.**

AREA OF ARCHAEOLOGICAL SIGNIFICANCE

The Area of Archaeological Significance within the Bromley Town Centre roughly follows the boundaries of the Conservation Area and covers the mediaeval core of Bromley including the former Bishop of Rochester's Palace to the east of the High Street, the parish church with mediaeval remains to the west of the High Street and Bromley College (established in 1666) to the north of the High Street.

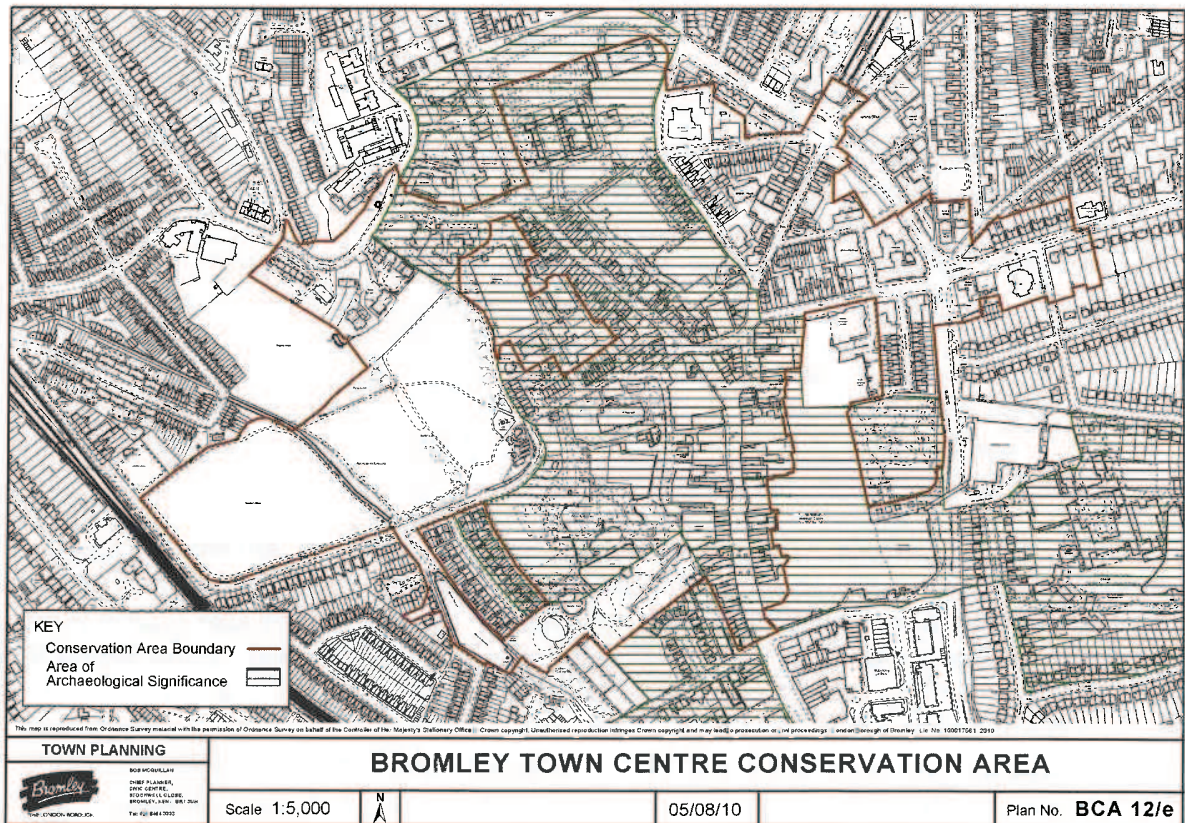


Figure 8: Area of Archaeological Significance

CHARACTER AREAS

The Bromley Town Centre Conservation Area encompasses the historic heart of Bromley which is comprised of several areas each with a distinct character which cover:

- the retail core radiating along the main streets which meet at Market Square;
- civic and institutional nodes;
- pockets of residential development; and
- a landscape and parkland setting.

The character areas are as follows:

- High Street (central section)
- High Street (northern section)
- Market Square
- Ravensbourne Valley
- Widmore Road (East) and Tweedy Road
- Queens Gardens and the Glades Shopping Centre
- Bromley North

The designated Conservation Area reflects the various functions of a major urban centre which has evolved from a modest rural settlement

CHARACTER AREAS MAP TO GO HERE

Figure 9

Central (Pedestrianised) High Street Character Area

The Central High Street Character Area extends from Elmfield Road in the south to Market Square in the north. This section of the High Street has a varied built character which is unified by the pedestrianisation of the street. The main pedestrian flows are from north to south whilst there is significant movement west to east from Neuwied Way through the Marks and Spencer store into the Glades shopping centre. Street trees are located at the southern end and street furniture is located along its length. A reproduction milestone is located outside 90 High Street adjacent to Ethelbert Road. The pedestrianisation of the High Street allows for regular themed markets.

Some buildings in this Character Area survive from the early 19th Century; these tend to be modest two storey structures with traditional detailing. The remaining buildings are a mixture of late 19th Century to early and mid 20th Century buildings. The former tend to be two and three storeys in height with narrow frontages following the traditional building plots with well detailed commercial facades in brick or faience. The western side of the High Street contains large plots with uncompromising modernist buildings built following the war. The Glades shopping centre which was finished in the 1990s has been integrated behind the existing buildings on the east side of the High Street with little impact on the street scene or grain.

At ground floor level, the properties contain shopfronts of various ages and designs. Most shopfronts are modern and are predominantly comprised of sheet glass and some have stallrisers. At first floor level, there is much variation. Some buildings have bays, some are Victorian terraces, some properties do not have a first floor level, some properties have a set back first floor and some of the more modern properties have a jettied first floor. The roof forms are varied and include flat roofs, gables, mansard roofs, modern roof forms, set back first floors. The predominant building materials are brick, concrete, timber and aluminium.

The view north up the High Street is terminated by the 1930s neo-Tudor building in the centre of Market Square. The view south from the High Street into Market Square is terminated by no. 20-25 Market Square. The view south down the High Street is terminated by nos. 76-82 High Street, a red brick neo-Georgian building, which also terminates the view West down Elmfield Road.

The character that the Council wishes to preserve in this area is that of a busy thriving suburban shopping High Street following the line and configuration of the original street pattern.

Northern High Street and London Road Character Area

The Northern High Street and London Road Character Area runs from Market Square in the south to Bromley and Sheppards Colleges in the north. This section of the High Street is open to traffic and is narrower than the lower section of the High Street. This section of the High Street is a main vehicle thoroughfare through the town centre as it contains many bus routes and also leads to the A21 (Kentish Way) via Tweedy Road.

The majority of buildings in this character area date from the late 19th Century and the majority are three and half storeys in height with narrow frontages. A number of earlier buildings survive and are much lower timber framed two storey structures. This section of the High Street has not attracted corporate chain stores or much investment and consequently there have been few enhancements or restorations in recent decades.

The upper High Street character area is characterised by a variation in facades and roof forms. This is due to the fact that the plots within this section of the Character Area were developed and redeveloped at different times. The building materials are predominantly brick with some render and some timber.

Pedestrian flows tend to be linear along the High Street with the exception of a passage which gives pedestrian access from the eastern side of the High Street to Walters Yard and the Sainsbury's supermarket. Most of the rear elevations of the premises on the east side can be viewed from Walter's Yard and their irregular appearance contributes to the character of that space.

The High Street becomes London Road at the northern end of the character area. Bromley and Sheppard's College is located on London Road opposite the junction with Beckenham Lane. Bromley College is a Grade 1 Listed complex of buildings which dates from the seventeenth century and is enclosed within a red brick boundary wall consisting of two courtyards of residential accommodation and a chapel. The Grade 2 Listed Sheppards College is also located in this area and consists of a Victorian residential block. The gateway to the Colleges consists of iron gates hung on mitre topped piers marked 1666. The Grade 2 Listed Swan & Mitre Public House is located opposite the Colleges on the junction with Beckenham Lane.

The view north up the High Street is terminated by the Magistrates Court a modern brick building on the western side. The view south down the High Street is terminated by nos. 145-153 High Street. The view west along Church Road is one of the most important in the conservation area as the Church of St Peter and St Paul is framed by mature trees, a view which has changed little since mediaeval times.

The character that the Council wishes to preserve in this area is that of a traditional shopping street with smaller individual shop fronts retained.

Market Square Character Area

The Market Square Character Area links the northern and southern High Street character areas. The Market Square functions as a continuation of the pedestrian precinct with the exception of its northern side which is open to vehicular traffic. **This section of road contains several key bus stops and is a busy through road.**

The character of the Market Square is intimate and the buildings are typically 2-3 storeys. The square is dominated by the large 1930s **locally listed** neo-Tudor building in the centre, which replaced the Victorian **Town** Hall. This building is well detailed and its shopfronts share a common unified treatment of painted render pilasters and fascia.

A large mural representing the work of Charles Darwin locally is painted on the wall of 19 Market Square and is located adjacent to the locally listed water pump. A small portrait of HG Wells who was born in the vicinity of Market Square is also included on the mural.

The view south down the High Street from Market Square is terminated by numbers 145-153 High Street which comprises a low, wide, modern building. The view north from Market Square into East Street is terminated by no. 19 East Street, **a landmark building which was originally built to house the Bromley Urban District Council and now houses an Estate agent.**

The character that should be preserved in the Market Square is that of a market town with the appearance of single frontage shopfronts and non dominant signage.

Ravensbourne Valley Character Area

The Ravensbourne Valley Character Area is located on the western side of the Conservation area and encompasses the major thoroughfares to Shortlands of Church Road, Glassmill Lane and Beckenham Lane.

The gardens and grounds fronting Beckenham Lane are lined with mature trees and shrubs. A number of Victorian villas step down the hill from Bromley. These include Hill House, Pixfield Court, The Hollies, and no. 5 Beckenham Lane. Pixfield is a Grade 2 listed red brick Georgian house which is located on a bend. All the buildings here either adjoin or can be seen from Martins Hill.

Lower down Beckenham Lane on the edge of Shortlands Village is the Valley School, which is an Arts and Crafts building. Its playing fields and grounds behind extend the open character of the land back through to Martins Hill.

Church Road runs west from Market Square and at the top of Martin's Hill it becomes Glassmill Lane, which also sweeps down the hill into the Ravensbourne Valley at Shortlands. The entrance to Church Road is framed by the Partridge Public House and the flank of 178 High Street. Church Road has an open and semi-rural character. The churchyard on the south side is enclosed by a brick and flint wall with a lychgate. **The Churchyard contains many monuments including those to Coles Child Senior and Junior.** The church is constructed from flint and stone and is comprised of a mediaeval tower and 1950s nave. **The view of the Church from the High Street, west along Church Road is one of the best in the Town centre.**

The Church House Gardens are located on Church Road beyond the **Grade 2* listed** St Peter and St Paul Parish Church. The entrance to Church House Gardens is marked by a Victorian Lodge with piers and ornate gates. The view from Church Road towards Martins Hill is terminated by another Victorian lodge. A row of two storey Victorian cottages and shops are located on the northern side and the character is more varied.

St Pauls' Square contains a modern housing development which was built on the site of a Victorian vicarage. A small group of early houses survive in St. Paul's Square and are adjacent to a large house named "Wotton Hatch" which is now the rectory and thought to date from the early 19th century. Houses of this type, built for small country gentlemen, farmers and traders in the town market, are now rare survivors in the town centre.

Tetty Way runs south from Church Road, parallel to the High Street. Tetty Way provides service access into the rear of the High Street stores. Although these High Street buildings are large they are mostly well screened from view by the trees in Church House Gardens.

Martins Hill retains a semi-rural character and is a valued recreational asset to the town. At the top of the hill is the Grade 2* Listed War Memorial which is an obelisk flanked by the figures of Victory, Liberty and Peace. A Victorian lodge adjoins the park. The views out of the conservation area from Martins Hill to the valley below are of the stone buildings of the Grade 2 Listed water works and into Shortlands.

The wild broom, which grows on the upper slopes of Martin's Hill lends its name to the town. The Ravensbourne River which has been enclosed in a modern concrete culvert crosses the middle part of Martins Hill.

On the lower slopes of Martin's Hill the openness is preserved by the playing fields of Valley School which link through to Beckenham Lane. Glassmill Lane encloses the South side of Martins Hill and contains Victorian housing which overlooks the parkland.

The area where Glassmill Lane crosses the River Ravensbourne, the road branches south along the riverside to the old millpond. The millpond adjoins the extreme Western boundary of Church House Gardens and are of historical importance. The Grade 2 Listed weather boarded property at no. 19 Glassmill Lane **is believed to have housed workers of the former mirror polishing mill that stood in this area and which lends its name to Glassmill Lane.**

The War Memorial, Martin's Hill Lodge, the Churchill Theatre and the medieval parish church tower are local landmarks when viewed from within or across Shortlands Valley.

The character of this area that the Council wishes to preserve is its green and tranquil semi rural nature.

Widmore Road East Character Area

The Widmore Road East Character Area is located on the eastern side of the Conservation Area. It extends east from the Kentish Way/ Tweedy Road Junction to 85 Widmore Road on the northern side and number 60 Widmore Road on the southern side. The western section of Widmore Road is located in the Bromley North Village Character Area.

The Bromley Baptist Church is located within the Bromley North Village Character Area. To the East of the church is No.1 Park Road is an attractive suburban villa with a painted stucco finish and curved dormers. On the opposite side of Park Road, on a triangular site to Widmore Road is 61 Widmore Road, a recent brick office building which reinterprets the adjoining buildings, borrowing from them features such as its cupola.

On the south side of Widmore Road on the junction with Tweedy Road stands the former police station, a locally listed Edwardian building in red brick with bow windows and dormers. Beside it is a new building and beyond this to the east is the First Church of Christ Scientist, a red brick building, which makes the transition from town centre to suburb.

At this point Widmore Road changes to a suburban road. On the South side, beyond St Blaise Avenue, are a row of elegant, carefully considered Arts and Crafts houses in landscaped gardens. On the opposite side of the road there are tall stock brick Victorian villas.

The view into Bromley along Widmore Road shows a varied roofscape and street trees. The view is terminated by no. 9 Market Square and no. 1 East Street which are both former bank buildings. The tall chimneys and roofline of nos. 171-181 High Street are visible behind.

The character that the Council wishes to preserve in this area is that of a residential road on the edge of the Town Centre with elegant rows of houses either side of Widmore Road.

Bromley North Character Area

The Bromley North Character Area encompasses the northern side of Widmore Road from Market Square to the Junction of Tweedy Road and Kentish Way, Tweedy Road, East Street, West Street, South Street, Court Street and North Street.

Whilst Widmore Road is a long established route into Bromley its earliest buildings are mid Victorian. The north side of Widmore Road has a terrace of two storied stock brick buildings (nos. 1-21) all with shopfronts. No. 17 retains its original ornate shopfront with carved colonettes and mirrored soffit above the recessed door. Some shopfronts have been converted with folding doors or new fronts recessed behind balconies. On the south side near the junction with East Street are a number of well-detailed Victorian buildings including The Compass Public House which is an Arts and Crafts building which sits on the corner of Fyffe Way.

A large block of new development, which is part of the Glades shopping centre and the United Reform Church, is located on the southern side of Widmore Road adjacent to Fyffe Way. The former is a very large building, which has been carefully modelled with a distinctive roofline, and the latter is a red brick building incorporating attractive decorative brick and ironwork. These buildings add variety and quality to the street scene. Two adjoining modern buildings, which fail in this respect, are numbers 24-30 and 33-37 Widmore Road, both dating from the mid-late 20th Century.

Beyond Court Street, at the junction with Tweedy Road stands the Grade 2 Listed Town Hall Extension which is a 1930s neo Georgian building. The view across Kentish Way along the eastern part of Widmore Road shows a road lined with trees and substantial suburban housing. This distinction between leafy suburb and town centre is particularly important illustrating the difference in character between the two distinct land uses.

The Tweedy Road/Widmore Road junction is enclosed by a number of very important landmark buildings and has a spacious character. **This area, however, has a great deal of street clutter that detract from the attractiveness of this part of the conservation area.** Many of the buildings in this character area form part of a civic node, which also extends into South Street. The former Town Hall which was opened in 1907 and the former School of Arts and Science buildings face one another across Tweedy Road. The Bromley Baptist Church is also included in this node. A pedestrian passage separates the former Library/Arts School building on the corner of Tweedy Road and Widmore Road from the adjoining Victorian building stock brick Baptist Church. This building is particularly important as it terminates the view up Tweedy Road from the South.

The civic node at the junction of Tweedy Road and Widmore Road also extends into South Street and Court Street which link back to East Street and Widmore Road respectively. These streets have a quiet and dignified character. The rear and flanks of the former town hall are visible from these streets. The original architecture is attractively detailed and carefully executed. Unfortunately mid-late 20th Century additions have not been to the same standard. That can also be said of Community

House (the former Magistrates Court) on South Street, a symmetrical neo-Georgian building that has been scarred by unsympathetic additions.

The Fire Station is located opposite the former Magistrates Court and is another Edwardian neo-Georgian building. The Fire Station terminates the view up Court Street from Widmore Road and complements the Town Hall and the former Magistrates Court civic grouping.

Further to the west, towards the junction with East Street, is a row of two storey stock-brick terraced cottages. These are of value historically in that one of them was once a school where H G Wells received his early education, and to the streetscape as their residential character adds welcome variety to the street scene in the core of the town centre.

East Street runs north from the junction of Market Square and Widmore Road then north east up to Tweedy Road and the corner of north Street. East Street was laid out in the mid 19th Century and is a narrow street with an assortment of Victorian commercial buildings and premises. Only two modern buildings (nos. 16-20 and 30-36) interrupt this Victorian character of stock brick buildings with traditional timber sash windows and tile or slate roofs. All of the other buildings contribute to the character and appearance of the area including the former Post Office, no. 19 (former Bromley Urban District Council offices), nos. 27 - 29 (former Drill Hall), Market Buildings, and the Railway Hotel.

The former post office building terminates views into Bromley although the junction is cluttered with signage and street furniture. Views out of Bromley from East Street terminate with an oblique view of Bromley North Station.

North Street runs west to east between West Street and East Street. The south side has modest two storey Victorian houses with canted bays and traditional sash windows; unfortunate alterations have marred some of these buildings. Its north side is all modern development. The view west is into College Slip and beyond which is a leafy passage of semi-rural character.

West Street runs north from its junction with East Street and becomes College Road where it meets North Street. The southern part of West Street, nearest the town centre, has two red brick buildings. However, this end of the street is dominated by two large modern buildings, the Sainsbury's Supermarket and nos. 2-12, the former is sympathetic in red brick and sports decorative panels of public art. The latter makes no contribution to the conservation area. The main part of West Street has modest two storey semidetached Victorian houses, many of which have been altered. College Road has a number of similar Victorian houses and the modern Methodist Church on the east side and on the west side is College Green with its mature trees and important glimpse views of Bromley and Sheppards Colleges beyond.

The character that the Council wishes to preserve in this area is that of a village with fine grain retail and residential leading to a gateway containing civic buildings and a church at the Junction of Widmore and Tweedy Road.

Queens Gardens Character Area

The Queens Gardens Character Area is located to the east of the Glades Shopping centre and encompasses the Queens Gardens, Queens Road and is contained by Kentish Way to the east.

Queens Road is located to the south of Widmore Road and runs parallel to the Glades Shopping Centre and Kentish way. Queens Road is a remnant of the character of Bromley Town Centre prior to the construction of the Glades and Kentish Way. Queens Road contains pairs of two storey red brick Victorian houses with canted bay windows and ornate detailing. To the south end of the street lies Queens Gardens.

Queens Gardens is an important park linking the town centre and the civic centre. It was originally known as White Hart Field and was linked to Market Square by White Hart Slip. Today the Glades shopping centre is located over White Hart Slip but the right of way has been maintained. Queens Gardens has many mature trees and is enclosed to its west side by the understated rear elevation of the Glades shopping centre. The 18th Century gates that at one time served Plaistow Lodge remain in situ and are Statutory Listed Grade 2.

The Glades Shopping Centre is a substantial structure stretching south from Widmore Road to Elmfield Road. The building has been designed and detailed to complement the town centre with differing but harmonious treatments to the various parts. The building has been excluded from the conservation area but still has an impact on its character as its eastern elevation dominates the Queens Gardens.

Kentish Way is the by-pass for the town centre and links Masons Hill to the South to Tweedy Road in the north. It is flanked by a number of large trees at Queen's Gardens and provides a vista northwards which is terminated by the former Library and the Baptist Church.

The character that the Council wishes to preserve in this area is that of a quiet landscaped enclave with mature trees close to the busy shopping centre.

KEY VIEWS

A number of key views into and out of the Conservation have been identified and are shown on figure 10. These include views from Martins Hill out to the Ravensbourne Valley, from Queens Mead up to the Parish Church and other views within the Conservation Area.

Figure 10 Key Views

Plan showing key views to be inserted here.

2. Management Plan

Policies & Guidance

Any new development should have regard to national, regional and local planning policy. The following policies will assist the consideration of any applications required for planning permission or consent, which may impact upon the Conservation Area. They also provide guidance to property owners and others in encouraging approaches and methods, which will assist the conservation and enhancement of the character and appearance of the Conservation Area. The policies are supplementary to the more generalised heritage conservation objectives and policies detailed in the Borough's Unitary Development Plan and the Bromley Town Centre Area Action Plan. This document also reflects the government guidance given in Planning Policy 5 – Planning for Historic Environment published by the department of Communities and Local Government (DCLG) in 2010 and the Historic Environment Planning Practice Guide published by DCLG, English Heritage and the Department of Culture, Media and Sport in March 2010.

At the national level, the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on the London Borough of Bromley to designate Conservation Areas in “*areas of special architectural or historic interest*”, and to formulate and publish proposals for the preservation and enhancement of its Conservation Areas. National policy for planning and the historic environment is set out in Planning Policy Statement 5 (PPS5) and the accompanying Historic Environment Planning Practice Guide.

Planning Policy 5 – Planning and the Historic Environment (PPS 5) was published in 2010 and is the Government's Planning Policy for the historic environment. Policy HE6 of PPS 5 states that all applications affecting heritage assets (including conservation areas) ‘*should be accompanied by a description of the significance of the heritage assets affected and the contribution of their setting to that significance. The level of detail should be proportionate to the importance of the heritage asset and no more than is sufficient to understand the potential impact of the proposal on the significance of the heritage asset. As a minimum the relevant historic environment record should have been consulted and the heritage assets themselves should have been assessed using appropriate expertise where necessary given the application's impact*’. These descriptions will be referred to in this document as ‘Statements of Significance’. **Policies HE9.2 and HE9.4 are also relevant to development within conservation areas and should be referred to when making applications.**

At the regional level, policy 4B.11 of the London Plan: Spatial Development Strategy for Greater London states that “*The Mayor will work with strategic partners to protect and enhance London's Historic Environment*”.

At the local level, the policies saved in July 2009 from the London Borough of Bromley Unitary Development Plan (UDP) 2006 contains policy BE11 Conservation Areas which is as follows:

'In order to preserve or enhance the character or appearance of conservation areas, a proposal for new development, for engineering works, alteration or extension to a building, or for change of use of land or buildings within a conservation area will be expected to:

- (i) respect or complement the layout, scale, form and materials of existing buildings and spaces;*
- (ii) respect and incorporate in the design existing landscape or other features that contribute to the character, appearance or historic value of the area; and*
- (iii) ensure that the level of activity, traffic, parking services or noise generated by the proposal will not detract from the character or appearance of the area.'*

Policy BE 12 of the London Borough of Bromley UDP is concerned with Demolition in Conservation Areas, Policy BE 13 is concerned with Development Adjacent to a Conservation Area and Policy BE 14 is concerned with Trees in Conservation areas.

Bromley Town Centre Area Action Plan

The Bromley Area Action Plan is scheduled to be adopted on at a Full Council meeting on 25 October 2010. The Conservation Area Statement expands upon and in some cases subdivides those character areas identified in the Area Action Plan which lie within the Conservation Area.

Preservation and Enhancement

The primary purpose of designation of a Conservation Area is to identify "areas of special architectural or historical interest the character and appearance of which it is desirable to preserve or enhance" [Section 69(1) of the Planning (Listed Building and Conservation Areas) Act 1990]. It is adopted policy of the Council "to preserve and enhance the character or appearance of conservation areas....". [UDP Policy BE.11]

This demonstrates a strong commitment to the conservation and enhancement of the character and appearance of designated conservation areas. The above statement defines that character and appearance, whilst the following policies and guidance provide more details as to how this may be achieved.

Threats

The potential threats to the character of the Conservation Area include:

- New development being out of scale with the fine grain scale of existing buildings

The guidance in this document addresses this issue in respect of the opportunity sites in the AAP and will ensure that new development does not dominate surroundings and that enhancement of the area will ensue.

- Economic recession resulting in vacancy and lack of maintenance of buildings leading to more buildings being on the Heritage at Risk Register.

Economic factors are to a large extent beyond the control of the Council and go beyond the scope of this document. Investment in the public realm, such as that envisaged in the Bromley North Village Improvements, can encourage investment and improve the viability of private property.

Demolition

Proposals for the demolition of structures within the conservation area will normally be assessed against the contribution of the structure in question and against Policy BE 12 of the UDP. This contribution could be on an individual basis or as part of a group of buildings. This will normally be assessed on a case by case basis in the context of specific circumstances.

Some buildings and structures are individually designated through statutory or local listing and these are strong contributors to the character and appearance of the Conservation Area. However, non-listing by no means implies that a building is non-contributory, and there should be no presumption of this. The character and appearance of a Conservation Area is frequently embodied in buildings, which are not in themselves exceptional, but are contributors to the Area's noteworthiness. A Heritage Statement as outlined in policy HE6 of PPS5 should be provided with any application for demolition in the conservation area. The Heritage Statement should outline the contribution that a building or buildings makes to the Conservation Area.

To avoid vacant or derelict sites and consequent uncertainty about the future of a site, demolition will not normally be permitted prior to secure commitment to a specific form of redevelopment. Where appropriate the use of legal or financial securities will be considered to ensure fulfilment of such commitments.

Siting of New Development

New buildings in a conservation area will normally only be considered:

- on a site created through demolition of an existing building;
- on a currently vacant plot; or
- as an additional building on a plot presently accommodating a building (where appropriate opportunities can be identified).

The characteristics of the relevant character area as described in the Appraisal section of this document should be a starting point for the conception of design concepts for any new development in the Conservation Area.

The established density and layout in the area will provide a guide to the appropriate scale and positioning of any new development. Insertion of new structures within already developed plots will generally require constraint in scale and careful positioning to ensure that they do not detract from the established character and appearance.

Layout

The siting and layout of new structures must be respectful of the character and appearance of the Conservation Area. This requires recognising and responding to the predominant scale, form and detailing of contributory buildings, and reflecting the bulk and spatial composition of structures and intervening spaces.

Spaces around and between buildings are often an important part of the character and appearance of an area, and the setting of principal contributory buildings. In particular in the town centre, the composition and relationships between buildings and open spaces (both public and private) is an important element of character and appearance. **The conservation area contains numerous alleys, yards and slips. These are often representative of historic plot patterns and thoroughfares and it is expected that they are maintained to a reasonable standard. These alleys, yards and slips should not be closed off by new development that could obstruct permeability or negatively affect important views.**

Design of New Buildings

Where new buildings are deemed to be appropriate, attention is required to ensure their compatibility with the Conservation Area, which should result in a positive contribution to the area both in its own right, and as an element in the urban form. As well as buildings, this relates to the spaces and relationships between buildings, and the treatment of the site and surroundings.

In particular, new buildings should not become dominant elements or overwhelm existing structures and spaces. For example, it is good practice for new buildings to keep within the typical height of existing buildings, ideally remaining slightly lower than adjacent buildings. Building frontages and bulk should be addressed similarly. Attention should also be paid to the articulation, fenestration and break up of existing buildings, and the scale at which this occurs, avoiding visual massing out of scale with established and contributory elements.

The adoption of scale, forms and materials characteristic of the Conservation Area is appropriate. (the underlying principles are similar to those relevant to alterations and additions, which are detailed below). However design which attempts "mock historic" replication of buildings from earlier eras is discouraged, as this lacks authenticity, dilutes the Area's significance, and can confuse interpretation of the Area's historical development. An exception may be justified where reinstatement of an important missing element of the built form will repair a jarring gap and can be based on detailed historical records. In these cases, clues to the building's more recent origins may be provided by restrained detailing and a date stone where appropriate.

It requires considerable design skill to introduce a building, which is recognisably and unashamedly new, yet respectful of and complementary to the character and appearance of the Area. Such a design challenge deserves the involvement of specialist, experienced professionals.

English Heritage and the Commission for Architecture and the Built Environment (CABE) have produced guidance entitled "Building in Context: New Development in Historic Areas" and it is available at <http://www.building-in-context.org> . Full use should be made of such resources and reference should be made any the Design and Access or Heritage Statement that accompanies an application.

Alterations and Extensions

The Conservation area is not a museum, but a living part of the urban area, particularly the central retailing and business functions. Changing business and administrative needs, lifestyles and expectations will result in pressure for adjustments to existing buildings to respond to this. Such modifications can frequently be achieved without diminishing the character and appearance of the Area, but care is required.

The Historic Environment Planning Practice Guide for Planning Policy Guide 5 (PPS5) provides guidance on the alteration of Heritage Assets. As Conservation Areas are considered to be Heritage Assets, the principles and guidance detailed in this document are also applicable to any building that within a Conservation area. The advice contained in the Practice Guide for PPS5 along with this Management Plan will be utilised when considering proposals to alter a building that is considered to contribute to the Conservation area.

Location and Form of Extensions

Extensions and additions should reflect the forms, materials, textures and finishes of the host building, along with the design philosophies underlying its style. These vary between individual buildings in this Conservation area, and will need to respond to the specific building. The proportions, positioning and integration of an extension to the host building should be designed to safeguard not only the building's contribution to the public realm, but its enduring value to the owner. It should not be so large as to dominate or compete in visual terms with the host building.

Materials and Methods

Materials utilised in additions and alterations should match those of the host building, by the reuse of reclaimed materials where possible, or by careful matching of new materials. Care should be taken with details such as the matching of brick bonds and continuation of stringcourses or lintels.

Shopfronts

Original shopfronts are very important to the character of commercial areas. Retention and reinstatement of original frontages and/or details will be strongly encouraged. Where introduction of new shop fascias is appropriate, the Council encourages these to be designed in a manner to enhance the street scene and to be no larger than those of neighbouring shops. **Many retail chains have a corporate or house style. However, this approach will only be acceptable where it is in accordance with the design standards expected in the conservation area.**

The installation of permanently fixed, or external steel roller shutters, deadens the streetscene and attracts graffiti. Where it is considered that security shutters are appropriate, Council strongly encourages the use of toughened glass. This minimises visual impact and maintains an active and interesting street scene, important to ensuring active pedestrian usage out of trading hours, with consequent security benefits.

Where security shutters are to be used, policy BE20 of the UDP requires that open mesh or lattice shutters are preferred as they allow a clear view into the shop and maintain a visible window display, and are considered to provide adequate protection to most shop fronts

As shopfronts are replaced, particularly in 19th century buildings, the Council will encourage enhancement through the reinstatement of traditional design elements, such as stall risers and pilasters of painted timber construction that are more appropriate to the age and form of the host building.

Policy BE19 of the Bromley UDP requires that all replacement shopfront proposals should be well-related to its context whether this is the host building, parade or wider street scene as a whole; of a high quality of design and use appropriate materials. Period design shopfronts and existing or original features are retained or reintroduced where appropriate. It also requires that deep or uninterrupted fascias, or those which extend above first floor level should be avoided and that stallrisers

should be provided, and are well-related in scale and height to the host and, where appropriate, neighbouring properties;

In addition, in Conservation Areas, the retention of shopfronts that contribute to the street scene even when the commercial use has ceased is required.

Exterior Details

Details characteristic of the building type and era should be retained wherever possible. Alterations to the exterior form and detailing of a contributory building should respond sensitively to the significant elements of the building. In particular attention should be paid to protecting and reflecting element of the original design detailing, such as chimneystacks, ridge tiles, lintels, and stringcourses. Every effort should be made to retain and repair such original details. Regular and timely maintenance is preferable to the difficulty and expense incurred by belated repair or, ultimately, replacement.

Windows and Doors

Original window and door proportions, materials and detailing should be retained. Repair of original joinery is desirable where practical, with any necessary new work matching in materials and detailing. Insensitive replacement doors and windows can seriously detract from the character of a building and, in turn, the conservation area.

Mass produced standard components (particularly those made in UPVC) can rarely reflect the carefully considered proportions and detailed mouldings of original doors and windows, and their use is discouraged. Whilst their installation may be cheaper, they are visibly inappropriate to a period building, and can seriously detract from the value of a property.

Dormers and Roof Lights

The desire to increase useable areas in a dwelling often lead to the conversion of attic and roof spaces into rooms. This results in the requirement for natural lighting where none, or insufficient, is available at present. The most common responses are to insert dormer windows into the roofline, or to install roof lights. The appropriateness of either approach will depend upon the individual circumstances of each building, and should not begin with a presumption that either approach will necessarily be compatible to a particular case.

Dormer windows are a component part of some architectural styles. However, in other cases the introduction of dormers will be inappropriate, particularly on prominent front or side rooflines. Close attention to the style of the host building can indicate whether appropriate opportunities exist. Where an opportunity is identified, the scale of a dormer should respond to traditional styles, usually requiring some restraint of the urge to maximise internal spaces to avoid adversely impacting upon the appearance of the building and Conservation area. If installation of dormers is appropriate, they should be set below the ridgeline of the host building.

Roof lights must be sited sensitively to avoid detracting from important views of the building. Where roof lights can be demonstrated to be compatible, they should be mounted flush with the roofline rather than in a raised box, which emphasises their presence. Normally, placement in rear elevations is preferable to the front elevation.

Satellite Dishes, Domestic Microgeneration Equipment and other Plant

The location and appearance of plant, extractors and other equipment such as satellite dishes on properties, should be carefully considered. **All plant should generally be placed out of view from the public realm.**

Satellite dishes must not be placed on a chimney, roof or wall that is visible from a highway. As such, any satellite dishes should be located in rear gardens or another service should be used. For further information on the regulations governing the size and location of satellite dishes see 'A householder's Planning Guide for the Installation of Antennas, including Satellite Dishes' produced by the Department of Communities and Local Government (2008).

Under the General Permitted Development (amendment) Order 2008, solar panels and solar thermal equipment are not permitted in a Conservation Area if they are to be installed on a wall forming the principal or side elevation of the dwelling house and would be visible from a highway or on a wall of a building within the curtilage of the dwelling house and would be visible from a highway.

More information about adapting to climate change and increasing energy efficiency can be found at www.climatechangeandyourhome.org.uk.

Hardstandings and Driveways

Frequently, proposals for hardstandings and driveways are generated by the desire to accommodate motor vehicles on the plot, or to increase the capacity for this use. This mainly occurs in the more residential areas on the fringe of the Conservation Area.

Recent changes to the General Permitted Development Order have restricted the amount of hard surfacing allowed within the curtilage of a dwelling house. Where that hard surfacing would exceed 5 square meters planning permission is now required unless that surfacing is made of porous materials which will allow for a better thought out landscaping scheme in front gardens incorporating hard standing and porous materials without diminishing the setting of the building or adversely affecting the character and appearance of the conservation area.

Where opportunities do exist, minimising the width of the opening in a front wall will reduce the impact upon the streetscene whilst retaining some screening of the front garden. Paving may be addressed as a component part of a comprehensive design treatment, so visually remains part of the garden, rather than appearing as an area deducted from it. Retention of border planting can avoid starkness caused by paving to wall or building edges.

Garages

In residential sections of the Conservation Area, the introduction of garages needs to be sensitive to the building forms of the area. In some situations, a single level wing at the side of a larger dwelling may fit the general form of development, whilst in others it may detrimentally alter the built form, such as by blocking openings between buildings, which may be characteristic of the area. Traditional garages may be too small to accommodate modern vehicles. If enlargement or replacement can be sensitively achieved, it may be possible to borrow design elements from the original to retain compatibility. Rarely will enclosed parking forward of the primary frontage of the main building be appropriate or supported.

Trees, Gardens, Hedges

Established trees and gardens play an important contributory role to the character of most Conservation Areas. Within the Bromley Town Centre Conservation area the pockets of parkland and incidental trees and gardens are a vitally important relief to the intensive urban character of the town centre.

Changes of Use

The commercial centre of the Conservation Area is, by its nature, at the forefront of evolving demands and pressures for change. The challenge is to absorb change whilst retaining the essential character which links the centre with the richness of its past and sustains the spirit and identity of place.

The viability of a significant building's retention can sometimes be assisted through finding a new use which might return it to an economic function which can support maintenance, repair and conservation works. This must be balanced with other considerations, including the potentially reduced significance of a building, which no longer performs the role for which it was established.

Consideration also needs to be given to consequential pressures, which may flow from a change of use which may include the potential of increased demand for car parking, either on site or in the locality. On site parking can often impact adversely upon open spaces which are contributory to the character and appearance of the Area, such as through the loss of garden settings. Where parking is on street, the presence of many cars for much of the time can detract seriously from the appearance of an area.

Advertising and Signage

The Council wishes to ensure that businesses in the commercial sections of conservation areas are able to effectively advertise their goods and services. However, it also wishes to reduce the visual clutter that poorly designed, located or oversized advertisements can cause. Advertisements which are seen to detract from the character of the area will be resisted or made subject to discontinuance action where necessary.

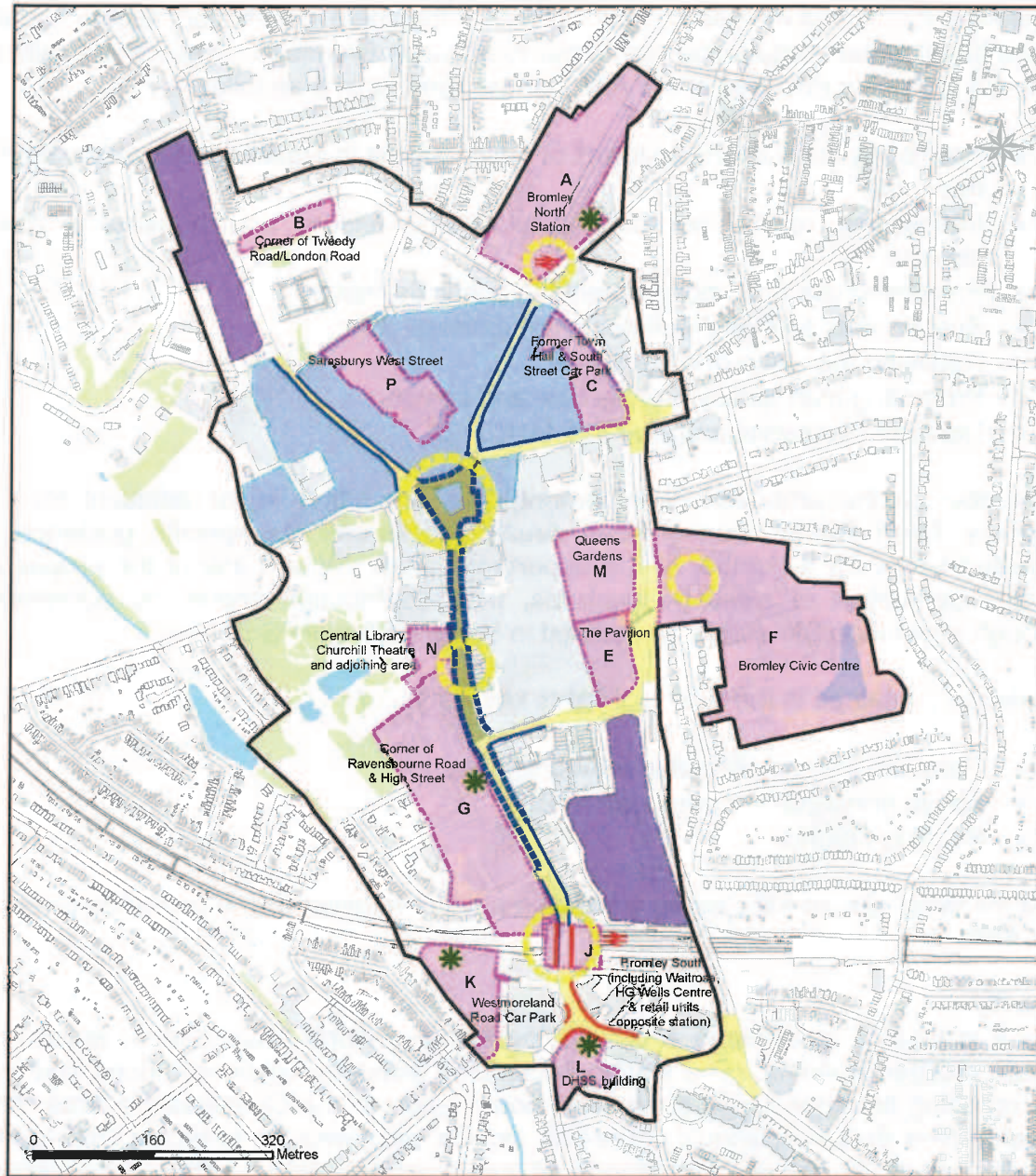
Retail units will often be able to make use of front window space and window fascias to advertise goods or services. A carefully designed and painted fascia, combined with a good window display is an excellent advertisement for a shop and will contribute to the character of the conservation area. Where this opportunity is available, the Council will normally resist the placing of advertisements on other parts of a building. The practice of painting out of shop windows as a form of display or advertising is also discouraged, stifling the contribution which the display or goods and visibility of inside activity contribute to the overall sense of vitality and interest.

New and replacement signs should be designed in a way that minimises their impact: they should not be displayed at first floor level or above, especially on exposed flank walls. External illumination is preferred over internal illumination on traditional shopfronts. However, light fittings should be small and low key. New fascia signs should not exceed the depth of the fascia.

Within residential areas, every attempt should be made to keep advertising material to the smallest possible scale. Illuminated advertisements will not be acceptable in residential locations.

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Bromley Town Centre Area Action Plan



Legend

- Town Centre Boundary
- ✱ Possible Locations for Taller Buildings
- Land Safeguarded for Transport Schemes
- Retail Frontage**
- Primary Retail Frontage
- Secondary Retail Frontage
- btc aap prop sites AAP 09

- Improvement Areas**
- Business Improvement areas
- Improved Public Realm and/or building frontages
- North Village Area Improvement
- Pedestrian Area Improvement
- New / Improved public spaces

- A Bromley North Station
- B Corner of Tweedy Road/London Road
- C Former Town Hall and South St car park
- E Pavilion
- F Bromley Civic Centre
- G West of High St
- J Bromley South
- K Westmorland Road car park
- L DHSS building and Bromley Christian Centre
- M Queens Garden
- N Central Library / Churchill Theatre
- P Sainsburys, West St
- D Hill St car park (former opportunity site)

Data Source: Ordnance Survey / Bromley Borough Council / AECOM

Map Source: © OS Crown copyright. All rights reserved. London Borough of Bromley (LA100017661 2009)

Last Updated: October 2009

Figure 9

An Area Action Plan (AAP) for Bromley Town Centre has been prepared and a submission document was published in November 2009 following public consultation. The AAP seeks to ensure that the town centre can accommodate future development requirements in order to maintain Bromley's competitive position. The Key Strategic Priorities of the AAP can be summarised as follows:

- Promoting more intensive forms of development in areas well served by public transport;
- Intensifying retails, services, employment, leisure and housing in town centres;
- Promoting use and improvements to public transport;
- Sustainable, safe and well designed development;
- Realising the value of open space;
- Promoting high quality architecture and design;
- Heritage Conservation (AAP 1.3: 2010)

A number of the proposed development sites are either in, or adjacent to, the Bromley Town Centre Conservation Area. Additional site specific guidance is provided below for a number of the opportunity sites. Where any of the proposals involve demolition of existing structures, their contribution should be addressed through a Heritage Statement as outlined in Policy HE6 of PPS 5.

Guidance contained in the AAP highlights key issues of:

- Permeability and attracting footfall to area,
- Active frontages to pedestrian routes,
- Building heights

The following site specific notes should be read in addition to the guidance given in the AAP:

Site A:

Site A is located adjacent to and including Bromley North Train Station which is a Grade II Listed Building. The station is currently poorly maintained, underused and not reaching its potential in terms of its contribution to the Conservation Area. Any development in site A should therefore include proposals to enhance this facility through repair of the building, forecourt improvements and upgraded passenger facilities.

Site B:

Site B is located on Tweedy Road adjacent to the Grade I listed Bromley College, and Grade II listed Sheppard's Colleges. As such, the impact of any development on the setting of the listed buildings is of primary importance. The relationship of any new development with Sheppard's College in particular should also be handled carefully, in terms of bulk, scale and proximity. Any proposed development should also include a visual assessment showing the impact of the development on views into and out of the Conservation Area.

Site C:

Site C includes the Grade 2 Listed former Town Hall building and the South Street Car Park. Any proposals to reuse the Grade 2 Listed Town Hall should be sympathetic to the internal and external fabric and features of the structure. As such, only uses that can be proven not to damage the special interest of the Listed Building will be considered.

Sites G, H and N:

Sites G, H and N comprise the western side of the High Street and reaches from the Churchill Theatre south to Bromley South Station.

Sites N and part of G are located within the Conservation Area. As such, redevelopment may include the demolition of a number of structures south of the Churchill Theatre. Therefore, a Heritage Statement should also be provided with any proposal to develop this area, this assessment would allow for the contribution of the existing structures to the conservation area to be fully understood.

Site M:

Site M comprises the Queens Gardens a public open space on the eastern side of the conservation area. In addition to the guidance contained in the AAP, measures should be taken to protect the listed iron gates to the southern section of Queen's Gardens as well as the openness of the park.

Site P:

Site P comprises the Sainsbury's building and is near the oldest part of the Bromley Town Centre. Development must integrate with surrounding properties, complement the existing character of the Bromley North Village, improve views from adjacent rear elevations, upgrade the site perimeter and create better pedestrian flows to the town centre. As such, any development proposal should be accompanied by sufficient contiguous elevations in order to assess the impact on adjacent historic buildings.

Enhancement Action by the Council

The Council has a diverse variety of statutory and administrative responsibilities, which can impact in a variety of ways upon the integrity and vitality of the conservation area. Street works, traffic management and placement of infrastructure components will attempt to reconcile conservation area objectives with wider functional objectives.

The Council owns or manages a number of properties within the conservation area, and as a responsible landowner and manager will attempt to pursue the objectives for the conservation area outlined in this document as part of its responsibilities.

Advisory Panel for Conservation Areas

The Council will ensure that development control in conservation areas is undertaken with care and sensitivity to the character and appearance of the area. This is achieved by referring applications to the Council's Conservation Officer, Tree Officers as appropriate and the Advisory Panel for Conservation Areas (APCA). The Advisory Panel for Conservation Areas consists of independent representatives of

relevant professions (such as architecture & town planning) and interest groups such as Local Civic Societies and Residents' Associations. Each conservation area is entitled to an APCA representative, usually nominated by the local residents' association.

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Contact Us

If you have a wider planning or conservation problem or you need help or advice, let us know. We will try to resolve problems as quickly as possible.

There is further advice about what to do if you have a problem or a complaint in the leaflet "**Getting it Right**" which is available at the Planning and Engineering Reception in Bromley Civic Centre; Telephone 020 8313 4595.

If you have a conservation area question or wish to make a development proposal in a conservation area, the Council will be happy to advise you on an individual basis. For further assistance, please contact:

Renewal and Recreation Department
London Borough of Bromley
Civic Centre
Stockwell Close
Bromley
Kent BR1 3UH

For advice or information on **Listed Buildings, Locally Listed Buildings and buildings in Conservation Areas:**

Conservation Officer	020 8461 4664
Conservation Officer	020 8313 7532

For advice or information on **planning applications and policy** in this conservation area:

Development Control	020 8313 4956
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For advice on **trees or landscape** in this conservation area:

Principal Tree Officer	020 8313 4516
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For advice on **environmental improvements and enhancement projects:**

Urban Designer	020 8313 4573
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Other Useful Contacts

ENGLISH HERITAGE

The Government's adviser on the historic environment

1 Waterhouse Square,
138 - 142 Holborn
London
EC1 2ST

Telephone: 0870 333 1181
Email: customers@english-heritage.org.uk
Website: <http://www.english-heritage.org.uk/>

DEPARTMENT OF COMMUNITIES AND LOCAL GOVERNMENT (DCLG) The Government Department with responsibility for planning

Eland House
Bressendon Place
London
SW1E 5DU

Telephone: 0303 444 0000
Email: contactus@communities.gov.uk
Website: <http://www.communities.gov.uk/>

THE TWENTIETH CENTURY SOCIETY

70 Cowcross Street
London
EC1M 6EJ

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(A charity providing advice on the repair and restoration of old buildings)

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BROMLEY CIVIC SOCIETY

Website: <http://www.bromleycivicsociety.org.uk/>

Report No.
DRR11/039

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: **Development Control Committee**

Date: **19 April 2011**

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

Title: **GOOD PRACTICE GUIDE FOR LOCAL LISTING
DRAFT FOR CONSULTATION**

Contact Officer: Robert Buckley, Conservation Officer
Tel: 020 84617532 E-mail: robert.buckley@bromley.gov.uk

Chief Officer: Bob McQuillan

Ward: Borough Wide

1. Reason for report

English Heritage has issued a draft for consultation entitled "Good Practice Guide for Local Listing: Identifying and Managing Significant Local Heritage Assets. Consultation questions have been answered by the Council and are to be submitted to English Heritage by 13th May 2011.

2. **RECOMMENDATION(S)**

Members are requested to note the contents of the consultation document, agree the responses to the questions (attached in appendix) and the proposed change to the selection criteria within the Council's local listed Supplementary Planning Guidance.

Corporate Policy

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

Financial

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

Staff

1. Number of staff (current and additional): 103.89 fte
 2. If from existing staff resources, number of staff hours: n/a
-

Legal

1. Legal Requirement: Non-statutory - Government guidance.
 2. Call-in: Call-in is not applicable.
-

Customer Impact

1. Estimated number of users/beneficiaries (current and projected): N/A
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? No.
2. Summary of Ward Councillors comments:

3. COMMENTARY

The London Borough of Bromley Local List was adopted in 1975 and serves several functions. Firstly it promotes local heritage and raises awareness of associated issues. Secondly, it can be used for negotiation purposes in Development Control when alterations are proposed (but cannot be used to resist demolition outside a conservation area). Thirdly, buildings on the list may eventually be considered for statutory listing. Finally it identifies buildings in conservation areas which are deemed to make a positive contribution. It should be noted however that it provides little protection outside conservation areas.

The criteria used to select these buildings are; Architecture, History, Close Historical Association and Setting or Group Value as found in the Supplementary Planning Guidance on Locally Listed Buildings.

English Heritage has issued a draft for consultation entitled "Good Practice Guide for Local Listing: Identifying and Managing Significant Local Heritage Assets. Consultation questions have been answered by the Council and are to be submitted to English Heritage by 13th May 2011.

Summary of document:

PPS5 offers guidance for heritage assets whether designated or not. Therefore English Heritage sees the local list as an ideal opportunity for the Local Planning Authority (LPA) to identify such non-designated assets. The inclusion of a building on the Local List can be used as part of the evidence base requirement of PPS5 in policies HE2, HE3 and HE5 and can also be referred to in light of policies HE7 and HE8, which broadly state that undesignated assets can be treated as material consideration in planning applications. However it should be noted that there are no changes to the GPDO with regard to Local Listing and demolition outside a conservation area is normally considered permitted development.

Selection Criteria are suggested (page 9) which take into account the values which may be assigned to buildings and are as follows; which are as follows; Age, Rarity, Aesthetic value, Group value, Evidential value, Historic association, Archaeological interest, Designed landscaping, Landmark status and Social and communal value.

Guidance is also given to Councils on how to establish a local list where one does not exist already. Following initiation of a list the document recommends that an SPD be created to explain how the Local List functions and a process of identification and review is also recommended (page 11). It also stresses the importance of consultation and making use of specialist knowledge within the local community.

Officer response:

In view of the limited scope that local listing provides, the consultation document is unnecessarily lengthy in detail. As the Council already has a local list and an adopted SPG on Locally Listed Buildings, much of the guidance is of little benefit as it is primarily aimed at Councils who do not yet have such a list.

A thorough review of the north-east and north-west parts of the borough was undertaken by consultants GL Hearn and a number of recommended buildings were added to the list. This approach was very much in line with what has been suggested by English Heritage in this document. Future additions to the list are likely to be on a more adhoc basis, as was the case before the GL Hearn report, or when Conservation Area Appraisals are being updated.

The completed questionnaire can be found in the Appendix.

4. POLICY IMPLICATIONS

UDP policy BE10 refers to Locally Listed Buildings.

Non-Applicable Sections:	Financial, Legal, Personnel
Background Documents: (Access via Contact Officer)	Good Practice Guide for Local Listing: Identifying and Managing Significant Local Heritage Assets Draft Consultation Draft February 2011 Consultation response form



ENGLISH HERITAGE

CONSULTATION RESPONSE FORM

Good practice guide for local listing: identifying and managing significant local heritage assets

The questions on which we would particularly like your views are found below. This form, along with an electronic version of the consultation paper and instructions on how to submit this form, is available on the English Heritage website at:

www.english-heritage.org.uk/caring/listing/local/local-designations/local-list

Completed forms should be submitted by **Friday 13 May 2011** to:

locallisting@english-heritage.org.uk

Or by post to:

Heritage Protection Reform Team

English Heritage

1 Waterhouse Square, 138-142 Holborn

London EC1N 2ST

Name:	Robert Buckley
Organisation:	London Borough of Bromley
Address:	Civic Centre, Stockwell Close, BR1 3UH
E-mail address:	robert.buckley@bromley.gov.uk

Section 1: Introduction and Overview

Question 1: Has the role of local listing in supporting the policies and principles of Planning Policy Statement 5 (PPS5) been properly explained?	Yes	<input checked="" type="checkbox"/>
	No	<input type="checkbox"/>

Explanation/comment: The relationship between the relevant PPS5 policies and local listing is very helpful and informative.

Question 2: Has the role of local lists in influencing the outcome of planning applications, and the level of protection it affords, been clearly stated?	Yes	<input type="checkbox"/>
	No	<input checked="" type="checkbox"/>

Explanation/comment: which involved demolition of a locally listed building was recently allowed. Local Listing gave no protection. The guidance does not adequately address the protection of locally listed buildings outside conservation areas.

Section 2: Selection Criteria: Defining the Boundaries of the Local List

Question 3: Does the guide provide sufficient detail on the various approaches to developing selection criteria?	Yes	<input checked="" type="checkbox"/>
	No	<input type="checkbox"/>

Explanation/comment: Given the lack of protection the level of detail is unnecessary.

Section 3: Management Framework: Processes Supporting the Local List

Question 4: Have the appropriate stages in creating and managing a local list (particularly those forming the 'local list cycle') been identified and properly explained?

Yes

No

Explanation/comment: The local list cycle (identification, assesment, ratification,publication and review) is very beneficial for management of our existing local list.

Question 5: Has the role of the Historic Environment Record (HER) in supporting the local list been properly addressed?

Yes

No

Explanation/comment: The data standards mentioned in 3.2.4 are concise and represent good practice in the recording of historic assets.

General comments		
Question 6: Does the guide provide a clear and concise overview of local listing in England?	Yes	<input checked="" type="checkbox"/>
	No	<input type="checkbox"/>
Explanation/comment: Yes but some specific circumstances are not covered, please refer to Question 2.		
Question 7: Have the appropriate sections of the guide that would benefit from the inclusion of a case study been identified?	Yes	<input checked="" type="checkbox"/>
	No	<input type="checkbox"/>
Explanation/comment: Case study 2 would be of particular interest as it would demonstrate successful use of the local list in protecting heritage assets.		
Question 8: Are there any additional comments that you would like to make?	Yes	<input type="checkbox"/>
	No	<input checked="" type="checkbox"/>
Explanation/comment:		

Report No.
DRR11/033

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: **Development Control Committee**

Date: **19 April 2011**

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

Title: **LB BROMLEY FIVE YEAR SUPPLY OF HOUSING**

Contact Officer: Claire Glavin, Planner
Tel: 020 8313 4477 E-mail: claire.glavin@bromley.gov.uk

Chief Officer: Bob McQuillan, Chief Planner

Ward: All

1. Reason for report

Planning Policy Statement 3 (June 2010) requires Local Planning Authorities (LPAs) to assess and demonstrate the extent to which existing plans fulfil the Government requirement to identify and maintain a rolling five year supply of deliverable housing land, particularly in connection with making planning decisions. This report establishes the five year supply position for the Council from 1st April 2011 – 31st March 2016.

2. **RECOMMENDATION(S)**

Members agree the five year supply position as set out in Appendix 1 of this report.

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): 103.89ftes
 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): All residents of the Borough as well as 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

Background

- 3.1 All London boroughs contributed to a comprehensive and robust pan-London assessment of housing capacity (London Housing Capacity Study (LHCS) 2004-05). This resulted in an annual housing provision target for the borough of 485 units (2007-2016) compared to 572 units (1997 – 2006).
- 3.2 The Council has participated in the London-wide Strategic Housing Land Availability Assessment / Housing Capacity Study (2009) to meet the requirements set out in PPS3 for identifying housing land supply. As a result of this Assessment an annual monitoring target of 565 dwellings per annum was initially shown in the Draft Replacement London Plan (DRLP). After further amendment this figure was dropped to 500 for the purposes of the Examination in Public in the summer of 2010. Evidence submitted by the Council however was that the appropriate figure of capacity of the Borough to accommodate housing development is 462 dwellings per annum.
- 3.3 In light of the fact that the DRLP figures above could be subject to change the five year supply paper uses the 2007/08-2016/17 target of 485 units per annum.
- 3.4 An annual update of the borough's housing supply position has been set out in the Council's Annual Monitoring Reports from 2005.

Planning Policy Statement 3: Housing (June 2010)

Housing Provision Guidance

- 3.5 Planning Policy Statement (PPS) 3: Housing sets out guidance on how Local Planning Authorities (LPAs) should address their housing supply over a fifteen year period. Paragraph 7 of the PPS specifies the need for LPAs to assess and demonstrate the extent to which existing development plans fulfil the requirement set out in the guidance to identify and maintain a rolling five-year supply of deliverable land for housing, particularly in connection with making planning decisions.
- 3.6 Local Planning Authorities are also asked to identify a further supply of specific deliverable sites for years 6-10 and where possible for years 11-15. Where it is not possible to identify specific sites for years 11-15 broad locations for future growth should be indicated. Account should be taken of the level of housing provision set out in the Regional Spatial Strategy (London Plan). With regard to the first 10 years of housing supply PPS3 does not encourage the inclusion of windfall sites unless there is robust evidence of genuine local circumstances that prevent specific sites being identified. In these circumstances an allowance should be included but should be realistic having regard to the Strategic Housing Land Availability Assessment, historic windfall delivery rates and expected future trends.
- 3.7 In the event that the supply is not demonstrated then an Inspector will take this into account in assessing appeals against the refusal of planning permission.
- 3.8 The housing supply position for LPAs should be monitored on an annual basis to ensure there is a continuous five year supply of housing.

LB Bromley Five Year Supply of Housing

- 3.9 Appendix 1 to this report sets out the borough's five year housing supply position (2011/12-2015/16). This illustrates that to date the borough has been meeting its annual housing targets

as set out in the London Plan (Consolidated with Alterations since 2004) February 2008 and can accommodate five years supply of housing through a variety of deliverable sites.

4. POLICY IMPLICATIONS

The five year supply position is important to establish how the borough is performing in terms of housing completions and future housing supply. Where LPAs cannot demonstrate an up-to-date five year supply of deliverable sites for housing they should consider favourably planning applications having regard to the policies in PPS3.

Non-Applicable Sections:	Financial, Legal and Personnel
Background Documents: (Access via Contact Officer)	Planning Policy Statement 3 Housing (CLG, June 2010) The London Plan (2008) Annual Monitoring Report December 2010 (LB Bromley)

FIVE YEAR SUPPLY OF DELIVERABLE LAND FOR HOUSING

1.0 PLANNING POLICY STATEMENT (PPS)3 HOUSING (June 2010)

- 1.1 PPS3 requires that Local Planning Authorities (LPAs) will need to assess and demonstrate the extent to which existing plans fulfil the Government's requirement to identify and maintain a rolling five-year supply of deliverable land for housing particularly in connection with considering planning applications.
- 1.2 It advises that LPAs should draw on information from Strategic Housing Land Availability Assessments (SHLAA) and or other relevant evidence to identify sufficient specific deliverable sites to deliver housing in the first five years. To be considered deliverable, sites should, at the point of adoption of the relevant Local Development Document:
- **Be available** – the site is available now;
 - **Be suitable** - the site offers a suitable location for development now and would contribute to the creation of sustainable, mixed communities;
 - **Be achievable** – there is a reasonable prospect that housing will be delivered on the site within five years (paragraph 54).
- 1.3 Paragraph 59 states that allowances for windfalls should not be included in the first 10 years of land supply unless robust evidence of genuine local circumstances that prevent specific sites being identified can be provided. In these circumstances, an allowance should be included but should be realistic having regard to the SHLAA, historic windfall delivery rates and expected future trends.
- 1.4 Where LPAs cannot demonstrate an up-to-date five year supply of deliverable sites they should consider favourably planning applications for housing, having regard to PPS3 policies.

2.0 LONDON BOROUGH OF BROMLEY FIVE YEAR SUPPLY

- 2.1 This paper sets out Bromley's position on five year supply (01/04/11-31/03/16).
- 2.2 The Council participated in the London Housing Capacity Study (LHCS) 2004-05 that resulted in the current annual housing provision target of 485 units over a ten year period (2007/08 – 2016/17) This figure forms part of the 2008 London Plan and reference is made to the study in the Council's Adopted UDP (2006).
- 2.3 To update the above study the Council has contributed to the London-wide Strategic Housing Land Availability Assessment / Housing Capacity Study (2009) to meet the requirements set out in PPS3 for identifying housing land supply. As a result of the Assessment a draft annual housing monitoring target of 500 units has been allocated. The figure forms part of the EiP for the Draft Replacement London Plan (DRLP) (2009) and further evidence has been submitted by the Council to reduce this figure further to 462 units per annum.

- 2.4 It is noted that paragraph 53 of PPS3 specifies local planning authorities should have regard to the level of housing provision as proposed in the relevant emerging Regional Spatial Strategy. In light of the fact that the DRPL target could be reduced, for the purposes of this paper, the current target figure of 485 units will be used and only assessed against the target period from 2007/08 to which it relates.¹

Current housing provision targets and delivery

- 2.5 Table 1 below sets out the boroughs current position on housing delivery against targets for 2007/08 – 2016/17 (4850 units in total).

Financial Year	Completions	Cumulative Completions	Cumulative Target	Progress against target
2007/08	<i>713</i> ²	<i>713</i>	485	+228
2008/09	<i>494</i>	<i>1207</i>	970	+237
2009/10	<i>553</i>	<i>1760</i>	1455	+305
2010/11	441 (est.)	2201	1940	-
2011/16	2205*	4406*	4365	-
2016/17	444*	4850*	4850	-

*anticipated/forecast

- 2.6 The above table shows that to date we have exceeded our targets for 2007/08-2009/10 and look towards completing 3090 additional units by 2016/17. Therefore, the average number of units to be achieved per annum amounts to approximately 441 (3090/7 remaining years). Over the five year supply period this totals 2205 units (441x5).

Five year supply position

- 2.7 The following sites make up Bromley's five year supply (based on units available and not whole sites) and are set out in Appendix 1 to this paper:
- Large (10+units) and small sites with planning permission;
 - Large and small sites that have commenced;
 - Relevant large identified sites.

a) Sites with planning permission (up to 31/12/10)

- 2.8 Sites over 10 units were assessed to determine if they would be deliverable over the five year period. Developers were contacted to confirm if sites were likely to be brought forward or if a start date was known. In some cases developers were able to confirm that work had already started on site or was imminent. If sites were unlikely to be pursued within the five year timescale they were removed from the list.
- 2.9 There are approximately 700 units on small sites (<10 units) in the pipeline that have not commenced. From 04/05 to 09/10, on average planning permission was granted for 470 units per annum on these sites and completions were in

¹ GLA advise (Jan 2011) that targets prior to the 2008 London Plan do not accrue.

² Italics show actual unit completions 07/08-09/10.

the region of 220 units per annum. Over the past six years delivery on small sites has typically accounted for around 33% of completions overall.

- 2.10 It is considered that delivery on small sites is not insignificant and therefore a conservative allocation of 200 units could be deliverable.

b) Sites that have commenced (up to 31/12/10)

- 2.11 Sites that have started on site are considered deliverable over the five year supply period. Any sites that have been completed were removed from the list (up to 16/3/11). The Blue Circle Sports Ground will accommodate a large number of units and it is anticipated that the scheme will be delivered by 2015/2016.

- 2.12 There are 233 units (on small sites) that have started work on site and it is expected that these will be delivered by the end of the supply period.

c) Large identified sites

- 2.13 Sites B, C and K within the Bromley Area Action Plan (adopted October 2010) were included in the SHLAA results for Phase 2 of the Assessment (2011/12-2015/16). It is anticipated that these sites will still be deliverable and at this point in time it is estimated that they are likely to contribute 210 units.

Conclusion

- 2.14 Appendix 1 illustrates that Bromley is able to meet its five year supply target of 2205 units given that there are over 2500 deliverable units in the pipeline. In light of this, regard will be had to policies in the London Plan, the Bromley Development Plan, PPS3 and other material considerations when assessing new planning applications.

- 2.15 The Council's five year supply position will be monitored on a regular basis.

Borough Reference	Net Gain	Site Address			Ward	Permission Date
Sites with permission not commenced						
08/03691/DET	11	15	Bickley Road	BR1 2ND	BICKLEY	08/01/2009
09/02220/FULL1	11	17	St Georges Road	BR1 2AU	BICKLEY	26/01/2010
09/03615/FULL1	19	160-166	Main Road	TN16 3BA	BIGGIN HILL	11/10/2010
07/03764/DET	200	Ravensbourne College Of Design & Communication	Walden Road	BR7 5SN	CHISLEHURST	14/01/2008
09/02225/DET	37	103 & 105 And Woodland At Rear Of 109-117	Copers Cope Road	BR3 1NR	COPERS COPE	01/12/2009
09/02919/OUT	18	135-137	Albemarle Road	BR3 5HS	COPERS COPE	25/08/2010
09/01664/FULL1	149	Dylon International Ltd	Worsley Bridge Road	SE26 5HD	COPERS COPE	15/04/2010
09/02881/DET	88	Anerley School For Boys Blocks D & E	Versailles Road	SE20 8AX	CRYSTAL PALACE	22/01/2010
10/01069/FULL1	50	Anne Sutherland House	Thesiger Road	SE20 7NN	PENGE AND CATOR	03/08/2010
09/03025/FULL1	20	One-O-One Club, 101	Parish Lane	SE20 7NR	PENGE AND CATOR	01/07/2010
06/02747/FULL1	108	Holy Trinity Convent School	Plaistow Lane	BR1 3LL	PLAISTOW AND SUNDRIDGE	21/05/2008
07/02483/FULL1	54	Sundridge Park Management Centre Ltd	Plaistow Lane	BR1 3JW	PLAISTOW AND SUNDRIDGE	09/10/2007
09/02956/DET	12	12-14	Kemerton Road	BR3 6NJ	KELSEY AND EDEN PARK	26/01/2010
TOTAL	777					
Sites commenced						
09/03314/DET	100	Garrard/Sussex House	Homesdale Road	BR2 9LZ	BROMLEY TOWN	22/02/2010
03/04554/FULL1	49	Maunsell House, 160	Croydon Road	BR3 4DE	CLOCK HOUSE	26/02/2009
09/01791/FULL1	23	Community Centre	Castledine Road	SE20 8AE	CRYSTAL PALACE	09/03/2010
09/02931/FULL1	-104	Ramsden Estate, Phase 3	Rye Crescent	BR5 4NS	ORPINGTON	19/01/2010
05/00587/FULL1	22	28a	Station Square	BR5 1LS	PETTS WOOD AND KNOLL	28/03/2006
03/02319/OUT and 10/00740/DET	788	Blue Circle Sports Ground	Crown Lane	BR2 9PQ	BROMLEY COMMON AND KESTON	22/11/2007
08/03566/FULL1	14	Ruxley Court	Widmore Road	BR1 3AZ	BICKLEY	11/02/2009
08/03199/FULL1	16	66	Addison Road	BR2 9RR	BROMLEY COMMON AND KESTON	09/06/2009
08/03415/FULL1	12	102	Martins Road	BR2 0EF	BROMLEY TOWN	13/11/2008
07/03083/FULL1	14	Land At	Woodclyffe Drive	BR7 5NT	CHISLEHURST	15/10/2007
06/00872/FULL1	19	Sira	South Hill	BR7 5EH	CHISLEHURST	09/06/2006

06/00928/FULL1	6	181	Beckenham Road	BR3 4PT	CLOCK HOUSE	19/07/2006
04/01448/RENEW	7	404-436	Croydon Road	BR3 4EP	CLOCK HOUSE	07/06/2004
06/01873/FULL1	19	The Clock House	Beckenham Road	BR3 4PT	CLOCK HOUSE	05/12/2006
101717	3	18-24	The Knoll	BR3 5JW	COPERS COPE	31/08/2002
07/04649/DET	129	Anerley School For Boys	Versailles Road	SE20 8AX	CRYSTAL PALACE	10/03/2008
08/00620/FULL1	11	Century House, 37-41	Church Road	SE19 2TE	CRYSTAL PALACE	12/05/2008
04/03547/FULL1	10	Fair Acres Estate	Fair Acres	BR2 9BL	HAYES AND CONEY HALL	21/01/2005
09/00422/FULL1	13	Plaistow Lane Service Station	Plaistow Lane	BR1 4DS	PLAISTOW AND SUNDRIDGE	11/11/2009
TOTAL	1151					
Allocated sites						
UDP PROP SITE	10	Land adjacent Clock House station			CLOCK HOUSE	
Bromley Area Action Plan	210	Sites B, C, K			BROMLEY TOWN	
Small sites started from 01/01/11						
	233				BOROUGH-WIDE	
Small sites with planning permission						
	200				BOROUGH-WIDE	
OVERALL TOTAL	2581					

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Report No.
DRR11/040

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: **Development Control Committee**

Date: **19 April 2011**

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

Title: **ENFORCEMENT MONITORING REPORT
(JANUARY-MARCH 2011)**

Contact Officer: Tim Bloomfield, Development Control Manager (Appeals and Enforcement)
Tel: 020 8313 4687 Tel No E-mail: tim.bloomfield@bromley.gov.uk

Chief Officer: Bob McQuillan - Chief Planner

Ward: All

1. Reason for report

Following the previous monitoring report to DC Committee on 13 January 2011 this report provides an update for the first quarter of 2011

2. **RECOMMENDATION(S)**

Members to note the report

Corporate Policy

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

Financial

1. Cost of proposal: N/A
 2. Ongoing costs: Recurring cost.
 3. Budget head/performance centre:
 4. Total current budget for this head: £
 5. Source of funding:
-

Staff

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

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):
-

Ward Councillor Views

1. Have Ward Councillors been asked for comments? Yes.
2. Summary of Ward Councillors comments:

3. COMMENTARY

In the first quarter of 2011 the Council received 162 complaints, representing an average of 54 cases per month. This compares with approximately 800 complaints in 2010 about alleged breaches of planning control, representing an average of 65 new cases per month.

In terms of enforcement activity enforcement notices have been issued in respect of 34 breaches of planning control in the period January to March 2011, as summarised in the attached table (Appendix 1). The types of breach are summarised below:

Type of Notice	Number of Notices
Operational Development	20
Material Change of Use	6
Untidy Site	2
Breach of Condition	3
Planning Contravention Notice	3
Total	34

During the same period enforcement action has been authorised in a further 43 cases and the Council's solicitors have been instructed to issue notices. The attached table (Appendix 2) provides further details of these cases where enforcement action has been authorised.

The practice of reporting to enforcement action which has been authorised under delegated authority to Plans Sub Committee has been resumed with effect from January 2011.

A wide range of complaints are received but the most frequent relate to building operations (33%), untidy sites (15%), change of use (12%), commercial activity (10%) and boundary treatment (7%). A substantial number of complaints are received which do not involve breaches of planning control unrelated to planning which are not recorded on the planning enforcement monitoring system. These include boundary disputes, anti-social behaviour and other civil matters which fall beyond the remit of planning control.

During the first quarter of 2011 the Council's solicitors have been instructed to prosecute in 9 cases, as follows:

1. **Fairtrough Farm** – unauthorised stationing of mobile home and touring caravan
2. **81 High Street, Penge** – installation of security shutter – dismissed on appeal
3. **84 Albert Road, Bromley** – storage container
4. **26 Hawes Lane, West Wickham** – overheight pillars and fencing
5. **111 Castleton Road, SE9** – unauthorised extension – appeal out of time
6. **Billingford, Elstree Hill, Bromley** – overheight boundary wall and piers – appeal out of time
7. **197-199 High Street, Penge** - Change of use Office to residential – dismissed on appeal
8. **1 Little Acre, Beckenham** – Untidy site
9. **Land at junction Bromley Common/Oakley Road** - containers, hoarding and hardstanding – dismissed on appeal.

A number of significant enforcement cases been dealt with during the quarter

1. 39 Selby Road. Crystal Palace – rear extension and subdivision into flats - awaiting trial July 2011
2. Fairtrough Farm, Pratts Bottom – local inquiry 12/4/11. Prosecution against mobile home & caravan
3. 1A Holbrook Lane, Chislehurst – insertion of rooflights - works in default
4. 3 Filey Close, Biggin Hill – untidy site – proposed works in default
5. 32 Hillcrest Road, Biggin Hill – decking – proposed works in default
6. Waldens Farm – final caravan removed
7. Archies Stables, Cudham Lane North – informal hearing 17/5/11

Non-Applicable Sections:	Policy implications, financial implications, legal implications. Personal implications
Background Documents: (Access via Contact Officer)	

Report No.
DRR11/041

London Borough of Bromley

Agenda
Item No.

PART 1 - PUBLIC

Decision Maker: **Development Control Committee**

Date: **19 April 2011**

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

Title: **PLANNING APPEALS MONITORING REPORT (JANUARY - MARCH 2011)**

Contact Officer: Tim Bloomfield, Development Control Manager (Appeals and Enforcement)
Tel: 020 8313 4687 Tel No E-mail: tim.bloomfield@bromley.gov.uk

Chief Officer: Bob McQuillian - Chief Planner

Ward: All

1. Reason for report

Following the previous monitoring report to DC Committee on 13 January 2011 this report provides an update for the first quarter of 2011.

2. **RECOMMENDATION(S)**

Members note the report

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:
 4. Total current budget for this head: £
 5. Source of funding:
-

Staff

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

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):
-

Ward Councillor Views

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

3. COMMENTARY

The attached table (Appendix 1) shows that in the period January to March 2011 52 new planning appeals were lodged, compared with 69 in same period in 2010. Over the same period 39 appeal decisions were received of which 25 (64%) were dismissed and 13 (33%) allowed with 1 part allowed/part dismissed.

With regard to appeal procedure, the written representation method accounted for 44% of all appeal decisions. The number of informal hearings and 'fast track' appeals (FTA) decisions each accounted for 28% of all appeal decisions. No local inquiry decisions were received in this quarter. It is notable that the number of appeals determined by informal hearings or local inquiries has fallen since the Planning Inspectorate adopted a more rigorous stance in applying the criteria as to the most appropriate procedure.

In the first quarter of 2011 24 appeals (46%) of all new appeals followed the fast track procedure. Although there remain concerns about the fast track procedure it is significant that 70% were dismissed in this quarter indicating that the significantly shorter timescales has not had a marked effect on performance levels.

The breakdown by appeal procedure for the first quarter of 2011 compared with 2010 is summarised below:

Procedure	January to March 2011	January to December 2010
Fast track	24 (46%)	137 (55%)
Written Representations	20 (39%)	86 (35%)
Informal Hearing	6 (11%)	25 (10%)
Local Inquiry	2 (4%)	2 (1%)
Total	52	250

Analysis of Committee Decisions - 2010

At the previous Committee the Chairman requested further information regarding committee decisions in cases where officers recommendations were overturned and the rate of success on appeal compared with applications refused under delegated powers.

As previously reported the overall figures for 2010 confirm that 55% of all appeals were dismissed and 45% allowed. An analysis of appeal decisions received in 2010 shows that 155 (71%) were refused under delegated authority and 63 (29%) were refused at committee.

In 48 cases planning applications were recommended for permission by officers but were overturned at committee. 30 (63%) of those cases were the subject of appeals of which 60% were allowed, 30% were dismissed and 10% are awaiting a decision.

Over the same period 9 claims for costs were received of which 6 were allowed, 1 was refused and 2 are awaiting settlement.

The attached table (Appendix 2) summarises the number of appeals arising from the refusal of permission at committee in 2010, and the number of cases in which the appellant claimed costs against the Council. Of particular significance is the proportion of overturned decisions which were allowed on appeal (60%) and the proportion of cases where costs were allowed (67%).

Non-Applicable Sections:	Policy implications, financial implications, legal implications. Personal implications
Background Documents: (Access via Contact Officer)	

Report No.
DRR11/042

London Borough of Bromley

PART 1 - PUBLIC

Decision Maker: **Development Control Committee**

Date: **19 April 2011**

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

TITLE: UPDATE: PLANNING LEAFLETS AND INFORMATION FOR THE PUBLIC

Contact Officer: Tim Horsman, Assistant Development Control Manager
Tel: 020 8313 4441 E-mail: tim.horsman@bromley.gov.uk

Chief Officer: Bob McQuillan

Ward: N/A

1. Reason for report

Update on Planning Leaflets following report from DCC 13th January 2011

2. **RECOMMENDATION(S)**

Members are asked to note progress

Corporate Policy

Existing policy:

Financial

1. Estimated cost Included within existing staff workload
 2. Non-recurring cost
 3. Budget head Planning
 4. Total budget for this head £3.3m
-

Staff

1. Number of staff (current and additional) - 2
 2. If from existing staff resources, number of staff hours - 100
-

Legal

1. Non-statutory - Government guidance:
 2. Call-in is not applicable:
-

Customer Impact

Estimated number of users/beneficiaries (current and projected) - All users of planning process

3. COMMENTARY

- 3.1 Following the initial report to development control committee this report updates the situation with regard to progress on the planning information leaflet project.
- 3.2 Whilst the migration of the Council website to a new system has hindered progress, a new template and initial draft leaflet has been created and is appended to this report for information. The new design has been created to achieve a balance of text and visual interest whilst utilising a simple A4 format that can be interchanged between the website and paper leaflets, keeping any printing costs to a practical minimum for the Council and end users wishing to print at home.
- 3.3 It is anticipated that the first set of draft leaflets will be reported to DCC on 30 June 2011, and the remainder to DCC on 8 September 2011.

Non-Applicable Sections:	POLICY, FINANCIAL, LEGAL, and PERSONNEL
Background Documents: (Access via Contact Officer)	Draft Leaflet and template

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Agenda Item 14

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