

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

b

Biggin Hill

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

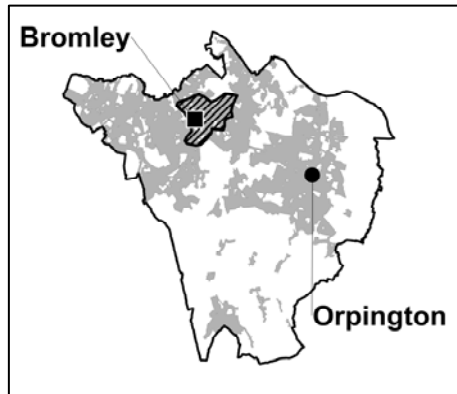
1:29,000

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?

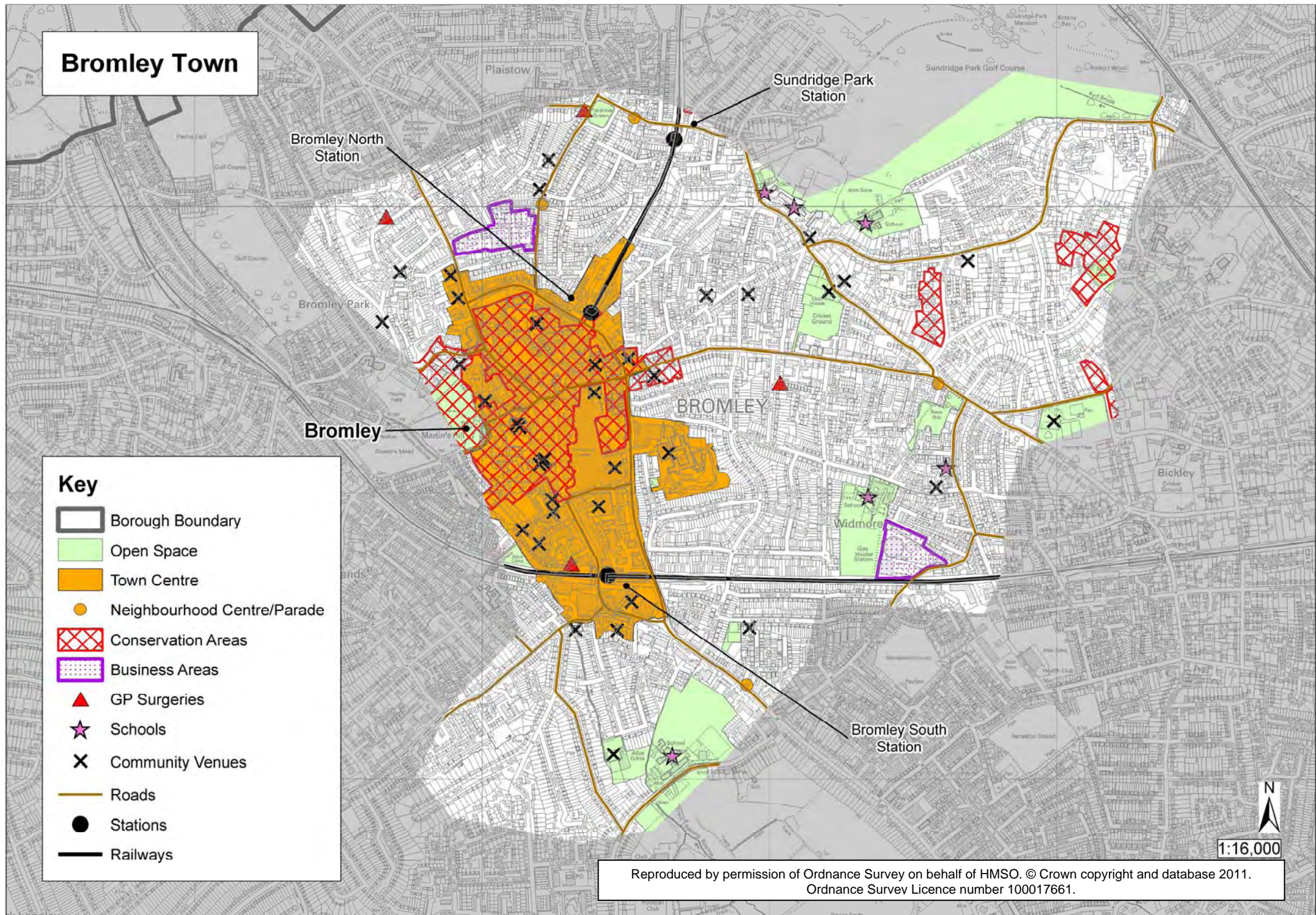
How can the contribution of Farwig Lane industrial estate to local employment be enhanced?

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

Bromley Town

Key

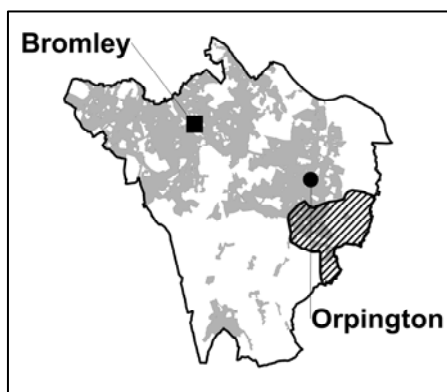
-  Borough Boundary
-  Open Space
-  Town Centre
-  Neighbourhood Centre/Parade
-  Conservation Areas
-  Business Areas
-  GP Surgeries
-  Schools
-  Community Venues
-  Roads
-  Stations
-  Railways



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?

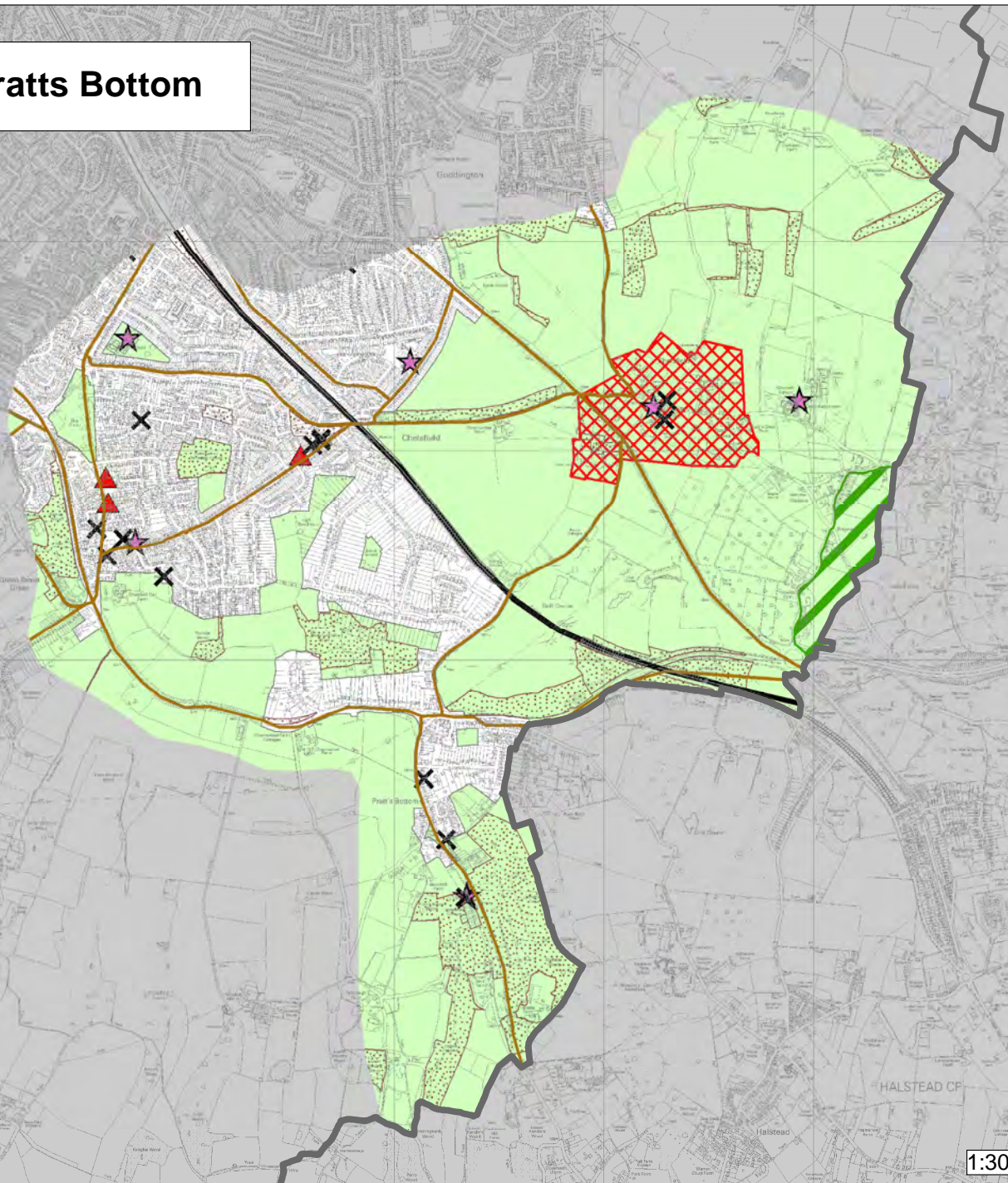
What potential is there to enhance the recreational use of the large areas of green open space?

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



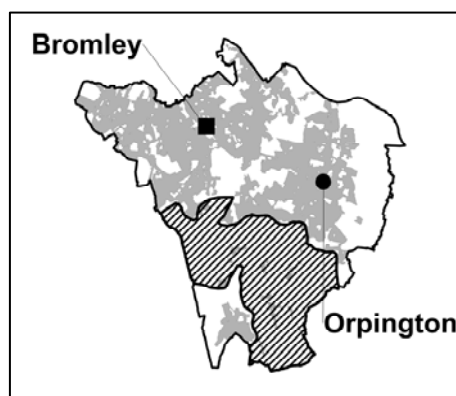
1:30,000

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 average³⁶.

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?

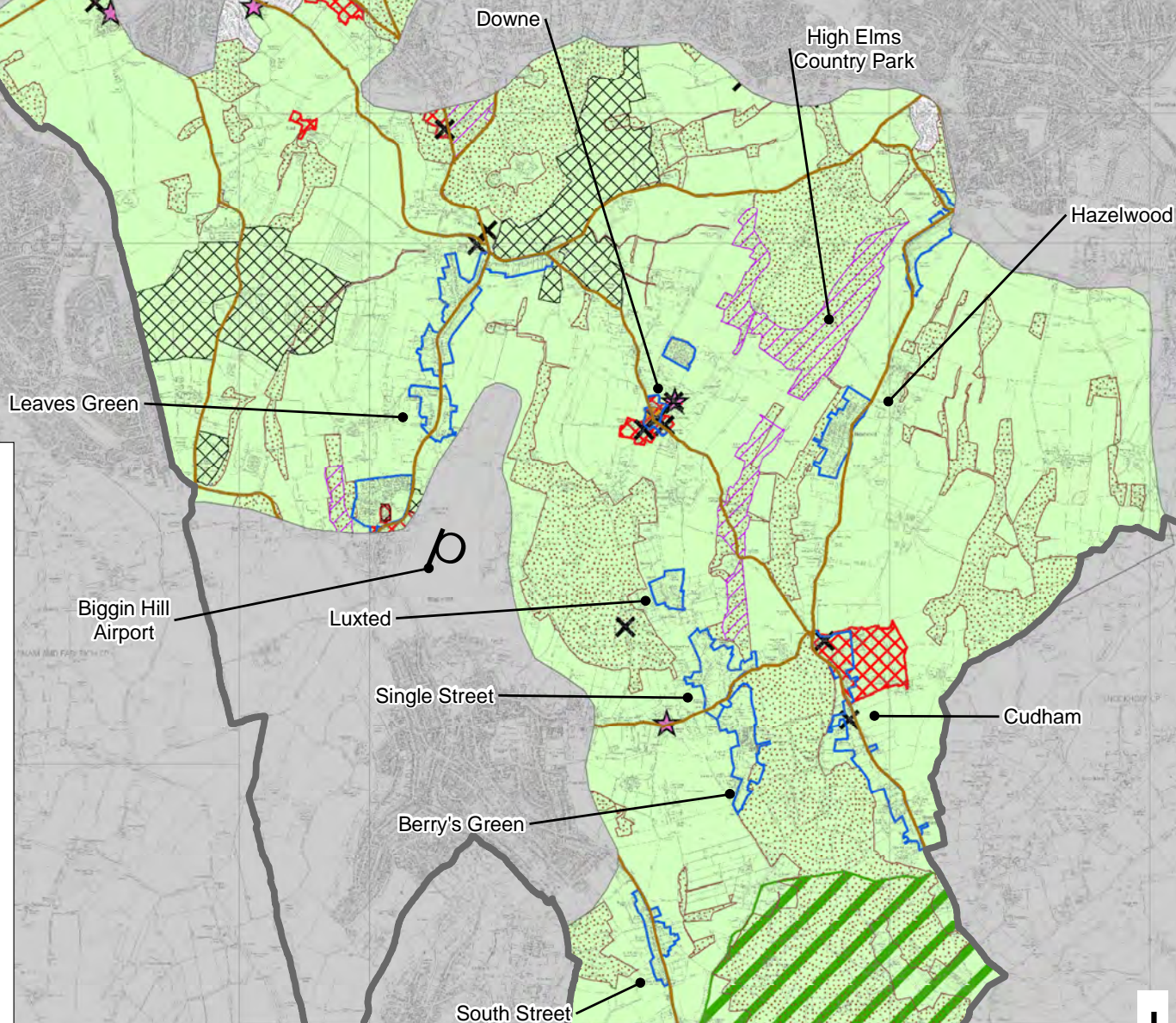
Are there opportunities to further protect and enhance Charles Darwin's landscape (irrespective of World Heritage Site designation)?

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

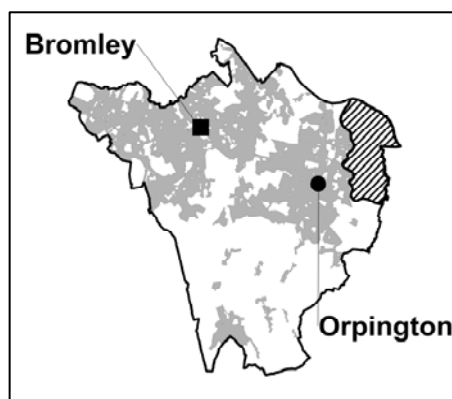


1:50,000

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

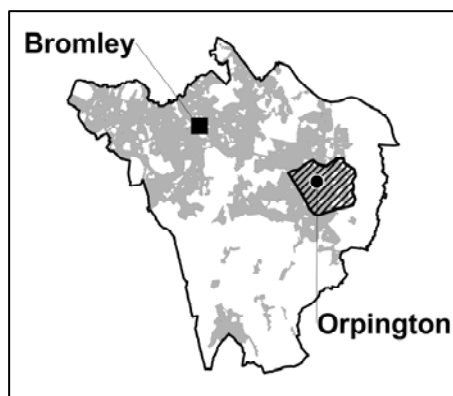
1:30,000

Reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright and database 2011.
Ordnance Survey Licence number 100017661.

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 a 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

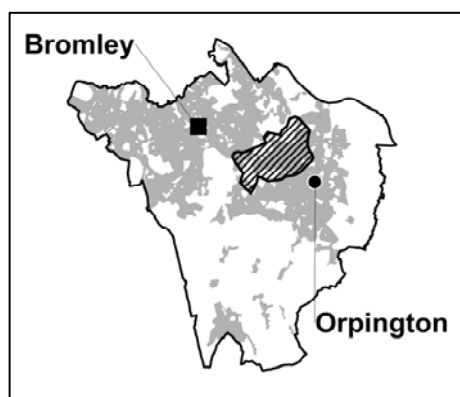
Key

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

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?

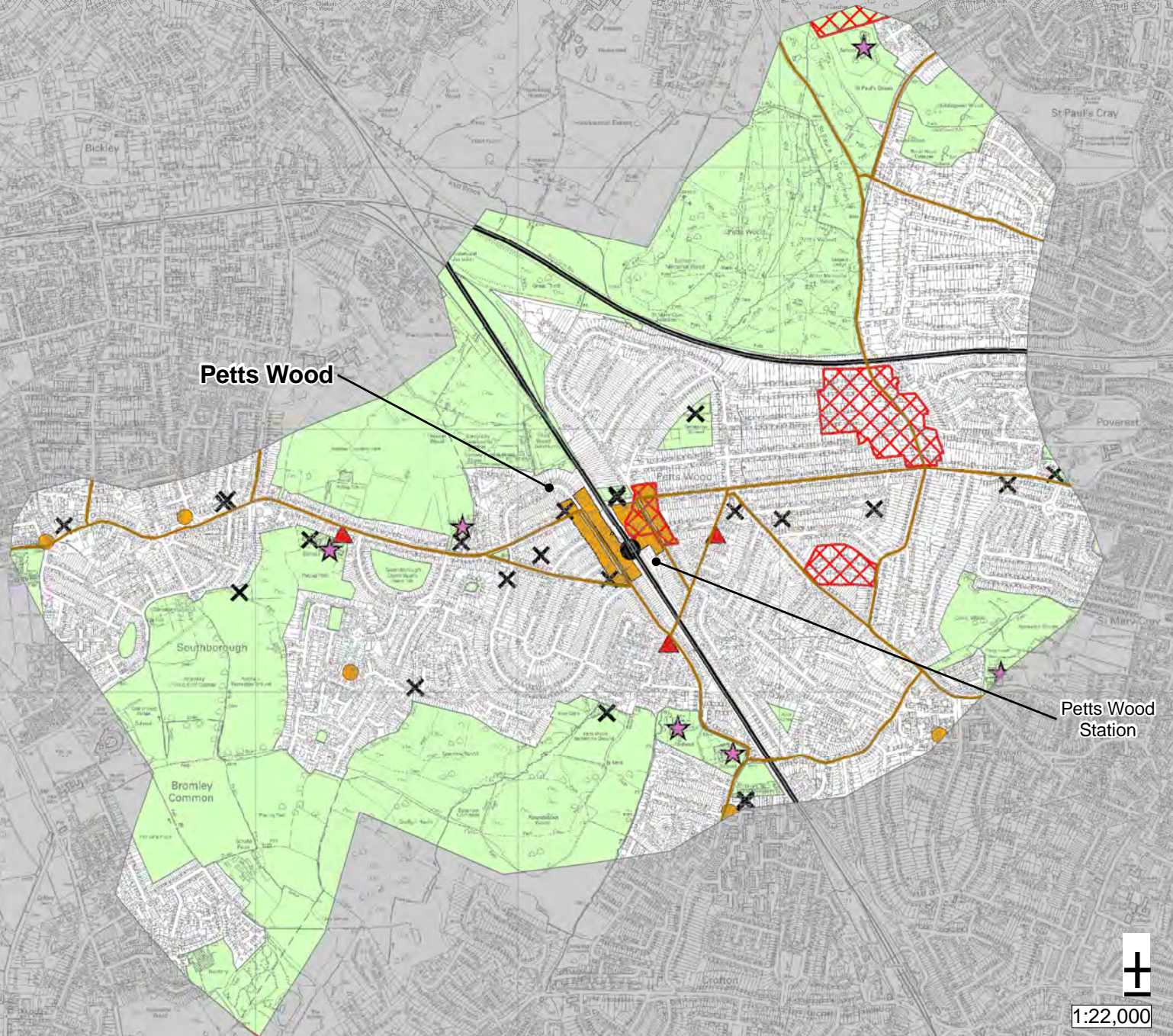
How can the vitality of Petts Wood as a retail centre be supported and enhanced?

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

Petts Wood

Key

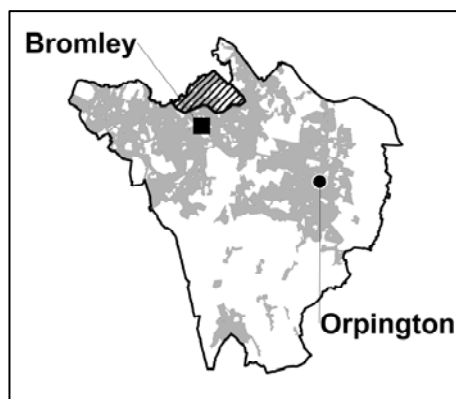
-  Borough Boundary
-  Open Space
-  Town Centre
-  Neighbourhood Centre/Parade
-  Conservation Areas
-  GP Surgeries
-  Schools
-  Community Venues
-  Roads
-  Stations
-  Railways



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?

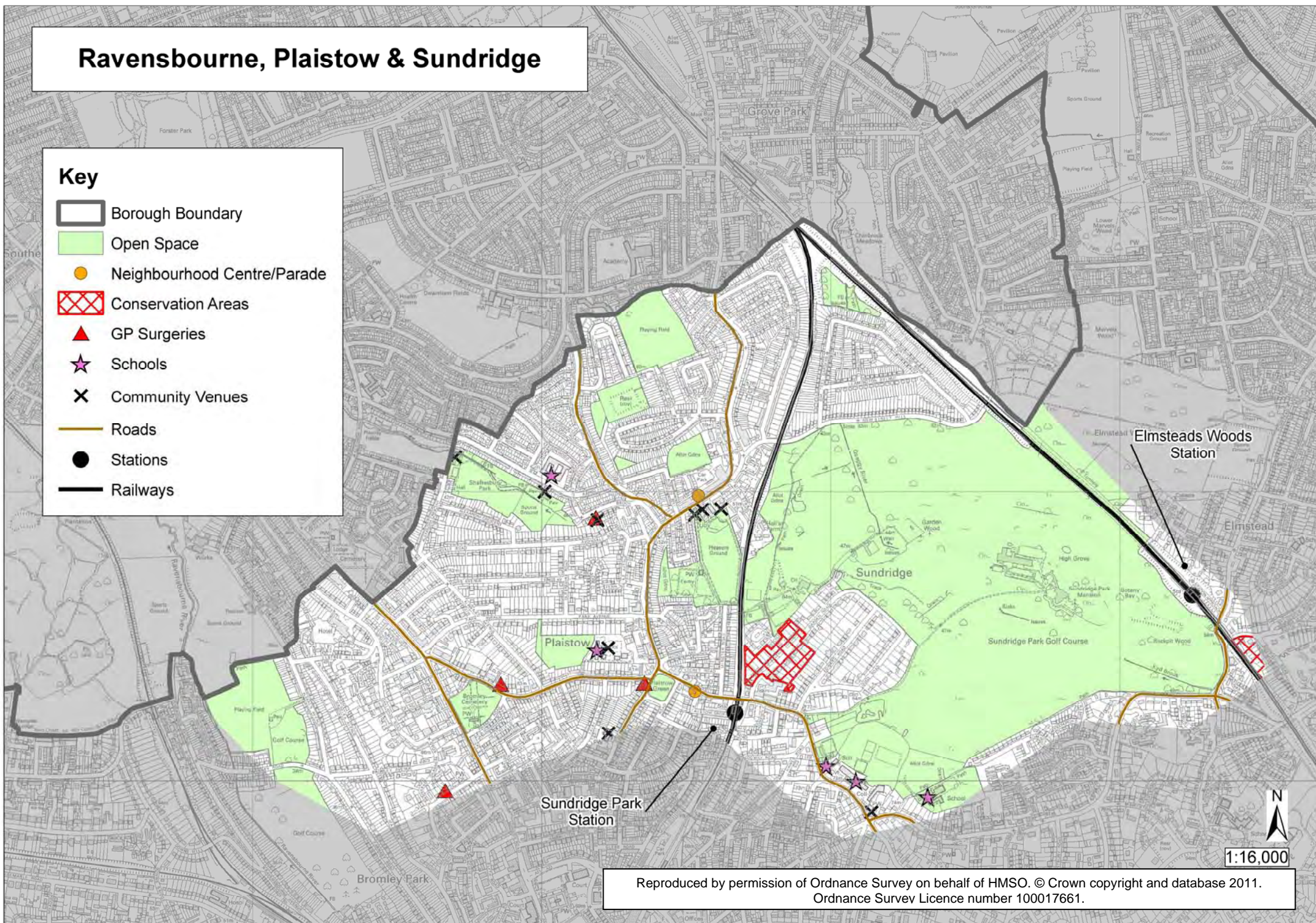
What approach can be taken to maximise access to the existing community facilities and should further losses be resisted, particularly in light of the pressures in relation to deprivation and increasing densities?

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



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