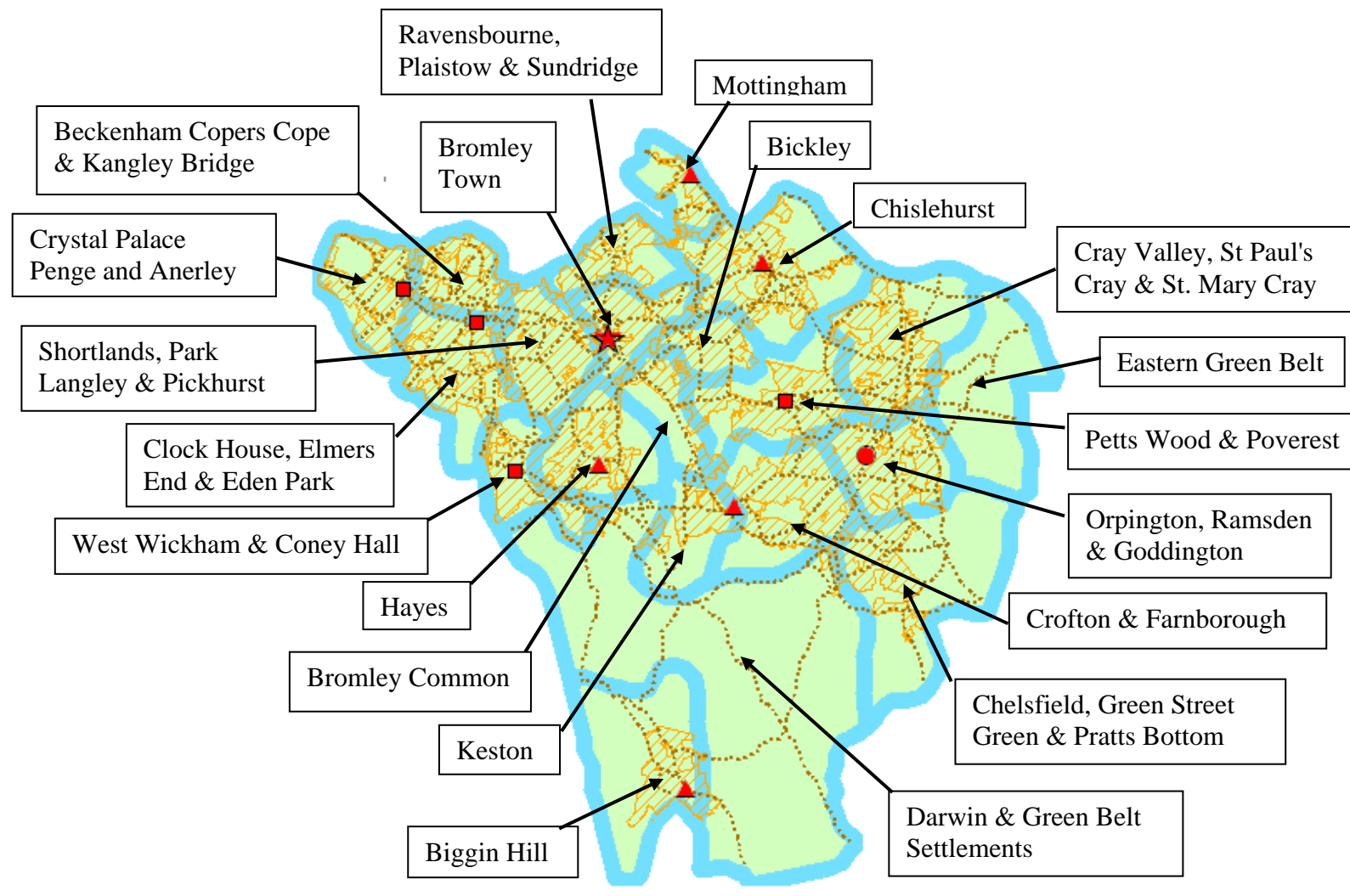


APPENDIX 2

AREA PEN PORTRAITS

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

Places within the London Borough of Bromley



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BECKENHAM COPERS COPE & KANGLEY BRIDGE

Character

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

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

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

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

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

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

Demography & Community

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

Business and Employment

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

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

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

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

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

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

Social Infrastructure

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

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

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

Connectivity

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

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

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

KEY ISSUES & MAIN OPPORTUNITIES

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














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

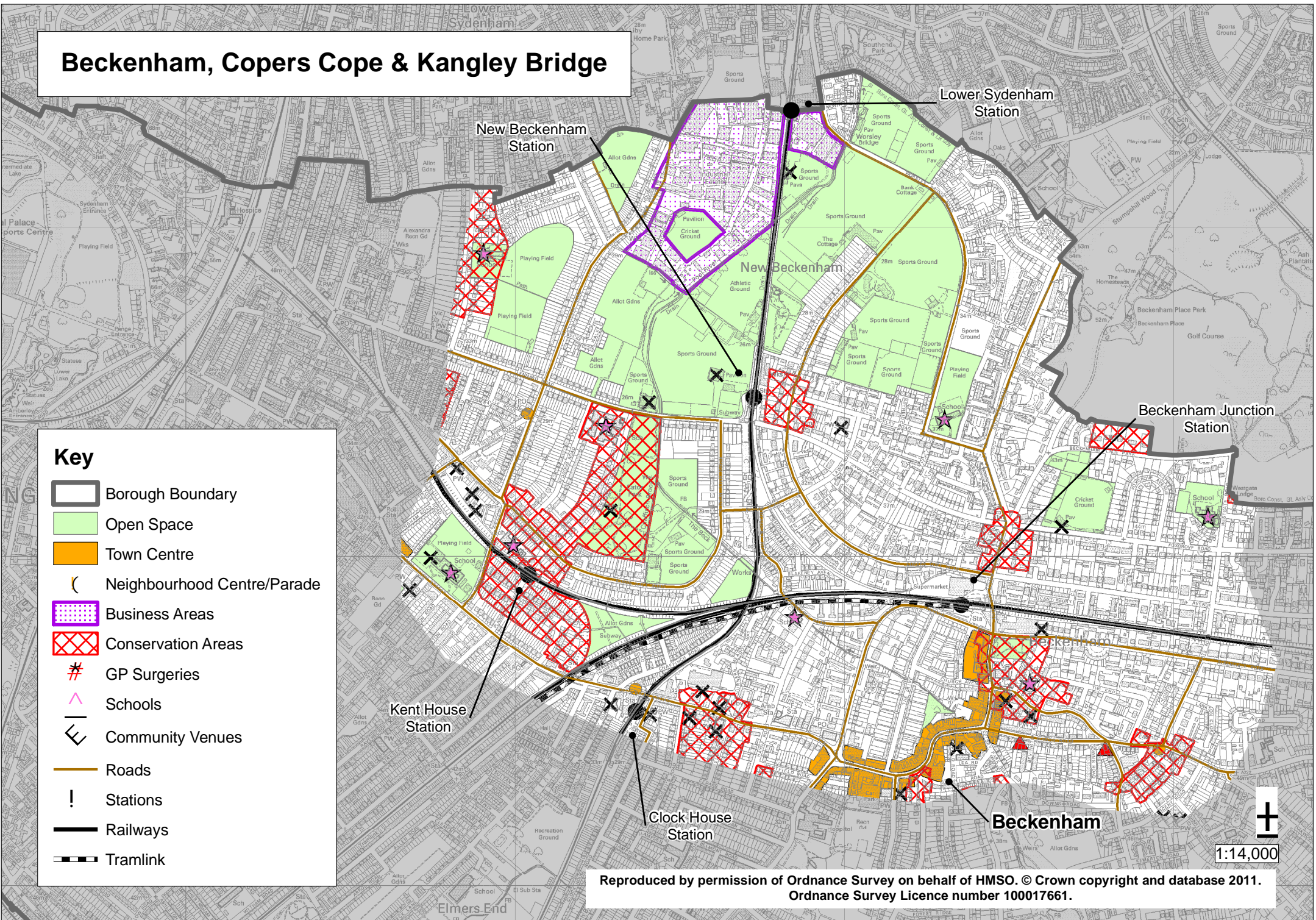
How can the lack of public amenity space in the south east of the area be addressed?

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

Beckenham, Copers Cope & Kangley Bridge

Key

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



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BICKLEY

Character

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

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

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

Demography & Community

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

Business and Employment

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

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

Social Infrastructure

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

Connectivity

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

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

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

KEY ISSUES & MAIN OPPORTUNITIES

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











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

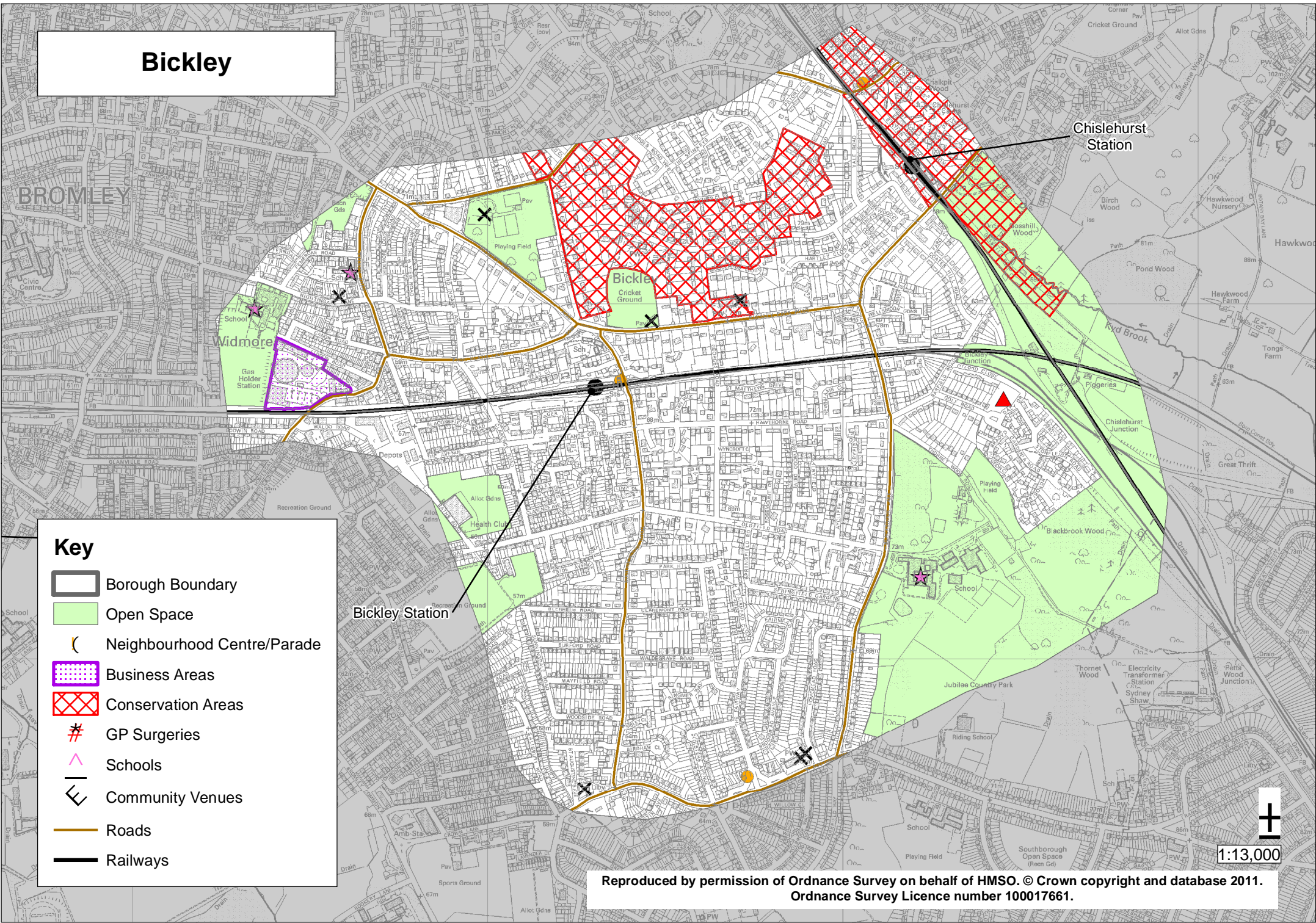
What opportunities are there to improve access to public transport?

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

Bickley

Key

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



BROMLEY COMMON

Character

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

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

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

Demography & Community

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

Business and Employment

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

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

Social Infrastructure

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

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

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

Connectivity

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

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

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

KEY ISSUES & MAIN OPPORTUNITIES

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

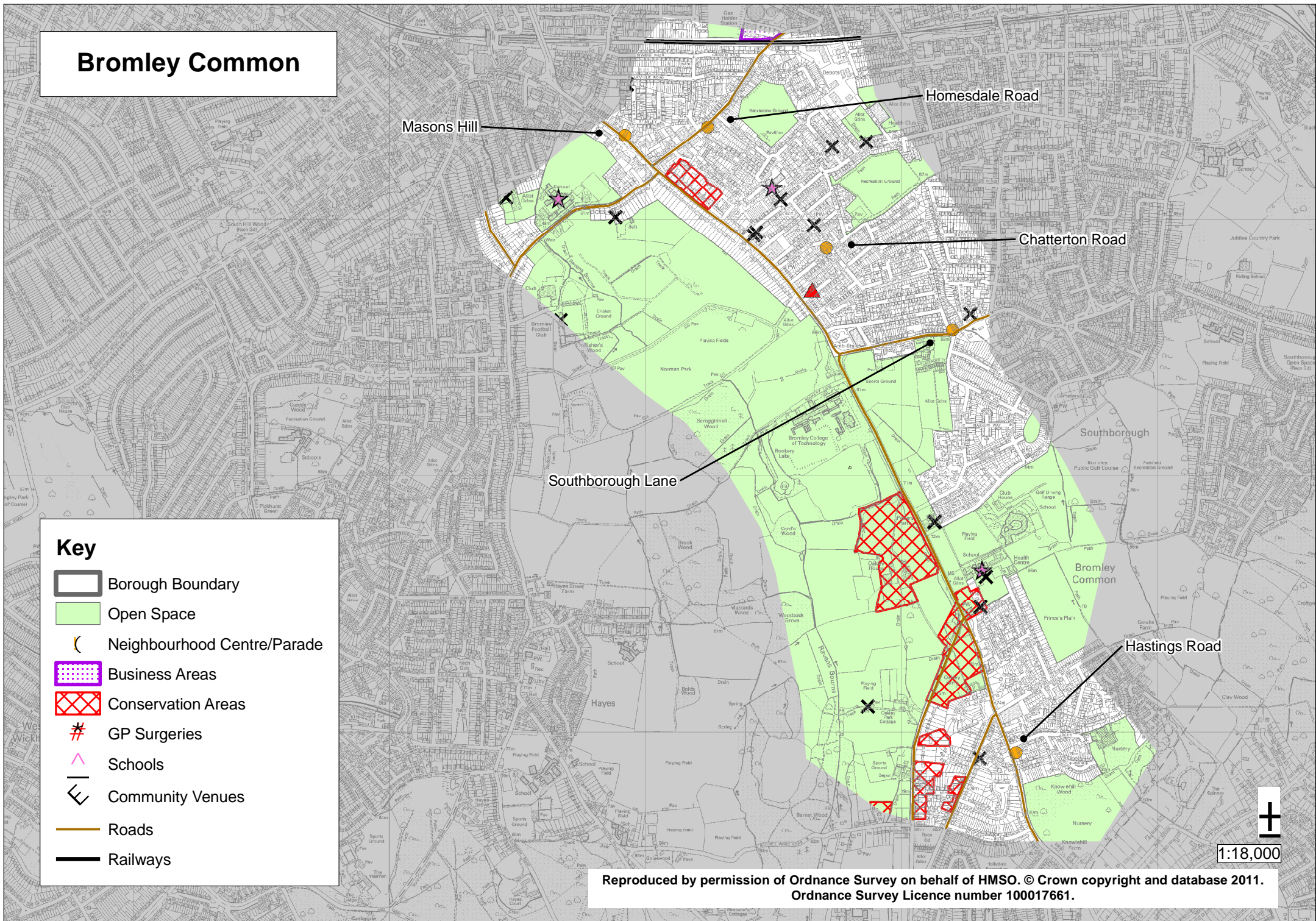
What opportunities are there to improve public transport connectivity in this area?

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

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

How can parking in the Chatterton Road area be improved?

Bromley Common



CHISLEHURST

Character

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

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

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

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

Demography & Community

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

Business and Employment

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

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

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

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

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

Social Infrastructure

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

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

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

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

Connectivity

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

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

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

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

KEY ISSUES & MAIN OPPORTUNITIES

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

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

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

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

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

Do opportunities exist to reduce congestion around the War Memorial?












Chislehurst

Chislehurst

Elstead Woods Station

Chislehurst Station

Key

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

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CLOCK HOUSE, ELMERS END & EDEN PARK

Character

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

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

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

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

Demography & Community

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

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

Business and Employment

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

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

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

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

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

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

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

Social Infrastructure

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

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

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

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

Connectivity

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

KEY ISSUES & MAIN OPPORTUNITIES

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

How can issues relating to commuter parking be addressed?

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

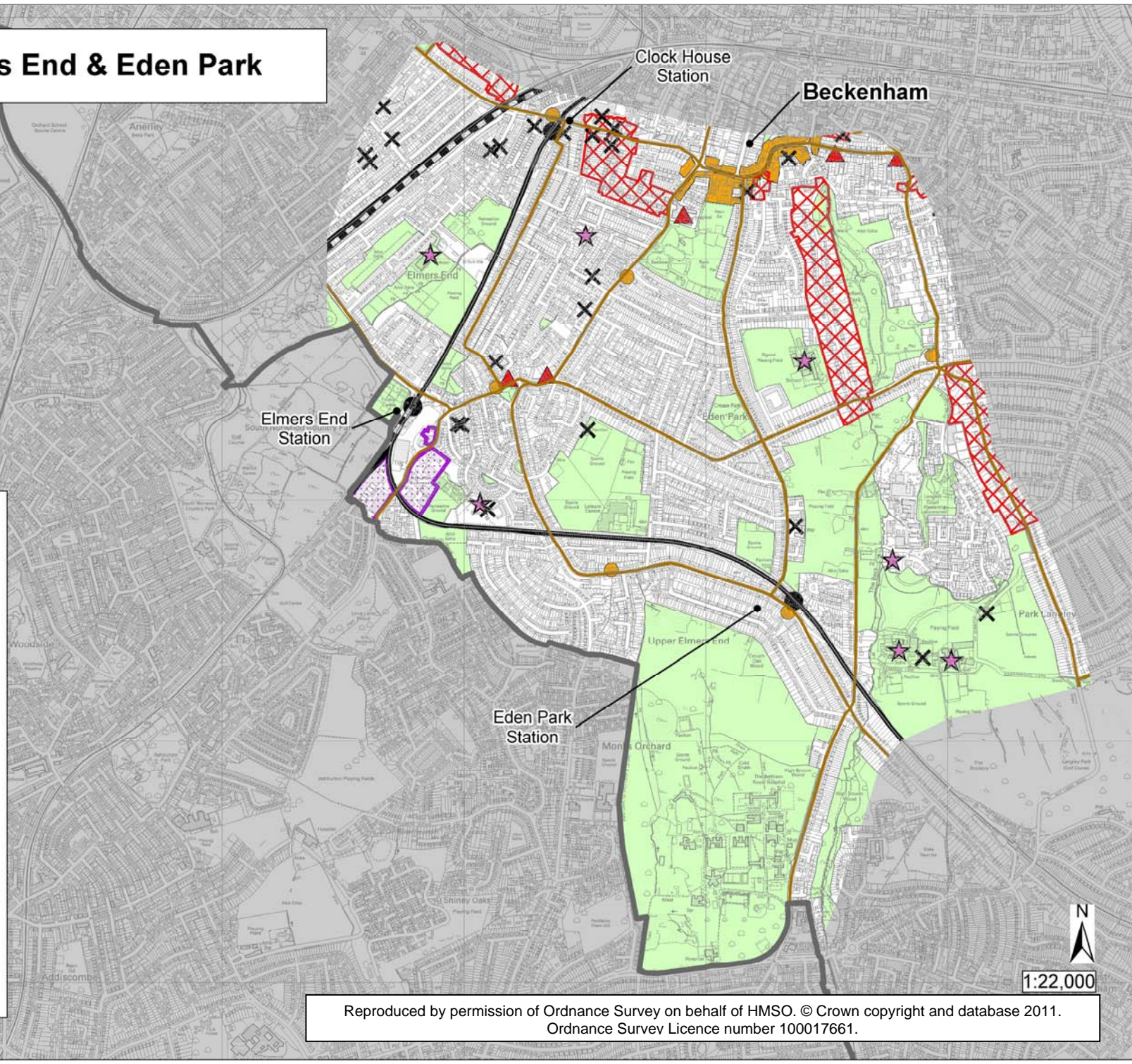
Could different uses help to reduce the number of vacant shops along the main routes?

What opportunities do the large vacant business sites offer?

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

Clock House, Elmers End & Eden Park

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



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

Character

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

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

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

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

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

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

Demography & Community

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

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

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

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

Business and Employment

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

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

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

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

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

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

Social Infrastructure

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

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

There are four GP's in the area

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

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

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

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

Connectivity

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

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

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

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

KEY ISSUES & MAIN OPPORTUNITIES

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

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

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

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

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

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

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

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

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













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

Cotmondene Crescent

St. Mary Cray Station

St. Mary Cray

Key

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

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CROFTON AND FARNBOROUGH

Character

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

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

Demography & Community

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

Business and Employment

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

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

Social Infrastructure

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

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

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

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

Connectivity

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

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

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

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

KEY ISSUES & MAIN OPPORTUNITIES

What opportunities exist to improve the availability of primary healthcare?












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

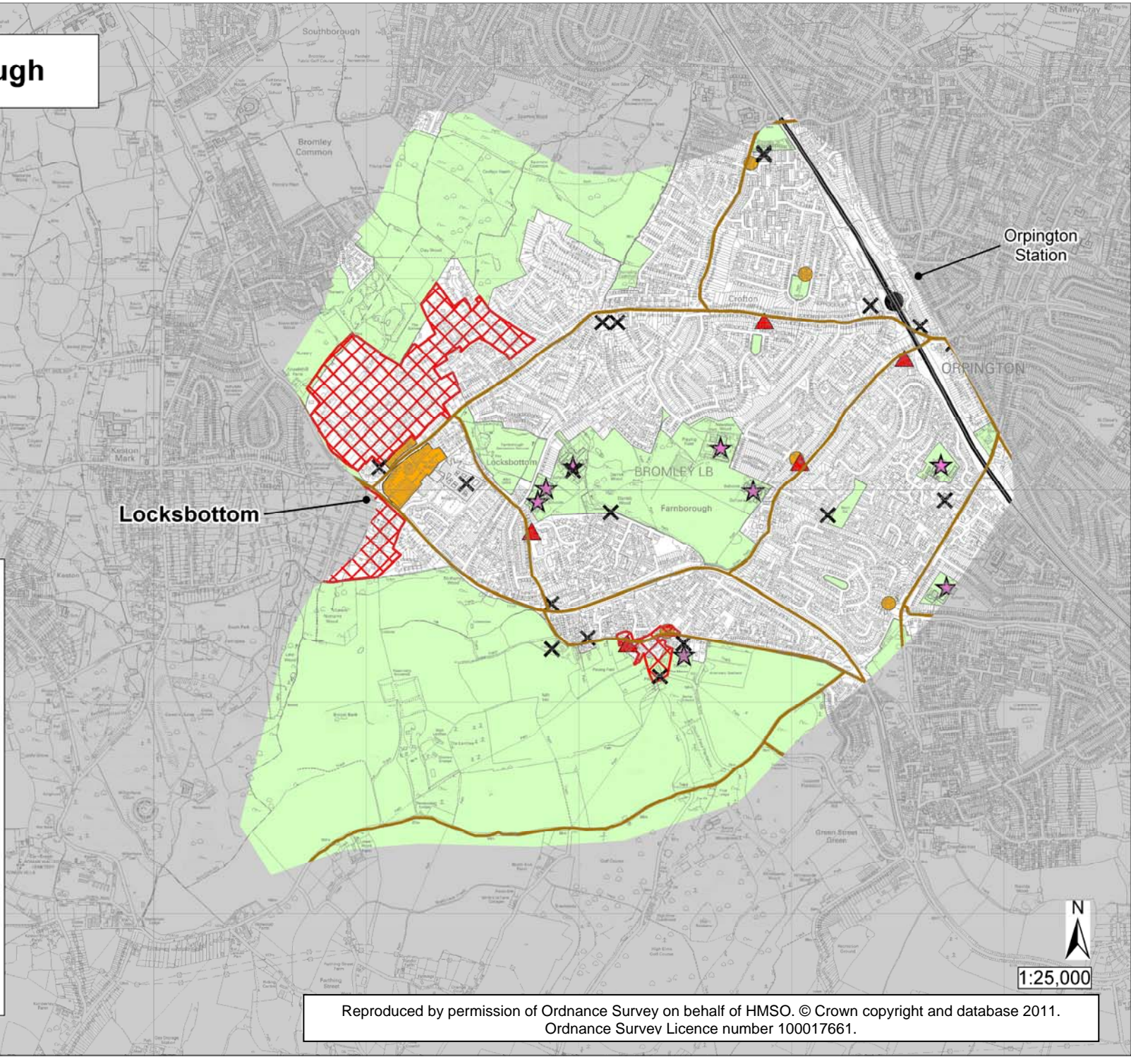
What is the scope for community groups to assist in improving their environment?

What future challenges are posed by Biggin Hill Airport?

Crofton & Farnborough

Key

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



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1:25,000

CRYSTAL PALACE, PENGE & ANERLEY

Character

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

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

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

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

Demography & Community

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

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

Business and Employment

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

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

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

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

Social Infrastructure

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

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

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

Connectivity

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

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

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

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

KEY ISSUES & MAIN OPPORTUNITIES

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

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

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

How much additional development is desirable or needed?

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

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

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

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

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














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

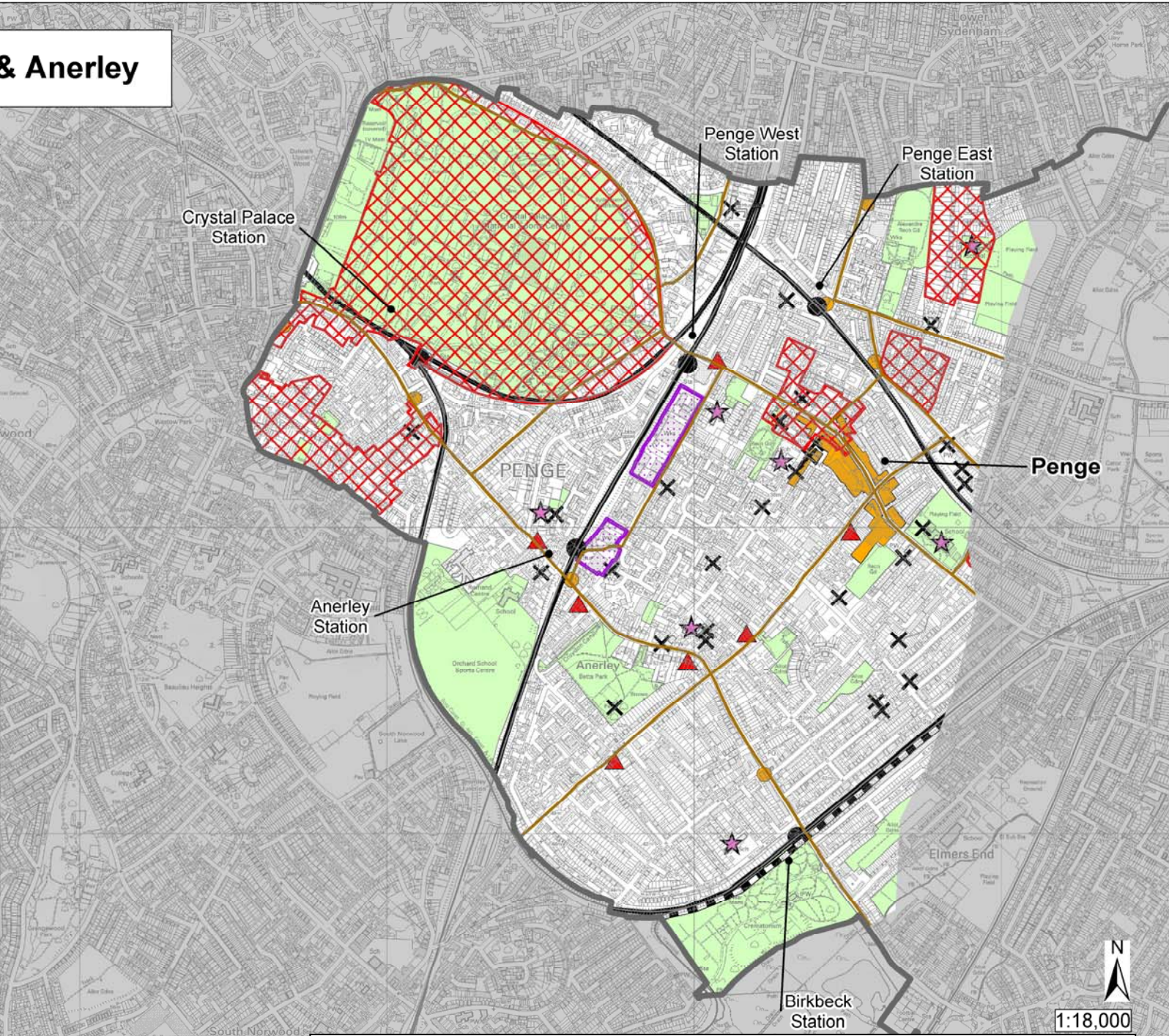
What is the impact of the loss of public houses?

Can public transport links to Bromley Town Centre be improved?

Crystal Palace, Penge & Anerley

Key

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



N
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HAYES

Character

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

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

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

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

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

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

Demography & Community

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

Business and Employment

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

Social Infrastructure

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

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

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

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

Connectivity

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

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

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

KEY ISSUES & MAIN OPPORTUNITIES

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

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

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












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

Hayes

Hayes

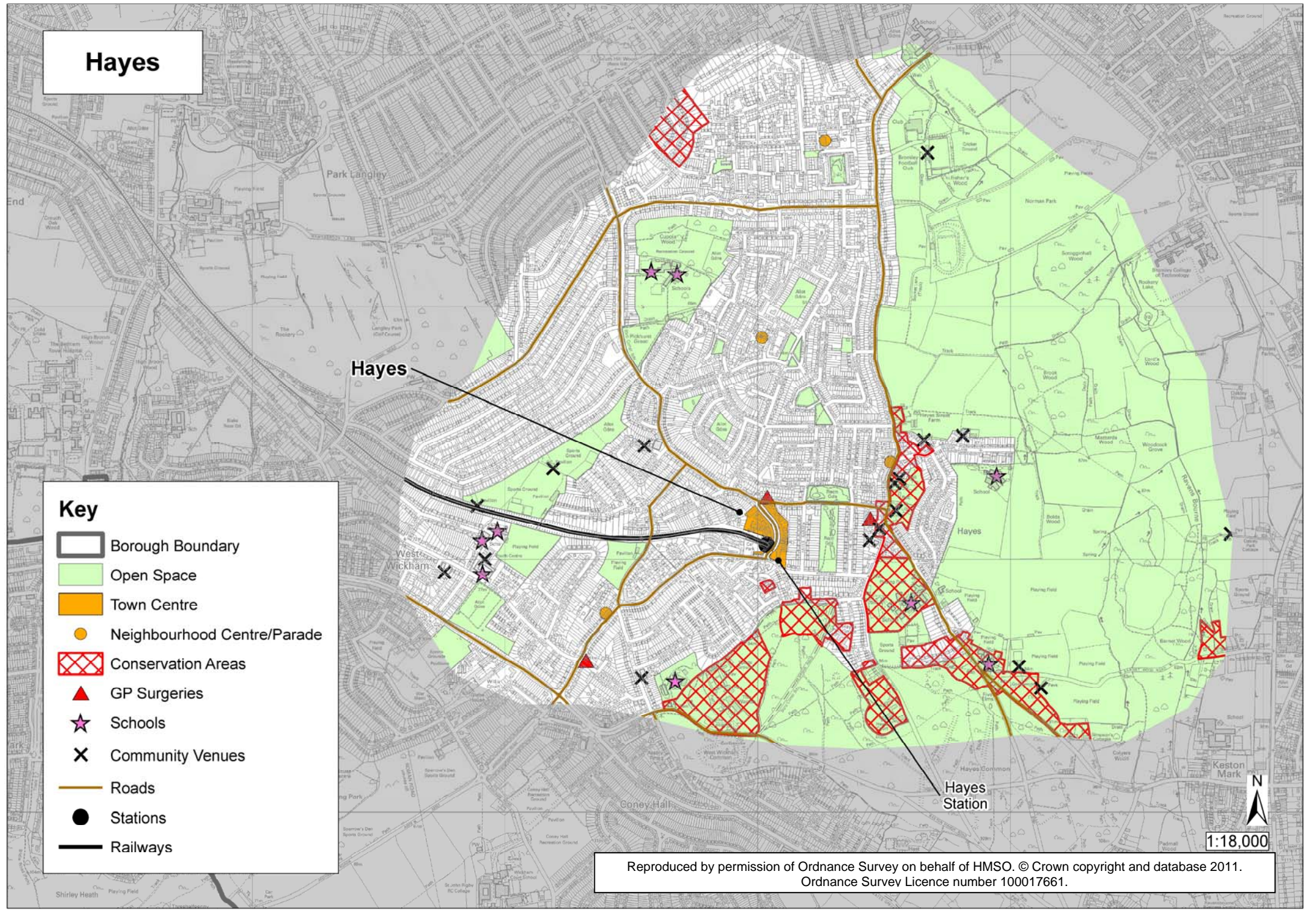
Hayes Station

Key

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

1:18,000

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KESTON

Character

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

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

Demography & Community

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

Business and Employment

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

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

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

Social Infrastructure

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

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

Connectivity

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

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

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

KEY ISSUES & MAIN OPPORTUNITIES

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











What opportunities exist to improve cycle routes in the area?

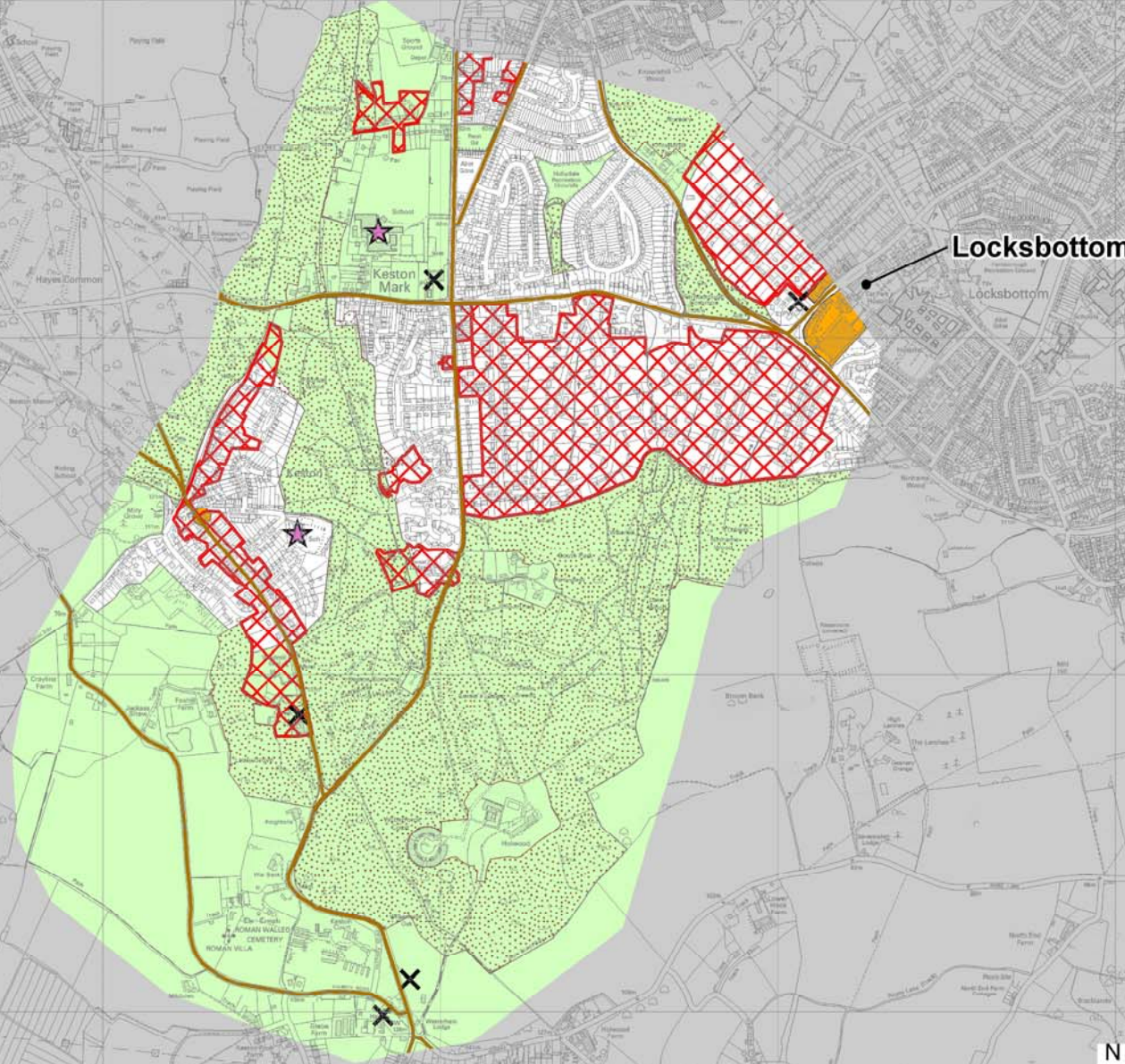
Is there a need to protect local shops and facilities on Heathfield Road?

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

Keston

Key

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



Locksbottom

1:20,000

MOTTINGHAM

Character

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

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

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

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

Demography & Community

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

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

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

Business and Employment

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

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

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

Social Infrastructure

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

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

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

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

Accessibility

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

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

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

KEY ISSUES & MAIN OPPORTUNITIES

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

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

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

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

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

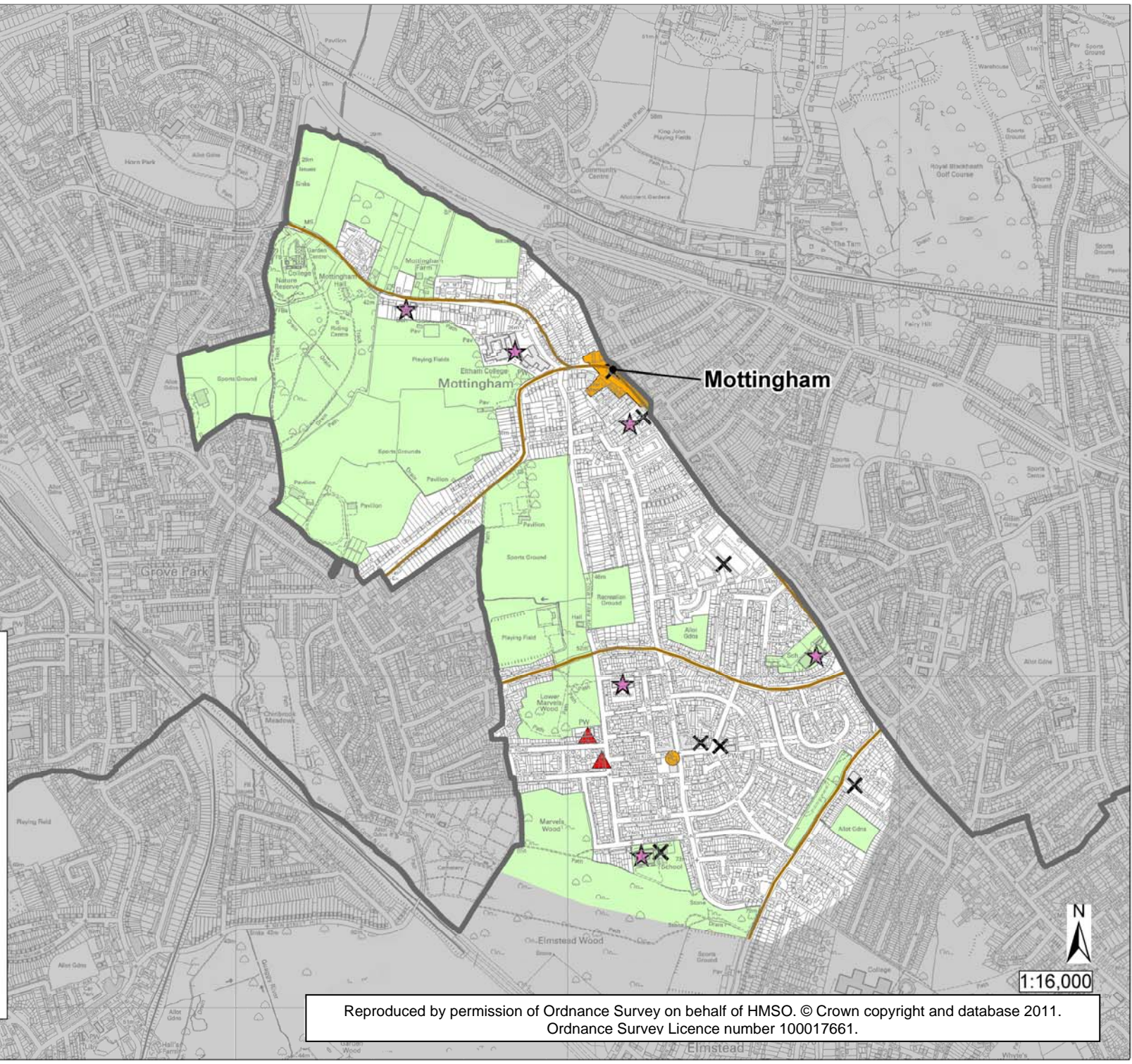
How can the existing character be maintained and areas of poor environmental quality enhanced?

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

Mottingham

Key

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



SHORTLANDS, PARK LANGLEY & PICKHURST

Character

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

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

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

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

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

Demography & Community

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

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

Business and Employment

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

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

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

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

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

Social Infrastructure

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

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

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

Connectivity

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

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

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

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

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

KEY ISSUES & MAIN OPPORTUNITIES

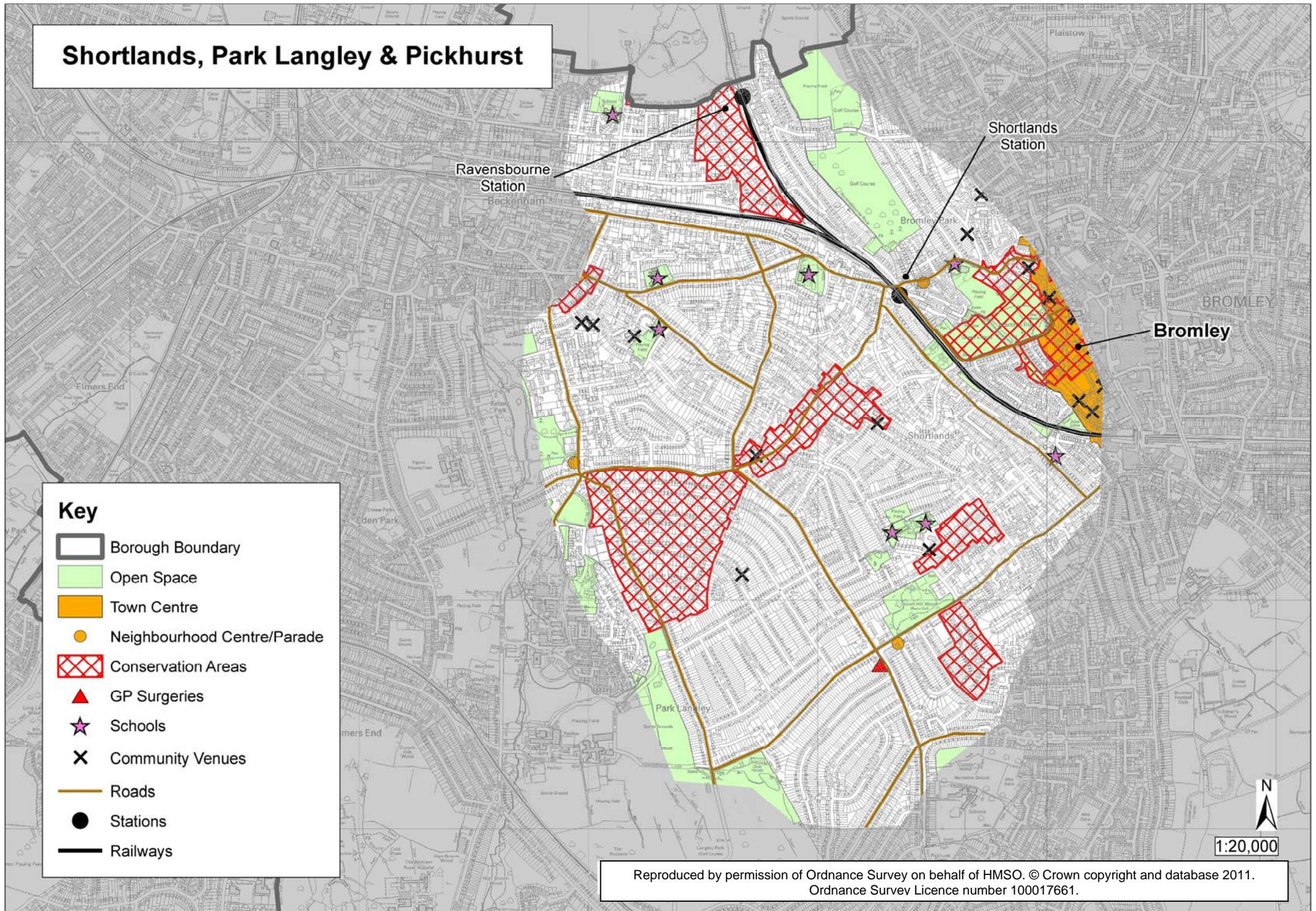
How can the distinctive character of the areas be best maintained? In particular:

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

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

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

Shortlands, Park Langley & Pickhurst



Key

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

Shortlands Station

Ravensbourne Station
Beckenham

Bromley



1:20,000

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WEST WICKHAM & CONEY HALL

Character

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

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

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

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

Demography & Community

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

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

Business and Employment

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

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

Social Infrastructure

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

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

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

Connectivity

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

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

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

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

KEY ISSUES & MAIN OPPORTUNITIES

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

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

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

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












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

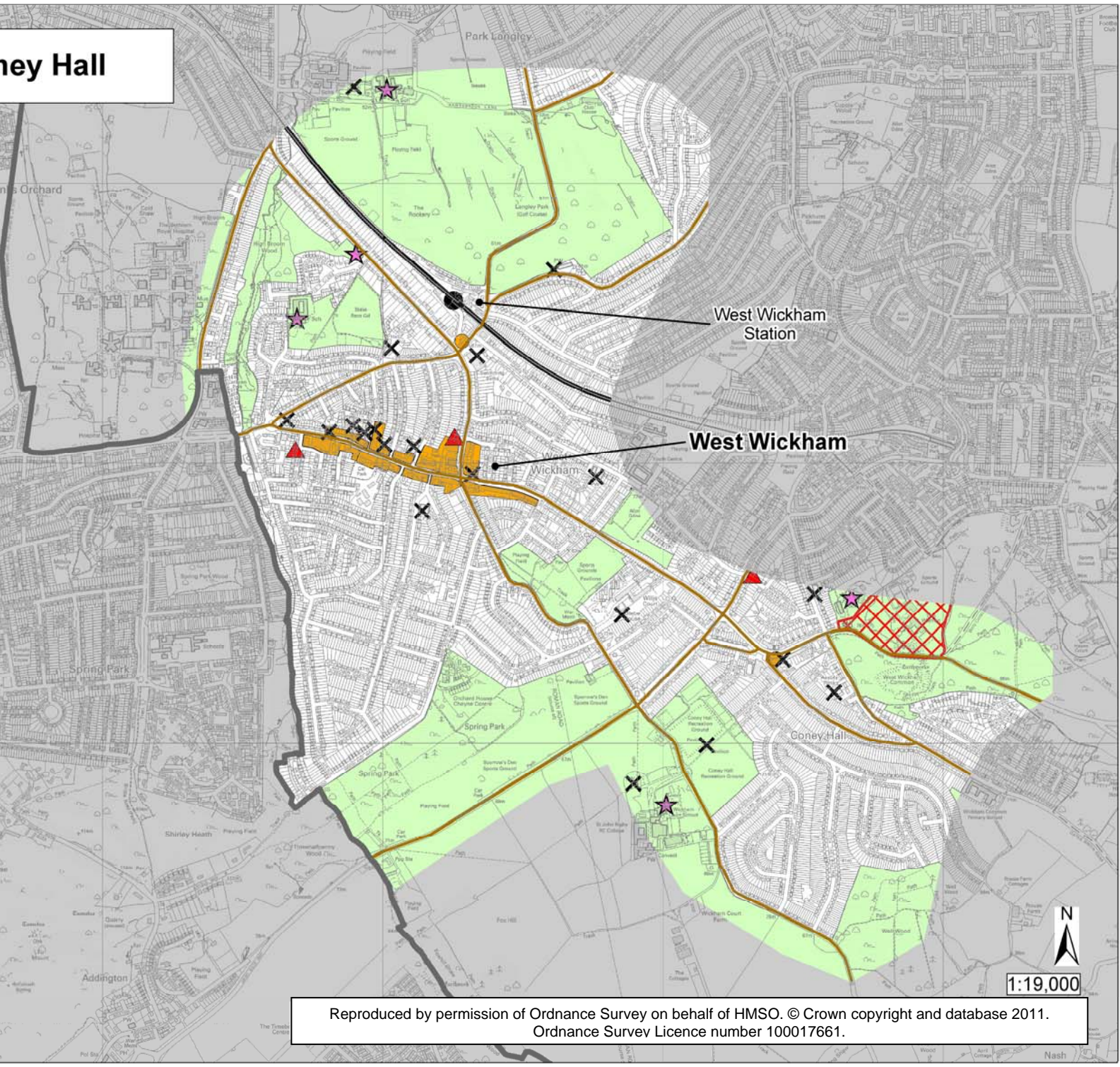
What are the opportunities for improving public space and reducing street clutter along the High Street?

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

West Wickham & Coney Hall

Key

-  Borough Boundary
-  Open Space
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-  Stations
-  Railways



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- 4 Bromley Household Survey (2009)
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- 7 Strategic Housing Land Availability Assessment (SHLAA) 2009
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- 9 Joint Strategic Needs Assessment
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- 11 Strategic Flood Risk Assessment (level 1) 2009
- 12 PMP Open space study & strategy 2010
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- 23 Primary School's Development Plan
- 24 Strategy for Capital Investment in Secondary Schools (Update 7 Sept 2010)
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- 28 Rapid Health Needs Appraisal for Mottingham, Penge, Crystal Palace, Anerley and The Crays and Ramsden Estate (Dec 2008 JSNA)
- GS1 Neighbourhood Statistics Resident Population Estimates by Broad Age Band, Mid 2009
- GS2 "Strategic Service development Plan for LIFT in Bexley, Bromley & Greenwich" (2002) and subsequent draft health documents
- GS3 NOMIS / People Claiming Jobseekers Allowance (Sept 2007)
- GS4 Gypsy and Traveller Health and Education Needs Assessment
- GS6 Rapid Health Needs Appraisal for Mottingham, Penge, Crystal Palace, Anerley and The Crays and Ramsden Estate (Dec 2008 JSNA)