

Bexley Core Strategy

Adopted
22 February 2012

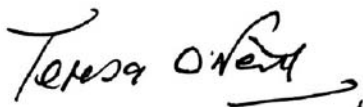


The Core Strategy is the most important spatial planning document the Council has produced for over a decade. It sets out how we propose the borough develops over the next 15 years to meet the challenges of a changing environment, population and economy. It will help to shape Bexley as a place. In doing so it will help ensure our borough retains all the things we most love about it, such as its beautiful open spaces, its safe, attractive and family friendly housing areas and its bustling town centres. It will also make sure that the changes we will need to accommodate are well managed and, wherever possible, bring positive benefits.

The Core Strategy is informed by Bexley's Sustainable Community Strategy *Bexley Together* and you may recognise many of the same themes around creating a strong, sustainable and cohesive community. You will see that we have taken the key themes and principles set out in *Bexley Together* and tried to show how the Council and its partners will bring all the elements of a place together, including houses, shops, factories, roads, open spaces and utilities, to ensure they are achieved on the ground. As chairman of the Partnership for Bexley, the group responsible for developing and implementing *Bexley Together*, I welcome and endorse this strong interconnection, and the powerful tool which it creates.

Bexley is a complicated place and the Core Strategy does reflect that complexity in terms of the information it uses and the issues it grapples with. The document may, therefore, appear a little daunting but I would encourage you not to be put off. We have tried to make it as user friendly as possible, highlighting the key policies and statements in different colours and illustrating important points with maps and diagrams.

The current document is the culmination of one of the most comprehensive and wide ranging evidence gathering and consultation processes ever undertaken by the Council and reflects a robust and deliverable shared vision and strategy for our borough. This has now been confirmed by an independent Planning Inspector who has found the Core Strategy to form a sound basis for the future planning of the borough. I am confident that it will help to secure a strong, sustainable and cohesive Bexley which is, after all, one of the most important legacies we leave future generations.



Leader of the Council



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1.1 Purpose of the Core Strategy

- 1.1.1 The Core Strategy sets out a spatial planning framework for the borough until 2026, ensuring that investment and development decisions are not made in isolation, but are properly coordinated, with a focus on promoting the principles of sustainable development.
- 1.1.2 It has been prepared under the requirements of the Planning and Compulsory Purchase Act 2004, and has been developed as an implementation tool for the borough's Sustainable Community Strategy *Bexley Together*, as well as having regard to Bexley's other key strategies.
- 1.1.3 The Core Strategy is Bexley's main development plan document. It replaces a number of policies from Bexley's Unitary Development Plan (UDP) 2004 that were subsequently saved in 2007 (see Para 1.2.9 below). Additional development plan documents, which will include policies addressing site specific and more detailed matters, will replace remaining saved UDP policies as appropriate.
- 1.1.4 An adopted UDP proposals map supports the saved UDP policies and the Core Strategy. The proposals map shows the locations of development sites and the areas where specific policies apply. The Core Strategy does not designate new sites or zonings as these will be contained in future planning policy documents and therefore no new proposals map accompanies the Core Strategy. An addendum to the UDP, published alongside the Core Strategy, contains an updated proposals map key.

1.2 Contents of the Core Strategy

- 1.2.1 The Core Strategy is split into four chapters and four appendices. The document tells a story to guide the future development of the borough and, as such, should normally be read as a whole, although individual chapters, policies and their justifications often stand on their own merits for the purposes of making decisions on specific developments.
- 1.2.2 Text boxes appear throughout the Core Strategy noting 'key information sources'. These are topic specific, and have informed the development of Core Strategy policies. Given that national planning guidance and the London Plan have informed the development of all Core Strategy policies, they are not listed individually in the 'key information sources' boxes, in order to avoid repetition.
- 1.2.3 **Chapter 1: Introduction** provides an introduction to the Core Strategy by setting out its purpose and content. It explains why, and how, the Core Strategy has been prepared and also outlines the planning guidance and evidence base which provides a foundation for the development of all policies contained in the Core Strategy.
- 1.2.4 **Chapter 2: Vision for Bexley and spatial objectives** sets the scene for the Core Strategy, providing a snapshot of the borough as it exists and outlines the spatial vision for future development within the borough as well as the spatial objectives that support it. A vision diagram is included in this chapter.
- 1.2.5 **Chapter 3: Achieving sustainable development** sets out the spatial strategy for

1 Introduction

the amount and location of future growth in the borough, and includes a key diagram that identifies the borough's main opportunities, designations and constraints. This chapter also sets out the Core Strategy's primary policy on achieving sustainable development. The borough is then divided into six geographic regions based on ward boundaries. Each region has its own section and vision, and a policy that is mainly focused on the region's sustainable growth areas, which enable the region to contribute towards sustainable development in the borough.

- 1.2.6 **Chapter 4 - Managing the built and natural environment** sets out policies that affect large parts or all of the borough. The policies are set out on a topic by topic basis dealing with matters such as climate change, town centre uses and infrastructure.
- 1.2.7 There are four **Appendices** attached to the Core Strategy. **Appendix A** is an Infrastructure Delivery Plan (IDP), which assists in demonstrating how the Core Strategy policies will be delivered by setting out a series of specific projects and measures relating to new infrastructure, services and facilities.
- 1.2.8 Monitoring policy implementation is another way to help deliver the Core Strategy and **Appendix B** includes a series of targets and indicators relating to each of the policy areas.
- 1.2.9 The Core Strategy should be considered in conjunction with policies contained in the London Plan, as well as all remaining 2007 saved UDP policies that have not been replaced by either the Core Strategy and/or the London Plan. This relationship is set out in **Appendix C**, and an addendum to the UDP provides further detail.
- 1.2.10 It is often necessary to use abbreviations or technical terms in the text of the Core Strategy. A glossary is therefore provided as **Appendix D**.

1.3 Core Strategy preparation

- 1.3.1 The Core Strategy has been prepared using a variety of evidence sources, including specialist studies and a series of public consultations. It has been produced in line with national-level planning guidance and is in general conformity with the London Plan. The Core Strategy has been found sound following an Examination in Public by an independent Inspector appointed by the Secretary of State.
- 1.3.2 By combining the evidence, including studies and consultation feedback, with a Sustainability Appraisal at each step in the Core Strategy's development, issues and options have been fully considered to determine which approach, or combination of approaches, would provide the most deliverable Core Strategy.
- 1.3.3 Sustainability Appraisal (which incorporates a Strategic Environmental Assessment) is a tool to help identify approaches for managing key planning issues and environmental concerns. It has been used to promote sustainable development through the integration of social, environmental and economic considerations in the Core Strategy production process.
- 1.3.4 In addition to a Sustainability Appraisal, an assessment that considers the potential

for the Core Strategy policies to affect any sites of European Importance for Nature Conservation (Natura 2000) has been undertaken in accordance with the European Habitats Directive.

- 1.3.5 Preserving the rights of equality and accessibility is required by national legislation. The Council will comply with the requirements of the relevant legislation to ensure that everyone has equal opportunities to access the services, facilities and opportunities available within the borough.
- 1.3.6 These assessments have been published alongside the adopted Core Strategy.

2 Vision for Bexley and spatial objectives

2.1 Introduction

2.1.1 Bexley's Sustainable Community Strategy (SCS) includes a vision for the borough which has also informed the Core Strategy. The SCS seeks to create a "strong, sustainable and cohesive community." It also includes four priorities to help achieve the vision:

- building safer and stronger communities;
- developing healthier communities for adults;
- promoting economic development and the environment; and,
- developing services for children and young people.

2.1.2 The Core Strategy provides a framework for delivering certain elements of the Sustainable Community Strategy's vision and priorities by managing the development of land uses, buildings, roads, utilities etc. Therefore, the Core Strategy has its own unique vision, which is provided below, having regard to the above matters, as well as related issues facing the borough.

2.1.3 Sustainable development encapsulates a number of issues that Bexley's Core Strategy addresses, which are not unique to the borough, but are shared with adjoining areas, the region and indeed the rest of the country and world. Tackling climate change, including reducing carbon emissions, is a particularly important issue.

2.1.4 The borough is positioned in London, one of the great cities of the world, on the edge of Kent, England's gateway to Europe. Bexley's neighbours are Greenwich, Bromley, Sevenoaks, Dartford, Thurrock, Havering, and Barking and Dagenham. Some of the borough's characteristics are shared with one or more of its neighbours, such as its industrial legacy, suburban character, metropolitan green belt and water courses. It also shares with some of its neighbours a designated area adjacent to the River Thames, called the Thames Policy Area, which helps protect and enhance the role of the river.

2.1.5 The historical merger of the borough's towns and villages, combined with the remaining, large areas of designated employment land (particularly near to the River Thames) and protected open space, has restricted the borough's recent growth, with population and housing growth relatively limited compared to surrounding areas.

2.1.6 However, its location in the heart of the Thames Gateway (the largest regeneration area in Europe), in conjunction with two designated London Plan Opportunity Areas (that cover large parts of the north of the borough), provides opportunities to enhance the borough and is a key driver behind the future housing and employment growth ambitions of the Core Strategy.

Key information sources:

- Bexley Together, Bexley's Sustainable Community Strategy (Partnership for Bexley, 2008)
- Thames Gateway Delivery Plan (DCLG, 2007)
- Testing the Service Requirements of Future Housing Growth in Bexley (ERM, 2007)
- Strategic Housing Land Availability Assessment (GLA, 2009)
- Employment Land Study (PACEC, 2008)
- Bexley Integrated Transport Study (Colin Buchanan, 2009)
- Bexley Retail Capacity Study (GVA Grimley, 2008)
- Bexley Open Space Strategy (LB Bexley, 2008)
- Bexley Strategic Flood Risk Assessment, Level 1 Report (ENTEC UK, 2010)
- Southeast London Boroughs' Joint Waste Apportionment Technical Paper (SELB, 2010 edition)

Vision for Bexley and spatial objectives 2

- 2.1.7 In addition, the areas in and around Bexley's larger town centres also have potential to accommodate growth. This particularly includes Bexleyheath, but also Crayford, Erith, Sidcup and Welling.
- 2.1.8 The growth in Bexley's population is set within the context of continuing growth in London's overall population to between 8.27 million and 8.61 million people by 2026. The government estimates that approximately 221,600 people lived in the borough in 2006 and the population is not anticipated to grow significantly by 2026. The 2026 population is estimated to be within the range of 222,700 - 247,100, with Bexley's own model estimating a population of approximately 238,600, an increase of 7.7%.
- 2.1.9 Bexley's housing growth is set within the context of growth in the number of households across Greater London. The current London Plan target for new homes in Bexley is 335 homes per year. However, given the areas of the borough that have potential to accommodate change, Bexley could have the capacity to increase this figure, were the right infrastructure in place to facilitate further growth.
- 2.1.10 Bexley's town centres and employment areas play an important part in London's economy. There is expected to be job growth across London of 912,000 by 2026 according to the 2008 London Plan (evidence for the 2011 London plan reduces this to 750,000 by 2031). This translates to an additional 10,000 jobs in Bexley, whilst Bexley's own evidence places the figure at approximately 12,500. Although evidence for the 2011 London Plan reduces Bexley's job growth to approximately 4,000 by 2031, all figures indicate the strategic importance of job growth in the borough. There is also recognition that the co-location and diversification of land uses could facilitate further job growth.
- 2.1.11 In order to accommodate housing and employment growth, there is a need to ensure that development of infrastructure, local facilities and services (including community, entertainment, cultural and leisure facilities) takes place and that the relatively low level of skills and education in the working population is addressed.
- 2.1.12 At the same time, the continuing demise of manufacturing has maintained the long term trend of consolidation of Bexley's industrial land. The Mayor's Industrial Capacity Supplementary Planning Guidance suggests a reduction within Bexley of 45 hectares by 2026, whilst Bexley's own evidence sets a 43-50 hectare reduction over the same period.
- 2.1.13 The development of railways and roads as a way of transporting goods and people between the borough and central London has left a strong legacy. Three railway lines and three key vehicular routes (the A20, A2 and A2016) run across the borough into central London. These routes are heavily used by commuters who work in other parts of London, resulting in congestion on both roads and railways.
- 2.1.14 There are also poor north-south transport links in and around the borough, which in conjunction with high levels of commuting to areas around Bexley, has increased congestion on existing, orbital routes.
- 2.1.15 Additionally, there is a lack of diversity and integration of transport types, with movements being dominated by the car. There is little significant public transport

2 Vision for Bexley and spatial objectives

improvement proposed in Bexley to address this, whilst continued reliance on the car also creates barriers that restrict other transport modes such as cycling and walking.

- 2.1.16 However, Bexley's main centres often grew from the opportunities presented by transportation, mainly between Kent and London. The town centres, which are generally better served by public transport than other parts of the borough, and local centres have formed into a hierarchy in terms of size and function that allow them to provide a range of services.
- 2.1.17 Bexleyheath is the strategic centre and provides a key contribution to the borough's employment and services. It is also the borough's civic centre. Some town centres, such as Old Bexley, have retained a strong 'village' feel. Changing shopping and leisure patterns have led to increasing debate over the role of smaller centres and their need to diversify, whilst continuing to support their communities.
- 2.1.18 Bexley is generally a safe and attractive borough with a family friendly, suburban character. There are large areas of inter-war housing, many of the homes in the borough have reasonably large gardens, and, dispersed throughout the borough are areas and buildings of heritage and recreation value, some of which are visitor attractions. There are significant areas of protected open space, including the River Thames. Much of the open space not only has a key role in improving and retaining the health of Bexley's communities and providing a leisure function, but is of importance to nature conservation and biodiversity. Additionally, the eastern part of the borough contains part of south-east London's metropolitan green belt.
- 2.1.19 On the other hand, the existing housing stock does not always meet the full range of people's needs, the borough is generally characterised by some of the lowest house prices in Greater London, and there are pockets of deprivation and local areas of open space deficiency.
- 2.1.20 About a quarter of the borough, adjacent to the Rivers Thames, Cray and Shuttle, is at risk from flooding. This has an impact on development in these areas. For example, although the River Thames is well defended from flooding, development requirements are more stringent. However, the River Cray and, in particular, the River Shuttle do not benefit from flood defences, meaning that development opportunities are restricted.
- 2.1.21 Bexley has also developed an historical role in respect of dealing with waste, particularly originating from within London. There are a good number of waste treatment facilities in the borough, including an energy from waste incinerator, a clinical waste incinerator and the Crossness Sewage Treatment Works (with its own sewage sludge incinerator).
- 2.1.22 Achieving the Core Strategy vision is dependent on a range of factors. The Core Strategy policies will be monitored to address areas of uncertainty and unforeseen changes and ensure that the borough's future development is sustainable.
- 2.1.23 A vision diagram (Map 2.1) sets out a context and role for the borough within the adjoining area. Accordingly, the vision diagram includes the main borough centres of Bexleyheath, Sidcup, Welling, Crayford and Erith. The Thames Gateway and London

Vision for Bexley and spatial objectives 2

Plan Opportunity Area designations are set out along with protected areas of open space designated as metropolitan green belt and metropolitan open land. Finally, key linkages are indicated that would improve accessibility both within the borough and between the borough and adjoining areas.

Vision for Bexley

- Bexley will play its part in making London a sustainable place, whilst retaining the character of its towns and neighbourhoods and securing a strong, sustainable and cohesive community.
- Accessible new jobs and homes will be provided, along with infrastructure (including facilities and services).
- Bexley's suburban identity will be protected, including its natural environment and historical features.
- People will have the opportunity for a better quality of life, including improved health and wellbeing.

2.2 Core Strategy spatial objectives

2.2.1 In order to deliver the spatial vision, a key spatial objective has been identified:

Key objective

- To promote development that assists regeneration and renewal within the borough and enhances the quality of life of all Bexley residents, and encourage development that promotes social inclusion, addresses local social and economic needs and provides a better environment

2.2.2 In addition a number of specific spatial objectives will support the Core Strategy vision and key spatial objective. These are:

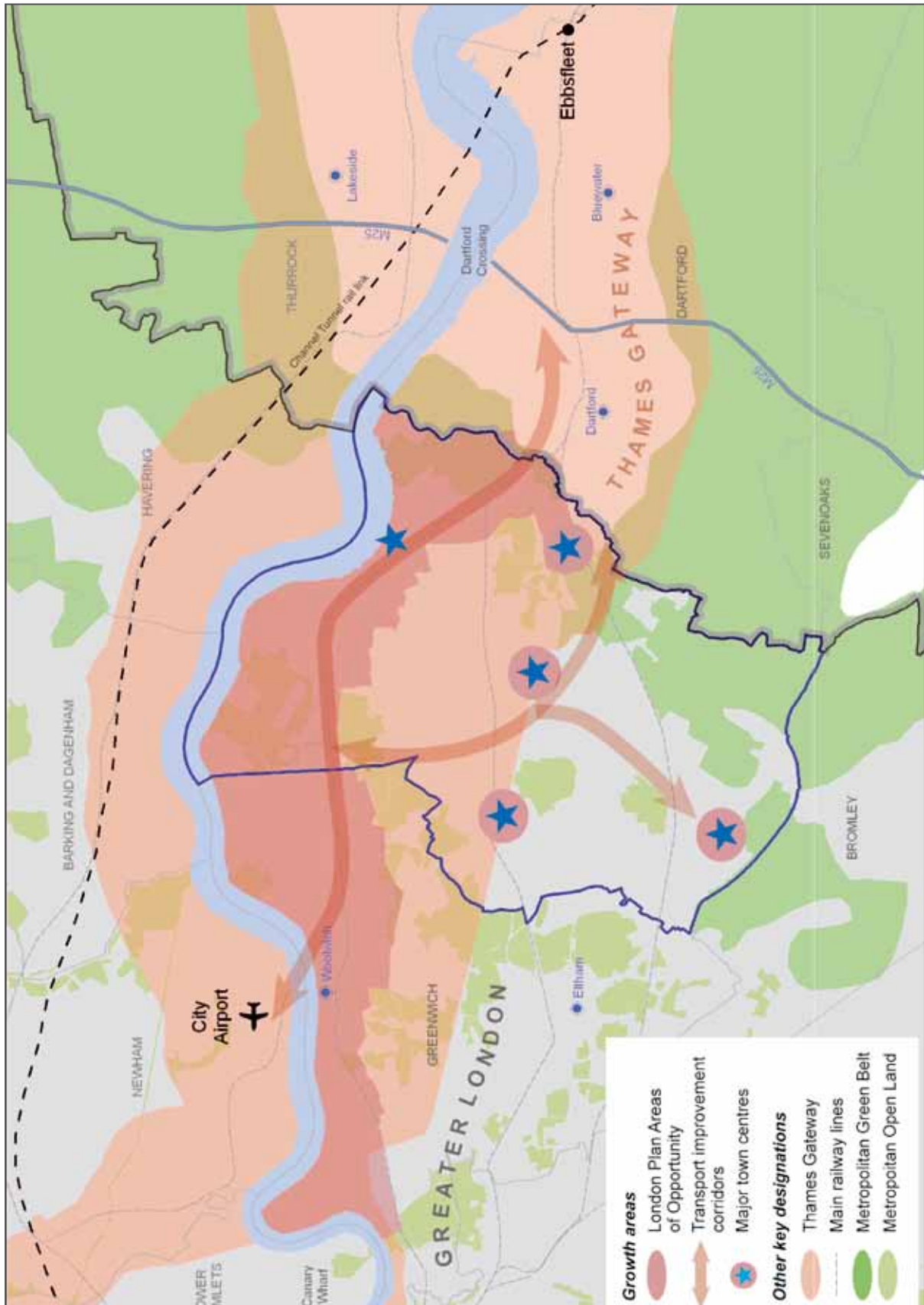
- 1 Take account of the impacts of climate change, and reduce flood risk to and from existing and new development, and seek to reduce carbon dioxide emissions, increase energy efficiency, and increase the use of renewable energy sources.
- 2 Maximise the efficiency of all resources and utilities and maintain the highest standards of water quality for drinking and recreation.
- 3 Protect and improve the natural environment, public health and safety, and amenity for both current and future generations of Bexley residents through policies to minimise noise, air and water pollution, and promote the reclamation of contaminated land.

2 Vision for Bexley and spatial objectives

- 4 Minimise waste generated in the borough through increasing re-use and recycling, recover and dispose of waste without endangering human health or harming the environment, and ensure waste is disposed of as near as possible to place of production.
- 5 Make Bexley a healthier place by working in partnership to provide access to health services, provide opportunities for sport and physical activity, and promote development that encourages healthy lifestyles.
- 6 Create a borough of contrast and choice of living styles, through preserving and enhancing the best areas of family housing and encouraging high quality, compact, mixed use, and higher density development in locations with good public transport.
- 7 Provide for lifetime homes that meet the full range of needs, including for the elderly, the young, families, disabled people and others with specialist or different requirements, and offer a range of home choices in terms of size, type and price, including a supply of affordable homes to meet identified needs.
- 8 Promote sustainable forms of transport and seek to reduce the need to travel by ensuring that jobs and other facilities are easily accessible to homes, and work towards a more comprehensive, high-quality and integrated transport system, which better meets the needs of residents, businesses and visitors to Bexley.
- 9 Create new built environments with the needs of people in mind, which are attractive, environmentally sustainable, accessible, safe, have their own distinctive identity but respect and enhance the historic and local character.
- 10 Encourage the creation of sustainable, inclusive communities that are mixed and balanced, safe, harmonious and well supported by physical and community infrastructure.
- 11 Maintain and develop leisure and entertainment facilities in the borough to suit a variety of ages and preferences and promote Bexley as a visitor destination.
- 12 Support the strengthening and growth of a diverse local economy, promote the growth of industry clusters and emerging sectors, particularly knowledge-based industry, and encourage the development of skills to support this.
- 13 Sustain and enhance vibrant and viable town centres, acting as a focus for accessible community, leisure and cultural facilities.
- 14 Protect the borough's open space resource as a valuable environmental and recreational asset; improve the quality of this resource where required and protect and enhance the biodiversity and ecology of the borough.
- 15 Give high priority to conserving and enhancing Bexley's heritage assets and the wider historic environment, all of which contribute to the borough's distinctiveness, including its archaeology and geology.

Vision for Bexley and spatial objectives 2

Map 2.1 Vision diagram



3 Achieving sustainable development

3.1 Introduction

3.1.1 Chapter 2 sets out the spatial vision and objectives for the borough. This chapter sets out the spatial strategy: the locations and policies that will guide the spatial development of the borough, beginning with the general principle of sustainable development, and then sections that look at the borough in more detail.

3.1.2 For the purposes of creating a geographical baseline and in order to break the borough up into manageable sized areas, the borough has been divided into six regions, based on ward boundaries. This enabled character assessments of the geographic regions to be carried out, which analysed various environmental, social and economic attributes, such as access to transport, green space, local services and facilities and the built form, including the historic environment. The local context and issues arising from these assessments are set out at the beginning of the geographic region sections.

3.1.3 The predominant character of Bexley as a whole is leafy suburbs of typically two to four storey homes and shopping high streets, along with large industrial areas, connected by train into London. Whilst many of the regions, particularly in the north of the borough, have existing residential tower blocks, it is not the aspiration of the local communities to replicate this. Additionally, there are not many examples of high quality residential development where the buildings are tall or large. However, there are good examples of high density development created by smaller buildings, such as Victorian workers' cottages. These assessments provided the ability to design a bespoke policy for each area, with the aim of achieving sustainable development. These locations within the borough have been identified as our sustainable growth areas.

3.1.4 In Bexley's case, this means creating sustainable neighbourhoods around our town centres, reinforcing the borough's suburban identity and the role that town centre plays at the heart of this, whilst developing the opportunities presented from being a part of the Thames Gateway national regeneration area.

3.1.5 The geographic regions are based on ward boundaries and the names given them have been chosen as they represent the main town centres that fall into each region.

Key information sources:

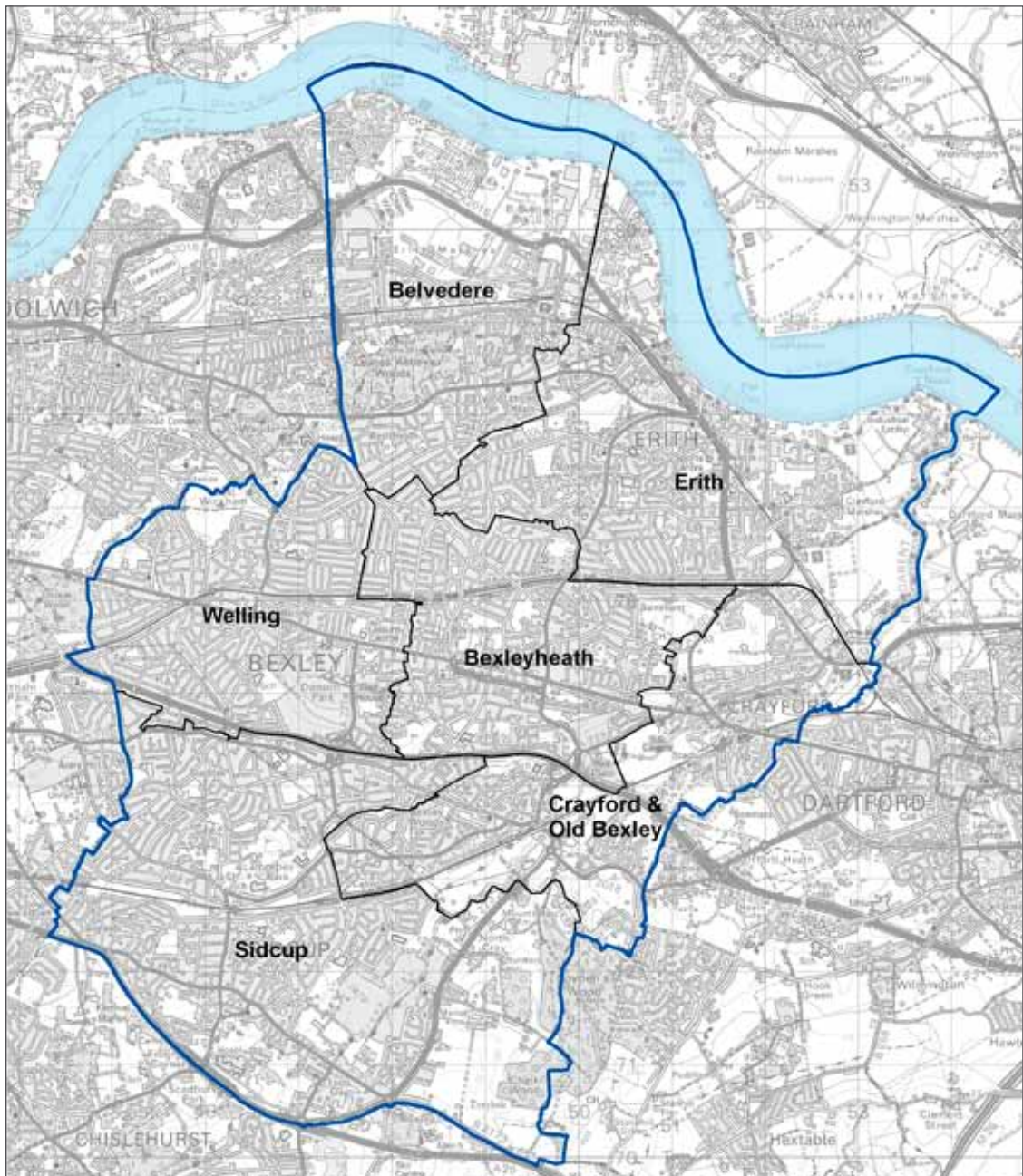
- Thames Gateway Delivery Plan (DCLG, 2007)
- Thames Strategy East (Thames Estuary Partnership, 2008)
- Bexley Together, Bexley's Sustainable Community Strategy (LB Bexley, 2008)
- Invest Bexley Regeneration Framework (2007)
- Bexley Regeneration Framework (LB Bexley, 2006)
- Bexleyheath Development and Improvement Framework (LB Bexley, December 2009)
- Bexleyheath NightVision Strategy (LB Bexley, December 2009)
- Thamesmead & Abbey Wood Supplementary Planning Document (LB Bexley and Greenwich Council, 2009)
- Erith Area Action Plan Development Plan Document – Issues and Options Paper (LB Bexley, 2007)
- Erith Western Gateway Renaissance Strategy and Planning Brief (LB Bexley, 2004)
- Crayford Strategy and Action Plan. (LB Bexley, 2005)
- Crayford Residential Design Code. (LB Bexley, 2008)
- Sidcup Framework for Planning and Action (LB Bexley, 2004)
- Welling Town Centre Action Plan (LB Bexley, 2004)
- Welling Town Centre – A Framework for Planning and Action (LB Bexley, 1999)
- Managing the Marshes Vision and Strategy (LB Bexley, March 2006)

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Further detail of the neighbourhoods within each region are shown on individual area maps within each region's section in this chapter. The six regions (see Map 3.1) are:

- 1 Bexleyheath (including Barnehurst)
- 2 Belvedere (including Thamesmead, Abbey Wood and West Heath)
- 3 Erith (including Slade Green and Northumberland Heath)
- 4 Crayford and Old Bexley
- 5 Sidcup (including Foots Cray and Blackfen)
- 6 Welling (including Falconwood)

Map 3.1 The six geographic regions of the borough



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3 Achieving sustainable development

3.2 The spatial strategy

3.2.1 The Council has identified enough potential housing development sites (Table 3.1) to meet the London Plan housing target for the borough of 335 homes per year. The table identifies strategic sites along with the other sources of housing supply, such as windfall, small site development, schemes already under construction, and approved development proposals.

Table 3.1 Contribution to housing and employment growth by area and plan phase

Indicative housing growth based on agreed SHLAA sites (2009)								
Sustainable growth area (north to south)	2011-2016		2016-2021		2021-2026		2011-2026	
	units	%	units	%	units	%	TOTAL	% of total
Thamesmead and Abbey Wood	187	10%	58	3%	69	4%	314	6%
Belvedere	426	24%	12	1%	0	0%	438	8%
Erith and Slade Green	336	19%	730	41%	346	18%	1412	26%
Welling	119	7%	0	0%	137	7%	256	5%
Bexleyheath	0	0%	364	21%	606	32%	970	18%
Crayford	378	21%	244	14%	95	5%	717	13%
Old Bexley	82	5%	0	0%	70	4%	152	3%
Sidcup	51	3%	108	6%	284	15%	443	8%
Foots Cray	40	2%	0	0%	35	2%	75	1%
Borough-wide small sites (windfall) allowance	192	11%	250	14%	250	13%	692	13%
No. of new homes by phase (average 365 homes per year)	1811	33%	1766	32%	1892	35%	5468	100%

Indicative employment growth based on analysis of all evidence								
Geographic region (north to south)	2011-2016		2016-2021		2021-2026		2011-2026	
	no. of jobs		no. of jobs		no. of jobs		TOTAL	% of total
Belvedere	468		774		1008		2250	18%
Erith	468		774		1008		2250	18%
Welling	234		387		504		1125	9%
Bexleyheath	546		903		1176		2625	21%
Crayford & Old Bexley	364		602		784		1750	14%
Sidcup	520		860		1120		2500	20%
No. of new jobs by phase	2600 (21%)		4300 (34%)		5600 (45%)		12500	100%

3.2.2 Many of these potential housing sites fall in and around the borough's main town centres, in particular Erith and Bexleyheath, and in a swathe along the north of the borough that correlates with both the two London Plan Opportunity Areas and the Thames Gateway national regeneration area.

3.2.3 The Council expects that there will be an associated growth in employment, and this is focused within the town centres, in particular Bexleyheath, as well as the regionally

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important employment locations within the borough. Belvedere employment area will play a key role in future employment. There is also scope to increase retail provision to cater for the growth in homes and jobs.

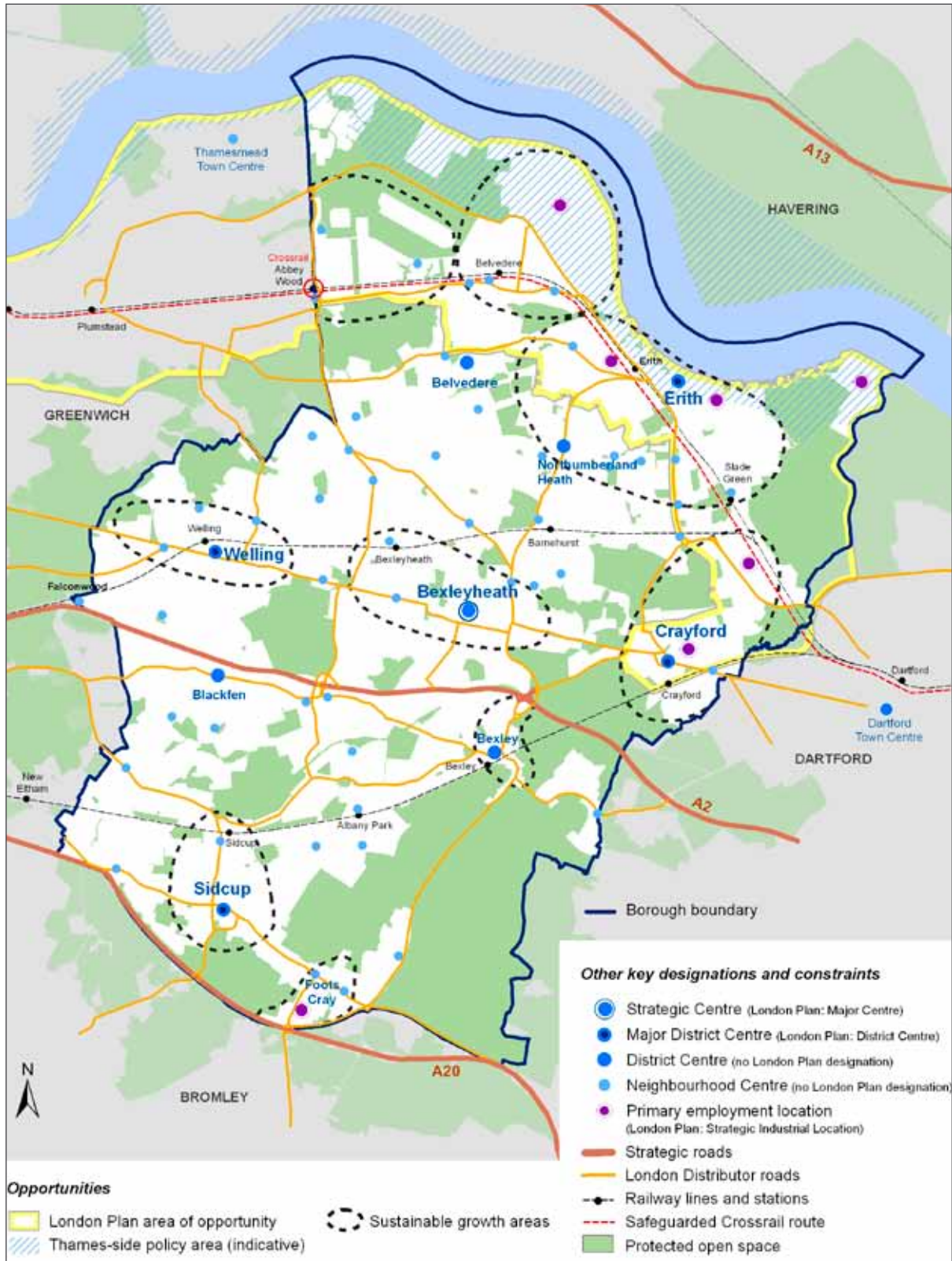
- 3.2.4 Evidence suggests ample land for growth within the borough. However, it is clear that the borough's existing infrastructure, in particular transport infrastructure, will be stretched to breaking point if growth levels are set too high. There either needs to be a focused investment in strategic projects in the area, in order to realise the borough's full potential, or the levels of new development will have to be limited and carefully managed to ensure that sustainable communities are created and maintained.
- 3.2.5 Whilst aspirations for strategic infrastructure provision are set out in this Core Strategy, including a Crossrail extension to Gravesend, the delivery of these are outside of the Council's control. Therefore, the proposed spatial strategy for Bexley is for low levels of growth, located within sustainable growth areas that have an established or confirmed level of infrastructure able to sustain new homes and jobs, such as the borough's main town centres and other accessible locations with supporting infrastructure. These sustainable growth areas will be the focus of future policy documents, such as a development plan document that deals with detailed sites and policies, which will provide further guidance and enable delivery of the spatial strategy.
- 3.2.6 The spatial strategy is illustrated in the key diagram (Map 3.2), with the indicative sustainable growth areas identified. The amount and phasing of growth for these areas are set out in Table 3.1. These figures are subject to further analysis and testing and will be progressed through detailed site specific allocation work.
- 3.2.7 The London Borough of Bexley has worked with the Greater London Authority (GLA) to inform the Strategic Housing Land Availability Assessment (SHLAA), which in turn has informed the housing figures above. The housing figures in this table have been derived from only those SHLAA sites that fall within the sustainable growth area boundaries, and also include the small sites allowance identified for Bexley by the GLA as part of the SHLAA process. These figures do not account for the full scope of housing growth, as there will always be an element of windfall development. However, they have informed Bexley's housing delivery target, which the London Plan identifies as 335 new homes per year.
- 3.2.8 The amount and location of new jobs coming forward over the plan period have been derived from applied analysis of Bexley's Employment Land Study (2008) and baseline, ward-level data from the Office for National Statistics' (ONS) Annual Business Inquiry (2007).

3.3 Sustainable development

- 3.3.1 Sustainable development is one of a number of issues that Bexley's Core Strategy addresses that are not unique to the borough but are shared with adjoining areas, the region and indeed the rest of the country and world. The policy below has regard to elements of sustainable development that are of particular importance in Bexley borough.

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Map 3.2 Core Strategy key diagram with indicative growth areas



3.3.2 Many of the matters that are mentioned within the sustainable development policy are set out in more detail in the other policies contained in this Core Strategy.

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Policy CS01 Achieving sustainable development

The Council will seek to achieve sustainable development, in line with the vision set out in Bexley's Sustainable Community Strategy, to create a 'strong, sustainable and cohesive community', in order to provide people equal access to a better quality of life, protect the environment, promote the local economy and encourage an active and healthy lifestyle.

The Council will seek to meet: the London Plan housing target for Bexley, by seeking to achieve the minimum average housing target of 335 units; and projected growth in jobs, by maximising the potential of the Thames Gateway and London Plan Opportunity Areas; ensuring that higher density, mixed use developments are located in town centres and other accessible locations with supporting infrastructure. These types of development will only be permitted outside of the identified growth areas where it can be additionally shown that they demonstrably contribute to the sustainable development of the borough and that the principles set out below have been applied.

Developers will be required to address the sustainable development principles set out below.

In conjunction with the requirements identified in this Core Strategy, as well as the requirements of all other documents that make up Bexley's Development Plan, sustainable development will be achieved by applying the following principles:

- a adapting to and mitigating the effects of climate change, including sustainably retrofitting existing building stock where possible;
- b maximising the effective and efficient use of natural and physical resources, including land, water and energy, whilst addressing pollution issues, such as contamination, noise and air quality, to contribute to the health and well being of the community and the environment;
- c ensuring housing provision meets the needs of Bexley's current and future population, including those unsuitably housed, and that housing type and tenure reflect local circumstances and requirements, as well as other relevant Development Plan targets;
- d helping the borough to continue to play a key role in contributing to London's economic growth and prosperity;
- e preserving and enhancing the existing network of town centres, including their role as a focus for new services and infrastructure, whilst enhancing the role and contribution of local neighbourhood centres;
- f minimising the distances people need to travel and contributing to the improvement of sustainable transport connections;
- g protecting designated areas, such as metropolitan green belt, from inappropriate development so as to preserve, enhance and promote Bexley's network of open spaces and waterways, heritage, biodiversity and geological assets;
- h maintaining and improving the best elements of Bexley's suburban character by ensuring new development reflects or, where possible, enhances the unique

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characteristics of these areas, including residential gardens and the historic environment;

- i ensuring that building height, mass and setting enhances the character of the surrounding locality, and requiring proposals for tall buildings to make a positive contribution to the existing character of the surrounding area by being of high architectural quality and appropriate to their local and historic context. The eastern end of Bexleyheath town centre has been identified as the best opportunity for locating tall buildings, subject to further detailed analysis. Old Bexley town centre has been identified as an area particularly sensitive to locating tall buildings and is considered inappropriate for tall buildings. While the majority of the borough is not considered appropriate for tall buildings, potential may exist for such development to be considered, for example: in locations which benefit from good public transport accessibility, exhibit an existing local built character that would allow for taller buildings, would not cause harm to heritage assets and the wider historic environment, and would not increase the risks of flooding, subject to further detailed area/site analysis and meeting various criteria;
- j providing a complementary mix of land uses as part of well designed developments in order to contribute positively towards meeting the needs of the local community, to create safe and inclusive places, and manage flood risk; and,
- k ensuring existing or proposed infrastructure (including green infrastructure), services and facilities are safeguarded to help improve accessibility and address deficiencies, and that adverse impacts of development, including waste arisings, are mitigated.

Policy CS01 justification

- 3.3.3 Bexley's Sustainable Community Strategy has significantly influenced the content of the policies in this plan. In accordance with the Sustainable Community Strategy vision of creating a strong, sustainable and cohesive community, the Core Strategy manages the amount and location of growth in the borough, whilst containing policies that will make the growth as sustainable as possible.
- 3.3.4 Sustainable development will be encouraged by focusing new housing and employment development in parts of the Thames Gateway, particularly the London Plan Opportunity Areas, as well as locations in and around the borough's main town centres.
- 3.3.5 High quality, potentially high density, development is welcomed in all of the identified sustainable growth areas of the geographic regions. Character assessments of all these regions identified the main opportunity for new tall buildings (those considered to be significantly taller than their surroundings) to be at the eastern end of Bexleyheath town centre (refer to Policy CS02(d)), with an emphasis on mixed use development. These assessments also identified that the town centre of Old Bexley would be particularly sensitive to tall buildings, given the existing conservation area and numerous historic buildings and features in this location. As a result, tall buildings will be considered inappropriate in Old Bexley. Large buildings will very likely be appropriate in the borough's strategic employment locations, to support key sectors such as logistics and waste management.

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- 3.3.6 These and other locations will be considered more fully in production of future policy documents, such as a development plan document that deals with detailed sites and policies. While the majority of the borough is not considered appropriate for tall buildings, potential may exist for such development to be considered, on a site by site basis, subject to further detailed analysis and meeting various criteria. To be acceptable, any proposals for new tall or large buildings would need to be assessed against a number of criteria and guidance, which will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies. Criteria could include PTAL ratings, access to local services and facilities, historic environment, local character, topography, environmental considerations, including flood risk, the design quality of the proposal, and any other relevant criteria.
- 3.3.7 However, there is still potential for development to contribute to the borough's future growth outside of these areas so long as it does not detrimentally impact on the suburban character of the locality and the sustainable development of the borough. Development proposals outside of the sustainable growth areas will need to demonstrate that these matters have been considered. Further guidance will be provided in future policy documents, such as a development plan document that deals with detailed sites and policies.
- 3.3.8 Details regarding the proposed amount and locations of growth is contained within the policies of Chapter 3, with further detail on how the growth will be accommodated sustainably contained within the policies of both Chapters 3 and 4.
- 3.3.9 In addition, Policy CS01 sets out a series of principles to help manage development. The first principle considers climate change, which is recognised to be a global issue. However, the area policies (CS02-CS07) and Policy CS08 provide details as to how Bexley can mitigate and adapt to its effects.
- 3.3.10 How we use the physical and natural resources of the borough can significantly affect the health and well-being of our communities and environment. In addition, the quality of Bexley's environment will be determined by how ongoing growth and development can be balanced with the sometimes conflicting need to manage the borough's key resources. The area policies (CS02-CS07) and Policy CS09 set out further detail on sustainable use of resources.
- 3.3.11 Bexley will contribute to London's future housing growth, as set out in this chapter. However, it has also identified specific needs, relating to homes, for its current and future populations. Policies CS10 and CS11 provide more detailed requirements associated with new homes.
- 3.3.12 Similarly, Bexley expects to play an important role in London's future economy, as indicated by the growth projections set out in this chapter. However, to ensure that growth is sustainable, a variety of matters will need to be addressed, such as consolidation of employment land and improving the effectiveness of its employment offer, including providing a diversity of jobs and improved skills levels. These matters are dealt within the geographic region policies (CS02-CS07) and policies CS12 and CS13.
- 3.3.13 Retail growth forms part of Bexley's anticipated economic growth and future projections and the role of specific areas of the borough in this respect are provided

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in this chapter. The vitality and viability of the borough's town and neighbourhood centres will not just rely on growth and will depend on managing their effectiveness, particularly the diversity of uses that evolve within them. Policy CS14 sets out relevant requirements.

- 3.3.14 There are a variety of ways that Bexley seeks to reduce the need to travel, not least by locating housing growth in some of the borough's most accessible locations, as set out in the geographic region policies (CS02-CS07), and through improvements to the existing transport network. Detailed requirements are set out in Policies CS15 and CS16. However, the extent to which Bexley will be able to go beyond its expected future growth proposals will depend, in part, on the level of transport improvements that it is able to negotiate in the future.
- 3.3.15 Bexley is characterised by a number of specific features that are worthy of designation, protection and enhancement, including its metropolitan green belt and other open spaces, as well as its waterways, biodiversity and geology. Policies CS17 and CS18 seek to ensure this takes place.
- 3.3.16 Bexley's suburban character is derived from various matters, including its open spaces, areas of family friendly housing and its heritage. This chapter sets out the areas of the borough which include the best elements of suburban character, while requirements regarding the borough's heritage are set out in Policy CS19.
- 3.3.17 The principle of improving design covers a wide range of matters such as layout, form, height and mass, materials, natural surveillance, orientation and sustainable construction. It will be dealt with in detail within future policy documents, such as a development plan document that deals with detailed sites and policies. Through the policies in this chapter, the Core Strategy seeks to ensure that specific area characteristics are reflected in new developments. Policy CS01 deals with the related matter of suburban identity, as noted above, while policy CS17 seeks to protect gardens and incidental open spaces.
- 3.3.18 Improving the appearance of employment locations is also considered in policy CS13. However, developments should not only address matters of character and appearance, but should create safe and inclusive environments, manage flood risk and have regard to sustainable design and construction requirements. Bexley currently has two Supplementary Planning Documents (SPDs) that provide details in these respects: *design for living*, Bexley's residential design guide, and Bexley's Sustainable Design and Construction Guide.
- 3.3.19 Various policies within the Core Strategy, such as Policy CS20, consider current and future services, facilities and infrastructure as well as the impact of future development. However, Policy CS21 sets the framework for managing these to support the Core Strategy proposals.

3.4 Creating sustainable neighbourhoods

- 3.4.1 Bexley's Sustainable Community Strategy considers a sustainable neighbourhood as one that provides a place to live that is environmentally sensitive, well designed and built, well connected so that people are linked with jobs, schools, health and other services, thriving, with a flourishing and diverse economy, and well serviced by

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appropriate and accessible facilities.

- 3.4.2 The remainder of Chapter 3 is broken into sections, based on the six geographic areas of the borough (Map 3.1). Each geographic region has different local characteristics that are summarised and issues are identified that need to be addressed in order for the neighbourhoods in these geographic regions to become or continue to be sustainable communities.
- 3.4.3 Locations for growth (Map 3.2) have been identified that will help deliver the vision and objectives of Bexley's Core Strategy. Local issues relevant to each geographic region are highlighted. A policy for each region sets out requirements for new development, and current approaches being taken that justify the proposed policy. Some areas will be subject to direct intervention to address the issues identified; some areas will be left only with a set of guiding principles in place to ensure they are protected and enhanced. Any infrastructure required to ensure delivery of this Core Strategy will be set out in the infrastructure delivery plan at Appendix A.

3.5 Bexleyheath geographic region

Local context and issues

- 3.5.1 The Bexleyheath region (Map 3.3) is made up of the cluster of neighbourhoods within the following wards: Christchurch; Barnehurst; and Brampton. It is located within the Thames Gateway, Europe's largest area for regeneration. Many of the existing homes within these neighbourhoods are particularly valued by their owners, although there is scope for environmental improvements within these areas.
- 3.5.2 There are a number of large areas of metropolitan open land with biodiversity value and the east of the area in particular enjoys good access to a variety of open spaces, including parts of the Cray Valley Green Belt. However, there is less publically accessible open space to the west and this area is also largely deficient in access to nature. There are issues with surface water flooding.
- 3.5.3 Bexleyheath is a long, linear town centre running either side of the old Roman Road of Watling Street (an area of significant archaeological relevance), developed to serve the surrounding housing estates. It sits on a high ridge and forms an imposing skyline as one approaches London on the A2.
- 3.5.4 Bexleyheath took on the role of civic centre for Bexley in the early 1970s as a result of its central



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location within the borough. Significant development of the town centre has occurred since this time, including the pedestrianisation of part of the Broadway. However, this public space could be better utilised.

- 3.5.5 This area is a very busy part of the borough in terms of traffic movement. There is a high reliance on car use and there is a lack of connectivity to wider public transport networks, although the highest public transport accessible levels in the borough are in the centre of the borough.
- 3.5.6 Almost all potential development sites are located within Bexleyheath town centre, including for new homes. Bexleyheath is the strategic shopping, service and civic centre for the borough. The town centre provides a large number of jobs, and is also a focus for a night-time economy.

Vision for the Bexleyheath geographic region

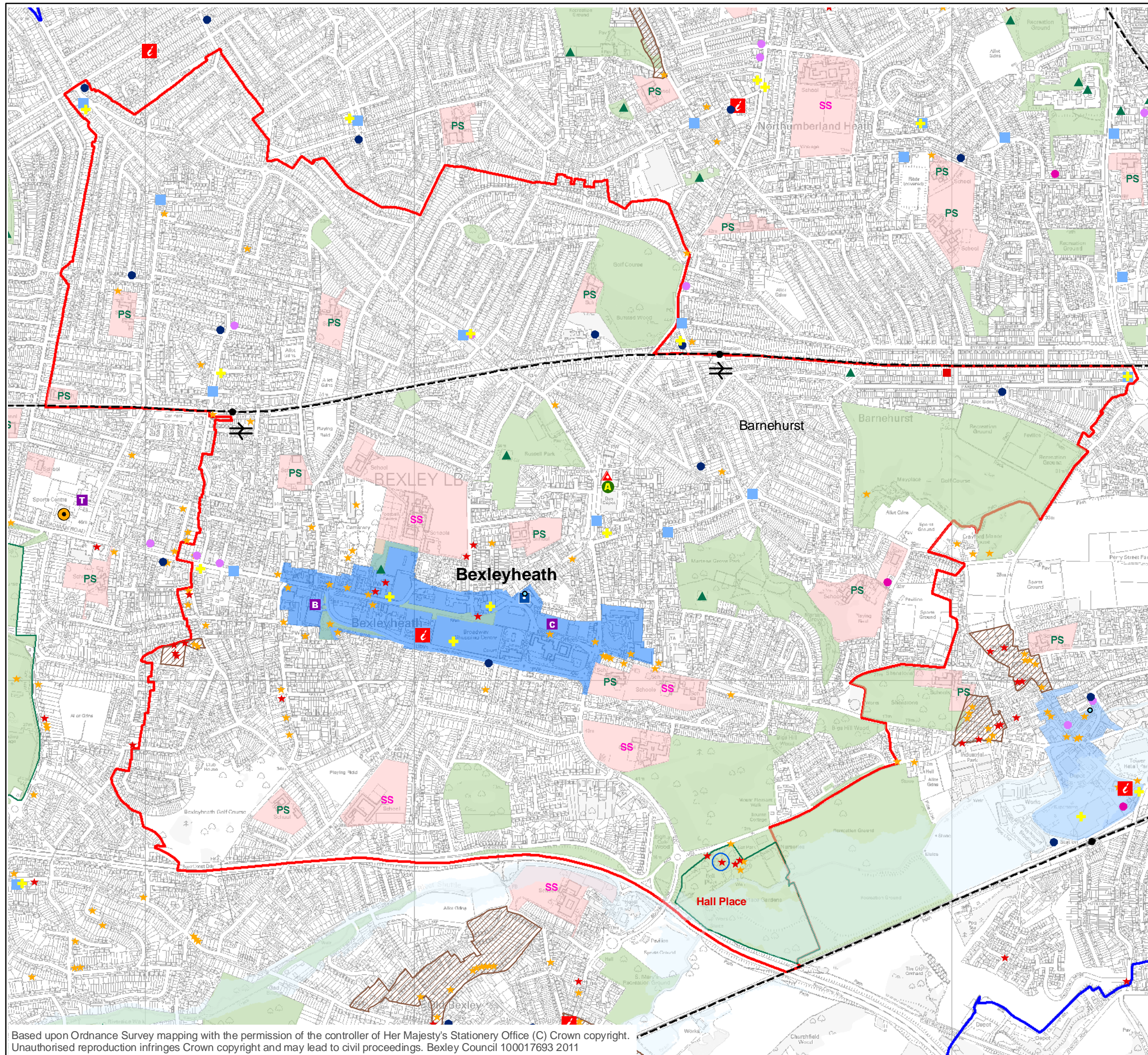
- Bexleyheath will continue its role as the borough's strategic town and civic centre and its role as the focus for retail, services and facilities as well as the highest generator of jobs in the borough, will be retained.
- The area will benefit from improvements to the public transport network, and an enhanced public realm. Development sites located within the town centre will be of mixed use, sustainable design, including the use of renewable energy, with key town centre sites developed in an exemplary design, to add to the skyline.
- Outside of the town centre, environmental improvements will have been made to existing residential neighbourhoods, to address open space deficiencies and to create better access to nature. New development will be in keeping with the existing character of the residential neighbourhoods, and existing high quality open space will be protected or enhanced.

Policy CS02 Bexleyheath geographic region

The vision for the Bexleyheath geographic region will be achieved by:

- a making contributions to housing and employment growth in the borough, primarily focussing on development opportunities in and around Bexleyheath town centre;
- b encouraging mixed use development in the town centre, allowing for an expansion of the retail offer;
- c maximising opportunities to promote sustainable development in the town centre through the design of individual schemes, including supporting investigations into the potential creation of an area heat and power network, and seeking to ensure that development in areas susceptible to localised flooding incorporates measures to manage surface water drainage;
- d ensuring high quality design in the town centre and seeking opportunities to form an even more imposing skyline viewed from the south and east;

Map 3.3
Bexleyheath
geographic region



- Environment Agency Flood Zone 3 (Aug 2011)
- Railway stations (2)
- Strategic Centre - London Plan Major Centre
- Major District Centre (0) - LP District Centre
- Neighbourhood centres (9) - no LP designation
- Schools
- SS Secondary schools (4)
- PS Primary schools (8)
- Public libraries (1)
- Emergency services**
- Police station (1)
- Safer neighbourhood office (1)
- Fire station (1)
- Ambulance station (1)
- Health**
- Doctors' surgeries (7)
- Clinics (1)
- Dentists (4)
- Pharmacists (9)
- Leisure**
- Public open space
- Leisure/sports centre
- Community centre - (1)
- Childrens play facility (age 0-11)
- Cinema / bingo
- Bowling Alley
- Conservation**
- Conservation Areas (1)
- Registered historic park (1)
- Scheduled ancient monument (1)
- Statutorily listed building (15)
- Locally listed building (50)

Population - 31,054 (2001 census)



Date: August 2011 Scale 1:14,000

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- e seeking opportunities for renewal and enhancement associated with the area's location within the Thames Gateway national growth area and its sub-regional importance;
- f ensuring that the heritage assets and areas that are characterised by mainly semi-detached and detached family housing are retained and, where possible, improved, including the surrounding environment, and that new development is in keeping with the local and historic character of these areas;
- g implementing a range of accessibility and travel awareness improvements through projects such as the Bexleyheath Area Based Scheme and the use of work based and area based travel plans;
- h investigating opportunities to better connect the area to the wider public transport network, thus improving traffic movement through major transport infrastructure improvements in the longer term;
- i improving existing and developing new public realm in the area of Broadway and Watling Street as part of major development, and taking opportunities to address the deficit of public open space and lack of access to nature within neighbourhoods in the west of the geographic region;
- j promoting enhancement projects to encourage higher quality and greater use of public spaces, particularly with regard to the creation of a safe and family friendly leisure and entertainment culture within the town centre;
- k creating new and enhanced community facilities that support the needs of residents and leisure facilities that appeal to all residents during the day and evening, located mainly in and around Bexleyheath town centre, but also, if appropriate, within the neighbourhood centres of the geographic region; and
- l reviewing and, as appropriate, implementing in further development plan documents, the Bexleyheath Development and Improvement Framework and NightVision strategy.

Policy CS02 justification

- 3.5.7 This policy identifies Bexleyheath town centre as a sustainable growth area, which will maintain and enhance the town's role as the borough's strategic centre. It will provide a focus for housing, retail and employment growth, along with leisure, community and civic functions. It protects the existing neighbourhoods outside of the growth area from overdevelopment or development that does not reflect local character.
- 3.5.8 This policy will be implemented through: the allocation of sites for high quality, retail and mixed use development within the town centre; residential led development elsewhere; the progression of schemes to enhance accessibility, reduce car use, address public open space deficiency and improve the public realm; and the management of development to promote sustainable design and construction, including flood risk (in particular the management of surface water). Additionally, there is the opportunity to implement measures to improve the sustainability of the area, including the potential for development sites to contribute towards a local heating and cooling network.

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3.5.9 The Bexleyheath region has the potential to deliver 18% of the borough's housing growth, with 970 new homes currently identified, although two thirds of these potential residential sites may not come forward until the final five years of the plan. There are a good number of potential development sites in this area, mainly located in and around Bexleyheath town centre. Developers and Registered Partners should work with the Council to ensure that affordable housing within their particular schemes reflect the circumstances and requirements of the locality. Additional guidance on these approaches will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.

3.5.10 Bexleyheath is a long standing and high performing town centre that has a strong office employment sector, with the highest number of jobs of all the borough's geographic regions, and also the highest number of jobs per hectare. Evidence provisionally suggests an indicative figure of 2,625 new jobs in the Bexleyheath geographic region over the plan period with most coming forward after 2021. This will be kept under review in light of the current economic circumstances.

3.5.11 Much of the Bexleyheath geographic region has reasonable levels of public transport accessibility with the highest levels being in and around Bexleyheath town centre. However, there is a need to investigate major transport improvement opportunities. The Bexleyheath Development and Improvement Framework and Bexleyheath Night Vision Strategies both identify the need to review traffic, pedestrian and associated public realm arrangements, including better connections for pedestrians and cyclists between the town and nearby railway stations, with improved cycle facilities. Approval has been secured from Transport for London to fund an Area Based Scheme in Bexleyheath to enable the implementation of specific improvements to transport and accessibility in the town.



3.5.12 Improving existing spaces and historic environments and developing new public realm, including green spaces (in particular areas of open space deficiency in the west of the region), as part of major development and enhancement projects will encourage higher quality and greater use of public spaces, particularly by families throughout the day, and walking and cycling for short trips in and around the region.

3.5.13 The Council has had regard to existing plans and commitments within the Bexleyheath geographic region that are being progressed by key delivery bodies and it will be important to work closely with stakeholders, landowners, key delivery bodies and the local community to develop sites in this region.

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3.6 Belvedere geographic region

Local context and issues

- 3.6.1 This Belvedere geographic region is made up of the cluster of neighbourhoods within the following wards: Belvedere, Thamesmead East and Lesnes Abbey. It is located within the Thames Gateway, Europe's largest area for regeneration and includes two London Plan Opportunity Areas. However, the region lacks strategic infrastructure, particularly transport, although Crossrail is planned to terminate at Abbey Wood.
- 3.6.2 Thamesmead and Abbey Wood were the focus of large-scale planned development in the late 1960s and early 1970s, many parts of which are now in need of renewal. There are issues with overcrowding in existing housing and there is a need for further sheltered and adapted housing. This area suffers from the highest levels of multiple deprivation in the borough with an unemployment rate of 21%. Whilst housing density is generally high and of low quality design, there are good examples of Victorian terraces and, particularly in Upper Belvedere and West Heath, Victorian villas.
- 3.6.3 Shops, supporting services, facilities and local employment opportunities can be found at Belvedere district town centre and at small neighbourhood centres throughout the region, but there is no major town centre that serves this region. The Belvedere Industrial Area is the borough's largest employment area with many traditional industries located here but the area suffers from a lack of business infrastructure, such as ICT, and needs modernising.
- 3.6.4 The River Thames forms the northern border of the region. The region also benefits from many open spaces and has the lowest levels of open space deficiency in the borough, including provision of children's play facilities. Many of the open spaces, both public and private, have a high nature conservation value and make up a large part of the borough's contribution to the Southeast London Green Chain. Of particular importance are the Erith Marshes, Lesnes Abbey Wood and the River Thames.

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Belvedere Employment Area

Vision for the Belvedere geographic region

- Belvedere, Thamesmead and Abbey Wood will be balanced and sustainable communities underpinned by quality neighbourhoods, well served by a range of local services and facilities, including a broad based local economy, and able to benefit from improved transport infrastructure to and within the area.
- The key role of the industrial areas and the associated benefits of local employment will be retained and enhanced. Delivery of the Crossrail station at Abbey Wood will create an enhanced retail provision and improvements to the local transport network and interchange facilities.
- The existing residential character in neighbourhoods such as West Heath and around Belvedere Village, where there are good examples of Victorian villas and terraces, will be protected or enhanced, along with conservation areas and listed buildings.
- The significant contribution to nature conservation from the various open spaces in this region will be protected and improved. Opportunities arising from the region's proximity to the River Thames will be taken, in particular for transport, recreational uses, nature conservation and flood risk management.

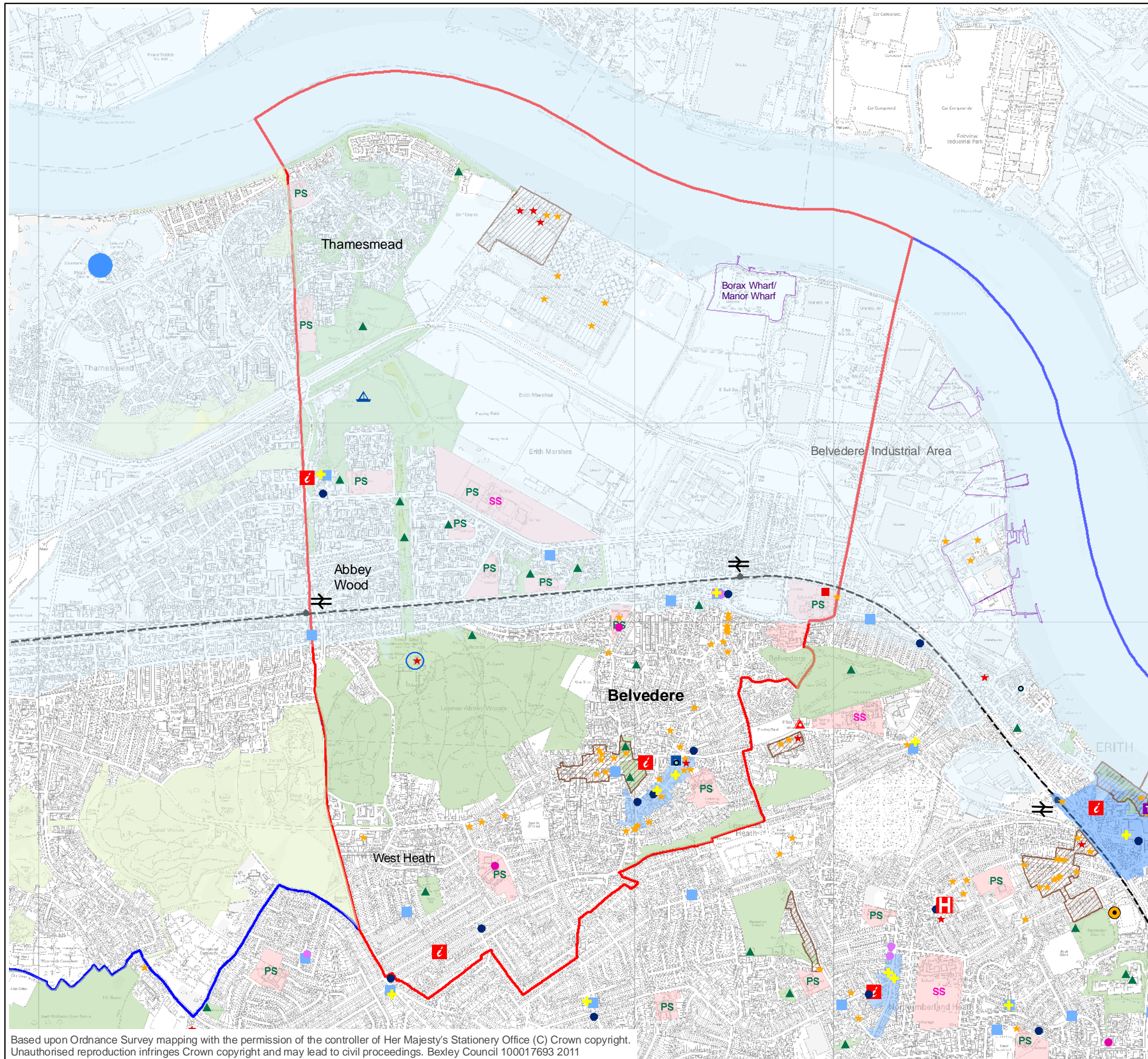
Policy CS03 Belvedere geographic region

The vision for the Belvedere geographic region will be achieved by:

- a seeking opportunities for renewal and enhancement associated with the region's location within the Thames Gateway and two London Plan Opportunity Areas, whilst acknowledging the need to address low levels of infrastructure, including public transport accessibility, to ensure the area realises its full potential;

Map 3.4

Belvedere geographic region



- Environment Agency Flood Zone 3 (Aug 2011)
- Safeguarded wharves (1)
- Railway stations (2)
- Thamesmead town centre
- District centre (1) - no London Plan designation
- Neighbourhood centres (7) - no LP designation
- Schools
- Secondary schools (1)
- Primary schools (10)
- Public libraries (3)

Emergency services

- Police station (1)
- Safer neighbourhood office (1)
- Fire station (0)

Health (2008 data)

- Doctors' surgeries (5)
- Clinics (2)
- Dentists (1)
- Pharmacists (4)

Leisure

- Public open space
- Public open space out of borough
- Leisure/sports centre
- Community centre (1)
- Childrens play facility (age 0-11)
- Water sports on lake

Conservation

- Conservation Areas (2)
- Scheduled ancient monument (1)
- Statutorily listed building (5)
- Locally listed building (41)

Population - 32,487 (2001 census)



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Date: October 2011

Scale 1:19,000

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- b supporting the development of Crossrail to Abbey Wood, capitalising on the opportunities for enhanced facilities presented by this new transport link, and safeguarding land for potential extension of the line between Abbey Wood, Gravesend and Hoo Junction;
- c supporting all forms of sustainable transport, including the safeguarding of identified wharves, and working with partners such as the Mayor of London to improve public transport accessibility levels and connections, including the creation of a strategic public transport hub at Abbey Wood station and the investigation of transit or light rail links to the rest of the borough, as well as pedestrian and cycle schemes;
- d making contributions to housing and employment growth primarily within the proposed sustainable growth areas identified on Map 3.2 and capitalising on these opportunities to ensure the provision of additional services and facilities, in particular educational and health facilities;
- e ensuring that character of neighbourhoods made up of mainly Victorian housing (such as West Heath and Upper Belvedere) and Conservation Areas and listed buildings are retained and that opportunities for environmental improvements to these neighbourhoods, as well as in areas of estate renewal, should be taken where possible;
- f facilitating innovation and economic development, including higher levels of local employment, especially by support of projects that build on Belvedere's emerging knowledge-sector base, such as the Thames Innovation Centre, and proposals that help to intensify and diversify the local employment base including skills and training provision;
- g ensuring that all new development is built to high design standards, and that new commercial property development improves the quality of industrial estates and the public realm, particularly in bringing sites and infrastructure up to modern business standards, including ICT and supporting investigations into the potential for wind turbine development and a decentralised heat and power network within the Belvedere Industrial Area;
- h ensuring all new development addresses the deficit in public open space and access to nature in the region, protects or enhances biodiversity and mitigates against all types of flood risk, particularly through design solutions that incorporate flood resilience and resistance in areas at risk of flooding;
- i supporting the provision of cultural facilities in suitable locations, such as the new visitor centre at Lesnes Abbey Woods and the development of a museum at Crossness Beam Engine House; and
- j designating a Thames-side policy area in further development plan documents, and reviewing and, as appropriate, implementing, the Thames Strategy East guidance document.

Policy CS03 justification

- 3.6.5 Creating mixed and balanced communities and seeking to tackle the high levels of multiple deprivation, including the highest levels of unemployment in the borough, will be a priority for this region. These issues are beginning to be addressed, and

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regeneration initiatives and development schemes that facilitate this will be supported, including increasing the local job offer, and the delivery of additional facilities and services needed to sustain local residents and businesses.

- 3.6.6 The Crossrail project will create a new high-level station at Abbey Wood and offers the potential to help transform the area with its current low public transport accessibility levels. Abbey Wood is therefore seen as a key transport interchange that will be developed within the plan period. To cater for an increased demand resulting from the Crossrail development, there is an opportunity to add to facilities in the area, particularly local retail provision.
- 3.6.7 This geographic region has the potential to deliver 752 new homes (14% of housing growth for the entire borough) by 2026, with 40% of this growth coming through in the first five years of the plan period. It will be important to monitor the need for additional services and facilities, in particular educational facilities, arising from future housing growth and local assessments.
- 3.6.8 The region has the potential to provide a strong contribution to new employment in the borough, with approximately 2,250 jobs being created in this area over the plan period, most coming forward after 2021. This will be kept under review in light of the current economic circumstances. There is a commitment to diversify and intensify the area, so as to ensure that Belvedere's traditional industries are complemented by modern business, services and amenities. Belvedere town centre also contributes to local employment. Where new local jobs are created appropriate education and employment training skills for local people to access work would be supported with planning obligation contributions.
- 3.6.9 There continues to be a strong partnership between Bexley and Greenwich boroughs and other key partners in Thamesmead and Abbey Wood, such as Tilfen Land, Gallions Housing Association and Trust Thamesmead. Greenwich and Bexley Councils have jointly produced an LDF Supplementary Planning Document covering Thamesmead and Abbey Wood, as this area lies in both boroughs. In particular there will be a focus on joined up improvements to the urban form and physical fabric of the area arising from redevelopment opportunities and the preparation, where appropriate, of estate renewal master plans, including flood management proposals and open space enhancements.
- 3.6.10 Redevelopment in areas such as Veridion Park, Imperial Gateway and Tavy Bridge will help to address specific local issues and also offers the opportunity to implement measures which will reduce energy consumption and mitigate and adapt to the effects of climate change. Flooding is an issue for most of the growth area and development opportunities, including those linked to larger developments, will help manage flood risk. Additionally, the recreational, nature conservation and flood management potential of the waterway network will be realised, along with the opportunity for transport uses on the River Thames. There are excellent opportunities in Belvedere to link to the future energy from waste incinerator by way of a high pressure heat main. Further guidance on these approaches will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.
- 3.6.11 Geographically, the land rises up from the marshes along the River Thames where

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there are areas of defended floodplain, up to higher areas of heathland and the Abbey Ridge. Opportunities will be taken to address these issues by improving access to all open spaces, including the River Thames and, where appropriate, improvements to the region's network of ditches, dykes and waterways. Encouraging recreational pedestrian and cycle links between residential areas, town centres, riverside, services and facilities would also improve the health and well being of residents.

- 3.6.12 The boundary of the Thames Policy Area (see map 3.2) in the borough will be identified in future policy documents, such as a development plan document that deals with detailed sites and policies, based on the indicative map in the London Plan. Character assessments of the area, set out in guidance such as Thames Strategy East, will be reviewed and criteria for development set out in future policy documents. Opportunities should be taken to provide improved access to the waterside and promote the protection of wildlife and habitats along the Thames through strategies such as the Managing the Marshes Framework.



3.7 Erith geographic region

Local context and issues

- 3.7.1 The Erith geographic region (Map 3.5) is made up of the cluster of neighbourhoods within the following wards: Colyers, Erith, North End and Northumberland Heath. It is located within the Thames Gateway, Europe's largest area for regeneration. Part of the region is located within the Bexley Riverside Opportunity Area, a London Plan designation, which highlights clusters of specialist industrial uses, along with residential areas, where there is opportunity for renewal and environmental improvements. Erith has significant scope for intensification and renewal, particularly for retail and leisure uses. It also has good accessibility to employment areas in Belvedere and central London.

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- 3.7.2 Compared to the rest of the borough this region suffers from high levels of multiple deprivation, particularly in North End ward. There is a need for environmental improvements in the residential neighbourhoods, Erith town centre, industrial areas and riverside. Other issues include tackling congestion on the main roads, the need for railway station access improvements, including disabled access, addressing deficiencies in open space provision and biodiversity, and the need to improve green links and air quality. Tidal flooding issues, along with fluvial and surface water flooding, have been identified throughout the region and need to be addressed.
- 3.7.3 Erith town centre lies on the River Thames and is the main retail and service centre for the region. It is surrounded by a mix of residential areas of varying character and quality and employment areas that provide a variety of uses from heavy industry to storage. East of Erith is Slade Green, which is characterised predominately by mainly poorer quality residential development, relatively high unemployment and poor health. There are issues of isolation, poor local amenities, traffic congestion and lack of accessibility, including the lack of crossing points at major transport routes, along with areas at risk of flooding.
- 3.7.4 There is a variety of jobs in the region with two large industrial areas in Slade Green, although the Darent Industrial Estate is isolated by the Crayford Marshes and the Thames and Darent rivers. The green infrastructure of the marshes and rivers is a significant biodiversity asset. This land is also designated as metropolitan green belt.

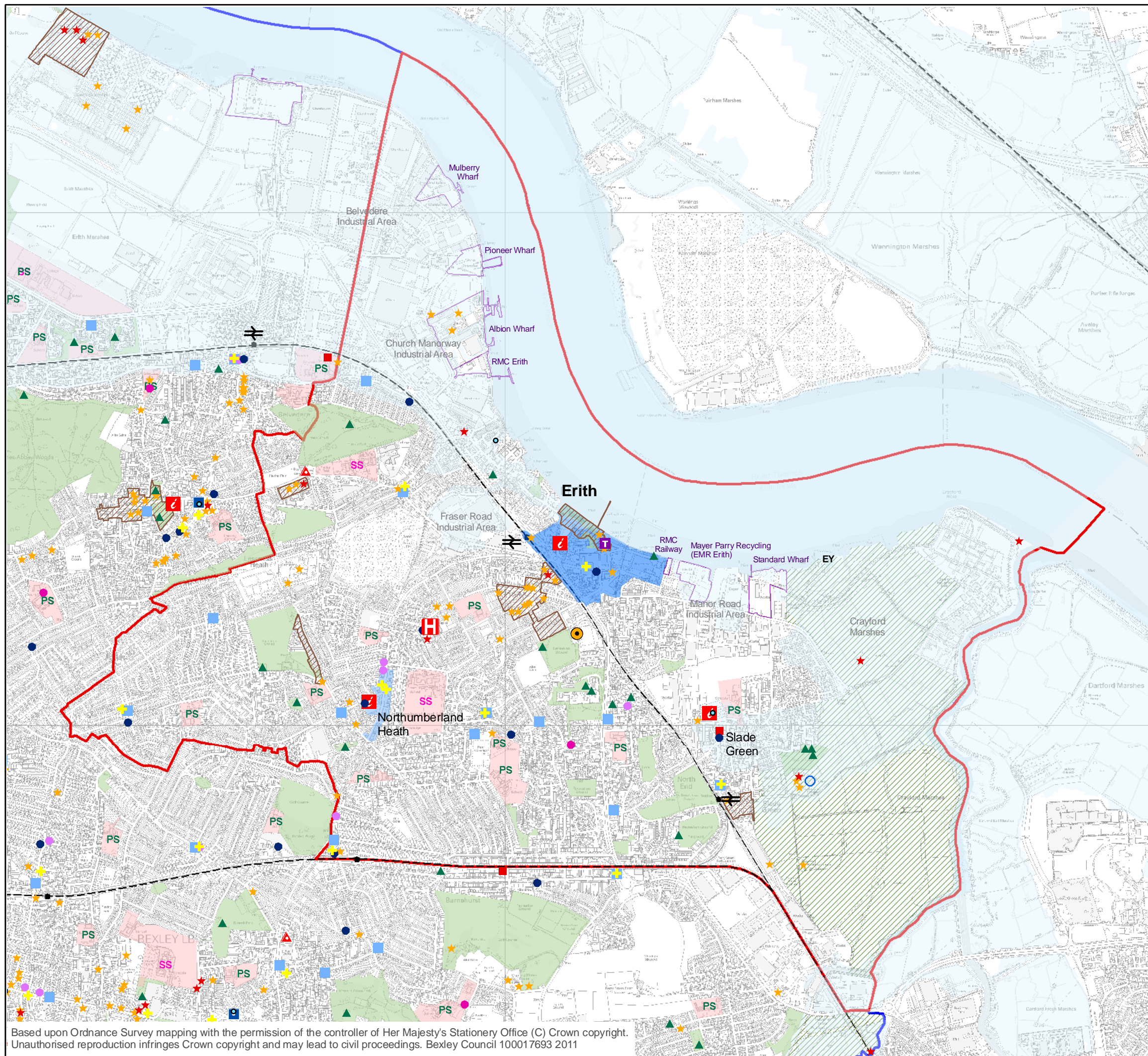


Crayford Marshes

Vision for the Erith geographic region

- Erith and Slade Green will have accommodated sustainable, higher quality housing and employment growth, including the renewal of Erith town centre, which acts as a focus for new homes, employment and leisure combined with improved access to additional services and facilities.
- Improved transport links, including opportunities arising from the region's proximity to the River Thames, will reduce reliance on road vehicles and reduce traffic congestion and improvements to the environment will enhance air quality and biodiversity. These changes will help support the diverse residential and business communities and improve their health and well being.
- The regions's built and natural heritage will be respected whilst also encouraging new and innovative development where appropriate. Employment areas will be consolidated, whilst retaining and creating new local jobs. New mixed use developments, with family housing, will contribute to a sustainable and cohesive community and an improved local environment.
- The recreational, nature conservation and flood management potential of the waterway network along with access to various open spaces and metropolitan green belt areas, will be optimised.

Map 3.5
Erith
geographic region



- Environment Agency Flood Zone 3 (Aug 2011)
- Safeguarded wharves (7)
- Railway stations (2)
- Major district centre (1) - London Plan District Centre
- District centre (1) - no LP designation
- Neighbourhood centres (9) - no LP designation
- Schools
- Secondary schools (2)
- Primary schools (9)
- Public libraries (3)

- Emergency services**
- Police station - none
- Safer neighbourhood office (3)
- Fire station (1)

- Health (2008 data)**
- Hospital (day treatment/clinics only)
- Clinics (1)
- Doctors' surgeries (7)
- Dentists (4)
- Pharmacists (8)

- Leisure**
- Public open space
- Green belt land with footpath access
- Leisure/sports centre
- Community centre
- Childrens play facility (age 0-11)
- Theatre
- EY Erith Yacht Club

- Conservation**
- Conservation Areas (5)
- Scheduled ancient monument (1)
- Statutorily listed building (8)
- Locally listed building (42)

Population - 41,353 (2001 census)



Date: August 2011 Scale 1:22,000

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Policy CS04 Erith geographic region

The vision for the Erith geographic region will be achieved by:

- a making contributions to future housing and employment growth across the area but particularly through development opportunities in and around Erith town centre, Slade Green, and designated employment sites in the region (see Maps 3.2 and 3.5), whilst ensuring that conservation areas, listed buildings, and any other areas of particularly strong character or historical value are protected or enhanced;
- b taking opportunities for improving the quality of the built environment through new, high quality residential, mixed use and employment developments by way of renewal and enhancement associated with the area's location within the Thames Gateway, and London Plan Opportunity Area, whilst recognising the need to address low levels of infrastructure, including public transport accessibility, to ensure the area realises its full potential and provides improved access to services and facilities;
- c taking opportunities for improving the quality of the natural environment through improvements to biodiversity and air quality;
- d supporting higher levels and more diverse employment, improved environmental quality of industrial estates, enhanced public transport links and access to skills and training for new jobs by supporting businesses in the region's town centres and employment areas;
- e safeguarding land to enable future extension of Crossrail from Abbey Wood to Gravesend and Hoo Junction, and securing sustainable transport improvements that would enhance accessibility levels, such as the creation of local pedestrian and cycle links;
- f encouraging further retail development, leisure developments and an enhanced variety of uses in a way which makes a positive contribution to the vitality and viability of Erith town centre and its riverside and ensuring the retention and improvement of Northumberland Heath district centre and the region's neighbourhood centres, as well as the provision of appropriate local services and facilities in large developments;
- g making the most of opportunities to provide improved access to all open spaces, the waterside and marshlands and to promote the protection and enhancement of wildlife and habitats in the area, and maximise the use of the River Thames for leisure, recreational and transport uses, including the enhancement of Erith Pier and the safeguarding of wharves;
- h ensuring all new development helps to address the deficit in public open space and access to nature in the area, protects or enhances biodiversity and mitigates against all types of flood risk, particularly through design solutions that incorporate flood resilience and resistance in areas at risk of flooding;
- i supporting investigations into the potential for wind turbine development on Manor Road Estate, Hollyhill Park and Belvedere Industrial Area, and decentralised heat and power networks within Erith town centre and North End; and
- j designating a Thames-side policy area in further development plan documents, and reviewing the Thames Strategy East guidance document.

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Policy CS04 justification

- 3.7.5 The Erith geographic region has significant growth potential, with 1,412 new homes from potential housing sites (including some of the largest sites in the borough) in the area currently identified, which is about 26% of the total borough housing growth by 2026. Almost two thirds of this growth will be developed in the mid plan period between 2016 and 2021. The policy will be implemented through the allocation of sites for higher density mixed use development, including family homes where appropriate, within the town centre and residential led development elsewhere. The progression of these schemes will enhance accessibility, reduce car use and improve the public realm whilst promoting sustainable design and construction. Detailed guidance will be set out in set out in future policy documents, such as a development plan document that deals with detailed sites and policies.
- 3.7.6 The region is generally characterised by lower than average income levels and house prices compared to the rest of the borough. The number of private rented properties is high and increasing as a proportion of overall stock. This region has the highest levels of social rented property provision in the borough, and the highest number of households that are unsuitably housed in the borough. Developers and Registered Providers should work with the Council to ensure that affordable housing within their particular schemes reflect the circumstances and requirements of the locality. Further detail in this respect will be set out in future policy documents.
- 3.7.7 The Erith Western Gateway project is the largest development site and regeneration opportunity in the region. It is a mixed use development that will provide high quality housing, reconnect the town to the river and the railway station and enhance existing open spaces to improve the leisure and recreation offer. Development at the Council owned Howbury site offers the potential to create a new focus for community life within the area. There is also the potential to expand the area of development through the incorporation of adjacent sites in the longer term. These new developments also offer the opportunity to implement measures that will reduce energy consumption and mitigate and adapt to climate change, as well as increasing the amount and choice of residential accommodation, thus addressing multiple deprivation issues.
- 3.7.8 Extending south west from Erith towards Northumberland Heath is a swathe of Victorian housing, ranging from large detached low density villas to higher density workers terraced housing. These areas, and other conservation areas will be protected or, if possible, improved. New development in these areas should reflect the character of the area.
- 3.7.9 Approximately 11,000 jobs are located throughout the Erith geographic region, which contains the highest number of primary employment areas. There are seven safeguarded wharves located here, and most continue to serve a key industrial role. Some 2,250 new jobs, or 18% of all jobs in the borough, could be created in the region over the plan period, with almost half of these coming forward after 2021. This will be kept under review in light of the current economic circumstances. Where new local jobs are created appropriate education and employment training skills for local people to access work would be supported with planning obligation contributions.
- 3.7.10 A modest amount of additional mainly convenience retail capacity has been identified

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over the plan period for Erith town centre that has a vacancy rate of 18.2% (2010), whilst Northumberland Heath is a thriving district centre that serves the mainly residential neighbourhoods around it.

- 3.7.11 There are two railway lines and three railway stations that serve the Erith region. They are: Erith, Slade Green and Barnehurst, which provides the area with a reasonable amount of public transport. However, there is no disabled access to London bound trains at Erith and Slade Green stations. The public transport accessibility levels fall away quickly once out of Erith town centre and away from the railway station. Opportunities to enhance transport accessibility will be supported, including working in partnership with transport providers and external funders where necessary. This includes the safeguarding of land to enable the future extension of Crossrail from Abbey Wood to Gravesend and Hoo Junction.
- 3.7.12 Adjacent to Erith town centre is the A206/A2016 strategic road route known as Bronze Age Way and Queens Road junction. These roads have significant volumes of traffic travelling in both directions, particularly alongside the Erith town centre area, where average traffic speeds also slow significantly and can intensify the poor air quality. Proposed road schemes, such as the Queen's Road junction improvements, would have a positive impact on traffic congestion and improving air pollution and biodiversity. Other transport initiatives, such as pedestrian and cycle improvements, enhanced accessibility to the railway station and upgrades to Erith Pier would address the low levels of transport infrastructure.
- 3.7.13 There are local air quality issues, particularly around Manor Road, that all new development will need to address. This could include appropriate tree planting and landscaping that would also enhance biodiversity and links to existing open spaces.
- 3.7.14 Geographically, the land rises up from the marshes along the Rivers Thames and Darent, where there are areas of defended floodplain, up to higher areas of heathland and the Abbey Ridge. Although there are significant areas of open space in the region, there are still areas of deficiency in open space and access to nature as can be found in Bexley's Open Space Strategy. Opportunities will be taken to address these issues by improving access to all open spaces, including the River Thames and, where appropriate, improvements to the network of ditches, dykes and waterways. Encouraging recreational pedestrian and cycle links between residential areas, town centres, the riverside, services and facilities would also improve the health and well being of residents.
- 3.7.15 The managing the marshes project has been established by the Council and its partners to provide a vision and strategic plan for the Crayford and Dartford Marshes. The Council is also working in partnership with other agencies and businesses to protect and enhance the environment in and around the Crayford Ness primary employment area (Darent Industrial Estate) which is located in Crayford Marshes adjacent to the River Thames.
- 3.7.16 Erith town centre and North End wards have been identified as potential locations for new heat networks with Erith Western Gateway acting as a hub. Wind turbines may be appropriate on Manor Road Estate and Holly Hill Park, as well as Belvedere Industrial Area, however, a feasibility study would be required to assess the viability of

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providing this infrastructure and ongoing discussions with energy providers and other stakeholders for delivery.

- 3.7.17 The boundary of the Thames Policy Area in the borough will be identified in future policy documents, such as a development plan document that deals with detailed sites and policies, based on the indicative map in the London Plan. Character assessments of the area, set out in guidance such as Thames Strategy East, will be reviewed and criteria for development set out in future policy documents.
- 3.7.18 The Council has had regard to existing plans and commitments within the Erith region that are being progressed by key delivery bodies and it will be important to work closely with stakeholders, landowners, key delivery bodies and the local community to develop sites in this region.

3.8 Crayford and Old Bexley geographic region

Local issues and context

- 3.8.1 The Crayford and Old Bexley geographic region (Map 3.6) is made up of neighbourhoods within the two wards of Crayford and St Mary's. The town centres of Crayford and Bexley (known locally as Old Bexley or Bexley Village) are located on the eastern edge of the borough, generally surrounded by large areas of protected open space, including metropolitan green belt, metropolitan open land and numerous sites of metropolitan, borough and local, importance for nature conservation. The River Cray flows in a north-easterly direction across the region and presents flood risk issues to parts of both town centres and the surrounding area.

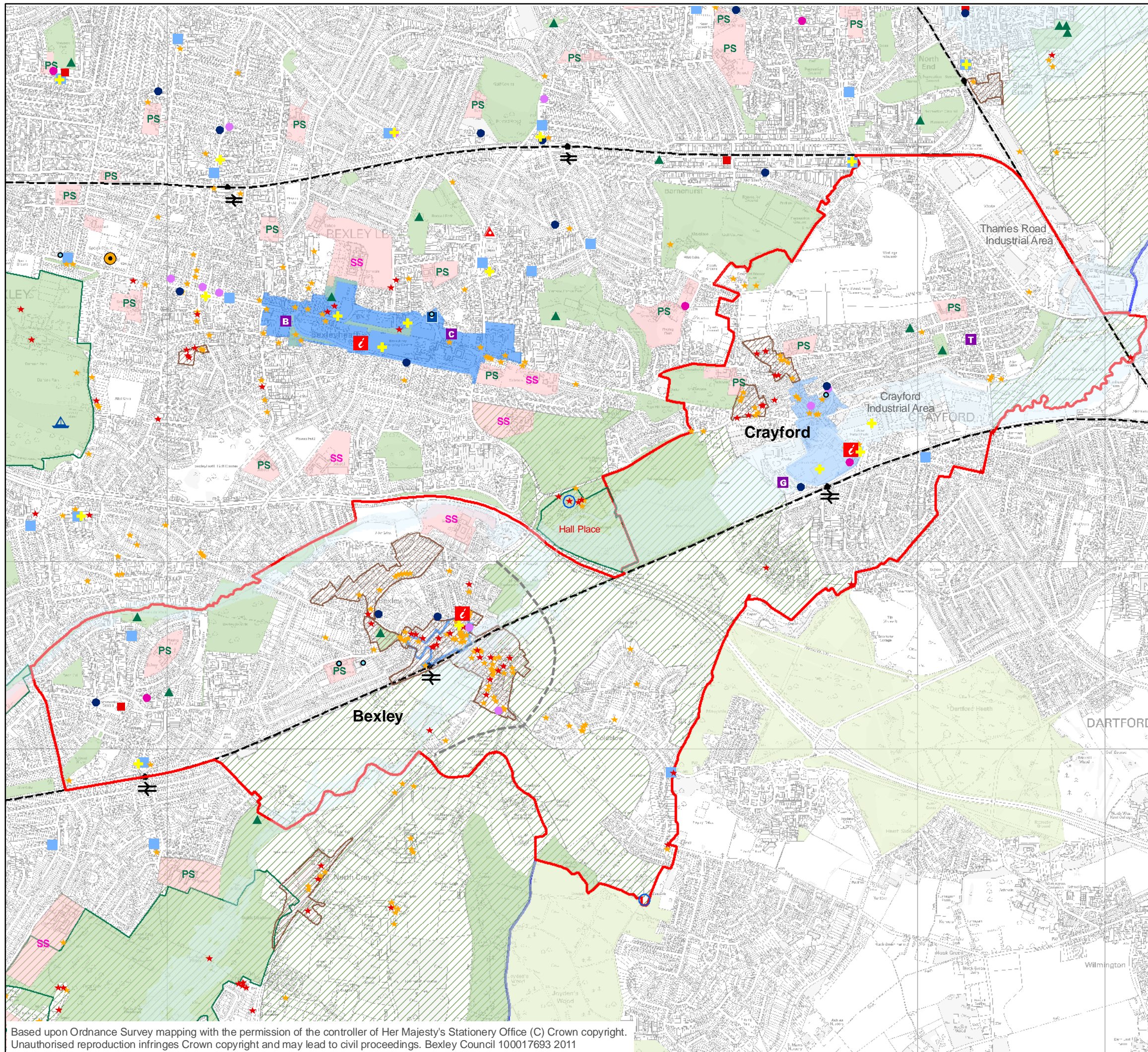


Waterside, Crayford

- 3.8.2 An important feature of this region is its historical character. There is a diverse mix of building styles. Although the dominant style is inter war housing estates, earlier building and development can still be seen, particularly in Old Bexley, which has retained a 'village feel' and contains many buildings of historical interest. Located between the two towns is the award winning Hall Place, a Grade 1 listed Tudor / Jacobean manor house, set in extensive gardens.
- 3.8.3 Crayford town centre has been characterised by small, independent retail outlets traditionally focused along Crayford Road although the emphasis for retail growth is now more towards the southern end of the town. The town centre is located between two strategic employment areas, while the remaining areas around the centre are mainly residential. This part of the region is within the Bexley Riverside Opportunity Area of the London Plan.
- 3.8.4 Old Bexley is a designated conservation area. The shopping centre has a high

Map 3.6

Crayford and Old Bexley geographic region



- Environment Agency Flood Zone 3 (Aug 2011)
- Railway station (3)
- Strategic centre - London Plan Major Centre
- Major district centre (1) - LP District Centre
- District centre (1) - no LP designation
- Neighbourhood centres (4) - no LP designation
- Schools
- Secondary schools (1)
- Primary schools (5)
- Public libraries (2)
- Line of proposed Bexley by-pass

- Emergency services**
- Police station - none
- Safer neighbourhood offices (3)
- Fire station - none

- Health**
- Doctors' surgeries (5)
- Clinics (2)
- Dentists (4)
- Pharmacists (5)

- Leisure**
- Public open space
- Public open space out of borough
- Green belt land
- Community centre (1)
- Childrens play facility (age 0-11)
- Theatre
- Greyhound stadium

- Conservation**
- Conservation Areas (4)
- Scheduled ancient monument (1)
- Statutorily listed building (35)
- Locally listed building (105)

Population - 20,333 (2001 census)



Date: August 2011

Scale 1:20,000

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occupancy rate with a high number of independent traders and cluster of busy restaurants and public houses. The area is surrounded by a mixture of suburban housing and open space, much of which is metropolitan green belt.

3.8.5 There are issues with traffic congestion, as both town centres include main through roads and junctions. Although the town centres have railway stations and a reasonable level of public transport accessibility, significant traffic issues remain.

3.8.6 The region has experienced a decline in traditional, industrial businesses, but still provides a mix of employment uses, including five employment areas. There are still high levels of industrial and warehousing jobs, particularly around Crayford and there is also a variety of jobs within the town centres, including office employment in Crayford.



Bexley High street

Vision for the Crayford and Old Bexley geographic region

- Crayford and Old Bexley will have contributed to the sustainable housing and employment growth in the borough, with new development designed to address the constraints and opportunities presented by the area's physical and built environment. Road congestion in and around the town centres will be addressed through road and public transport improvements.
- The importance of the River Cray will play a key role, specifically in relation to the enhancement of biodiversity and improved access to open space, and to innovative design solutions to flood risk, along with the metropolitan green belt and areas of nature conservation value, existing historical character and appearance and the industrial legacy of the region.

Policy CS05 Crayford and Old Bexley geographic region

The vision for the Crayford and Old Bexley geographic region will be achieved by:

- a contributing to housing and employment growth by focusing growth in and around Crayford town centre and the nearby employment locations, and to a lesser extent, Old Bexley (see locations on Map 3.2) and ensuring town centre development provides a variety of complementary uses which will enhance viability and vitality of the town centres;
- b supporting Crayford's business function, as well as the managed consolidation of employment uses, within the region;
- c progressing proposals that address local traffic issues, such as congestion in and around the town centres (including the Bexley by-pass scheme, and London Road, Crayford) and low public transport accessibility levels, and schemes that would reduce reliance on car use (including walking and cycling);

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- d ensuring that the areas of particularly strong character and/or historical value and conservation areas are promoted and protected or enhanced, and ensuring that the areas that are characterised by mainly semi-detached and detached family housing are retained and, where possible, improved, including the surrounding environment, and that new development is in keeping with the character of these areas;
- e ensuring development enhances biodiversity, particularly along the River Cray, and mitigates against flood risk, particularly through design solutions that incorporate flood resilience and resistance in areas at risk of flooding and, where appropriate, seeking to ensure that development in areas susceptible to localised flooding incorporates measures to manage surface water drainage;
- f supporting improved public access to existing open spaces and improved recreation and community facilities;
- g supporting investigations into the potential for wind turbine development and a decentralised heat and power network at appropriate locations in Crayford; and
- h reviewing and, as appropriate, implementing, the Crayford Strategy and Action Plan and its subordinate documents.

Policy CS05 justification

- 3.8.7 The development of schemes in and around the town centres and employment areas will make a significant contribution to improving the transport network, public realm and access to the natural environment, particularly the River Cray. New development will provide high quality housing and employment opportunities, whilst preserving and enhancing the existing character of the area and promoting sustainable design and construction. Further guidance will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.
- 3.8.8 There are a comparatively large number of potential housing delivery sites in this region focussed on the two town centres with 869 new residential units currently identified (16% of the borough housing growth to 2026). Well over half of the sites are proposed to come forward in the first 5 years of the plan. New development should address local issues such as improved access to open space and improvements to, or additional provision of community and leisure facilities, such as the Europa Gym on the former Samas Roneo site.
- 3.8.9 There is also the potential to generate 1,750 new jobs over the plan period, with most coming forward after 2021. This will be kept under review in light of the current economic circumstances.
- 3.8.10 Large parts of the region have poor public transport accessibility. The main road transport route in the area is the A2, which is set to see increased traffic flows. North Cray Road is also due to see an increase in traffic levels. Much of the traffic meets the A2 just north of Old Bexley and congestion within Old Bexley has been a long standing issue. One of the Council's identified priority road schemes is the Bexley Bypass. In Crayford, London Road is the main source of traffic congestion. Modifications to the road network will be key to creating sustainable development within the region.

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- 3.8.11** Old Bexley has an attractive historic character which is complemented by a range of traditional and specialist retailers operating in the centre and contributes to the overall vitality and viability of the town. However, improvements to the public realm would create a more attractive shopping environment and further enhance the centre.
- 3.8.12** The River Cray is a major focus for enhancement of the boroughs open spaces, with opportunities for improved linkages to existing open space networks, enhanced recreational opportunities, flood alleviation works and habitat improvement. The Council is working in partnership with Thames Water and the Environment Agency to ensure that new development does not lead to increased flood risk from urban watercourses, through the installation of sustainable urban drainage systems and main rivers and the recognition of level 1 source protection zones in the area.
- 3.8.13** The area around Crayford town centre has been identified for a potential heat and cooling network, with a number of potential development sites being clustered in and around the town centre. Shenstone Park has been identified as a potential location for wind turbines.
- 3.8.14** The Crayford Strategy and Action Plan is a current planning document for Crayford town centre. It is intended to retain the ethos of the Crayford Strategy and Action Plan, including achieving a prosperous and thriving business function in the town, whilst managing consolidation of the employment areas. Further guidance will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies. Two additional framework documents have been created to assist in the implementation of the Crayford Strategy and Action Plan. Crayford Residential Design Code aims to encourage residential development of good contextual design, both traditional and contemporary. The Crayford Town Centre Design and Identity Guide aims to establish a place specific identity for Crayford, which can be applied to street furniture and shop frontages. In addition, there is the potential for consolidation of the existing documents into future policy documents, such as a development plan document that deals with detailed sites and policies.

3.9. Sidcup geographic region

Local context and issues

- 3.9.1** The Sidcup geographic region (Map 3.7) is made up of neighbourhoods within the wards of Sidcup, Cray Meadows, Longlands, Blackfen and Lamorbey, and Blendon and Penhill. Much of the Sidcup area is characterised by 1930s suburban development of primarily owner occupied semi-detached and detached housing, with many parks and open spaces. There



are a number of conservation areas and listed buildings, reflecting the historical development of the area. The region contains a major hospital, a sports and leisure centre as well as two colleges specialising in performance arts. Foots Cray Meadows provides a valuable public green space and is listed as a Grade II historic park.

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- 3.9.2 Sidcup town centre is the main shopping and service centre for the south of the borough, serving local needs with a mix of independent retailers, chain stores and a large supermarket. However, vacancy rates in the town centre are relatively high at 17.1%, and the local community would like Sidcup to become a more welcoming place with a larger range of good quality shops and the town centre's existing attractions strengthened and promoted.
- 3.9.3 Sidcup is relatively well served by mainly bus based public transport. However, there are congestion issues on the local road network and Blackfen district centre is poorly served by public transport.
- 3.9.4 To the north of Sidcup town centre is Sidcup railway station with its large neighbourhood centre, partly supported by daytime trade from surrounding office and educational uses. This area and the town centre are preferred office locations and together these areas provide an important source of local employment. To the southeast of Sidcup is the Foots Cray Business Area and neighbourhood centre. The Business Area consists of three large business parks and is a popular location for businesses due to its high quality environment and proximity to the A20. However, there are local flooding issues that need to be addressed.

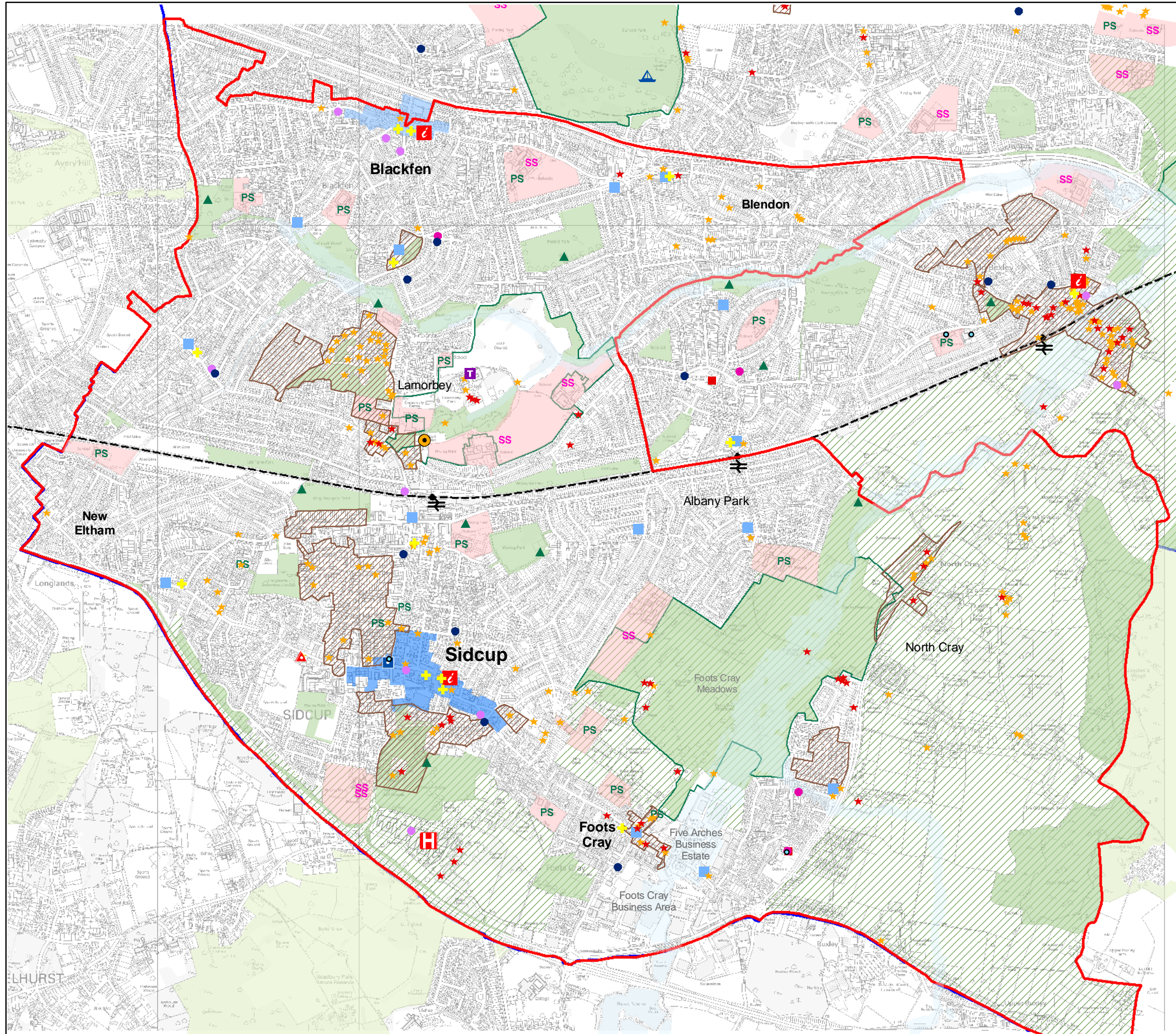


STC Foots Cray

Vision for the Sidcup geographic region

- Sidcup's key role as the most significant centre in the south of the borough and Bexley's southern gateway will be promoted. The Sidcup region will have retained the higher quality residential neighbourhoods and natural environments that characterise much of the area, particularly its conservation areas and listed buildings, metropolitan open land, metropolitan green belt and areas of nature conservation interest.
- Within this setting, the sustainable growth areas in Sidcup town centre, around Sidcup railway station, and at Foots Cray, will have contributed to the delivery of housing and employment growth for the borough and continued to offer a range of local services and facilities, including a cultural focus linked to existing arts and educational activities. New development will have made a positive contribution to the area whilst preserving the best of its existing and historic character.
- The region will continue to provide high levels of employment, particularly office jobs, with existing employment locations having been protected and enhanced. Public transport accessibility levels will be improved, particularly around Blackfen, and traffic congestion will be eased, especially in and around Sidcup town centre.

Map 3.7
Sidcup
geographic region



- Environment Agency Flood Zone 3 (Aug 2011)
- Railway stations (2)
- Major district centre (1) - London Plan District Centre
- District centre (1) - no London Plan designation
- Neighbourhood centres (12) - no LP designation
- Schools
- Secondary schools (6)
- Primary schools (15)
- Public libraries (2)
- Emergency services**
- Police station (1)
- Safer neighbourhood offices (2)
- Fire station (1)
- Health**
- Hospital, including A&E
- Clinics (3)
- Doctors' surgeries (6)
- Dentists (8)
- Pharmacists (11)
- Leisure**
- Public open space
- Public open space out of borough
- Green belt land
- Leisure/sports centre
- Community centre (1)
- Childrens play facility (age 0-11)
- Theatre
- Conservation**
- Conservation Areas (10)
- Registered historic park (2)
- Scheduled ancient monument (1)
- Statutorily listed building (38)
- Locally listed building (132)

Population - 51,175 (2001 census)



Date: August 2011

Scale 1:19,000

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Policy CS06 Sidcup geographic region

The vision for the Sidcup geographic region will be achieved by:

- a focusing housing and employment growth primarily in and around Sidcup town centre, Sidcup station and Foots Cray employment area (indicative boundary of this sustainable growth area shown on Map 3.2);
- b encouraging mixed use development in Sidcup town centre, including elements of higher density residential development at appropriate locations, and securing further convenience and comparison retail development and an enhanced variety of uses in a way that makes a positive contribution to the vitality and viability of Sidcup town centre;
- c encouraging new office facilities, and, where possible, the modernisation of existing facilities, in the preferred office locations at Station Road neighbourhood centre, Sidcup town centre and Foots Cray business area;
- d creating improved linkages between Sidcup railway station and Sidcup town centre, including better facilities for pedestrians and cyclists, and securing proposals that address local traffic issues, such as congestion and low public transport accessibility levels in Blackfen through the implementation of transport initiatives;
- e ensuring that Conservation Areas and other areas of particularly strong character or historical value are protected or enhanced, while ensuring that the areas that are characterised by mainly semi-detached and detached family housing are retained and, where possible, improved, including the surrounding environment, and that new development is in keeping with the character of these areas;
- f ensuring new development maintains or enhances Sidcup's existing open space provision, including its Registered Historic Parks and Gardens and, where appropriate, provides enhanced access to these areas especially from Sidcup town centre to the open space to the south of the town;
- g ensuring development protects and enhances biodiversity, and supports improvements to identified deficiencies in biodiversity and mitigates against flood risk, including measures to manage surface water drainage;
- h securing delivery, where appropriate, of enhanced arts and cultural provision;
- i improving the quality, safety, attractiveness and durability of the public realm in the geographic region's town centres through implementation of the Sidcup Area Based Scheme, the development of key sites and other environmental improvements; and
- j supporting investigations into the potential creation of a decentralised heat and power network around Queen Mary's Hospital and Foots Cray business area

Policy CS06 justification

- 3.9.5 The Sidcup geographic region has the potential to deliver housing and employment growth, but there are issues around the viability and vitality of Sidcup town centre, transport, accessibility to open space, and the safeguarding of existing residential character that will need to be addressed. A progression of schemes will provide high quality housing and employment opportunities, with further retail development, enhanced accessibility and improved local facilities. Further guidance will be set out

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in future policy documents, such as a development plan document that deals with detailed sites and policies.

- 3.9.6 There are many smaller strategic sites in this geographic region, mainly clustered in and around Sidcup town centre and station, with a potential for 518 new homes (approximately 9% of total borough housing growth by 2026) currently identified. These will most likely come forward in the final five years of the plan period.
- 3.9.7 The region is characterised by owner-occupied housing and the number of private rented properties is low compared to the rest of the borough. There are areas without the benefit of affordable housing provision. Developers and Registered Providers should work with the council to ensure that affordable housing within their particular schemes reflect the circumstances and requirements of the locality. Further guidance will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.
- 3.9.8 The Sidcup geographic region is likely to provide a significant contribution to new jobs, with an indicative figure of 2,500 new jobs (approximately 20% of the net increase in jobs within the borough) being located here, although most will come forward after 2021. This will be kept under review in light of the current economic circumstances.
- 3.9.9 Although the region has only one designated Primary Employment Area, the combined effect of two town centres, one significantly important neighbourhood parade and Queen Mary's Hospital, makes the Sidcup region equally as important as Bexleyheath in terms of job provision. Office employment is the highest of any part of the borough, and industrial and warehousing employment in Foots Cray is comparable to the traditional industrial areas to the north east of the borough. To maintain existing jobs, there is a need to encourage office modernisation in Sidcup and Foots Cray, as existing floor space tends to be older and not refurbished. Development will need to consider flooding issues in Foots Cray.
- 3.9.10 Sidcup is a vital and viable major district centre catering for the needs of the local community to the south of the borough. In terms of retail offer in the town it has been identified that there is some additional capacity for convenience goods in the longer term and it is considered essential that this is used to enhance the town centre. Additionally, there is the potential for the improvement of the public realm in the town and the diversification of land uses to improve viability and vitality throughout the day.
- 3.9.11 The Council has recently completed a major review of the existing traffic conditions in Sidcup and proposed various options to improve the flow of traffic and enhance facilities for pedestrians in the town centre. These will be implemented through a TfL funded Area Based Scheme (ABS) in the town. There are opportunities in the longer term to reduce the impact of traffic on Sidcup High Street, resulting in a more pedestrian friendly shopping experience.
- 3.9.12 The Sidcup geographic region has the largest quantity of open space in the borough, including: two of the borough's four Registered Historic Parks and Gardens; a significant number of the borough's outdoor sports facilities; and the greatest number of allotments. A challenge will be to maintain and improve access to these open spaces, specifically access to natural open space.

Achieving sustainable development 3

3.10 Welling geographic region

Local context and issues

3.10.1 The Welling geographic region (Map 3.8) is made up of a cluster of neighbourhoods within the wards of: Danson Park, East Wickham, Falconwood and Welling and St Michael's. Welling is located on heath land, gradually rising towards Shooter's Hill, and has views heading eastwards across the borough.

3.10.2 This region is typified by inter-war, family housing with reasonably sized gardens, and although many of the residential properties were not built to high levels of sustainable design and construction, they are often highly regarded by their owners and renovations and extensions are commonplace.

3.10.3 Welling is characterised by low levels of industrial and warehousing jobs, with only one designated secondary employment area. However, given the comparatively large numbers of retail and leisure activities and a good amount of office space, the region provides nearly 6,000 jobs, with unemployment levels average for the borough.

3.10.4 Situated in the centre of this region is Welling town centre, based along a traditional linear High Street that follows the historic Roman road through the borough. It is the most significant shopping area in the west of the borough, with many independent and specialist shops.

3.10.5 The town centre has relatively good public transport links, but this is based on bus service only and public transport levels drop down quickly to very little provision once away from the town centre. The main roads through the area suffer from traffic congestion.

3.10.6 Danson Park, the borough's main metropolitan park, provides an important and high quality open space. However, there is poor access from Welling town centre to Danson Park. Additionally, within the town centre there is a need for a softening of the public realm with trees and other landscaping.



Welling town centre



Danson Park

3 Achieving sustainable development

Vision for the Welling geographic region

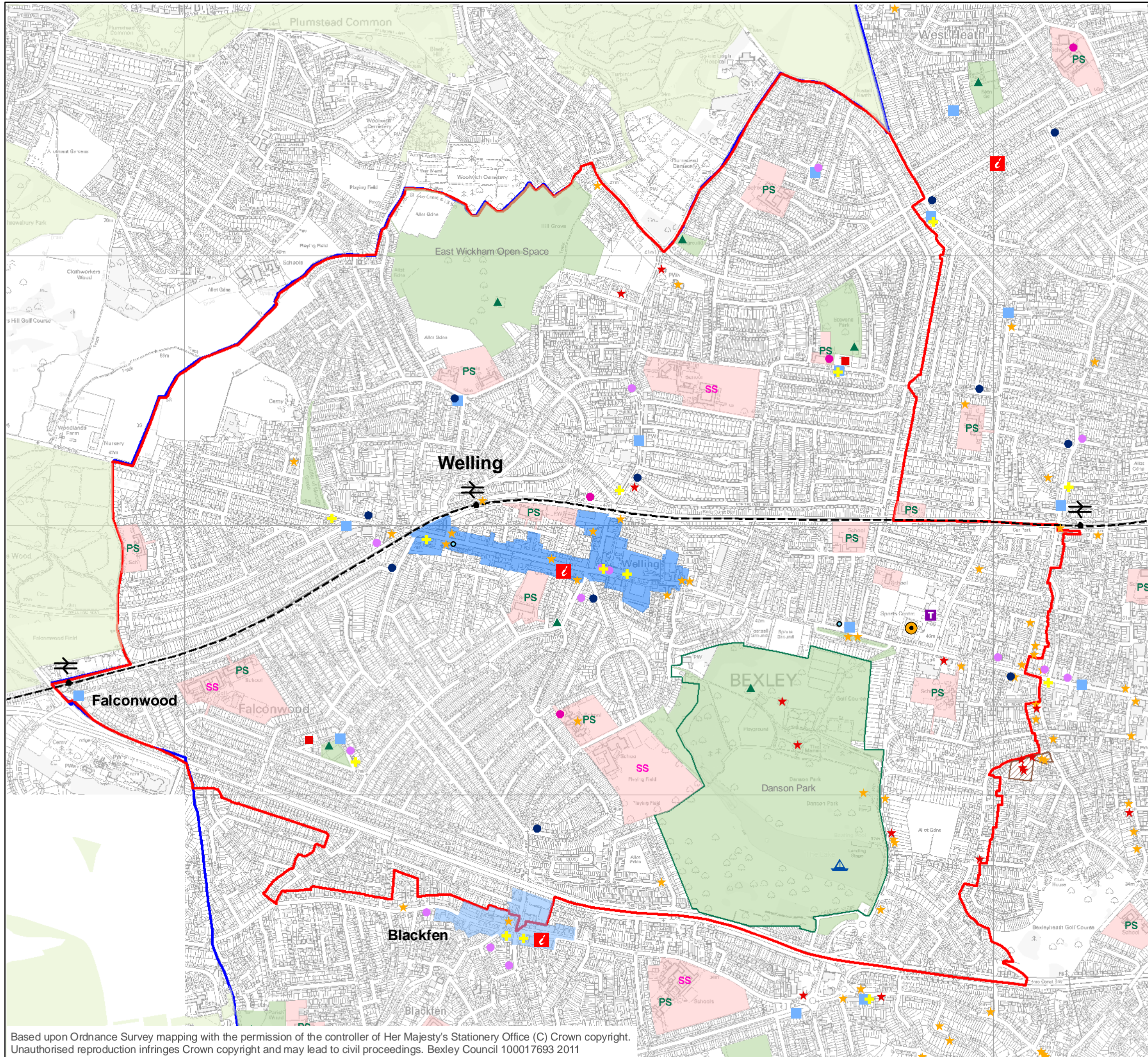
- The Welling geographic region will play its role in delivering sustainable growth in the borough, with the focus for growth in and around the town centre. Welling will continue to be the key shopping area in the west of the borough, remaining viable and retaining its local distinctiveness through its good mix of independent, specialist shops and chain retailers.
- The region will build on its good level of infrastructure already in place with additional public transport improvements to become an accessible, sustainable community, and capitalise on its assets, such as Danson Park, and its role as a family friendly residential area.
- New development will contribute to the preservation of local character, the provision of high quality facilities for local residents, and help address localised flooding issues, areas with open space deficiency, and the greening of the public realm.

Policy CS07 Welling geographic region

The vision for the Welling geographic region will be achieved by:

- a focusing housing and employment growth primarily in and around Welling town centre (indicative boundary of this sustainable growth area shown on Map 3.2) and using the development of sites in this area to address specific issues around traffic congestion, and access to open space;
- b ensuring that development is sympathetic to local character, through high quality, well designed, mixed use development proposals within Welling town centre that contribute to its renewal and result in the retail and service function of the town being safeguarded, preserve local distinctiveness, and, where possible, result in an improvement of the town centre's public realm including greening of the town centre;
- c ensuring that development in areas susceptible to localised flooding incorporates measures to manage surface water drainage;
- d ensuring that the heritage assets and areas that are characterised by mainly semi-detached and detached family housing are retained and, where possible, improved, including the surrounding environment, and that new development is in keeping with the local and historic character of these areas;
- e securing the completion of the Welling Corridor study and the implementation of resulting transport and accessibility improvements, including outside of the town centre;
- f taking opportunities to address the deficit of public open space and access to nature, including children's play space, that exists in large parts of the region, particularly in Welling town centre, Falconwood and East Wickham; and
- g protecting or enhancing the key heritage asset of Danson Mansion, Danson Park and its role as a prestigious park, including enhancing access, especially from the town centre.

Map 3.8
Welling
geographic region



- ✈ Railway station
- Major district centre (1) - London Plan District Centre
- District centre (1) - no London Plan designation
- Neighbourhood centres (8) - no LP designation
- Schools
- SS Secondary schools (3)
- PS Primary schools (9)
- 📖 Public libraries (1)

- Emergency services**
- Police station - none
- Safer neighbourhood office (2)
- ▲ Fire station - none

- Health**
- Doctors' surgeries (7)
- Clinics (3)
- Dentists (8)
- ⚕ Pharmacists (7)

- Leisure**
- Public open space
- Public open space out of borough
- Leisure/sports centre
- Community centre (2)
- ▲ Childrens play facility (age 0-11)
- ▲ Water sports on lake

- Conservation**
- ▨ Conservation Areas - none
- ▭ Registered historic park
- ★ Statutorily listed building (8)
- ★ Locally listed building (31)

Population - 41,905 (2001 census)



Date: August 2011

Scale 1:14,000

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Achieving sustainable development 3

Policy CS07 justification

- 3.10.7 The Welling region has certain issues around congestion, the viability and vitality of the town centre and accessibility to open space, including a lack of a green public realm in the town centre. Identified development opportunities, in and around the town centre, will help to address these specific issues.
- 3.10.8 Potential development sites in Welling offer the opportunity to secure mixed use development within the town centre boundary with residential led development elsewhere. The provision of additional housing growth should be balanced against the identified deficiency in access to wildlife and children's play facilities at Welling. This could be addressed in part through the provision of additional open space within development and also through creating better access to open space, particularly from the town centre.
- 3.10.9 The Welling geographic region has the potential to deliver around 256 new homes, the lowest amount of the sustainable growth areas (about 5% of the overall housing growth). Sites are generally small to medium sized in nature and roughly located in and around the town centre, including the Council owned facility at Hill View. The majority of sites are anticipated to come forward in the final five years of the plan.
- 3.10.10 Analysis of employment growth projections suggests that the Welling geographic region is also likely to provide a contribution to new employment with an indicative figure of 1,125 new jobs (about 9% of the overall job growth in the borough) that could be created over the plan period, with almost half of these coming forward after 2021. This will be kept under review in light of the current economic circumstances.
- 3.10.11 This policy should help to maintain the unique local character of Welling town centre, improving its environment, security, marketing and promotion, and accessibility, making the town a more welcoming place, strengthening and promoting town centre attractions and building a partnership with town centre businesses.
- 3.10.12 The Bexley Integrated Transport Study identified the potential for traffic congestion in the future along Watling Street as a consequence of projected housing and employment growth. In this context it will be important that opportunities for sustainable transport improvement and traffic management are maximised within the town.
- 3.10.13 The Council has committed to funding, through its TfL allocation, a study into the Welling Corridor, which will inform an improvement scheme to mitigate the potential for future traffic congestion including improved pedestrian and cycle linkages, enhanced bus facilities and public realm interventions to improve quality, safety and durability.
- 3.10.14 Drainage of surface water has the potential to be an issue, particularly in the east of the region, where the level nature of the land leads to ponding of surface water and creates localised flooding issues.
- 3.10.15 Danson Park is a particularly high quality, and award winning park and this policy seeks to ensure that the high quality of the park is retained.

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3.10.16 The policy will be implemented through the progression of schemes to provide high quality housing and employment opportunities, enhanced accessibility and improved local facilities, including access to open space and wildlife. Further guidance will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.

Managing the built and natural environment 4

4.1 Introduction

4.1.1 There are a number of issues that have particular importance to specific parts of the borough and these are considered in Chapter 3. However, many issues affect large parts or all of the borough and these are addressed in policies contained in this chapter.

4.1.2 The policies address the following issues:

- climate change and flood risk management
- resource use
- homes
- employment uses
- town centre uses
- transport
- green infrastructure
- biodiversity and geology
- heritage and archaeology
- sustainable waste management
- services, facilities and infrastructure

4.1.3 This chapter considers each of the above policy areas in turn. Each has a key part to play in ensuring sustainable development in Bexley is achieved.



4.2 Adapting to and mitigating the effects of climate change (including flood risk management)

4.2.1 Climate change is a global issue. However, action both to help prevent climate change and minimise its effects can be taken in Bexley. The Council signed up to the Nottingham Declaration in 2001, stating its commitment to tackling climate change. It has also produced a Climate Change Strategy, which seeks to address both the local causes of climate change and the associated impacts on the social, economic and environmental aspects of life in Bexley.

4.2.2 While a number of policies in the Core Strategy will help in this regard, Policy CS08 brings a number of key requirements together.

4.2.3 Approximately a quarter of the borough is at risk from flooding. The risk is not just from the Rivers Thames, Cray and Shuttle, but includes surface water flooding. As such, particular parts of the borough are at greater risk than others and the policies in Chapter 2 address the local issues. The policy below sets out the approach to dealing with areas that are at risk.

Key information sources:

- The draft Climate Change Adaptation Strategy for London (February 2010)
- Evidence Base for Carbon Reduction Policies (October 2009)
- Bexley Strategic Flood Risk Assessment, Level 1 Report (Entec UK, 2010)
- Bexley Climate Change Strategy (2008).

4 Managing the built and natural environment

Policy CS08 Adapting to and mitigating the effects of climate change, including flood risk management

All development should contribute to the delivery of sustainable development by planning for, adapting to, and mitigating the impacts of climate change, by reducing the carbon emissions related to the construction and operation of all development.

The Council will achieve this by applying the requirements and targets outlined in national and regional planning policy and guidance to new development. In particular, this will encompass the requirements of the Mayor's London Plan with regard to environment policies such as: reducing CO₂ emissions; the Mayor's energy hierarchy; integrating energy efficiency; decentralised energy (in particular district heating where appropriate); site-wide communal heat networks supported by CHP; adopting on-site renewable energy technologies; sustainable transport (in particular public transport, cycling and walking); green infrastructure; flood risk management; and sustainable urban drainage systems (SUDS), including supporting the Mayor's drainage hierarchy.

In addition, this will comprise:

- a working with local organisations such as schools to invest in energy efficient improvements;
- b monitoring and setting improvement targets for the energy efficiency of Council buildings and developments;
- c improving the efficiency of Bexley's housing stock by educating residents in methods to reduce energy use in the home and actively engaging with relevant retrofitting programmes;
- d requiring the use of sustainable design and construction techniques in new built development, including exceeding current Building Regulations requirements through energy efficiency alone, and sustainably retrofitting existing building stock where possible;
- e investigating opportunities within the borough for the location of zero carbon developments, prioritising those areas being investigated for decentralised energy networks;
- f investigating opportunities for the funding and development of decentralised energy networks in Bexleyheath town centre, Crayford town centre, Belvedere town centre and Employment Area and Erith town centre;
- g following the sequential approach to flood risk management advocated in national planning policy and its associated practice guidance;
- h applying the recommendations of Bexley's Strategic Flood Risk Assessment;
- i supporting green infrastructure (e.g. green and brown roofs) and the contribution it can make, to managing flood risk and surface water, and to the mitigation of the urban heat island effect;
- j supporting the protection of key infrastructure assets, such as Crossness Sewage Treatment Works, from the risks of flooding; and
- k working with partners to prepare a joint urban drainage strategy for London, as well as a local Surface Water Management Plan (SWMP) for Bexley, to address surface water and drainage flooding, including sewer flooding.

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Policy CS08 justification

- 4.2.4 Opportunities for adapting to and mitigating the effects of climate change, including proposals to reuse or modify heritage assets, will be assessed on a site by site basis.
- 4.2.5 The Council will promote and support the requirements and targets set out in national and regional planning policy and guidance, in particular the requirements set out in the Mayor's London Plan regarding reducing carbon dioxide emissions, adoption of renewable energy generation in new development, as well as flood risk management and sustainable drainage methodologies.
- 4.2.6 An energy strategy for the borough will be produced to ensure that the Council minimises its energy use and carbon emissions to achieve the greatest financial and environment benefits. The Council will complement this strategy by continuing to work with partners, local organisations and residents to seek energy efficiency improvements across the borough and protect key infrastructure assets, as well as new and existing development, from the ongoing threats of climate change.



Green roof, photovoltaics and sun lights at Orchard Primary School, Sidcup

- 4.2.7 The Code for Sustainable Homes and the Building Research Establishment Environment Assessment Method (BREEAM) provide national sustainability standards for residential and non-residential buildings in order to assess their environmental performance. The Council currently sets out its local requirements in these respects in a Sustainable Design and Construction SPD. This will be reviewed and updated to support the Core Strategy approach. Additionally, further information, including detailed criteria, will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.
- 4.2.8 The study, Evidence Base for Carbon Reduction Policies (October 2009, CEN/BDP), was prepared in order to provide a robust evidence base to underpin the

4 Managing the built and natural environment

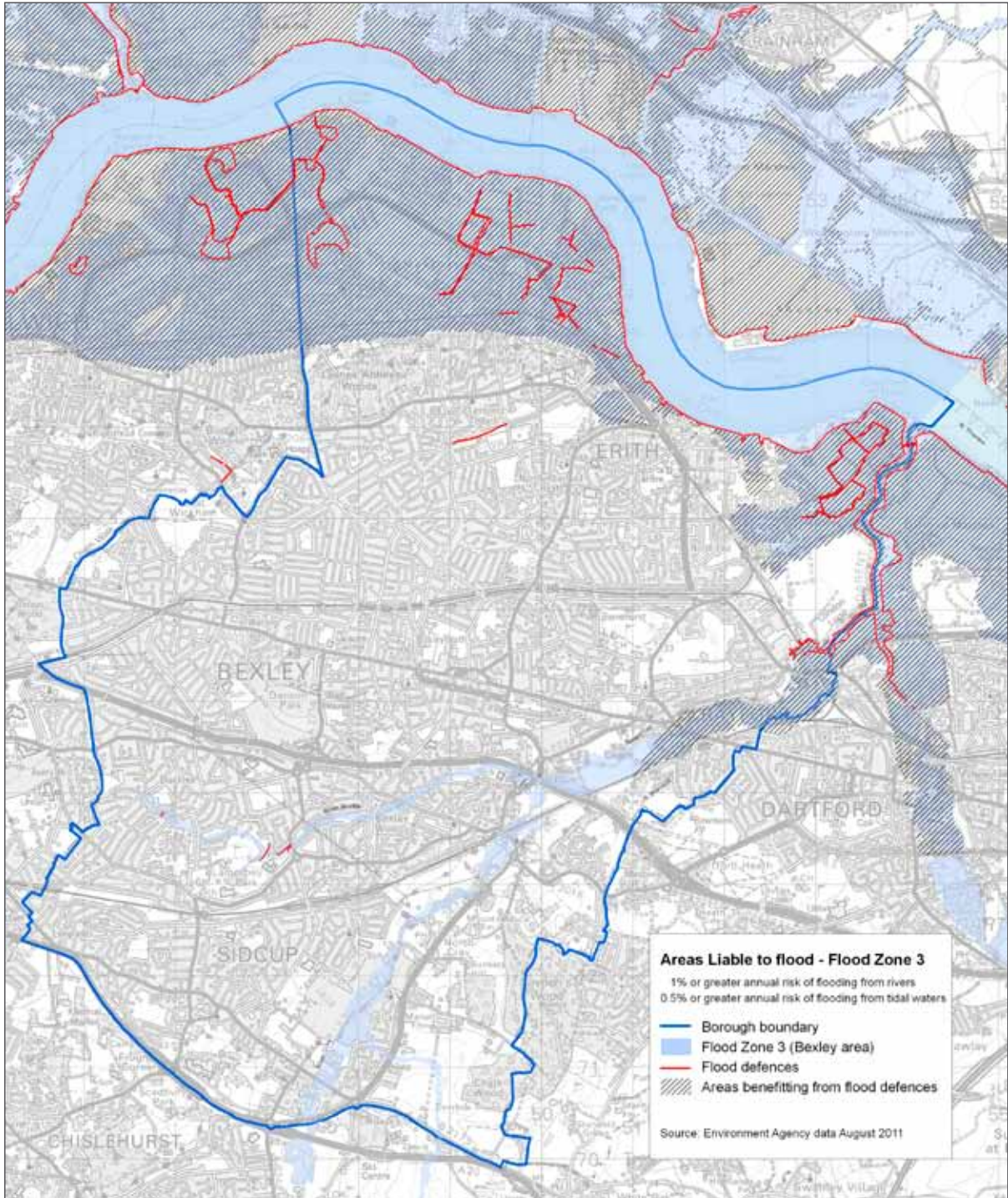
definition and justification of local CO₂ emissions reduction targets and area specific opportunities within Bexley. It concluded that installation of integrated decentralised energy networks in Bexleyheath, Crayford, Belvedere and Erith could be appropriate, depending on further site specific and cost analysis.

- 4.2.9 At the local level the Council will commit to investigating opportunities for the development of decentralised energy networks in these areas, which will also be the focus of much of the borough's growth over the next 15 years. It is anticipated that the provision of decentralised energy networks will facilitate the future provision of zero carbon developments. Potential locations for future decentralised energy networks, and any development criteria which may relate to them, will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.
- 4.2.10 Bexley is prone to flooding from many sources, and climate change could increase the probability of flooding. Map 4.1 shows the Environment Agency designation of flood zone 3, which addressed tidal and main river flooding. A Strategic Flood Risk Assessment (SFRA) for Bexley has been carried out in two distinct parts to reflect the two levels of SFRA presented by national guidance. The purpose of the Level 1 SFRA is to provide an evidence base to support spatial planning decisions, and it contains an assessment of the risks of all types of flooding at a borough-wide scale as well as a series of recommendations to deal with a range of flood sources. A further SFRA (Level 2) is being prepared to support the assessment of individual sites as part of the production of a development plan document that deals with detailed sites and policies.
- 4.2.11 In addition, the Council will seek to protect key infrastructure assets such as Crossness Sewage Treatment Works from the risk of flooding, as well as promoting and delivering the Belvedere Green Links project to contribute to the key themes of flood risk management, biodiversity and sustainable energy for the Belvedere Employment Area and Erith Marshes.



Managing the built and natural environment 4

Map 4.1 Environment Agency Flood Zone 3



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4.2.12 In response, the Council will work with Drain London, Thames Water, the Environment Agency and other London boroughs to prepare a joint urban drainage strategy for London, which will include a local surface water management plan for Bexley. This will be particularly important near to the River Thames, where a significant amount of the new development will take place, presenting a particular issue to its marsh dykes.

4 Managing the built and natural environment

4.3 Using Bexley's resources sustainably

- 4.3.1 How we use the physical and natural resources of the borough can significantly affect the health and well-being of our communities and environment. For example, improving access and opportunities to enjoy the open spaces and waterways of Bexley, and enhancing the quality of key physical infrastructure services (transport, water, sewerage, electricity, gas, telecommunications etc) will enable positive improvements to the health, safety and well-being of Bexley's residents.
- 4.3.2 In addition, the quality of Bexley's environment will be determined by how ongoing growth and development can be balanced with the sometimes conflicting need to manage the borough's key resources.
- 4.3.3 Policy CS09 seeks to ensure that future growth and development can take place in the borough, while at the same time considering the impact on Bexley's key resources.

Key information sources:

- Bexley Together, Bexley's Sustainable Community Strategy (2008)
- Bexley Sustainable Design & Construction Guide Supplementary Planning Document (Oct 2007)
- Evidence Base for Carbon Reduction Policies (Oct 2009)
- Bexley Strategic Flood Risk Assessment, Level 1 Report (Entec UK, Aug 2010)
- Detailed Assessment of the Local Air Quality in the London Borough of Bexley (July 2006)
- Bexley Open Space Strategy (Dec 2008)
- Manor Road Air Quality Management Area – Final Air Quality Action Plan (July 2006)

Policy CS09 Using Bexley's resources sustainably

Development that seeks to maximise the effective and efficient use of natural and physical resources, while contributing to the health and well-being of the community and the environment, will be encouraged.

The Council will do this by applying the requirements outlined in national and regional planning policy and guidance to new development, in particular the requirements of the Mayor's London Plan with regard to open space and the Blue Ribbon Network, energy and water supplies and resources, air and water quality, water and sewerage infrastructure, noise reduction, contaminated land, hazardous substances and sites and minerals.

In addition, this will include:

- a protecting, enhancing and promoting green infrastructure, including making the borough's parks, open spaces, waterways and recreational facilities an integral part of encouraging healthy lifestyles;
- b making best use of existing physical infrastructure (e.g. sewerage, water supply, telecommunications, transport) and working with partners to ensure infrastructure networks within the borough contribute to improving the health, safety and well-being of Bexley's residents;
- c investigating options across the borough for sustainably managing water supplies and resources (through rainwater harvesting, sustainable urban drainage systems (SUDS) and grey water recycling), as well as opportunities for enhancing biodiversity (e.g. green roofs), within Council-owned buildings;

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- d maximising the opportunities to improve health of the environment (e.g. air, surface water, groundwater and soil quality) and reducing pollution and conflicts between adjoining land uses, which is fundamental to providing a good quality of life; encouraging the transport and accessibility functions of the borough's waterways, particularly to support the carriage of freight (including minerals), and associated facilities (e.g. safeguarded wharves) on the River Thames in particular; and
- e working with partners to make sure any leisure, transport, freight or development activities on and adjacent to the River Thames and other riverside areas are not detrimental to the quality of the environment in those areas.

Policy CS09 justification

4.3.4 National and regional policies and guidance promote similar aims of enhancing and protecting our natural and physical resources in order to promote a healthy society, economy and environment. The Council supports the various current and emerging strategies that seek to protect and conserve water supplies and water resources, improve air quality and address ambient noise issues.

4.3.5 In addition, the Council supports the decontamination and redevelopment of brownfield sites to support new housing and employment growth, particularly in the Thames Gateway growth area. This will also help to ensure that recreational links, biodiversity and open spaces, can be protected or enhanced as a focus for local communities and a valuable resource to promote health, well-being and quality of life.



Part of Southeast London's Green Chain Walk at Lesnes Abbey Woods

4.3.6 Bexley's Sustainable Community Strategy, Regeneration Framework and Open Space Strategy and Action Plan seek to ensure that the borough's green spaces are of the highest quality, safe, well maintained and supported by the local community.

4.3.7 The Council is committed to the provision of diverse leisure opportunities and to the enhancement of, and access to, Bexley's open spaces and waterways, including through the implementation of the above documents. The green grid network is also proposed to be developed and opportunities will be taken to implement the network as part of new developments.

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- 4.3.8 Fit for purpose physical infrastructure will be required to support Bexley's communities and will be essential to the delivery of additional housing and employment growth. The Sustainable Community Strategy seeks to promote planned and appropriate development to ensure new housing and business is supported by adequate facilities and infrastructure.
- 4.3.9 The Council will continue to work with partners to ensure the ongoing maintenance and development of physical infrastructure networks (transport, water, sewerage, electricity, gas, telecommunications etc). Further details in this respect are set out in Policy CS21.
- 4.3.10 Better management of Bexley's water resource, including investigation of rainwater harvesting and grey water recycling within Council-owned buildings, will help deliver benefits to health and well-being.
- 4.3.11 Improving air quality across the entire borough will also be a priority (particularly around Manor Road, Erith) and implemented through Bexley's Air Quality Action Plan, while the effects of land contamination will continue to be managed in line with Bexley's Contaminated Land Strategy. In addition, opportunities to improve the health of the environment through new developments will be supported.
- 4.3.12 The environmentally sustainable use of Bexley's waterways, particularly the River Thames and riverside areas, for transport, leisure, recreational and cultural opportunities will be supported. The Council will work with external partners, including the Port of London Authority and the Environment Agency, to make sure any leisure, transport, freight or development activities adjacent to the River Thames and other riverside areas are not detrimental to their surroundings.
- 4.3.13 Bexley has no current or proposed active mineral extraction sites. However, further guidance in regards to the management of any future minerals proposals will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies. In addition, Mineral Safeguarding Areas (MSAs) will be identified, and will be considered in the assessment of the development potential of any strategic sites in Bexley. Any relevant criteria to be considered for development proposals within identified MSAs will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.
- 4.3.14 The focus of minerals and aggregates activities in the borough will remain on minimising any negative impact of reuse and recycling aggregate minerals, as well as making the most sustainable and efficient use of existing mineral and aggregate processing and transport facilities and infrastructure. This includes continuing to support the use of wharf infrastructure in the north of the borough and reducing as much as practicable the transportation of aggregates via the road and rail network.

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4.4 Requirements for homes

- 4.4.1 Bexley has one of the highest rates of home ownership in London. However, Bexley suffers from a low personal wealth base and low levels of personal income compared to the rest of the capital and this continues to be reflected in house prices, which are some of the lowest in London.
- 4.4.2 From 2000 to 2008, the average residential property price in Bexley rose by 103%, although properties were still only priced at 60% of the London average. However, household incomes are also comparatively low with a resulting impact on affordability.
- 4.4.3 There has been a recent transition away from owner occupation with a mortgage, towards outright ownership and private rent. Although the figures correspond with a peak in the housing market, demand for affordable housing and for the private rented sector is set to continue.

Key information sources:

- Bexley Together, Bexley's Sustainable Community Strategy (2008)
- Southeast London Strategic Housing Market Assessment (2009)
- London Strategic Housing Land Availability Assessment (2009)
- Gypsy and Traveller Accommodation Needs Assessment (2009)

Policy CS10 Housing need

It is the Council's aspiration to achieve 50% affordable housing as a proportion of all provision, over the plan period as a whole. Housing provision will include a mix of dwelling types, size and tenure to meet the needs of Bexley's current and future population. In residential schemes of ten units or more, the Council will seek the maximum reasonable amount of affordable housing. In particular:

- a minimum of 35% of units to be affordable housing, of which
- a target of 70% will be social rented housing and 30% will be intermediate housing, unless otherwise agreed.

Where a developer suggests that site viability does not permit full provision at the level required by the policy, this position will need to be demonstrated through a full financial appraisal before any agreement is made to amend the mix of tenures and then to reduce the proportion of affordable housing.

Where possible, contributions from any available funds, e.g. grants from the Homes and Community Agency (HCA), will be sought to bring marginal or unviable schemes to viability.

As with market housing, the affordable housing mix should reflect the need for a variety of dwelling sizes. In this respect, a balance between unit sizes will be sought from individual schemes, where appropriate.

In order to promote mixed and balanced communities, affordable housing provided as part of a market development will be expected to be integrated within the site.

In accordance with the requirements of the London Plan, all new homes will need to meet lifetime homes standards, and 10% of all future housing provision should be suitable or easily adapted for wheelchair users.

4 Managing the built and natural environment

Policy CS10 justification

- 4.4.4 Bexley’s Sustainable Community Strategy confirms the importance of decent affordable homes in the creation of sustainable communities. This is underlined in the borough’s Housing Strategy and Regeneration Framework.
- 4.4.5 Creating mixed and balanced communities whilst delivering housing to meet need is key to achieving sustainable development within the borough. Need in Bexley has been derived from a South East London Strategic Housing Market Assessment. Bexley will primarily use the requirements cited in the below table, identified through the assessment, as a basis for delivery and will seek to ensure that the size and type of both market and affordable units reflects overall need throughout the housing market cycle.

Table 4.1 Bexley’s housing requirement

	Market housing	Intermediate housing	Social housing
1 bed	33%	9%	12%
2 bed	24%	22%	19%
3 bed	42%	69%	33%
4+ bed	1%	0%	36%

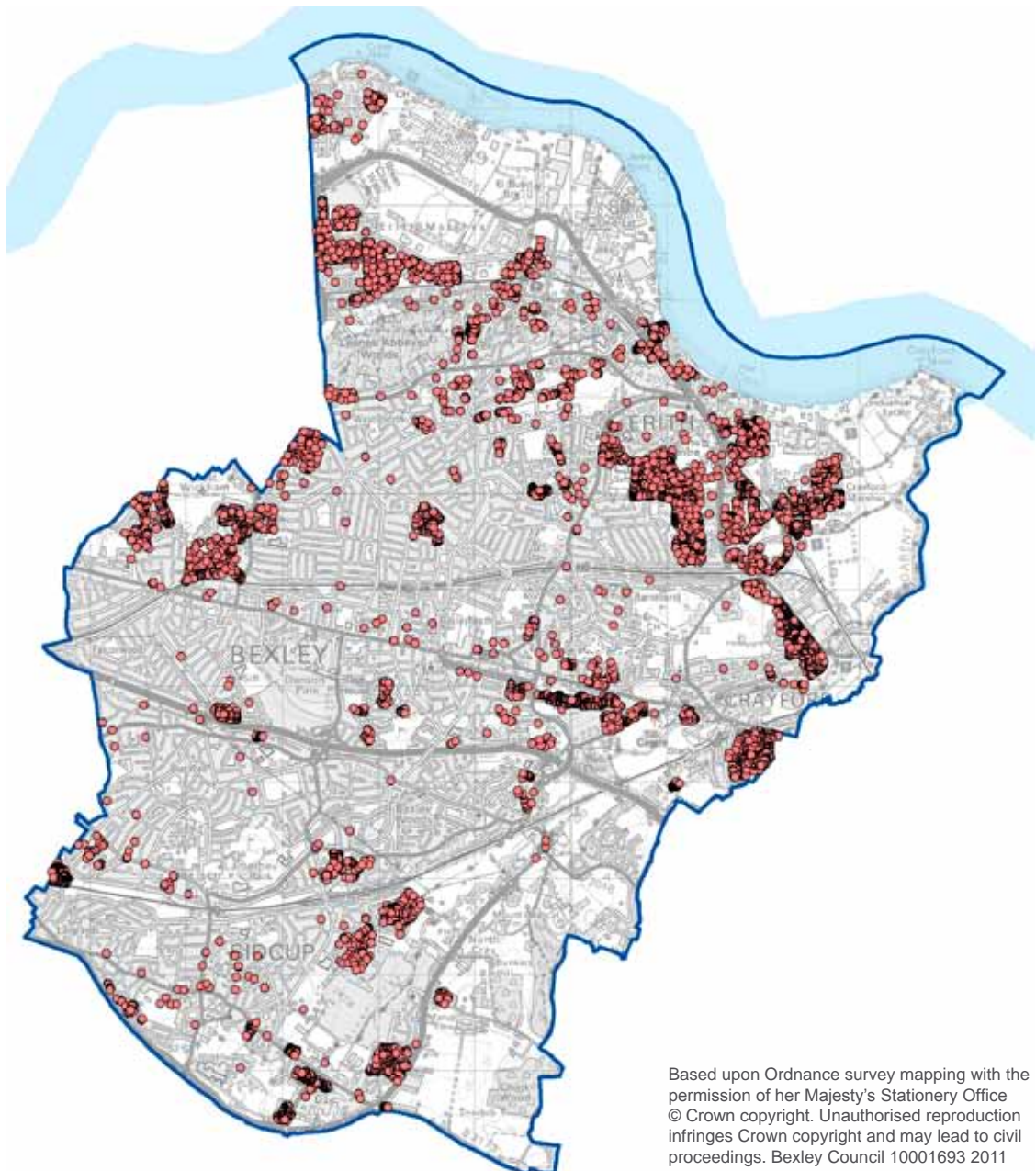
- 4.4.6 Although appropriate density ranges vary between different areas of the borough, as currently indicated by *design for living*, Bexley’s residential design guide, an appropriate mix of dwelling types and sizes will still be required throughout the borough (for example, map 4.2 shows the distribution of housing association properties). Significant deviations from the size mix indicated above will need to be fully justified.
- 4.4.7 Viability testing of affordable housing provision in developer-led schemes has taken place before and during the credit crunch. Although the Council will seek half of all units to be affordable over the plan period, viability testing indicates that a target of



Housing Association development comprising conversion of a locally listed building and new build

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Map 4.2 Distribution of housing association properties 2008



35% affordable housing provision is more realistic in private schemes. Where 35% cannot be achieved by a developer a full financial appraisal needs to be submitted.

- 4.4.8 In accordance with London Plan requirements, all homes will need to meet lifetime homes standards, and 10% of all future housing provision should be suitable or easily adapted for wheelchair users. The requirements for Lifetime Homes and wheelchair accessibility help provide accessible housing in Bexley. This will ensure that homes are adaptable, flexible, convenient and appropriate to changing needs.
- 4.4.9 The Council has an Affordable Housing SPD that provides detailed guidance, including a list of the sources of affordable housing provision. This SPD will be reviewed and further information, to support the Core Strategy approach, will be set out in future policy documents, such as a development plan document that deals

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with detailed sites and policies. These will deal with detailed matters concerning residential development and housing need, area and locally specific design and character requirements. The Strategic Housing Market Assessment will also be reviewed periodically to ensure the data remains accurate.

Policy CS11 Gypsy and traveller accommodation

Bexley's existing provision for gypsies and travellers will be protected, while demand exists. The following considerations will particularly need to be taken into account in the determination of locations for future gypsies and travellers sites:

- a the site should comply with the requirements of other relevant policies, including policies that seek to protect development from flood risk and designated areas, such as metropolitan green belt from inappropriate development so as to preserve, conserve, enhance and promote Bexley's network of open spaces and waterways, biodiversity and geological assets; and
- b any proposal for a new site should include provision for basic amenities and services, and in particular will be assessed in relation to its impact on:
 - the character and appearance of the site and surrounding area;
 - the living conditions of neighbouring occupiers; and
 - the local highway network.

Policy CS11 justification

4.4.10 There are three main gypsy sites in the borough, which are located at: Jenningtree Way in Belvedere; Willow Walk in Crayford; and Powerscroft Road in Sidcup. There are no known new age travellers, organised groups of travelling show people or circus people travelling together as such, based in the borough. In recent years, Bexley has been characterised by low levels of unauthorised encampments and very low levels of demand at its Powerscroft Road site. This site currently has ten pitches and was redeveloped, with the number of pitches reduced due to lack of demand in 2001/02.

4.4.11 Bexley's Gypsy and Traveller Accommodation Needs Assessment indicated that need was likely to be nil. The London GTANA, however, although based on London-wide findings rather than actual survey work, estimated a need of between 2 and 46 additional pitch requirements for Bexley. In meeting the requirements of Government policy and the London Plan (policy 3.8 i), the Council intends to work to meet identified needs, in co-ordination with neighbouring boroughs and districts as appropriate, within the first five years of the plan period.

4.4.12 In particular, any new gypsy and traveller sites will not be considered as suitable locations where development would be located in an area of flood risk (EA flood zones 2 and 3). Availability of government grant will be explored to assist with the maintenance and, where necessary, delivery of gypsy sites.

4.4.13 In accordance with national requirements, specific sites will, as appropriate, be identified in future policy documents, such as a development plan document that deals with detailed sites and policies.. Any further sites and planning applications will be considered against the criteria stated within this policy and any additional

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considerations will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.

4.5 Employment requirements

4.5.1 Traditional industries have declined in Bexley although niche roles in sectors like food processing, logistics, recycling and waste management remain. Those sectors where future job growth is expected, such as business services, have smaller and different land needs.

4.5.2 Diversification of employment activities in town centres and employment areas will enable a better mix of jobs, but a balance must be struck to ensure the viability of existing businesses.

4.5.3 There is a need to improve qualifications and training so that Bexley residents can actively participate in the Thames Gateway's economic regeneration and benefit from an improved diversity of jobs.

Key information sources:

- Bexley Employment Land Study (2008)
- GVA Grimley Retail Capacity Study (2008)
- Invest Bexley Regeneration Framework (2007)
- Knowing Bexley: Economic and Employment Development Strategy 2007-2010
- Employment Technical Paper (2007)
- Bexley Together, Bexley's Sustainable Community Strategy (2008)
- Bexleyheath Development and Improvement Framework (Feb 2010)

Policy CS12 Bexley's future economic contribution

Bexley will continue to play a key role in contributing to London's economic growth and prosperity. As such, the Council will ensure a sufficient and appropriately located provision of employment land to meet the borough's existing and future requirements. It will promote sustained economic and employment development by:

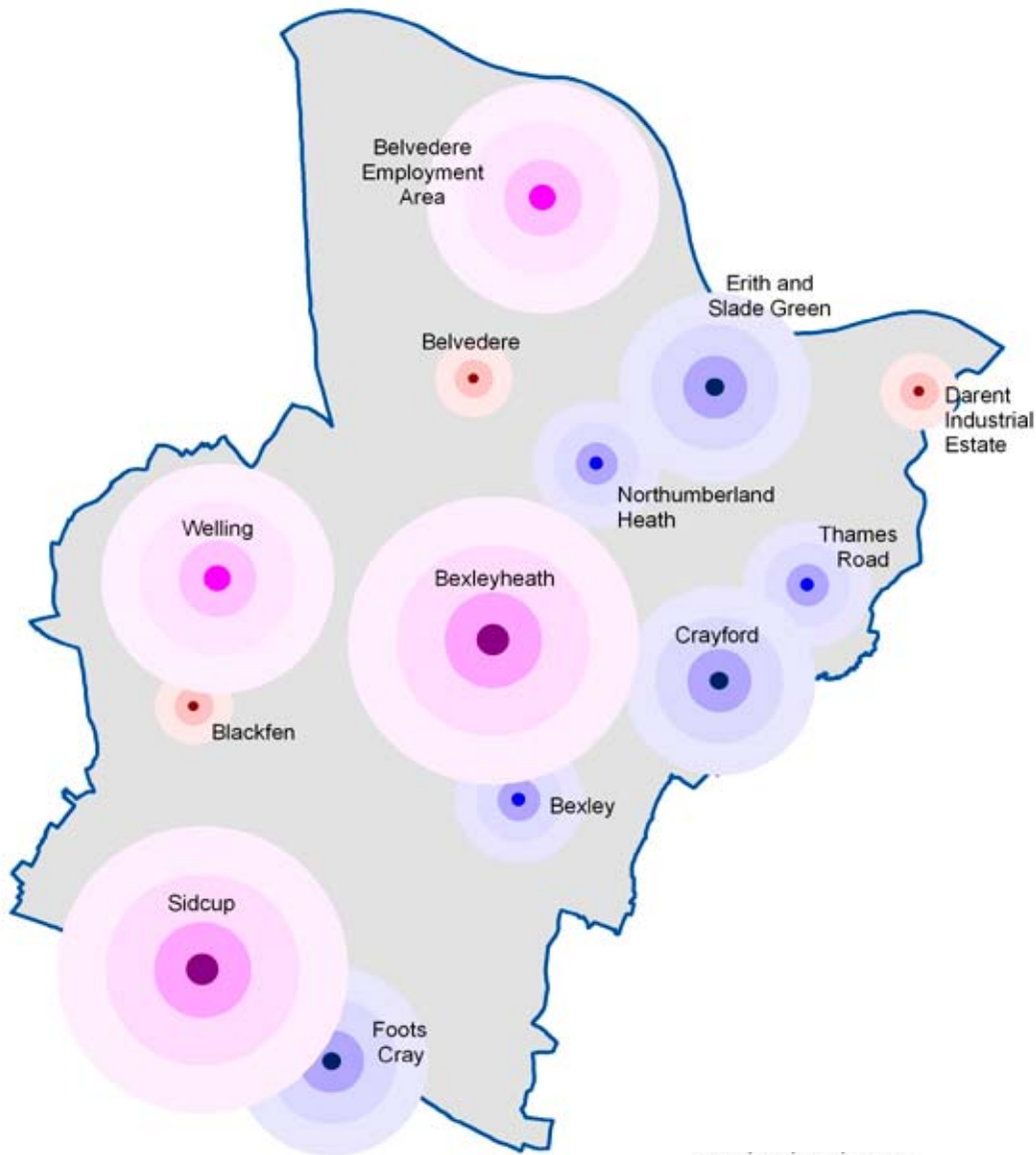
- a making the most efficient use of Bexley's land, ensuring a balance between the needs of business and industry and other land-uses that are integral to building sustainable communities, including housing;
- b safeguarding existing employment land and identifying in future policy documents, such as a development plan document that deals with detailed sites and policies, the 43 to 50 hectares of employment land that the Council will consider for a sensitively managed transfer to other sustainable uses;
- c promoting Belvedere Employment Area and Bexleyheath town centre as the borough's principal locations for employment,
- d supporting the growth and intensification of employment around the towns of Erith, Crayford, Sidcup and Welling, as well as the borough's other district and neighbourhood centres;
- e identifying in future policy documents, such as a development plan document that deals with detailed sites and policies, the sites that will be safeguarded in conjunction with London Plan designations, such as Strategic Industrial Locations, as Bexley's key locations for industry and employment; and
- f seeking to secure development proposals that enhance and better integrate transport accessibility between Bexley's housing and employment locations, particularly in Opportunity Areas and other places where deprivation exists.

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Policy CS12 justification

- 4.5.4 Bexley has an established industrial land base, and a well-performing town centre network. The policy intends to support the continued development of these employment locations. This ensures the most viable and sustainable areas remain the focus for future economic development.

Map 4.3 Relative size and geographic distribution of employment



- 4.5.5 It is essential that sufficient employment land is set aside to accommodate job growth. Currently, the borough's employment land is mainly connected to traditional industrial activities. This is particularly in respect of some larger employment sites and estates that help to facilitate Bexley's regional role in sectors like logistics, recycling and waste management, and also support niche strengths such as food processing. These employment sites, some of which have safeguarded wharves, are often located within a London Plan Opportunity Area.

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- 4.5.6 However, the economy has undergone significant structural change in recent decades and traditional activities are in decline. Whilst job growth is forecast in Bexley, this is set in the context of a diminishing demand for land for industrial uses, and research indicates that Bexley has scope for a sensitively managed release of between 43 to 50 hectares of industrial land. Although this figure must be monitored to ensure that the quantum remains appropriate over time, it is apparent that Bexley can accommodate more jobs using less land.
- 4.5.7 As a Thames Gateway borough, industrial land consolidation will particularly aid regeneration. The process will allow for the transfer of industrial land to other complementary uses that support job growth, such as housing or open space.
- 4.5.8 In tandem with industrial land consolidation, there is a further need to stimulate land-use intensification in the most sustainable employment locations, including Belvedere and Bexleyheath. Policy CS12 provides a mechanism for Bexley to proactively evolve its offer of business premises, such that it can attract the most beneficial mix of modern employers, including those of emerging growth sectors.
- 4.5.9 Future policy documents, such as a development plan document that deals with detailed sites and policies, will facilitate the managed release of designated employment land through the assessment of sites, the setting of detailed boundaries of designated employment areas, and the setting out of considerations to guide future uses on the released sites.

Policy CS13 Access to jobs

The Council will assist in developing a strong and sustainable local economy, so as to contribute to London and Thames Gateway regeneration. In doing so it will aim to ensure that residents of all abilities are provided with opportunities to access training and a variety of local jobs, and enable local businesses to draw upon a wide range of skilled workers and employment premises. The Council will achieve these aims by:

- a supporting development proposals that diversify the local employment offer, particularly in bringing higher-quality and more knowledge based jobs to the borough, both within town centres such as Bexleyheath, and designated employment locations;
- b supporting development proposals that intensify land-uses, including office development, to raise employment densities and broaden the mix of business uses in employment areas;
- c reducing resident's need to travel long distances by supporting the creation of a diverse local economy which offers a wide range of local job opportunities, particularly in Bexley's Opportunity Areas and town centres;
- d ensuring that new development improves the quality of industrial estates and town centres, including the public realm, so as to make them more suitable and attractive locations for modern business;
- e encouraging the development of appropriate home-based business and enhancing residents' opportunity to work from home;

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- f improving the local skills base, especially by promoting voluntary work and ensuring that education and training facilities, such as Resources Plus, are available to residents in the borough;
- g encouraging businesses and developers, through planning obligations, to use locally sourced labour and where viable, to provide on-the-job training for residents seeking to improve their skills;
- h supporting the provision of workplace crèches at or in close proximity to places of training and employment;
- i facilitating growth of the visitor economy as a means to support local business, particularly by promoting the borough's historic, cultural, recreational and environmental assets;
- j working with partners to secure investment that supports the local economy and which is consistent with Bexley's Economic and Employment Development Strategy and Regeneration Framework; and
- k improving sustainable transport links to key employment locations, including Crossrail to Abbey Wood.

Policy CS13 justification

- 4.5.10 Less than half of Bexley's working residents take up jobs in the borough. This situation, in combination with a lack of public transport options, has contributed to a commuting workforce that is largely car-reliant. This policy aims to raise inclusion by removing the barriers that impede resident's access to local employment, which include insufficient skills and a lack of diversity in Bexley's job offer, and would ensure local opportunities for workers of all skill levels.
- 4.5.11 As such, this policy provides a mechanism for Bexley to evolve its business offer, such that it can attract the most beneficial mix of modern employers, particularly those of emerging growth sectors. Additional research will seek to establish which emerging sectors Bexley is best suited to accommodate and will inform future policy documents, such as a development plan document that deals with detailed sites and policies.
- 4.5.12 In addition, some local employment areas are not well suited to the needs of modern business, as they suffer from poor public realm and ageing infrastructure. There is a further need to stimulate land-use intensification in the most sustainable employment locations, including Belvedere Industrial Area and Bexleyheath, as well as the other main town centres.
- 4.5.13 Currently, the Bexleyheath Development and Improvement Framework supports Bexleyheath's continued role as the borough's strategic centre and the focus for high level retail, office and community activity. The document will be reviewed to ensure that it continues to help to coordinate investment and guide future development in Bexleyheath.
- 4.5.14 Improvements to employment locations should include more sustainably designed buildings and sites, where the benefits add appeal to prospective tenants.

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Development proposals should not compromise the integrity or effectiveness of designated locations to accommodate employment.

- 4.5.15 There are notable levels of self-employment in Bexley's labour market, with the borough experiencing a considerable increase in self-employed residents since the late 1990s. The policy supports improved entrepreneurial activity through seeking provision of a variety of business units and supporting home-based business that is compatible with a residential environment, as well as opportunities for skills and training. In addition, the Council will monitor the level of entrepreneurial activity and guidance, if needed, will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.
- 4.5.16 It is important that residents' skills match those needed by employers. The Partnership for Bexley is committed to minimising the number of young people not in education, employment and training. Through Resources Plus, the Council provides support for workforce development, training, skills and business development. The service offers important training and career counselling for unemployed workers.
- 4.5.17 There is also a skills-gap in respect of resident's qualifications and their suitability for jobs in emerging growth sectors. Action in this respect is particularly required in the most deprived areas.
- 4.5.18 Many employment locations could benefit from improved service provision to better support businesses and their employees. This may include workplace crèches as well as improved ICT infrastructure. In respect of the latter, Bexley has been selected by British Telecom as a host location for roll-out of a superfast broadband program, which will enable superfast fibre-optic broadband across most of the borough.



Optima Park, Crayford

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- 4.5.19 The Council has also produced various strategies to promote investment, including Bexley's Economic and Employment Development Strategy, Regeneration Framework and Visitor Strategy. Bexley has numerous historic and environmental assets which cater for visitors and there are opportunities to expand their scope and attractions. This will positively contribute to the wider economy.
- 4.5.20 Whilst the Council will seek transport improvements, the policy CS13 supports delivery of economic development even in the absence of significant improvements by reducing resident's need to travel long distances to work.
- 4.5.21 Requirements needed to ensure that Bexley's employment areas and town centres are environmentally sound and attractive locations for a wide range of businesses, as well as guidance regarding the types of uses that are considered appropriate in specific areas, will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.

4.6. Appropriate town centre uses

- 4.6.1 The borough has a well established network of town centres. This includes Bexleyheath as the strategic centre, as well as four major district and four district centres (see Map 4.4). They lie at the heart of their communities, provide a wide range of goods and services and are generally the most accessible locations in the borough. They have performed relatively well in recent years but will need to adapt to meet new challenges.
- 4.6.2 For many of the town centres, promoting their vitality and viability will be supported by their role as the focus for new growth and development. In addition, Bexley's many neighbourhood centres also play an important role in supporting local needs.

Key Sources:

- Retail Capacity Study (2008)
- Consumer Expenditure and Comparison Goods Retail Floorspace Need in London (2009)
- KCC Kent Household Retail Expenditure Survey (2000)



Policy CS14 Town centre vitality and viability

The Council will maintain and enhance the vitality and viability of existing town centres (strategic, major district and district) by:

- a applying the town centre sequential test and impact assessment to all relevant developments as set out in national and regional policy;

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- b designating primary shopping areas within each town centre where retail will be safeguarded as the dominant land use;
- c promoting a diversification in the mix of town centre uses, including retail, community, leisure, employment, residential, cultural and recreational uses, whilst avoiding an over concentration of any single land use other than retail;
- d ensuring that the scale and character of development is appropriate to the town centre's position within the hierarchy and is of high quality design in keeping with the local context including historic character;
- e effectively managing the night time economy in the borough's town centres including through the development and implementation of Night Vision Strategies where appropriate, with new development supporting the creation of a comfortable, safe, attractive and accessible day and evening environment;
- f creating strategies for town centres in future policy documents, such as a development plan document that deals with detailed sites and policies; and
- g securing public realm enhancements through the use of town centre investment programmes

In addition, opportunities to enhance the role and contribution of neighbourhood centres will be explored including the encouragement of small, independent shops that provide services to their local communities.

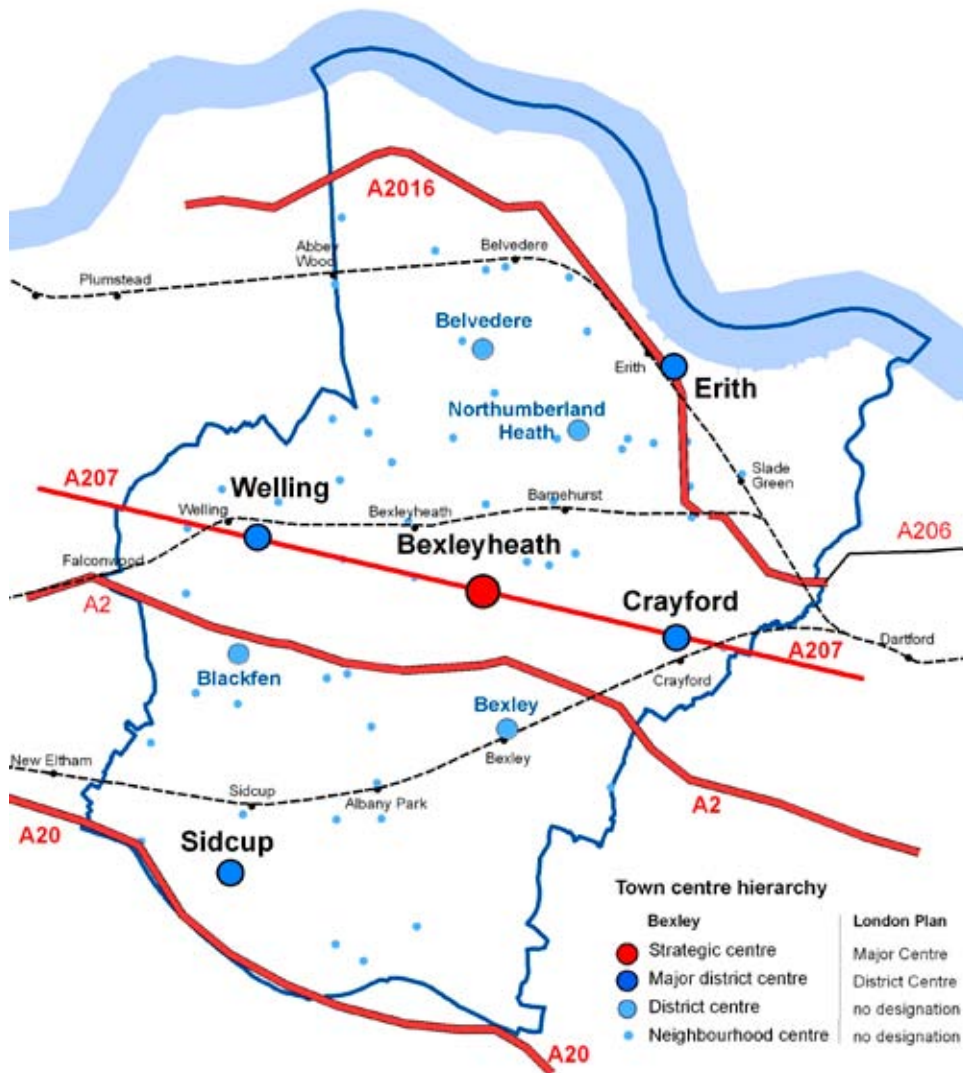
Policy CS14 justification

- 4.6.3 The Council wishes to ensure that the role of its towns as retail centres continues, whilst also allowing a diversity of alternative, complimentary town centre uses. This approach responds to changing shopping patterns and acknowledges that town centres have a vital role in the provision of a range of local services and facilities, the securing of local employment and provision of public realm. It will therefore also reduce the need to travel.
- 4.6.4 The requirements of national guidance support this approach, including the use of sequential and impact tests for appropriate developments that ensure a town centre first approach is maintained.
- 4.6.5 Defining primary shopping areas in town centres in future policy documents, such as a development plan document that deals with detailed sites and policies, will allow retail to be the dominant land use in those areas. It should also ensure that town centres are not overly dominated by one single use, other than retail, whilst avoiding increases in vacancy rates. The London Plan also sets out a town centre hierarchy, of which Bexley's network is a part. However, local designations still exist for clarity until such time as the town centre network and hierarchy, including their classifications and terminology, are reviewed. Map 4.4 therefore refers to both local terminology as well as London Plan classifications.
- 4.6.6 The approach will also ensure that Bexley's town centres continue to grow and develop in a way that supports and strengthens the town centre network hierarchy for the borough. Map 4.4 shows the current town centres.

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4.6.7 Bexley’s Retail Capacity Study has confirmed that the existing town centre hierarchy is performing well. It has identified Bexleyheath as the centre with the very significant majority of future comparison and convenience goods floorspace capacity (approximately 80 percent of combined total borough wide retail growth throughout the plan period). There is also limited scope for increased convenience and comparison goods floorspace in Sidcup and in Erith (9 percent and 11 percent respectively). In contrast Welling and Crayford are at or over capacity.

Map 4.4 Town centre locations and hierarchy



4.6.8 The baseline capacity forecasts that Bexley could support a further 3,738 m² net convenience goods floorspace and 24,847 m² comparison goods floorspace by 2027. The amount of population growth proposed during the plan period raises the baseline retail capacity to 5,294 m² for convenience goods and 29,279 m² for comparison goods. An analysis of neighbourhood centres confirmed no significant gaps in provision. The identification of sites that will contribute to the provision of additional retail capacity will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies, using, among other things, the sequential approach.

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- 4.6.9 New development in or around town centres will be required to positively contribute to the town centres' viability and vitality, as well as helping create a safe, attractive and accessible environment, both during the day and evening.
- 4.6.10 Specific proposals for the distribution of particular town centre uses including the night time economy will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.
- 4.6.11 The Council currently funds town centre street scene enhancements through its rolling capital and town centre revenue programmes and, where available, through Bexley's regeneration funding. In addition, funding is also sourced externally, for example through public realm improvements linked to TfL transport initiatives such as Area Based Schemes. Council support for funding street scene enhancements in town centres is proposed to continue, however, if funding were to cease the maximisation of external funding would be sort.
- 4.6.12 Enhancing the role and contribution of neighbourhood centres and shops ensures that their valuable contribution towards creating sustainable communities is recognised. The status and function of all centres within Bexley's town centre network and hierarchy, including their classifications and terminology, will be reviewed in future policy documents, such as a development plan document that deals with detailed sites and policies.
- 4.6.13 Designating town centre boundaries will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies. These documents will also be the primary means of bringing forward strategies for the town centres.

4.7. Transport

- 4.7.1 Transport is a major factor in meeting the needs of existing development in the borough, as well as the future growth proposals contained in Chapter 3. Bexley is relatively poorly served by public transport. In recognition of the borough's heavy reliance on road transport, as well as its associated limitations and environmental consequences, the following policies focus on the Council's approach towards securing a sustainable transport system.
- 4.7.2 Bexley's main road and rail routes provide good east-west links through the borough but it is much more difficult to travel north-south. The River Thames presents a significant barrier in this regard but also has huge potential for transporting of passengers and freight.



Key information sources:

- Mayor's Transport Strategy (2010)
- London Plan Sub Regional Development Framework - East London (2006)
- Bexley Together: Bexley's Sustainable Community Strategy (2008)
- Invest Bexley Regeneration Framework 2007-2016
- Bexley Local Implementation Plan 2005/6-2010/11
- Bexley Integrated Transport Study (2008)

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- 4.7.3 Buses form the main alternative to the car for short and medium distance trips while trains are popular for longer distance commuting although both modes are badly affected by congestion and the need to make connections. The policies seek to strike a balance between improving the borough's transport infrastructure and managing future demand, whilst making current and future jobs, services and facilities more accessible.

Policy CS15 Achieving an integrated and sustainable transport system

The Council will work to achieve a comprehensive, high quality, safe, integrated and sustainable transport system which makes the most of existing and proposed transport infrastructure within the borough and seeks to ensure a much improved and expanded role for public transport through the following actions:

- a increasing the capacity, frequency, accessibility and safety of established bus and rail facilities;
- b working in partnership with Crossrail Limited and TfL to secure Crossrail to Abbey Wood and its potential extension to Gravesend and Hoo Junction, including the protection of the land required for the scheme in accordance with the Safeguarding Directions, and the managing of development to preserve and enhance the viability of the scheme;
- c supporting the improvement of interchange facilities at Abbey Wood as part of the Crossrail project and within the borough's major town centres through area based schemes and other initiatives;
- d promoting improvements in north-south transport provision, including facilitating junction improvements, clearer signing, and enhanced bus services and facilities. In particular, improved connections will be sought between Thamesmead / Abbey Wood and population and employment centres to the south and south east, along the routes indicatively shown on the vision diagram (Map 2.1).;
- e protecting significant green corridors, and seeking opportunities to increase connectivity between the network of green spaces and habitats;
- f initiating or supporting the future development of major new transport infrastructure proposals within or affecting Bexley, including the North Bexley Transit, DLR, river passenger services and crossings, and London Underground extensions into Bexley so as to explore, by continued negotiations with TfL, a firm basis for the further progression of these emerging schemes;
- g adopting a parking policy that addresses the need for appropriate controls to secure a sustainable environment within the borough, whilst recognising the need to help viable development in town centres and major employment areas;
- h improving the efficiency and promoting the sustainability of freight movement in the borough, the protection of viable safeguarded wharves on the River Thames, and ensuring the construction and preservation of rail freight interchange facilities and new wharves where this does not prejudice other objectives of the Core Strategy;
- i encouraging walking and cycling within the borough through implementation of local and strategic walking and cycling programmes, school travel plans, local safety

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schemes and the provision of facilities within development proposals and environmental improvement projects

- j developing priority road schemes, where they assist regeneration and/or reduce congestion, whilst generally promoting modal shift away from the use of the car; and
- k effectively maintaining and managing the existing highway network to ensure the free flow of traffic, improve the environment, in particular air quality, and promote safety, health and wellbeing.

Policy CS15 justification

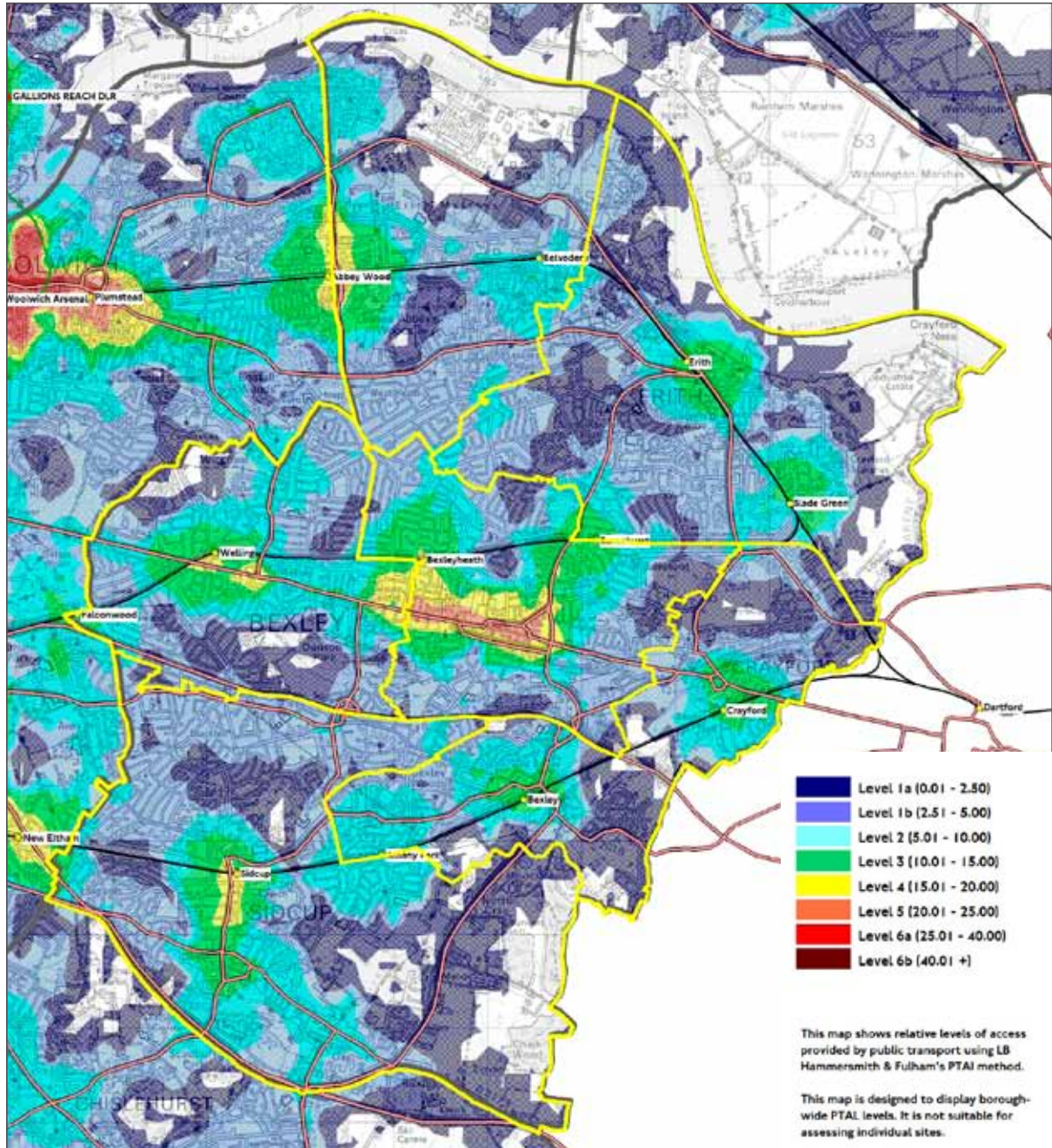
- 4.7.4 Inadequacies in the borough's public transport services have been a matter of concern for some years. However, Bexley's position on the transport network and in the Thames Gateway sub region provides great potential transport improvement opportunities.
- 4.7.5 The entire borough is currently outside the London Underground and Docklands Light Railway network and is not serviced by any form of tram or light transit system. Hence, Bexley has low public transport accessibility levels compared to many other parts of London and, consequently, higher car ownership and usage. The improvement of public transport links has been identified as the top regeneration priority for the borough. It is also a key factor in encouraging modal shift from the use of the private car.
- 4.7.6 Bexley's Local Implementation Plan seeks to address local transport issues and needs. It is clear that a combination of measures are required to improve Bexley's transport network. This includes the amount and distribution of future growth set out in Chapter 3, managing the existing transport network and investing in new infrastructure. Bexley therefore supports the London Bus Priority Network and the securing of 12 carriage trains on existing lines.
- 4.7.7 There are various consequences of Bexley's low public transport accessibility levels (see Map 4.5). The borough is characterised by high levels of car ownership and usage compared to many other parts of London and this introduces environmental, health and equality issues.
- 4.7.8 Despite the support for cycling and walking initiatives, the car will continue to play an important role in Bexley and increased traffic flows will result in growing traffic congestion, especially on the main radial routes (A2 and A20) and on the local road network where it meets these radial routes.
- 4.7.9 The only major public transport infrastructure currently proposed to enter the borough within the lifespan of the Core Strategy is Crossrail to Abbey Wood station, where Safeguarding Directions have been made by the Secretary of State for Transport with regard to the required land. The Safeguarding



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Directions also identify land between Abbey Wood and Gravesend/ Hoo Junction for a possible extension of Crossrail. The safeguarded route will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.

Map 4.5 Public transport accessibility levels (PTAL) 2008



4.7.10 The design and impact of the proposed Crossrail station at Abbey Wood has been considered and improvements in respect of access from surrounding areas, particularly for pedestrians, have been identified. Work to identify improved public transport connections to the Abbey Wood station from the rest of Bexley is ongoing but is likely to include improved bus services between the Crossrail station and key town centres and railway stations.

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- 4.7.11 Broad locations for transport improvements are reflected in the vision diagram in Chapter 2. Although not linked to particular schemes, the two transport improvement corridors which meet at Abbey Wood highlight the importance of improving access across the London Plan Opportunity Areas and into Kent and improving north/south links within the borough.
- 4.7.12 Although no existing or proposed river crossings are located within the borough to facilitate north-south links, cross River Thames traffic plays an important role in Bexley's travel patterns. The Council is supportive of proposed improvements which will ease congestion, improve connectivity and enhance resilience of the existing crossings at Blackwall and Dartford. Additional river crossings are also supported in principle subject to no adverse impacts within the borough, such as increased traffic flows.
- 4.7.13 The Mayor of London, the Port of London Authority and the Council are also committed to retaining and improving Bexley's safeguarded wharves on the River Thames for freight operations. There is a planning permission for a rail freight interchange facility at Howbury Park, which has yet to be implemented. Identification, assess and guidance on new wharves and rail depots will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.
- 4.7.14 The Council is promoting a number of road schemes, including Bexley Bypass and Belvedere Link Road. The Belvedere Link Road is, however, the only scheme with funding secured and is currently being implemented. Other priority schemes will be developed as funding becomes available. In addition, the Council's Parking Strategy seeks to contribute to the competitiveness, regeneration and environmental quality of the borough through the appropriate amount, location and design of parking facilities.
- 4.7.15 Future policy documents, such as a development plan document that deals with detailed sites and policies, will set out parking standards, including cycle parking for the borough in further detail and will have regard to both recently revised national guidance and the parking standards set out in the London Plan, taking into account the appropriate local circumstances.

Policy CS16 Reducing the need to travel and the impact of travel

The Council will seek to minimise the need for and distances people travel, thereby reducing the time, cost and environmental effects of transportation and improving accessibility and quality of life for Bexley residents by:

- a ensuring developments are equipped to benefit from new technology, which helps generate more sustainable travel patterns;
- b promoting the provision of live/work accommodation in appropriate developments; and
- c promoting travel awareness campaigns, workplace travel plans, area based travel plans and car clubs.

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Policy CS16 justification

- 4.7.16 Reducing the need to travel and the impact of travel is supported by both national and regional transport policies. The digital economy, for example, will play an important role in this respect and proposals regarding the roll out of superfast broadband are likely to have impacts on travel patterns in the borough in future years. The Council is supportive of the use of new technologies to reduce the need to and impact of travel including the roll out of superfast broadband and the provision of facilities for electric cars.
- 4.7.17 In addition, suburban areas such as Bexley are likely to benefit from the creation of live/work accommodation, given the importance of small and medium enterprises and housing related employment growth to economic development.
- 4.7.18 Bexley has significant potential to provide live/work accommodation given the close connection between future growth locations and concentrations of service provision and other facilities, such as information and communication technologies infrastructure. As well as supporting new technologies and live/work accommodation, this policy will also ensure that users of unsustainable modes of transport, such as cars and HGVs are encouraged to consider changing their travel behaviour and attitudes to transport through increased travel awareness and travel demand management.
- 4.7.19 Specific initiatives undertaken by the Council include school and workplace travel plans, participation in travel awareness campaigns and the proposed piloting of a local travel plan group termed a Transport Management Association (TMA) in Bexleyheath.
- 4.7.20 Further detail on the Council's approach to sustainable transport, such as live/work accommodation and setting requirements for travel plans as part of development schemes, will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.

4.8. Green infrastructure

4.8.1 Bexley is one of London's greenest boroughs. Its parks and open spaces are central to the character and identity of the borough. The network of open spaces totals some 1,391 hectares (including open spaces that are privately owned but publicly accessible). Of this, 771 hectares is public open space (see Map 4.6).

Key information sources:

- Bexley Open Space Strategy and Audit (2008)
- Bexley Biodiversity Action Plan (2011)
- Managing the Marshes Vision and Strategy (2006)

4.8.2 A number of Bexley's parks are listed on English Heritage's Register of Parks and Gardens of Special Historic Interest, and five open spaces contain listed buildings, including Danson Park at Bexleyheath and Hall Place and Gardens at Bexley. The borough also contains a number of nationally and regionally designated open spaces, including areas of metropolitan green belt and metropolitan open land.

4.8.3 The River Thames forms the northern boundary of the borough and the Cray and Shuttle rivers also flow through Bexley. These river corridors are important defining

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features of the borough's landscape and views. They are also important resources for transport, heritage, biodiversity, sport and recreation.

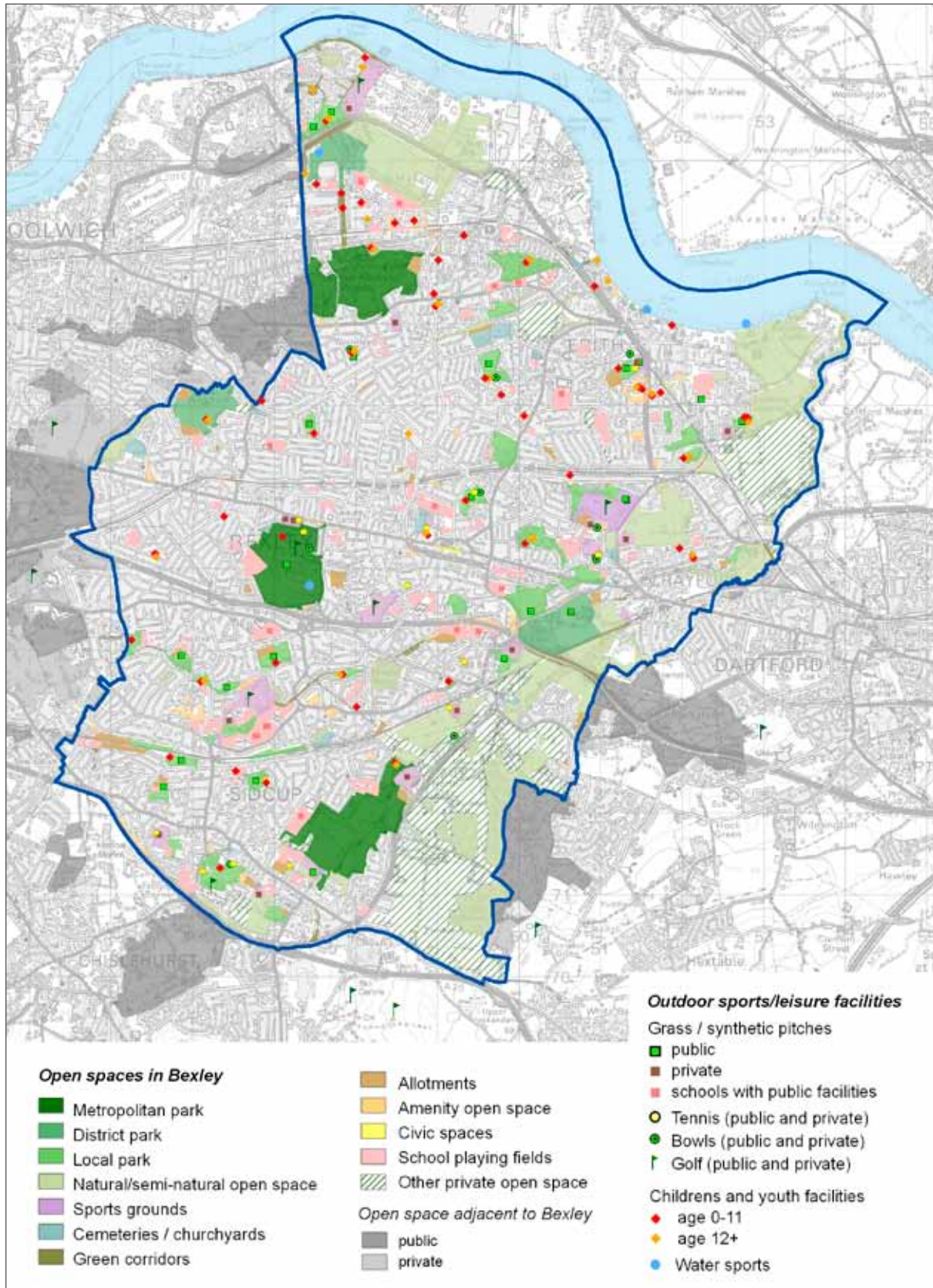
Policy CS17 Green infrastructure

Bexley's green infrastructure, including open spaces and waterways will be protected, enhanced and promoted as valuable resources. In particular, this will be achieved by:

- a protecting metropolitan green belt and metropolitan open land from inappropriate development;
- b seeking opportunities in new development to provide new open space and play space, and ensuring all new developments, where possible, make a positive and appropriate contribution to green infrastructure, and where appropriate, the public realm, either through direct provision of new open space or through planning obligations;
- c resisting harmful backland development;
- d protecting and enhancing the biodiversity, heritage and archaeological values of open spaces, including the Rivers Thames, Cray, Shuttle and their tributaries within the borough;
- e protecting significant green corridors, and seeking opportunities to increase connectivity between the network of green spaces and habitats;
- f working in partnership, seeking funding and supporting projects to promote the restoration and enhancement of open spaces, public realm and the Blue Ribbon Network within the borough;
- g implementing the priorities outlined in the Bexley Open Space Strategy including, where appropriate, rivers and waterways restoration; and
- h providing opportunities within waterside development for river restoration and the protection and enhancement of biodiversity.

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Map 4.6 Open spaces and recreational facilities in Bexley



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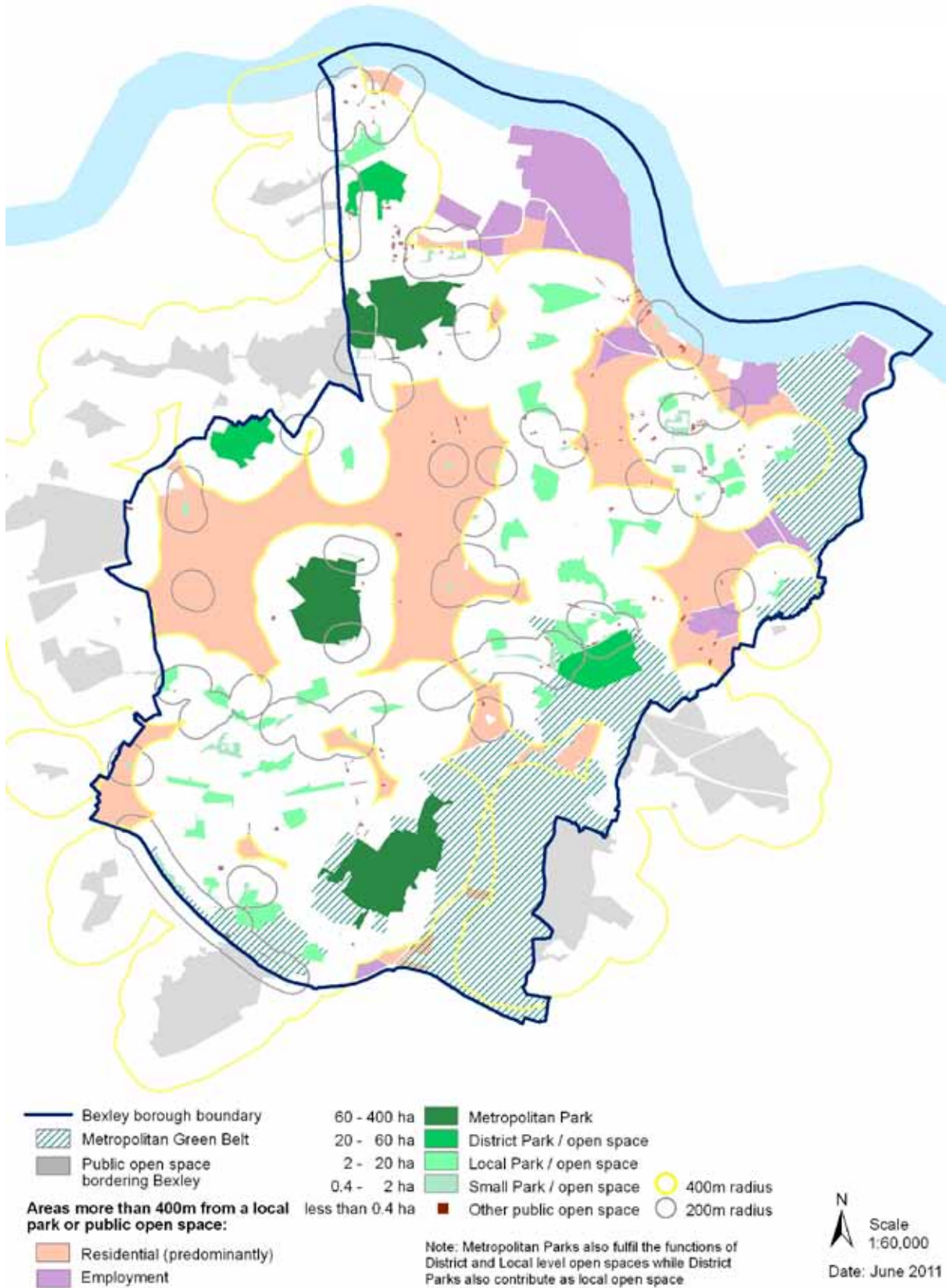
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Policy CS17 justification

- 4.8.4 The Core Strategy seeks to contain development to previously developed land and protect open spaces. This policy seeks to address open space deficiencies (Map 4.7) and ensure that Bexley remains a 'green' borough, well served by a network of high quality, safe and accessible open spaces, offering a range of opportunities and providing attractive relief to the built form.
- 4.8.5 The areas designated as metropolitan green belt (MGB) and metropolitan open land (MOL) play a variety of important functions in Bexley. Inappropriate development, as defined by central government guidance, will be resisted. The locations of MGB and MOL are identified on Bexley's Proposal Map and may be subject to review in future policy documents, such as a development plan document that deals with detailed sites and policies. Further details regarding development in these areas may also be provided in these documents.
- 4.8.6 New developments have an important part to play in the protection and enhancement of Bexley's open spaces and waterways. This includes contributing towards open space provision, making a positive contribution to green infrastructure and the public realm, helping to implement the Open Space Strategy (and other strategies and plans that directly relate to open space provision) and enhancing biodiversity. Open spaces also have a significant impact on health and well being.
- 4.8.7 When seeking open space and play space opportunities in new development, the Council will have regard to its Open Space Strategy. The strategy sets a framework for the future planning and management of open spaces, outdoor sport and recreation facilities by encouraging developers, services and partners to plan for the future delivery and implementation of open space improvements. It also seeks the enhanced provision for biodiversity in open spaces, as supported by the Biodiversity Action Plan, and identifies local quality and accessibility standards. Regard will also be given to the London Plan requirements for play space provision.
- 4.8.8 Where it is not possible to provide new open space and/or play space provision, many new developments will have the potential to contribute to green infrastructure and the public realm. Green infrastructure includes the metropolitan green belt, metropolitan open land, open spaces, trees, green links, biodiversity designations and rivers. Public realm includes the parts of the borough, whether publically or privately owned that are available without charge for everyone to use, including parks, squares and streets.
- 4.8.9 Contributions to green infrastructure and the public realm include the use of planning obligations. The Council has a Planning Obligations Supplementary Planning Document that sets out requirements.
- 4.8.10 The natural environment, and particularly our open spaces and waterways are also rich sources of biodiversity and archaeology. Back land areas in the borough include gardens and incidental open space. They should normally be excluded from development where developments results in harm to amenity and biodiversity. Further details in this respect will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.
- 4.8.11 A number of waterways cross or originate within the borough. Bexley's waterways

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Map 4.7 Local public park and open space deficiency



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provide or have the potential to provide various benefits including environmental and ecological health, transport, recreation and amenity.

- 4.8.12 The River Thames and the River Cray are part of the Mayor of London's Blue Ribbon Network, where development to increase use for transport, sport and leisure activities, particularly in areas of deficiency, is supported. In addition, waterside development will be expected to have particular regard to the contribution that could be made by the waterway network.
- 4.8.13 Green corridors and links between green spaces increase the value of green infrastructure to people and to biodiversity. In particular, increased connectivity of habitats may help animals and plants to move between areas of suitable habitat, which is increasingly important in a changing climate.
- 4.8.14 Partnership working and using funding opportunities to support projects will provide opportunities to protect and enhance Bexley's open spaces and waterway network. A number of projects have been confirmed during the life of the Core Strategy, including improvements to Parish Wood Park, Danson Park, Lesnes Abbey and East Wickham open spaces.
- 4.8.15 In addition to the matters raised above, future policy documents, such as a development plan document that deals with detailed sites and policies, will contain specific policies relating to the management of the South-East London Green Chain and other open land.

4.9 Biodiversity and geology

- 4.9.1 Biodiversity is the 'variety of life' - the myriad of plants and animals on Earth and the range of habitats where they live. Geology is primarily focussed on rocks, sediments, soils, the landscape, topography and processes that act on the landscape.

- 4.9.2 Bexley has a rich biodiversity. The borough contains eight sites of metropolitan importance, 38 sites of borough importance, and 12 sites of local Importance for nature conservation. Species of particular importance include the Great Crested Newt and Water Vole. Notwithstanding the extensive network of biodiversity sites, the borough contains areas deficient in nature conservation.



Water vole

- 4.9.3 Bexley also has two sites that are nationally recognised for their geological importance. They are Wansunt Pit, Crayford and part of Lesnes Abbey Woods, Belvedere. Both are designated as Sites of Special Scientific Interest (SSSI).

Key information sources:

- A Better Quality of Life: A Strategy for Sustainable Development for the UK (1999)
- United Kingdom Biodiversity Action Plan (1994)
- Mayor of London – Biodiversity Strategy: Connecting with London's Nature (2002)
- London's Foundations – Protecting the Geodiversity of the Capital; London Plan Implementation Report (2009)
- Bexley Sustainable Community Strategy (2008)
- Bexley Biodiversity Action Plan (2011)
- Managing the Marshes Vision and Strategy (2006)

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Policy CS18 Biodiversity and geology

The Council will protect and enhance its biodiversity and geological assets, whilst complying with national and regional policy and guidance by:

- a ensuring development in Bexley does not adversely affect the integrity of any European site of nature conservation importance (including Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites) outside the borough. In particular, consideration will be given to potential impacts on the Thames Estuary and Marshes SPA through increased visitor pressure and reduced water quality, and on Epping Forest SAC through reduced air quality;
- b protecting, conserving and enhancing Bexley's Sites of Special Scientific Interest (SSSI) and Sites of Importance for Nature Conservation (SINC);
- c resisting development that will have a significant impact on the population or conservation status of protected species and priority species as identified in the UK, London and Bexley Biodiversity Action Plans;
- d protecting and enhancing the natural habitat as far as practicable, seeking biodiversity enhancements and improved access to nature, particularly in areas of deficiency, through new development, including new residential development and projects that help deliver the Open Space Strategy. Preference will also be given to enhancements which help to deliver the targets for habitats and species set out in the London Plan and Bexley Biodiversity Action Plan;
- e Recognising the value of landforms, landscapes, geological processes and soils as contributors to the geodiversity of the borough, and evaluating whether it is appropriate to designate any Regionally or Locally Important Geological Sites (RIGS or LIGS) in the borough;
- f enabling environmental education opportunities at the borough's schools, and investigating opportunities to involve the wider community in biodiversity or geodiversity restoration and enhancement through projects; and
- g Seeking opportunities to provide for greening of the built environment, including green roofs and walls in new buildings.

Policy CS18 justification

4.9.4 The policy recognises the important contribution of sites of importance for nature conservation and geodiversity value in the borough. Natural open space is important in shaping Bexley's character and identity, and can provide services which are increasingly important in our changing climate. Certain habitats such as wetlands can reduce the impacts of water run-off and hence reduce flood risk and pollution of waterways, and trees and planting can provide a valuable shading effect in summer and insulation effect in winter. The introduction of features such as green roofs can provide insulation as well as improving the biodiversity value of a development.

4.9.5 Bexley contains no European sites of nature conservation importance, but development in Bexley has the potential to affect European sites close to the borough, through increased visitor pressure, increased water demand and reduced air and water quality. Three European sites lie within 15km of Bexley: Epping Forest Special

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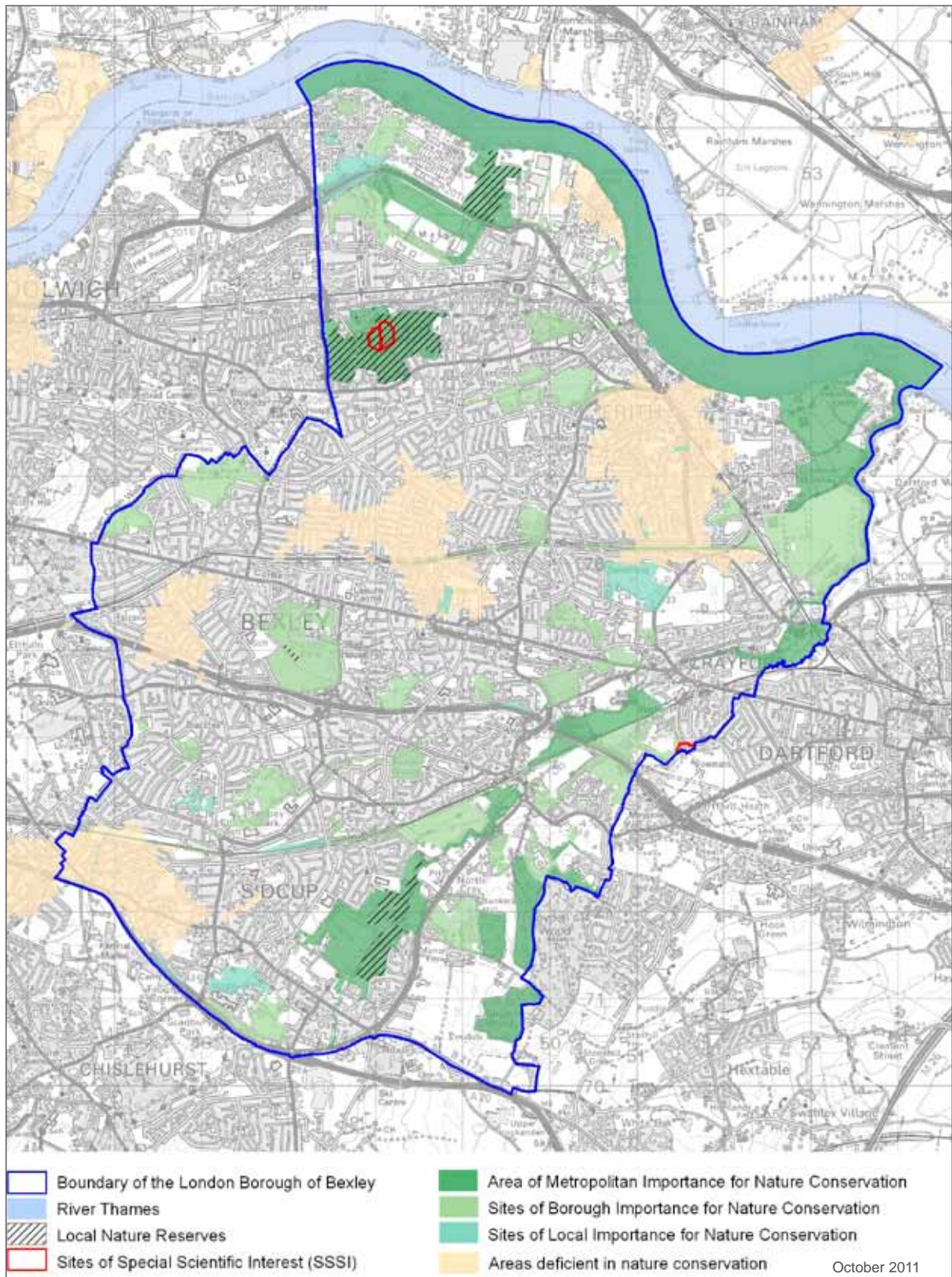
Area of Conservation, the Lea Valley Special Protection Area (SPA) and the Thames Estuary and Marshes SPA. Although the Core Strategy proposals will not significantly affect these areas, the impact of proposals in future policy documents, such as a development plan document that deals with detailed sites and policies, will be monitored closely.

- 4.9.6 Bexley contains two geological Sites of Special Scientific Interest (SSSIs) - Lesnes Abbey Woods in Belvedere and Wansunt Pit, in Crayford. There are also eight sites of metropolitan importance, 34 sites of borough importance, and 10 sites of local importance for nature conservation, as well as four local nature reserves. A list of these sites can be found on the biodiversity pages of the Council's website.
- 4.9.7 The sites of metropolitan importance for nature conservation represent the best examples of London's habitats and include the Rivers Thames and Cray. Sites of borough importance for nature conservation are those that are important from a borough-wide perspective. They include Danson Park and Bexley Woods.
- 4.9.8 Sites of Local Importance for Nature Conservation may be of particular value to nearby residents and schools. They include Barnehurst Golf Course and Sidcup Place.
- 4.9.9 The policy seeks to ensure that biodiversity is protected and enhanced, whilst seeking to avoid adverse impacts from development on species and sites of nature conservation value. Bexley is home to several important wildlife species, which are noted within the United Kingdom Biodiversity Action Plan, the London Biodiversity Action Plan and Bexley's Biodiversity Action Plan.
- 4.9.10 In addition, the London Biodiversity Action Plan identifies regional priority habitats and species for conservation action and sets targets for the conservation, restoration and creation of key habitats, which are adopted in the London Plan. Parts of the borough (more than one kilometre walking distance from a freely accessible site of metropolitan or borough importance) have also been identified as areas of deficiency in access to nature, in line with regional guidance, and these areas are shown on Map 4.8.
- 4.9.11 The Bexley Biodiversity Action Plan has been prepared to implement the borough's international biodiversity obligations, which include duties to conserve local biodiversity and habitats, with a particular emphasis on endangered and vulnerable species. The Plan identifies priority species and habitats for conservation in the borough and actions needed to conserve them.
- 4.9.12 In accordance with London's Foundations - Protecting the Geodiversity of the Capital London Plan Implementation Report (GLA, March 2009), the Council could potentially identify Regionally Important Geological Sites (RIGS) and Locally Important Geological Sites (LIGS) in future policy documents, such as a development plan document that



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Map 4.8 Nature conservation sites and deficiency areas



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deals with detailed sites and policies. In particular, the Greater London Authority has identified the North End Pit in the Larner Road Estate, Slade Green as a potential RIGS.

- 4.9.13 There are a number of projects of biodiversity interest that help deliver Bexley's Open Space Strategy. These include Bexley Schools Ecology Project, which aims to raise environmental and ecological awareness by enhancing the sustainability, biodiversity and ecological value of school grounds, and the South-East London Green Chain, which aims to enhance green infrastructure for recreational and biodiversity purposes and runs a Primary Schools Outreach project. Additionally, projects protecting wildlife and habitats in Bexley's marshland along the Thames are being progressed to help deliver the Managing the Marshes Vision and Strategy. This approach to the enhancement of biodiversity will be monitored in the light of future grant funding decisions by the Council.
- 4.9.14 Taking action at a local level and through specific developments will also be supported. For example, trees and planting can provide a valuable shading effect in summer and insulation effect in winter. The introduction of features such as green roofs can provide insulation as well as improving the biodiversity value of a development. Bexley's Sustainable Design and Construction SPD sets out requirements in this respect.
- 4.9.15 In addition, designation of specific sites and further and more specific control will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies. This will include guidance regarding the Thames Policy Area.



Hall Place

Key information sources:

- Conservation Principles and Guidance for the Sustainable Management of the Historic Environment (2008)
- Guidance on Conservation Area Appraisals (English Heritage 2005)
- Guidance on the Management of Conservation Areas (Planning Advisory Service 2005)

4.10 Heritage and archaeology

- 4.10.1 The historic environment forms part of Bexley's suburban identity and cultural heritage. It incorporates a wide variety of assets and can help support the borough's communities, particularly through tourism, leisure and recreation.
- 4.10.2 Archaeology, specifically the remains below the ground, provides evidence of the evolution of development and settlements in this area. All remains are unique and represent a finite and non-renewable resource.

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- 4.10.3 Bexley's heritage and archaeological assets comprise historic parks and gardens, scheduled ancient monuments, listed buildings and structures, buildings of local architectural and historic interest, conservation areas, and areas of archaeological search. All of these assets contribute to the heritage of our built environment and add to the attractiveness of the borough.

Policy CS19 Heritage and archaeology

The Council will manage its heritage and archaeological assets, whilst seeking opportunities to make the most of these assets, including adapting to and mitigating the effects of climate change. This will enhance the local sense of place and underpin the revitalisation and development of the borough, including promoting the visitor economy. This will be achieved by:

- a promoting the borough's heritage assets, such as Danson Mansion, Hall Place and Gardens, Crossness Beam Engine House and Red House;
- b reviewing the status of existing and identifying new heritage and archaeological assets;
- c conserving and enhancing the significance of heritage assets, their setting, and the wider historic environment, including statutorily listed buildings; locally listed buildings of architectural or historic interest, conservation areas, registered parks and gardens, and archaeological sites;
- d protecting heritage assets from development that is likely to adversely impact on the significance, integrity, character or appearance of an asset or its setting;
- e supporting historic restoration schemes through partnership working and seeking funding to enhance heritage and archaeological assets in an appropriate and sympathetic manner; and
- f retaining, in situ, archaeological evidence within sites, wherever possible.

Where archaeological evidence cannot be retained, the appropriate levels of archaeological investigation and recording should be undertaken prior to the redevelopment of the site.

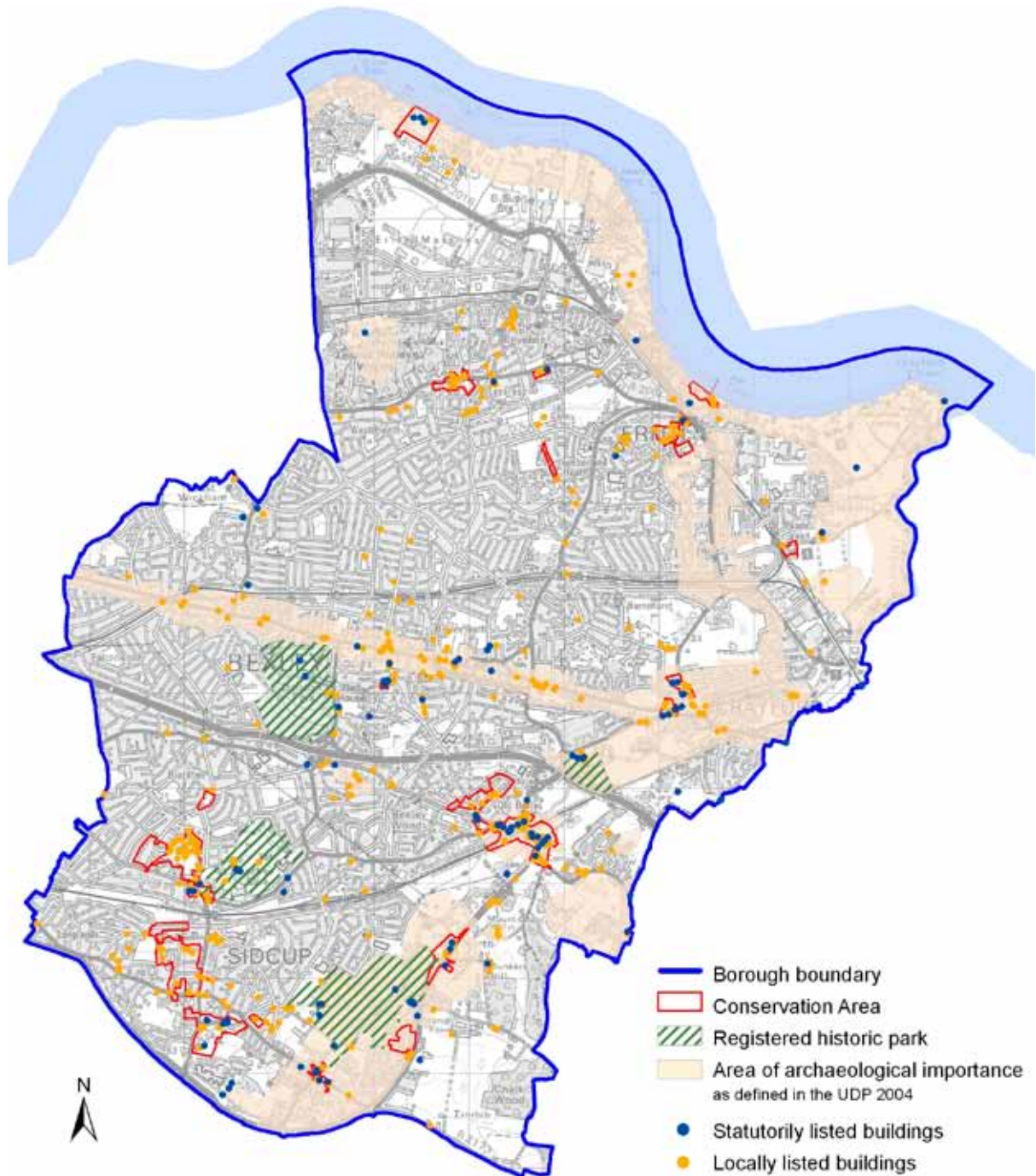
Policy CS19 justification

- 4.10.4 This policy seeks to ensure that Bexley's heritage assets, including buildings, sites and locations of architectural and archaeological interest, are preserved and enhanced and their contribution to the borough's identity is recognised (Map 4.9).
- 4.10.5 Some of the most important assets are listed buildings or Scheduled Ancient Monuments, which the Council will protect in line with national requirements, including, where appropriate, helping to identify the optimum viable use that is compatible with conserving their historic structure, character and setting.
- 4.10.6 The borough has over one hundred entries for statutorily listed buildings and structures. These include the Grade 1 listed Danson Mansion, Hall Place and Gardens, Crossness Beam Engine House, and Red House and its well head.

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4.10.7 Bexley has 23 conservation areas that it will seek to conserve and enhance. It has also identified over 400 buildings of local interest, which contribute to the character of the borough. Whilst these have no additional statutory protection, the Council recognises their importance and will seek their retention. Prior to adoption of the Core Strategy, Bexley reviewed all of its 23 conservation areas and its 'Local List' of buildings. No significant changes to designations are proposed.

Map 4.9 Bexley's heritage



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- 4.10.8 The borough also has a wealth of archaeological remains, which represent a storehouse of historic information, including evidence of the evolution of development and settlements in the borough. Archaeological sites should be retained in situ wherever possible, and an appropriate level of archaeological investigation and documentation should be undertaken. This policy will also provide a mechanism to manage new archaeological evidence.
- 4.10.9 The Council supports regeneration and development schemes that make use of historic assets in an appropriate and sympathetic manner. It will also keep under review its heritage and archaeological assets. This includes its Conservation Area Appraisal Management Plans, locally listed buildings reviews and the Heritage at Risk Register. Research in this regard has indicated that Bexley's heritage faces various challenges, including small incremental changes to buildings, low quality maintenance and environmental impacts such as traffic congestion and graffiti.
- 4.10.10 The Council will seek opportunities to support the identification of heritage assets in the borough, as well as supporting restoration of historic assets, for example, through grants from the Historic Building Fund and support of Bexley Heritage Trust and similar organisations. There are also a number of specific projects being undertaken in the borough to preserve and enhance our heritage and archaeology, including works to Crossness Pumping Station involving various partners to create a museum.
- 4.10.11 The policy will be further implemented through specific policies that will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies, where appropriate and necessary.



Key information sources:

- Southeast London Boroughs' Joint Waste Apportionment Technical Paper (2010)
- Waste Management Strategy for Bexley 2009 – 2014
- The Mayor's Municipal Waste Management Strategy (2003)
- The Mayor's Draft Municipal Waste Management Strategy (2010)
- Borough waste apportionment requirements as set out in Policy 5.17 and Table 5.3 of the London Plan (2011)
- Testing the Service Requirement Impacts of Future Housing Growth in Bexley (2007)

4.11 Sustainable waste management

- 4.11.1 Bexley's residents have achieved one of the highest levels of recycling in the country, the highest in London, and the Council has also achieved beacon status for waste management.
- 4.11.2 Bexley also has an important role in dealing with London's waste, including its sewerage infrastructure, placing the borough at the forefront of sustainable waste

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management for the Capital. This means that both municipal waste and waste from individual developments will need to be well managed.

Policy CS20 Sustainable waste management

In support of the objectives of sustainable waste management and its contribution to sustainable communities, the Council will ensure that land resources are available to implement European and government policy and directives on waste by:

- a meeting its waste apportionments and other requirements, such as the Mayor's recycling or composting targets, including collaboration with the other London boroughs as appropriate;
- b supporting regionally significant waste management infrastructure, including the Crossness Sewage Treatment Works;
- c identifying and safeguarding future sites suitable for waste management uses; and
- d setting out criteria for development of new waste management facilities.

In new development, the Council will ensure that waste is managed in ways that protect human health and the environment and will follow the principles of the waste hierarchy as set out in the Waste Management Strategy for Bexley. Where opportunities arise, this principle will also be applied to existing development. Targets have been set, in line with national and regional guidance, and local circumstances, and these will be reviewed as appropriate.

Policy CS20 justification

- 4.11.3 The European Framework Directive on Waste sets out a principle for regional self-sufficiency; that waste should be treated or disposed of within the region it is produced, by providing facilities and services to manage the amount of waste it is expected to produce over the next ten years.
- 4.11.4 The Government has produced the Waste Strategy for England, which seeks to meet and exceed the EU Landfill Directive targets for biodegradable municipal waste. In addition, Planning Policy Statement 10: Planning for Sustainable Waste Management (PPS10, July 2005) seeks to ensure communities take more responsibility for the management of their own waste and that waste should be disposed of in one of the nearest appropriate installations.
- 4.11.5 This policy, in conjunction with policies set out in future policy documents, such as a development plan document that deals with detailed sites and policies, seeks to achieve the spatial waste objectives set out in the London Plan, the Mayor's Municipal Waste Management Strategy, and in the Waste Management Strategy for Bexley. These documents have transferred the above international and national requirements into a London-wide and local context.
- 4.11.6 Among other requirements, the London Plan sets out the waste apportionment for each borough and the broad pattern of waste management types. Sustainable waste management addresses all aspects of the waste hierarchy and facilities include

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aggregate recycling, materials recovery, civic amenity sites and final disposal facilities, such as incinerators. The Council currently sets out its local requirements in these respects in Bexley's Sustainable Design and Construction SPD. This will be reviewed and further information, to support the Core Strategy approach, including detailed criteria, will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies.

- 4.11.7 Bexley has been assigned the second highest waste apportionment in London. There are already enough existing waste sites in the borough to meet Bexley's waste capacity allocation, as set out in Table 5.3 of the London Plan (2011). The sites themselves are indicated within Appendix B of the Southeast London Boroughs' Joint Waste Apportionment Technical Paper. In addition, the Council may work with other London boroughs to make the most efficient use of any surplus capacity after London Plan apportionments have been applied.
- 4.11.8 Specific criteria for the assessment of any future waste sites, including identifying a range of waste facilities, needed to meet the requirements of Bexley's Waste Management Strategy, such as the safeguarding of existing regionally significant infrastructure and the enhancement of Crossness Sewage Treatment Works, will be set out in future policy documents, such as a development plan document that deals with detailed sites and policies. In addition, the Southeast London Boroughs' Joint Waste Apportionment Technical Paper identifies how the borough will meet the Mayor's recycling or composting targets through the life of the plan.
- 4.11.9 The Council is committed to waste being managed in ways that protect human health and the environment. The Waste Management Strategy for Bexley (2009 – 2014) sets out how the borough will achieve the requirements of the waste hierarchy through reduction, reuse and recycling (and composting) of waste, as well as raising awareness of waste issues, and finally, dealing with residual waste treatment and disposal.
- 4.11.10 When addressing the management of waste for new development, the focus is on accommodating space for waste, including the sorting of waste within the scheme design and well designed communal areas where waste can be collected. Future policy documents, such as a development plan document that deals with detailed sites and policies, will set out further criteria for incorporating waste requirements within developments, including opportunities to provide waste facilities in areas of existing flatted development, such as town centres. In addition, requirements for waste in new residential developments are addressed in design for living, Bexley's residential design guide SPD.
- 4.11.11 The Waste Management Strategy for Bexley (2009 – 2014) also encourages involvement with any initiative to reduce the amount of waste for disposal, as long as it meets its scheme viability criteria.

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4.12 Local infrastructure and services

- 4.12.1 To support the creation of sustainable and inclusive communities in Bexley, the Council has planned for the growth in jobs and homes set out in the Core Strategy.
- 4.12.2 This includes consideration of the amount of development proposed, the type of development, and its distribution around the borough. Consideration has also been given to the impact of new development in relation to provision of existing and future infrastructure, services and facilities.
- 4.12.3 The policy below sets out how Bexley will plan and monitor the proposed growth in terms of its impact on infrastructure, services and facilities. An Infrastructure Delivery Plan (Appendix A) has been created indicating the measures that are already in place to accommodate the growth in this respect. Continued delivery and monitoring of developments also requires working in partnership with those who fund or provide infrastructure, facilities and services.

Key information sources:

- Bexley's Sustainable Community Strategy 2008 - 2018
- Circular 05/05 Planning Obligations
- The Community Infrastructure Levy Regulations 2010
- The London Plan's Sub-Regional Development Framework – East London (2006)
- Regeneration Strategy 'Invest in Bexley' 2007-2016
- Bexley Regeneration Framework 2005-2016
- Strategic Housing and Land Availability Assessment (2009)
- Evidence Base for Carbon Reduction Policies (2009)
- Transport Local Implementation Plan 2005/6-2010/11
- Bexley Open Space Strategy (2008)
- Bexley Local Area Agreement 2008 - 2011 (2008)
- Bexley Health Inequalities Strategy (2005)
- Let's get moving! Increasing physical activity in Bexley – a joint strategy (2004)
- Bexley Sports Diversity and Inclusion Strategy (2006)

Policy CS21 Supporting community infrastructure and services

The Council will ensure the identification, development, completion, safeguarding and monitoring of infrastructure and services that are required to support housing and employment growth in the borough so as to make a positive contribution to creating a strong, cohesive and sustainable community. This will be achieved through:

- a addressing the needs of existing and future residents, of all ages, to ensure the protection and improvement of existing facilities and services and the creation of new facilities and services that are suitably located in strategic locations and town centres with good public transport and access;
- b Working in partnership with key external funders to develop, implement and monitor projects and programmes in Bexley, particularly in the identified London Plan Opportunity Areas, the borough's town centres and the Thames Gateway;
- c working with key delivery bodies such as the Mayor of London, Crossrail Limited, utility companies, registered social landlords, the Local Strategic Partnership, other Council departments and/or adjacent boroughs to ensure the timely delivery and effective monitoring of confirmed infrastructure and service development projects (as detailed further in the appended Infrastructure Delivery Plan) for the development of future schemes relevant to Bexley; and

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- d Ensuring developers contribute to the reasonable costs of new services and infrastructure made necessary by their development proposals through the use of planning obligations and/or any replacement of planning obligations, such as the community infrastructure levy.

Policy CS21 justification

- 4.12.4 For the purposes of the Core Strategy, infrastructure, services and facilities have been divided into the categories detailed in the below table. It is not an exhaustive list, as there may be additional services or facilities arising from development and they could fall into more than one of the four broad groups.
- 4.12.5 The Council has developed an Infrastructure Delivery Plan (IDP), attached at Appendix A, which sets out the infrastructure and services that are needed to deliver the Core Strategy as well as other Local Plan documents. It sets out who is responsible for delivery, funding and timescales, where these are known. It also includes a contingency plan, should the amount of growth and locations in the borough vary, or if external funding is not secured. Evidence has been drawn from key plans and strategies, working with key delivery bodies and other organisations. It is based on the broad categories provided in the table below.

Table 4.2 Infrastructure types and definitions

Infrastructure types and definitions	
Social/community services and facilities	community facilities/meeting places; education; health; cultural; sports; leisure and recreation; and emergency services. Please see further detail on these below.
Physical	transport and public realm improvements (road, rail, footpaths, cycleway, river, air, pedestrianised areas, such as town squares etc.); utilities (gas, electric, water, sewerage, telecoms and waste recycling etc.)
Environmental and green Infrastructure	Environmental: mitigating climate change; renewable energy; flood management; sustainable urban drainage; air and water quality. Green Infrastructure: open spaces (metropolitan green belt, metropolitan open land and green links); tree planting and landscaping; biodiversity and rivers; marshlands; nature reserves; allotments and cemeteries etc.
Social/community services and facilities types	
Educational Services	pre-school; primary; secondary; colleges and adult learning
Cultural Services	libraries; sports; leisure; recreation; arts; theatre; places of worship; heritage and visitor attractions
Social Services	youth; children & families; adult; disabled and elderly etc.
Neighbourhood Services	community halls; community safety; and designing out crime
Health Services	primary and secondary health care; hospitals; GP's, dentists and pharmacies
Emergency Services	police facilities; hospitals and ambulance services; fire brigades and any lifeboat; and river rescue requirements along the River Thames

- 4.12.6 The Core Strategy proposes relatively low levels of growth. It also aims to encourage growth around the most accessible locations in the borough and in key locations within the Thames Gateway. This will ensure that new development is clustered to

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make best use of existing facilities, services and infrastructure.

4.12.7 It is anticipated that this will lead to the more efficient use of existing resources and relieve some of the potential pressure on local infrastructure and services. The greater public transport provision within such areas will facilitate access to services for households without a car while the focus on areas of existing development will also relieve pressure on existing open spaces, as well as potentially providing opportunities for the development of new open spaces in areas of deficiency, particularly in the Thames Gateway. Where new infrastructure, services and facilities are proposed, the clustering may assist decisions as to their preferred locations and assist the securing of gap funding.



4.12.8 The Council will continue working in partnership with key external funders, such as the Department of Communities and Local Government, the Homes and Communities Agency, and the Mayor of London, including Transport for London, to develop, implement and monitor projects and programmes in the borough, particularly in the identified London Plan Opportunity Areas in north Bexley, the borough's town centres and the Thames Gateway.

4.12.9 Timescales for the Core Strategy do not always align with the timescales and budgetary processes of various different agencies and delivery bodies. The monitoring and review of the IDP will allow contingency planning to take place to ensure delivery of the Core Strategy.

4.12.10 The Council will continue to work with key partners and delivery bodies to ensure that the delivery of the Core Strategy can be achieved and, where necessary, to ensure it retains flexibility and is able to accommodate changing circumstances.

4.12.11 In addition, all development should positively contribute to the borough and deal with any impacts arising from its implementation. There is a wide range of infrastructure or services that is covered by planning obligations and external funding streams, including affordable housing; transport, access and public realm improvements (including cycling, walking, town centre, public safety and public art); education; employment training; health services and facilities; open space, sports and leisure facilities; and community facilities and services.

4.12.12 The basis, justification and thresholds relating to these types of infrastructure are currently set out in the Planning Obligations Guidance SPD, including matters of viability. The London Plan and its associated supplementary planning guidance also set out the Mayor's approach to seeking financial contributions for strategic transport infrastructure such as Crossrail. The Council's SPD also has borough wide priorities, depending on the scale and type of development, which are also summarised. Where planning obligations are required to manage the specific impacts arising as a result of

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the development, they should be negotiated on a case-by-case basis, taking account of local requirements.

4.12.13 Further detail on the Council's approach will be set out in future policy documents, such as a development plan document that deals with a community infrastructure levy, while the Planning Obligations Guidance SPD will also be reviewed to ensure infrastructure delivery meets Core Strategy growth requirements and to accommodate any changes to the national and regional framework in this respect. The Council will also ensure that a process and timetable for delivery of infrastructure remains in place and that contributions are monitored and distributed as developments are implemented.

4.13 Monitoring

4.13.1 Monitoring details relating to Core Strategy policies are set out in Appendix B of the Core Strategy. Planning Policy Statement 12: Local Spatial Planning (2008) requires that Bexley's Core Strategy contains clear arrangements for managing and monitoring its delivery. This includes targets and measurable outcomes to provide a benchmark for such monitoring. Appendix B sets out targets for each of the Core Strategy policies as well as their associated indicators for ongoing review.

4.13.2 Monitoring is particularly important for contingency planning. It provides a basis from which the Council can identify whether there is a need to engage contingencies in progressing sustainable development. Monitoring helps measure the effectiveness of the plan and it gives an indication as to when the plan's built-in flexibilities should be enacted to deal with changing circumstances. The Council is committed to reporting the performance of its Core Strategy in the Annual Monitoring Report.

Appendices

Appendix A Infrastructure delivery plan

Appendix B Targets and indicators for monitoring

Appendix C UDP saved policies replacement

Appendix D Glossary and abbreviation of terms

Appendices

Infrastructure delivery plan

Appendix A

- A.1 In accordance with Planning Policy Statement 12: Local Development Frameworks (PPS12), development plan documents (DPDs) include an infrastructure delivery plan (IDP). It forms a vital part of the evidence base for the Core Strategy and other DPDs, supporting the creation of sustainable and inclusive communities. It is a critical element of place shaping and a mechanism to achieve investment and to ensure the best use of assets for our area.
- A.2 The IDP is divided into the different types of infrastructure (social/community, physical, and environmental/green infrastructure) and a definition of each is provided in the table below. These are not exhaustive definitions, and may be subject to change as part of any review. A further description of the different types of social/community services are given for education, culture, social services, neighbourhood services, health services and emergency services. The IDP sets out projects and schemes with information on “who?, what?, when?, where? and how?” will the infrastructure be delivered and monitored, to ensure that new developments in the borough are supported by services and facilities.

Infrastructure types and definitions

Social / community services and facilities	Community facilities/meeting places; education; health; cultural; sports; leisure and recreation; and emergency services. Please see further detail on these types of infrastructure below.
Physical	Transport and public realm improvements (road, rail, footpaths, cycleway, river, air, pedestrianised town squares etc.); and, Utilities (gas, electric, water, sewerage, telecoms and waste recycling etc.).
Environmental and green infrastructure	Environmental: mitigating climate change; renewable energy; flood management; sustainable urban drainage; air and water quality. Green Infrastructure: open spaces (Metropolitan Green Belt, Metropolitan Open Land and green links); tree planting and landscaping; biodiversity and nature reserves; rivers, marshlands, allotments and cemeteries etc.

Social / community services and facilities include:

Educational services	Preschool, primary, secondary, colleges and adult learning
Cultural services	Libraries; sports; leisure; recreation; arts; theatre; places of worship; heritage and visitor attractions
Social services	Youth; children & families; adult; disabled and elderly etc.
Neighbourhood services	Community halls; community safety and designing out crime.
Health services	Primary and secondary health care; hospitals; GPs; dentists; and pharmacies etc.
Emergency services	Police stations; hospitals and ambulance services; fire brigades; and any lifeboat, river rescue requirements along the River Thames

- A.3 Information has come from ongoing collaboration between the Council, stakeholders and key delivery bodies, and schemes identified. Funding arrangements and contingency plans are given where projects and programmes may require additional external funding to implement schemes, particularly when a timescale may not be met. This ongoing collaboration will continue so that the infrastructure delivery plan can be monitored and reviewed. As part of the evidence for the Core Strategy, a list of key plans and strategies from the borough’s main delivery bodies has been prepared, which is periodically updated and reviewed, to provide the support for the identified schemes.
- A.4 The Council has a commitment to monitor the amount of growth in Bexley, and any potential impact on services, so that the long term delivery of sustainable development can be achieved. Where there may be some services and facilities that have existing deficiencies or gaps in their services and funding, the Council will continue to work with these partners to ensure that the critical infrastructure and services to support new development are provided. Where possible,

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the Council will make sure necessary improvements to infrastructure are made a priority as funding opportunities and investment programmes come forward, which will help to provide a more sustainable, inclusive and healthier community, and deliver Bexley’s Sustainable Community Strategy vision.

- A.5 The IDP is a living plan, which will be subject to national, regional and local priorities. It will need to be adapted where lead delivery agencies may change their responsibilities, or where any shortfall in funding is secured sooner than anticipated. The key below gives an indication of how deliverable a scheme is, and links to the relevant Core Strategy policies are also provided. It is expected that the IDP will be reviewed annually, after the Annual Monitoring Report, at the end of each financial year. The IDP will be a key piece of evidence for future DPDs where the requirement for infrastructure, and priorities, would be reviewed in relation to the DPD it supports.

- A.6 A green, amber, red, colour coding key had been added to the timetable as an indication of when the scheme is likely to be implemented, green representing a committed scheme with red for a longer term / aspiration scheme. A full definition is given in the key below.

Committed	Desirable	Aspirational	Not applicable
Essential/important for implementation of the Development Plan. Timescales and/or funding may be subject to change, and this will be monitored.	Desirable/not critical for implementation of the Development Plan. Some funding secured and very likely to be implemented during the life of the Core Strategy.	Aspirational/not necessary for implementation of the Development Plan. Longer term scheme that would complement committed/desirable schemes should funding become available.	Infrastructure Scheme not considered relevant for this Development Plan but useful information for Planning Obligations monitoring or supporting other LDF documents.

- A.7 The Council has an Infrastructure Officer Working Group that meets quarterly with representatives from Strategic Planning & Transportation, Development Control, Property Services, Finance and Legal Services to coordinate the delivery of infrastructure and monitor any planning obligation contributions received from new development, as a result of the Planning Obligations Guidance supplementary planning document, or in the future, a Community Infrastructure Levy development plan document. This group ensures contributions are fairly distributed towards services and facilities to help offset the impact of new development as it occurs, in accordance with adopted town planning policy and legislation. It has also overseen the production of the Infrastructure Delivery Plan for the Core Strategy.

- A.8 An Infrastructure Delivery Group meets twice a year with the key service providers, focusing on the monitoring and review of their key plans and strategies, and enabling delivery of schemes and priorities. This group has also helped to develop and will monitor the implementation of schemes in the IDP.

- A.9 The IDP has been reviewed and may need to change, as a matter of fact, should there be unforeseen changes in national, regional and local priorities and organisations. The October 2010 Comprehensive Spending Review, for example, may see a change in the lead delivery agencies, such as a new Local Enterprise Partnership (LEP) that would cover Bexley and other areas. If so, it is expected that the Council will collaborate with any new service or delivery providers, to ensure that infrastructure necessary to support the growth set out in the Development Plan is delivered.

- A.10 Where there is any shortfall in funding, priorities for schemes coming forward will change if opportunities for external funding are secured quicker than anticipated, for example a major development may secure some planning obligation contributions.
- A.11 The IDP will be reported to the Joint Management Board, the Sustainable Development sub-committee, the Local Strategic Partnership Board, and any other bodies as necessary, to ensure the strategy is effective and delivered. The IDP will be key evidence for future development plan documents, where the requirement for infrastructure, and priorities, would be reviewed in relation to the document it supports.

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
1. KEY GROWTH INFRASTRUCTURE (HOMES AND JOBS)										
NEW HOMES estimated 4,545 by 2026 as below										
no. homes	Growth area									
970	Bexleyheath	Projected growth in new homes in Bexley during lifetime of plan	CS01-7 CS10 CS11 CS21	Tenure split and household size to meet local needs	To be confirmed (tbc)	LBB Strategic Planning & Regeneration and Development Control, in partnership with affordable housing providers and private developers	by 2026 - see further information on these figures at the end of this IDP	Mix of private and public, with affordable housing grants, in order to deliver new homes to meet requirements		Partnership working to secure funding, and monitoring of completions to track housing delivery grant against identified housing targets. Significant variations may require rephrasing of housing trajectory
314	Thamesmead									
438	Belvedere									
1412	Erith									
717	Crayford									
152	Old Bexley									
443	Sidcup									
75	Foots Cray									
256	Welling									
692	Borough-wide 'windfall' sites									
NEW JOBS estimated 12,500 by 2026 as below										
no. jobs	Region									
2625	Bexleyheath	Projected growth in new jobs in Bexley during lifetime of plan	CS01-7 CS12 CS13 CS14 CS21	25% of vacancies are skill shortage vacancies and training required (National Employment Skill Survey June 2005) therefore 3125 would require training places. Estimated at £200 to £2.5k per employee (FTE)	approx. £625,000 to £7.8 m	Strategic Employment Skills would help provide Training working in partnership with various private companies	by 2026 - see further information on these figures at the end of this IDP	Contributions from new development will require employment training to up skill 25% of vacancies		Monitoring of jobs created so that necessary training and supporting services are in place. Significant variation may require rephrasing
2250	Belvedere									
2250	Erith									
1750	Crayford & Old Bexley									
2500	Sidcup									
1125	Welling									

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
2. SOCIAL/COMMUNITY INFRASTRUCTURE (SERVICES AND FACILITIES)										
Community facilities / meeting places										
New community facilities	At Crayford as part of Town Hall development and at Slade Green Howbury site	Provision of new to meet future growth as part of Town Hall development	CS01-7 CS21	Contributes to enhance quality of life for all residents and vital to achieving sustainable community	£0.5m	LBB Property/ Neighbourhood Services/ Regeneration, working with private developers and partners	2010-2015	Funding will be secured as planning obligation or planning agreement from development of site.		Feasibility for future of all community centres and viability will be evaluated and monitored with priorities potentially changing.
General library upgrades to facilities and services	Borough-wide	Various upgrades to improve the quality of content and environment for the community	CS01-7 CS21	Expanding facilities in a variety of locations	£400,000 approx.	LBB Culture Services: Libraries Department	Before 2016	Mix of capital, revenue programme, seeking external funding including planning obligations.		Need to monitor arts programme to prioritise work appropriately to meet demand created by new development.
New or improved community facilities and meeting places	Borough-wide priority with new or improved community provision necessary to meet demand	Improvement of existing facilities or provision of new to meet needs of existing community and future growth	CS01-7 CS21	Contributes to enhance quality of life for all residents and vital to achieving sustainable community with mixed and inclusive communities	To be confirmed (tbc)	LBB Property/ Neighbourhood Services/ Strategic Planning & Regeneration, Development Control, working with private developers and community providers	2011-2026	Working with external funding and private developers securing contributions as necessary and from comprehensive development sites.		Monitoring of provision and need to find suitable locations and funding. Feasibility and viability study required for future of all community centres is being evaluated 2010/2011 with potential priorities changing.

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
New Libraries and enhanced services and facilities	Crayford, Slade Green and Thamesmead	To support new development or replace existing outdated services	CS01 CS03 CS04 CS05 CS21	To support new growth in residents	£4.5 million approx.	LBB Culture Services: Libraries Department	Before 2016	Mix of capital, revenue programme, seeking external funding including planning obligations		If redevelopment does not occur improvements to existing services, and access to them, will need to be pursued
Education										
Primary education - 4 new temporary classrooms to increase admissions	Castilian and Jubilee school or other suitable location in north Bexley	Feasibility study to provide 420 new places for pupils by 2010/2011	CS01 CS03 CS04 CS21	To meet implement four classrooms to provide adequate primary school places	£450,000 to provide three with further £150,000 required for fourth classroom in year 2011-12	LBB Children and Young Peoples Services (CYPS) working with schools and their governing bodies	2010- 2012	Funding to be secured from Education Primary Capital budget of £500,000 for temporary accommodation in schools		Find alternative location for temporary accommodation and additional funding and secure planning permission
Primary education - Implement schemes at Brampton, Longlands, Slade Green Infants and Junior alongside Howbury regeneration	Bexleyheath, Sidcup, Thamesmead, Slade Green	Improvements to primary schools and effective monitoring of provision to meet ongoing demand	CS01-4 CS06 CS21	Implement and investigate opportunities for increasing admissions in these areas and develop proposals for Slade Green Infant and Junior Schools alongside the regeneration of the Howbury site	£8.4 million up to 2010/11	LBB Children and Young Peoples Services (CYPS) working with Property and Strategic Planning & Regeneration, for disposal of Howbury site.	By 2011	Funding secured for £3 million for 2009/10 and £5.4m for 2010/11 with any planning obligations sought in relation to new development coming forward		Potential opportunities for alternate funding arrangements post 2010/11 if required.

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Further education provision	Bexley College Tower Road Campus, Erith relocating to Erith Western Gateway (part of Walnut Tree ex-Depot site	The campus is in poor condition and is functionally unsuitable for existing education delivery	CS01 CS03 CS04 CS21	The current estate is acknowledged as an urgent priority for change. Identification of alternative sites for the re-location of the College is required	£19m	Bexley College in partnership with LBB Strategic Planning & Regeneration and Property Services	Start 2012-13	Project primarily funded through disposal of existing Tower Road site, College reserves and College borrowing, with a smaller contribution also arising from the Skills and Funding Agency.		
Primary education - Capital programme 2 new classrooms	Southlake School, Thamesmead	To provide 420 new places for pupils by 2010/2011 to meet statutory duty	CS01 CS03 CS04 CS21	As feasibility study - need implement two classrooms in this area	Feasibility study cost taking place by local authority. Additional £400,000 costs to re-convert Southlake	London Borough of Bexley (LBB) Education Department and Children and Young People Services (CYPS) working with schools and their governing bodies.	2010-2011	Funding to be secured from existing budget of £500,000 for temporary accommodation in schools.		Find alternative location for temporary accommodation and additional funding arrangements that may be required to implement recommendations of feasibility study should Southlake School not be found suitable

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Primary education - Capital programme - Monitor and review admission requirements	Borough-wide	Pupil numbers are will rise across the borough with 2, 500 additional places required by 2020 (on current projections)	CS01-7 CS21	Implement schemes across borough, as required, investigate opportunities for funding opportunities to increase school places	To be confirmed	LBB Children and Young People Services (CYPS)	Medium and Long Term	Funding to be secured external funding including any planning obligations or other contributions arising from new development coming forward		Need to seek alternative schools and adequate funding arrangements to address findings of monitoring to meet statutory requirement to provide places
Secondary education - Capital programme	Erith School, Erith	Priority to address existing state of ageing and temporary accommodation	CS01 CS04 CS21	Remodel of site to replace old and temporary accommodation and refurbish the remainder	To be confirmed	LBB Children and Young People Services (CYPS)	Medium term	This project is currently unfunded		Adequate funding arrangement to be confirmed. Remodelling of site may be required to reflect funding secured
Secondary education - Capital programme	Trinity School, Belvedere	Priority to address existing state of ageing and temporary accommodation	CS01 CS03 CS21	Remodel of site to replace old and temporary accommodation and refurbish the remainder	To be confirmed	LBB Children and Young People Services (CYPS)	Medium term	This project is currently unfunded		Adequate funding arrangement to be confirmed. Remodelling of site may be required to reflect funding secured
Health										
New extended health care services	Erith/Slade Green	Extend existing health care and services provision	CS01 CS04 CS21	Size of clinic to be agreed subject to securing adequate funding	Approx £10m	Bexley Care Trust and partners	Between 2011 -2016	External funding to be secured to deliver Operating Plan and Commissioning Strategy Plan		Need to identify suitable site and obtain planning permission or expand services at existing clinics

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
New commissioning of health services and facilities	Boroughwide to tackle health inequalities	Working with GPs and other partners to deliver health care services that meets the needs of our existing and future residents	CS01 CS21	Details of new joint governance structure to be agreed. To arrange health economy and GP commissioning following Coalition Government's Health White Paper, July 2010, and another one is expected to cover estates	To be confirmed	Joint Bexley Care Trust/ LBB CYPS, Strategic Planning & Regeneration, GP's in the borough, and other partners, as part of the total health strategy review and new arrangements	Before 2013	External funding to deliver Operating Plan and Commissioning Strategy Plan of Bexley Care Trust and other providers		To identify new sites subject to need for health care arising. Planning permission may be required to expand services. Ongoing collaboration required with BCT and partners.
Reconfigure services at Queen Mary's Hospital	Frognal cluster, Queen Mary's Hospital, Sidcup and beyond Bexley	Required to extend range of primary care moving from hospital to acute settings.	CS01 CS06 CS21	Continuing work with delivery agencies to implement recommendations of 'A Picture of Health' and the new Total Health project	Approx £2m, to be confirmed in relation to scale of proposals	Bexley Care Trust/ London Thames Gateway Health Service/ NHS Trust, LBB and partners	Between 2010-2015	External funding to deliver Operating Plan and Commissioning Strategy Plan		Uncertainty due to white papers about who, when and how services will be delivered. To continue monitoring and collaborating with providers

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Culture										
Crossness Pumping Station	Thamesmead	Improving the visitor experience and facilities, and restoration of core buildings	CS01 CS03 CS19 CS21	The project will help transform Crossness into a flourishing visitor attraction and educational resource through the production and installation of a new exhibition, as well as a new access road	Not known	Crossness Engines Trust	By 2012	External funds by Cory, Homes and Community Agency and Heritage Lottery Funding		Ensuring scheme delivery in accordance with timescales. Facilities due to be completed by August 2011
Lesnes Abbey New "Visitor Experience" facilities and access improvements	Lesnes Abbey Wood, Thamesmead	To the site to meet the needs of visitors	CS01 CS03 CS15 CS19 CS21	To create a new visitor centre and improved access with interpretation signage	Access and signage £800,000 New visitor Centre £700,000	LBB Parks and Open Spaces, Area Teams, and Strategic Planning & Regeneration	Before 2016	Currently unfunded, but Heritage Lottery Bid and additional funding to cover all costs		Adequate funding arrangement to be confirmed. Planning permission required for new facility. Alternative keep and upgrade existing smaller premises
Public art and performance infrastructure	Borough-wide	Facilitate arts programs, improve the aesthetic streetscape of an area, and develop artist studios / cultural workspaces.	CS01-7 CS13 CS15 CS21	Providing performance infrastructure and public art in town centres and, where appropriate, provision of studios / workspaces	£450,000 approx.	LBB Arts Program and Strategic Planning & Regeneration	Before 2016	Mix of capital, revenue programme, seeking external funding including planning obligations, where appropriate		Need to monitor arts programme to prioritise work appropriately to meet demand created by new development

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Sports and leisure										
Erith Yacht Club improvements to car parking provision and public access road to new club house	River Thames at Erith	Regional and local policy supports the promotion and recreational benefits of the River Thames	CS01 CS04 CS08 CS17 CS21	To support the establishment of the Erith Yacht Club as premier sailing centre	£250,000 in total with £80,000 for car park and £20,000 access road improvement	LBB Culture, Leisure/ Regeneration/ Erith Yacht Club / Royal Yachting Association (RYA), Port of London Authority and Environment Agency as required	Before 2016	Mix of capital, revenue programme, seeking external funding from RYA and other bodies, including potential of planning obligation contributions secured from relevant new development		Planning permission will be required works not included in consent for new club house. Need to identify additional external funding opportunities working in partnership with responsible bodies
New Europa Centre (relocation of Europa Gym)	Samas Roneo site, Maiden Lane, Crayford	Relocation of Gym to support the emerging LBB Olympic Strategy to cater for 1,900 members and non-members	CS01 CS05 CS21	Relocation of Gym to provide new and improved facilities	£8 million approx	LBB Leisure Services / Europa Gym	By end 2011	External funding Secured from Olympic Delivery Authority (ODA), Sports Lottery Funding, Barratts Homes, as planning obligation contributions, and other partners		Planning permission has been granted so very likely to be implemented. If not, than scope and scale of project would need to be re-visiting depending on shortfall in funding or change to delivery requirements

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Improved playing pitches, sports and recreational facilities	Various playing fields in Crayford and Sidcup	Required as a result of Bexley's Open Space Strategy, (2008) and action plan as well as Bexley's Playing Pitch Strategy and Sport and Physical Activity Strategy.	CS01 CS05 CS06 CS17 CS18 CS21	Improvements to and replacement of playing fields and pitches, including associated recreational facilities	£1.7 million approx	LBB Leisure Services working with Parks and Youth Services and external bodies as required, such as Lawn Tennis Association (LTA)	Before 2016	Mix of capital, revenue programme, seeking external funding including planning obligations.		Planning permissions will need to be sought for the various upgrades. Need to identify further external funding opportunities to deliver the schemes. Monitor facilities and need for improvements in other areas
Belvedere Splashpark enhancement of facilities	Woolwich Road at corner of Heron Hill, Belvedere	To meet the quality standards in Bexley's Open Space Strategy for the provision of outdoor sport / leisure facilities	CS01 CS03 CS17 CS21	Addition of new facilities including seasonal changing room, grass bank replacement and new water features	£100,000 approx.	LBB Culture/ Leisure Services/Parks and Open Spaces	Before 2016	External funding opportunities including any planning obligation contributions		Planning permission will be required for new changing facilities. Alternatively could upgrade existing facilities
Danson Park lake improvement and provision of new boat park	Danson Park	To satisfy LBB's Sports and Physical Activity Strategy and Olympic Legacy 5 hour offer for young people	CS01 CS02 CS07 CS17	To accommodate increased use of the lake for water sports and host base for London Youth Rowing centre of excellence programme	£150,000 approx.	LBB Culture/ Parks and Open Spaces and working with Environment Agency for river water quality issues.	Before 2016	External funding opportunities including any planning obligation contributions and partnership working		Planning permission will be required for new boat park. Alternatively to upgrade existing facilities

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Improved and new play space provision for Children (aged up to 12 years old) and Young People (aged over 12 to 18 years old)	Borough-wide to meet new housing growth but priorities to provide facilities at Sidcup, Welling, Crayford and Bexleyheath	To implement Bexley's Open Space Strategy and Action Plan to address deficiencies in provision	CS01 CS17 CS21	Provision of facilities for children (up to 12 years old) and young people (over 12 years old) to meet local needs, including involvement of young people to design facilities	Approx. £20,000 for existing sites and £150,000 for new sites	LBB Parks and Open Spaces, Children and Young People's Services, Culture and Leisure	Before 2016	External funding opportunities including any planning obligation contributions and partnership working		Investigation of alternate funding arrangements to ensure delivery
Changing room improvements to improve the quality and quantity of provision for outdoor facilities	Borough-wide	To meet Bexley's Open Space Strategy quantity and quality standards	CS01 CS17 CS21	Capital Programme for improving of existing changing rooms for junior and senior sports to be reviewed annually and priority schemes addressed	To be confirmed	LBB Culture/ Parks and Open Spaces	By 2016	External funding opportunities including any planning obligation contributions and partnership working		Where funding shortfall, then priority schemes to be implemented and external funding opportunities explored
Danson Park Tennis Courts	Danson Park	Improvements required to support LBB's Sport and Physical Activity Strategy	CS01 CS02 CS17 CS21	Development of floodlighting to support 'Beacon' status bid to the LTA to become a host site for tennis excellence	£60,000 approx.	LBB Leisure and Lawn Tennis Association (LTA)	Before 2016	External funding opportunities including any planning obligation contributions and external funding sought from LTA.		Planning permission required for floodlights

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Mayplace Sports Field improvements	Crayford	Enhance and maintain existing sporting facilities in accordance with Open Space Strategy	CS01 CS05 CS17 CS21	Mayplace Sports Field has the potential to provide space for a variety of new outdoor sports activities	To be confirmed	LBB Strategic Planning & Regeneration, exploring funding to liaise with Parks and Open Spaces	Before 2016	Limited maintenance budget and additional funding being explored by Regeneration		Identification and securing of funding to enable delivery
Emergency Services										
Parkview Community Hub to support enforcement resources and improve knowledge of diverse community	Parkview, Thamesmead	Working together to alleviate crime and racial tension in the south Thamesmead area	CS01 CS03 CS21	Feasibility of opening a new facility to include the existing Safer Neighbourhood Unit (SNU) offices in Parkview and other community services	£145,000	Trust Thamesmead Gallions, Metropolitan Police Authority, LBB	Before 2016	Funding grant secured from the Migration Impact Fund		Investigating and securing further funding requirements
Consolidation of Metropolitan Police facilities	Borough-wide	To enable significant cost savings through reduced maintenance costs and more efficient provision of facilities and services	CS01-7 CS21	Provision of permanent facilities for neighbourhood policing, currently housed in temporary accommodation as well as development of a centralised custody centre	To be confirmed	Metropolitan Police Authority (MPA) with Mayor of London	Before 2016	Metropolitan Police Authority would need to secure funding, no other external funding sources identified at the moment, including through planning obligations, where appropriate.		Investigating suitable locations within the borough, securing the required funding and obtaining planning permission where necessary

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
3. PHYSICAL INFRASTRUCTURE										
Transport and public realm										
Train station accessibility improvements	All stations in the borough	To improve accessibility and safety at all stations	CS01 CS03 CS15 CS16 CS21	Prepare scheme details and seek funding for delivery of the scheme	To be confirmed depending on scale of work	LBB – Traffic and Transport Services	Between 2011 & 2016	Transport for London LIP allocation, DfT, LBB and mix of external and S106 funding		Need to identify and investigate alternate funding options to ensure schemes are brought forward
Upgrades to improve road surface quality, lighting and maintenance	Borough-wide, particularly to northern part	Upgrades to improve road surface quality, lighting and maintenance to improve and enhance accessibility	CS01 CS03 CS15	Work with the Homes and Communities Agency and other organisations to secure funding for the schemes	To be confirmed depending on scale of work	LBB – Traffic and Transport, Regeneration	Between 2011 and 2016	External Funding to be sought, working with Homes and Communities Agency with additional contributions sought to cover shortfall		Need to identify and investigate alternate funding options to ensure schemes are brought forward
Walking and Cycling programmes and supporting infrastructure to promote health and well being, such as School Travel Plans and Rights of Way Improvement Plans	Boroughwide, in appropriate locations to improve existing and new cycle / pedestrian footpaths including Belvedere Road and Ridgeway	To ensure sustainable travel plans, local safety schemes are provided with development proposals	CS01 CS02- CS07 CS15 CS16 CS21	Assist need to promote modal shift away from the use of the car, manage existing network, ensure free flow of traffic, improve environment, particularly air quality, and promote safety	To be confirmed	LBB Traffic and Transport working with Mayor of London, Transport for London, Sustrans, transport providers and other relevant partners	During lifetime of plan	Capital and revenue budget with external funding secured from planning obligation contributions arising from new development		Priority for north south links and parking control in town centres to encourage shift to other more sustainable modes of transport

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Highway Asset Management with ongoing improvements such as fitting street lights with energy saving measures to contribute towards reducing Council's carbon footprint	Borough-wide, rights of way and access improvement plan	Bexley's low public transport accessibility levels, compared to other parts of London, has resulted in higher car ownership and usage	CS01-7 CS15 CS16 CS17 CS18 CS21	Annual maintenance programme for the boroughs highways and related structures to ensure they are maintained through an annual maintenance programme and five year improvement plan	To be confirmed	LBB Engineers, Area Teams, and partners through ongoing funding programmes that the Council can bid into	2011-2026	Capital and revenue budget for maintenance. External funding and developer contributions are sought to ensure improvements to the network can be achieved as part of development projects		Scope of study modified depending on funding available
Implement Bexleyheath area based scheme	Bexleyheath town centre	To improve accessibility to Bexleyheath town centre and improve viability and vitality	CS01 CS02 CS15 CS16	Develop detailed scheme, secure final funding approval, implement scheme	£3.5 million for Phase 1	LBB –Transport and Traffic, Development and Public Protection	By 2013	Transport for London LIP allocation and LBB		Identify other funding opportunities and prioritise actions
Public Realm Improvements including pedestrian areas, street furniture, improved lighting and security (CCTV)	Borough-wide: town centres, employment areas, open spaces and public transport interchanges	Contributes towards promoting sustainable transport choices and access to supporting services and facilities	CS01-7 CS13 CS14 CS15	Contributes towards environmental improvements. Set out in Bexley's Local Implementation Plan and Action Plans	Capital £300,000 with bids up to £100,000 for Town Centre projects, annually reviewed	LBB Strategic Planning & Regeneration, Traffic and Area Teams	During lifetime of Plan	Capital programme with external funding from new development such as planning obligations		Need to review key plans and strategies and annual review of capital programme and external funding so that priorities can be set

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Provision of additional carriages on borough's national rail train services	All rail routes through borough	To improve capacity of rail network in borough and encourage modal shift	CS01 CS03 CS04 CS05 CS15 CS16	Work with relevant partners to ensure implementation	To be confirmed. Cost not met by LBB	Network Rail and Southeastern Trains	Possibly by 2017	Department for Transport		Identify other methods of improving quality of rail service
Crossrail to Abbey Wood and support improvement of interchange facilities at Abbey Wood related to this connection	Abbey Wood	Crossrail Act and to ensure improved access to public transport from other parts of the borough	CS01 CS03 CS15 CS16	Safeguarded land direction. Work with partners on effective design solution, improve linking services from key locations	Unknown. Cost not met by LBB	Crossrail Limited, working in partnership with the Mayor of London, LBB and LB Greenwich, to ensure co-ordinated approach	2017	Department for Transport		Identify and improve capacity and frequency of other rail services to London and key interchange facilities for other modes of sustainable transport within borough
Feasibility Study for improved north south public transport links including Docklands Light Rail (DLR) extension and North Bexley Transit	Abbey Wood / Crayford to Bexleyheath and improve north south links across Bexley	Study to provide adequate provision of public transport facilities and encourage the use of sustainable modes of transport	CS01-7 CS15 CS16 CS21	Integrate with proposals for major public transport infrastructure development in the borough	To be confirmed	LBB Traffic and Transport with Mayor of London, Transport for London and Department of Transport	By 2013	External funding with Mayor of London, Transport for London through LIP allocation and Department of Transport and planning obligation contributions		If no study was completed than scope of scheme would not be fully understood and would prevent the scheme being implemented. Study may have recommended alternative contingency

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Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Complementary measures in the event of the Rail freight interchange facility being built	Crayford and North End Ward	Ensure freight facilities operate in the most sustainable way and opportunities to encourage travel by other sustainable modes with linkages through the site	CS01 CS04 CS05 CS09 CS15 CS17 CS18 CS19 CS21	Work with the relevant developers to ensure that the objectives of any scheme meet the borough's objectives	To be confirmed	LBB Traffic and Transport working with Developer, Strategic Planning and relevant partners	By 2016	Developer in relation to scheme from planning obligation contributions and potential for external funding will be explored		Rail freight interchange is not required for delivery of Core Strategy, however, if it is not implemented, there is a need to identify more sustainable freight facilities
Implement Bus Priority Measures to increase capacity, frequency, accessibility and safety of buses and facilities	Borough-wide and to improve north/south links	To comply with policy to improve bus services in borough and encourage modal shift	CS01-7 CS15 CS16	Identify priority bus routes for improvement	To be confirmed	Transport for London (TfL) working with LBB Highway Authority	Before 2017	Transport for London		Improve non priority routes, facilities and other sustainable modes
Road and interchange improvements in Crayford	Bourne Road / London Road; Bexley Lane / London Road; Acorn Industrial Estate; Tower Retail Park; Crayford Way	Remove congestion and delays from highway network and encourage sustainable travel to support regeneration	CS01 CS05 CS15 CS21	Secure funding for delivery of the scheme	£2.1 million approx. for initially, overall cost, to be confirmed	LBB – Traffic and Transport / Regeneration	50% by 2016 50% by 2021	Mix of external funding and planning obligations		These schemes are high and medium priority schemes. Need to identify and investigate alternate funding options to ensure schemes are brought forward

Infrastructure delivery plan

Appendix A

Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Feasibility study for Bexley bypass to improve local traffic and amenity of Old Bexley and its two conservation areas	Linking A2 Bexley to Footh Cray, Sidcup A20	To improve north-south links across Bexley and to improve amenity and movement of local traffic through Old Bexley	CS01 CS02-7 CS15 CS16 CS17 CS18 CS21	Study to identify scope of project, safeguarded land required for highway scheme, environmental impact assessment, costings and timescales to seek funding to implement	To be confirmed	LBB Transport and Traffic, Highways Authority, Strategic planning and Development, regeneration and other partners	No funding committed so unlikely to be started during lifetime of plan	Funding needs to be identified but potential sources could include Transport for London and the Department of Transport		If no study was completed then scope of scheme would not be fully understood and would prevent the scheme being implemented
Development of extension of Abbey Wood to Hoo Junction	North Bexley Abbey Wood to Erith, Slade Green and Dartford line and adjacent land	To comply with policy and legislation of Crossrail Act and Secretary of State's Direction	CS01 CS03 CS04 CS05 CS15 CS16	Safeguarded direction requires LBB to liaise with Secretary of State for Transport with emerging Development Plan Documents and partners to encourage and support future regeneration	Unknown. Cost not met by LBB	LB Bexley Transport and Traffic, Strategic Planning working in partnership with Crossrail Limited and Secretary of State for Transport	From 2010 to safeguard direction	Public and private investment with potential for external funding from Transport for London, planning obligations and other contributions		To preserve and enhance the viability of the scheme, monitor any changes in policy and legislation that may apply. Improve quality of existing rail services to London/Kent
Development of schemes for major transport infrastructure improvement, particularly linking the borough to the London Underground network	Borough-wide but focus on links to Thames Gateway, and town centres, particularly Bexley/health	To achieve enhanced public transport accessibility to secure regeneration and encourage modal shift	CS01-7 CS15 CS16 CS27	Liaise with TfL and central government to secure recognition of the borough's need	To be confirmed	LBB – Transport and Traffic	2012-2020	Department of Transport, Mayor of London (Transport for London) through LIP allocation		Identify other sustainable modes for improvement, greater emphasis on reducing need to travel initiatives

Appendix A Infrastructure delivery plan

Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Queens Road Junction Improvement Scheme	Erith (this key junction is on South Thames Development Route (STDR), the Strategic Road Network (SRN) and effects most traffic north of the borough	The junction is nearing capacity and serious delays could occur at key points arising from further development pressures in the borough	CS01 CS04 CS15 CS16 CS21	Need to raise capital for reconfiguration / expansion of current highway and implementation of a new bridge from Bexley Road to Erith	£8 million approx.	LBB Traffic and Highways and Amenities, Regeneration	Before 2014	External funding to be secured from Transport for London, Department of Transport and Homes Communities Agency. Some planning obligation contributions arising from new development in north Bexley		A less effective but cheaper alternative highways option, in consultation with the neighbouring local authority, to improve capacity and operation of this junction may be considered
Access roads to assist new development and estate renewal	In appropriate locations throughout the borough, including Larner Road estate	To improve site access is essential to make masterplan work and to unlock new development opportunities	CS01 CS04 CS15	Identify potential sites and initiate necessary planning process	To be confirmed	LBB – Traffic and Transport with Regeneration and partners	Between 2016 and 2021	Possible grants from Transport for London, Homes Community Agency and other funding sources being explored		Identify and investigate alternate funding options / sources to help implement

Infrastructure delivery plan

Appendix A

Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Implementation of improved north-south public transport links, including Docklands Light Rail(DLR) extension and North Bexley transit	Abbey Wood / Crayford to Bexleyheath and improve north south links across Bexley	To provide adequate provision of public transport facilities and encourage the use of sustainable modes of transport	CS01-7 CS15 CS16 CS21	Integrate with proposals for major public transport infrastructure development in the borough	To be confirmed	LBB – Transport and Traffic with Mayor of London, Transport for London and Department of Transport	Short term 2013-17 and medium / long term 2017- 31	Possible external funding from Mayor of London, Transport for London and Department of Transport and planning obligation contributions		Enhanced travel awareness and workplace travel plans as well as prioritise other programmes, working in partnership, which improves north south links during lifetime of plan
Bexley By Pass	Linking A2 Bexley to Footscray Sidcup A20	To improve north south links across Bexley, and to improve amenity and movement of local traffic through Old Bexley and its two Conservation areas	CS01-7 CS15 CS16 CS17 CS18 CS21	Safeguard land for highway scheme, carry out full environmental impact assessment and seek funds to implement scheme	To be confirmed	LB Transport and Traffic, Highways Authority, Strategic Planning and Development, Regeneration and other partners	No funding committed so unlikely to be started during lifetime of plan	Funding needs to be identified, but potential sources could include Transport for London and Department of Transport		Further and more innovative traffic management and public realm improvement measures, subject to funding opportunities

Appendix A

Infrastructure delivery plan

Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Utilities										
Gas / electric	Borough-wide	Provision of energy will be required for new development	CS01-7 CS08 CS09 CS21	Will be monitored by developers as new development comes forward	Unknown	Various energy providers	During lifetime of Plan	Investment by Energy Companies who have been consulted throughout development of plan. Plus private investment received by suppliers from their and developers		Phasing of development in particular locations to best utilise existing infrastructure. Ongoing collaboration so suppliers can update their operating and asset plans to meet growth
Water	Borough-wide and London. Crossness Development for sewerage	Improve sewerage facilities	CS01-7 CS08 CS09 CS10 CS11 CS17 CS20 CS21	Will be monitored by suppliers as new development comes forward and any impact on supply or service	Unknown	Crossness Development for sewerage treatment works. Liaise with Thames Water and Environment Agency for water provision and quality	During lifetime of Plan	We have consulted with key delivery bodies throughout development of plan. Plus private investment received by suppliers from their and developers.		Phasing of development in particular locations to best utilise existing infrastructure. Ongoing collaboration so suppliers can update their operating and asset plans to meet growth

Infrastructure delivery plan

Appendix A

Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Telecommunications ready for service (RFS) for superfast broadband connection	Borough-wide implemented in Thamesmead, Sidcup, Slade Green. Bexleyheath by December 2010, Crayford and Erith by September 2011	Advances in technology offers significant potential for residents, business enhancement and development opportunities	CS01-6 CS08 CS09 CS21	Some 253 cabinets are being installed at exchanges across Bexley with 242 cabinets being upgraded to roll out programme. Further infill cabinets may be required as future development comes forward	Unknown	BT and various service providers	During lifetime of Plan	We have consulted with key delivery bodies throughout development of plan. Plus private investment received by suppliers from their and developers		Phasing of development in particular locations to best utilise existing infrastructure. Ongoing collaboration so suppliers can update their operating and asset plans to meet growth
Waste recycling provision. Safeguarding and identifying suitable sites for management	Borough-wide, as part of any new development	To support objectives of sustainable waste management	CS01-7 CS09 CS20 CS21	Working with other London Boroughs, including Bromley, Greenwich, Lewisham and Southwark	Unknown	LBB working in partnership with other London boroughs	During lifetime of Plan	Public and private funding as part of the new development design		Review Bexley's adopted Waste Management Strategy (2009 – 2014), every five years
4. ENVIRONMENTAL AND GREEN INFRASTRUCTURE										
Riverside Resource Recovery Facility constructing an energy to waste facility	Belvedere	Renewable energy generation	CS01 CS03 CS09 CS17 CS20	New facility on River Thames has the capacity to generate electricity by burning more than 585,000 tonnes of rubbish a year	Unknown	Riverside Resource Recovery Ltd	By 2012	Privately funded		Ensuring scheme delivery in accordance with timescales. Facility due to be operational mid 2011

Appendix A Infrastructure delivery plan

Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Implement flooding management sustainable urban drainage strategy on all new developments	Borough-wide. Address potential adverse effects associated with flood risk, particularly in Erith, Crayford, and Old Bexley	To address surface water, draining and sewer flooding	CS01-7 CS08 CS09 CS10 CS11 CS13 CS21	Implementing Local Development Framework policy and guidance to address surface water drainage at the local level	To be confirmed	In partnership with LBB Engineers (Drainage), Environment Agency and development bodies	Before 2016	Thames Water and other partners		Investigation of funding opportunities to ensure delivery of the Strategy
Renewable Energy – pre-feasibility studies into potential creation of area heat and power network and wind turbines	Borough-wide particularly at Bexleyheath, Belvedere, Erith and Crayford	Feasibility studies to investigate opportunities for the development of decentralised energy networks in town centres	CS01-7 CS08 CS09 CS14	National and regional legislation / policy guidance placing greater emphasis on promoting renewable energy technologies at the local level	To be confirmed	LBB Strategic Planning and Development / Waste Team working with partners	Before 2016	To be confirmed once findings of study have identified potential sites and costings		Investigation of funding opportunities to ensure delivery of the pre-feasibility studies
Green infrastructure										
Cemetery Provision	Borough-wide	Only approx 18 years of provision left in borough based on current rates of demand		Statutory duty to provide the infrastructure and extend use of current sites or provide new cemetery	Approx. £1.5 million for new cemetery	LB Parks and Open Spaces	Extending current site provision from 2012	No funding identified at present, but statutory requirement to review provision and meet demand		Further use and extension of existing sites

Infrastructure delivery plan

Appendix A

Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Belvedere Green Links Project	Belvedere	Implementation of the masterplan to improve links to Belvedere Employment Area	CS01 CS03 CS08 CS17	Restoration of local dykes, improvement to footpaths and cyclepaths, new signage, lighting, street furniture and public art	£10.6 million secured and works underway	LBB – Regeneration Highways Engineers and Area Teams	Before 2016	£10.6 million has been secured for the Belvedere Green Links project from Homes Communities Agency, ERDF and Parklands		Potential difficulties retaining local business base should the schemes not be delivered
Improvements to parks and open spaces	Borough-wide	To implement Bexley's adopted Open Space Strategy, 2008 and Bexley's Sports and Physical Activity Strategy	CS01 CS17 CS18 CS19	Developing new cycling routes, within parks, provision of specialist outdoor gym equipment and youth sports/play facilities, as well as new healthy walks / orienteering routes within parks	To be confirmed	LBB Parks and Open Spaces, Strategic Planning and Development, Area Teams and Bexley Care Trust	Before 2016	Partnership working and external funding opportunities are being explored including any planning obligation contributions		Review scope of project in relation to funding opportunities and priorities of open space strategy and action plan updates
Park tree planting and two year maintenance to ensure establishment	Borough-wide	To improve the quality of parks and open spaces, as well as providing benefits to biodiversity value and air quality	CS01-7 CS08 CS09 CS17 CS18 CS21	All parks and open spaces across the borough can be considered for new planting as new developments and funding come forward	Up to £200 per tree	LBB – Highways and Amenities Department, Development Control	Ongoing yearly prog. from 2009	External funding and any planning obligation contributions		Potential unsuitability of sites for planting. To be applied flexibly as funding and development opportunities allow

Appendix A Infrastructure delivery plan

Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Street tree planting, including 2 year maintenance	Thamesmead	Improvements to the public realm, provide shade and cooling and improve air quality and biodiversity	CS01 CS03 CS04 CS08	New programme of tree planting across Thamesmead to improve and soften impact of the mainly urban environment	Up to £190 per tree	LBB Highways partnership working with LB Greenwich, Gallions Housing Association and Mayor of London	Before 2016	Funded by the Mayor's Great Spaces		Ongoing commitment of all partners to ensure scheme delivery
Crayford Rough improvements with links to Crayford Town Centre and Metropolitan Green Belt and nature.	Crayford	Important link to town centre, flood plain management with nature conservation improvements		Requirement arising from development of supermarket store (Sainsbury's 2010) to improve amenity and access for local residents	Approx £65,000 subject to land mitigation required to get to adoptable standard for public	LB Bexley Regeneration / Parks and Open Spaces, working with other partners and landowners	Land contamination issues and future ownership need to be established before this scheme can proceed	Partly through Sainsbury's Planning Obligation contributions, further funding required to secure and link other sections		Monitor action plans and seek external funding where priorities are set
Alternative planting approaches such as green roofs and/or walls	Borough-wide	New scheme to improve the amenity value including biodiversity and public realm	CS01-8	Scheme size can be adjusted depending on funding. Planting can be included in any areas free from restrictions such as underground services	To be confirmed	LBB – Highways and Amenities Department	Ongoing yearly prog. from 2009	Existing £50,000 per year for street planting, as well as a proportion of planning obligation contributions from new development		Potential unsuitability of sites for planting. Investigating further funding sources could enable the extension of the programme

Infrastructure delivery plan

Appendix A

Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Managing the Marshes	Across north of borough with priority connecting Erith, Northend and Crayford Wards	Improved access, habitat restoration and open space resource for future flood defence/mitigation. To conserve and protect the delicate eco system	CS01 CS04 CS05 CS17 CS18 CS19	Needs to be cleared of all fly-typing & pollution. Needs suitable management, new public access infrastructure & interpretation. Future of Darent industrial estate needs to be explored as this will have implications for success of marshes scheme	£2 million for Crayford	LBs Bexley and Dartford Council, in partnership, with Department of Communities and Local Government. Led by LB Regeneration / Parks and Open Spaces	Phased works from 2011-2016	Shortfall in funding, planning obligations may be secured from development and external funding being sought from Thames 2100 project to deal with Darent Industrial Estate and flood mitigation		Thames 2100(EA) will have significant implications costs and possible funding for all areas of these scheme
Allotment Sites	Borough-wide with priority in north Bexley	Enhance existing sites and monitor the need for new sites, particularly in north and central Bexley	CS01-7 CS09 CS17 CS21	Annual capital programme of repairs and improvements to enhance facilities for the health and well being of residents that benefit from these in terms of exercise, community capacity building and access to healthier food	Approx. £100,000 per year. Excludes any expansion and costs for new sites	LBB - Parks and Open Spaces working in partnership with Bexley Allotment Federation and others	Ongoing monitoring and review throughout life time of Core Strategy	Limited capital programme and need to explore opportunity for any external funding and planning obligations		Current annual allotment and capital spend under review. Allotments Strategy will need to be revised so that priorities are set and Open Space Strategy implemented

Appendix A

Infrastructure delivery plan

Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Erith Riverside Gardens, improved flood barrier, access and quality of open space	Erith	Implement Open Space Strategy and address deficiency in open space provision with improved quality and access to River Thames and its views	CS01 CS04 CS08 CS17	Reposition of flood defence wall to allow better access and views to the river for community cohesion. Re-landscape the open space to improve quality and increase its useable space by 25%	To be confirmed	LBB – Parks and Open Spaces / Regeneration	Before 2014	This project is currently unfunded. Potential external funding to be sought from Homes Community Agency (HCA) and other sources including the future development of area		Maintain current poor design / space or develop less effective but cheaper solution to improve use and access
Shenstone Park public realm improvements and entrance to park	Crayford	Improving the poor environment and address open space deficiency to encourage more visitors	CS01 CS05 CS17	To provide a properly defined and attractive new entrance to the park, and replace part of the boundary wall improve accessibility	£80,000	LBB - Parks and Open Spaces / Regeneration	Before 2016	Capital funding has been secured for part of the project from the Cory Environmental Trust		Explore further funding opportunities to enable the completion of the project
River Shuttle Programme and improved green links	River Shuttle at Willersley Park, Hollyoak Park and Marlborough Park	To improve biodiversity access and flood mitigation and increase visitor numbers	CS01 CS06 CS07 CS08 CS09 CS17 CS18 CS21	Enhance and conserve the river corridor, ensuring an ecologically rich, well managed, safer and attractive places for people to visit	To be confirmed	LBB – Regeneration / Parks and Open Spaces, Area Teams and other partners	Before 2016	Part funded for a River Keeper and £500,000 was secured for improvements to Parish Wood Park		Identifying further funding sources to enable the full delivery of the project

Infrastructure delivery plan

Appendix A

Scheme	Location	Need for scheme	CS policies	Requirements	Cost	Lead delivery agency	Indicative delivery phasing	Funding arrangements	Priority	Contingency
Biodiversity Improvements to parks, open spaces, rivers and as part of new developments	Borough-wide but priority areas where deficiencies have been identified in south west Sidcup and Erith	To meet objectives of Open Space Strategy, London and local Biodiversity Action Plans	CS01-7 CS08 CS09 CS17 CS18 CS21	Improved quality and access to Biodiversity	To be confirmed	Strategic Planning, Parks and Open Spaces, Area Teams	Many individual projects phased annually	Some improvements as part of the parks maintenance budget and external funding will be required		Monitor action plans and seek external funding where priorities are set. Short term alternative options will need to be implemented
Local Nature Reserves (LNRs) conservation and improvements to improve public access	Four LNRs designated at Danson Park, Lesnes Abbey, Foots Cray and Crossness	Different levels of conservation required at each LNR	CS01 CS06 CS07 CS08 CS09 CS17 CS18 CS21	Some extensive grounds work as required as well as interpretation and improved access	Danson bog garden: £40,000 Lesnes: woodland, pond and heathland £100,000 Foots Cray lake £500,000	LBB Parks and Open Spaces with Area Teams and Regeneration	During lifetime of Plan	No funding secured at present except capital and revenue maintenance budgets for all Parks. External funding would need to be secured working with Natural England		Identifying further funding sources to enable the full delivery of the project
River Cray Programme to improve river and Footh Cray Lake	River Cray, Footh Cray Sidcup	To improve biodiversity access and flood mitigation and increase visitor numbers	CS01 CS06 CS08 CS09 CS17 CS18 CS21	Enhance and conserve the river corridor, ensuring an ecologically rich, well managed, safer and attractive places for people to visit	Footh Cray Lake Approx. £450k	LBB – Regeneration / Parks and Open Spaces, Area Teams and other partners	By 2026	Funding is not secured		Alternative funding to be secured

Infrastructure delivery plan

Appendix A

A.12 The number of new homes and jobs are given at the beginning of the IDP. The table below, which is the same as Table 3.1 in Chapter 3 of the Core Strategy, gives the phasing and numbers anticipated over the lifetime of the plan, in relation to various geographical regions across Bexley. In addition, a breakdown of housing sizes and tenures is also shown. This information is included in the Core Strategy but relevant for key delivery bodies so that effective implementation and monitoring of infrastructure planning can take place

Indicative housing growth based on agreed SHLAA sites (2009)								
Sustainable growth area (north to south)	2011-2016		2016-2021		2021-2026		2011-2026	
	units	%	units	%	units	%	TOTAL	% of total
Thamesmead & Abbey Wood	187	10%	58	3%	69	4%	314	6%
Belvedere	426	24%	12	1%	0	0%	438	8%
Erith / Slade Green	336	19%	730	41%	346	18%	1412	26%
Welling	119	7%	0	0%	137	7%	256	5%
Bexleyheath	0	0%	364	21%	606	32%	970	18%
Crayford	378	21%	244	14%	95	5%	717	13%
Old Bexley	82	5%	0	0%	70	4%	152	3%
Sidcup	51	3%	108	6%	284	15%	443	8%
Foots Cray	40	2%	0	0%	35	2%	75	1%
Borough-wide small sites (windfall) allowance	192	11%	250	14%	250	13%	692	13%
No. of new homes by phase Average 365 per year	1811	33%	1766	32%	1892	35%	5468	100%

Indicative employment growth based on analysis of all evidence								
Geographic region (north to south)	2011-2016		2016-2021		2021-2026		2011-2026	
	no. of jobs		no. of jobs		no. of jobs		TOTAL	% of total
Belvedere	468		774		1008		2250	18%
Erith / Slade Green	468		774		1008		2250	18%
Welling	234		387		504		1125	9%
Bexleyheath	546		903		1176		2625	21%
Crayford / Old Bexley	364		602		784		1750	14%
Sidcup / Foots Cray	520		860		1120		2500	20%
No. of new jobs by phase	2600 (21%)		4300 (34%)		5600 (45%)		12500	100%

A.13 The table below gives an indication of market types, tenures and sizes, which would be relevant for certain service areas calculating impact of new provision on their delivery plans.

Housing scenario	London Plan monitoring targets	2007 - 2012 Housing trajectory	2012 - 2017 Housing trajectory
Market housing			
1 bed	287	289	342
2 bed	213	234	311
3 bed	372	309	323
4 bed +	7	20	37
Total	879 (51%)	842 (54.9%)	1012 (59%)

Appendix A Infrastructure delivery plan

Housing scenario	London Plan monitoring targets	2007 - 2012 Housing trajectory	2012 - 2017 Housing trajectory
Intermediate housing			
1 bed	25	25	31
2 bed	57	48	50
3 bed	181	143	1389
4 bed +	0	0	0
Total	264 (16.8%)	216 (15.4%)	219 (13.9%)
'affordable' component	31.2%	31.2%	31.2%
Social housing			
1 bed	68	68	84
2 bed	111	93	96
3 bed	193	152	147
4 bed +	209	164	157
Total	582 (32.3%)	476 (29.7%)	484 (27.1%)
'affordable' component	68.8%	68.8%	68.8%

Targets and indicators for monitoring**Appendix B**

- B.1 Planning Policy Statement 12: Local Spatial Planning (2008) sets out that the Council must identify clear arrangements for managing and monitoring the delivery of its Core Strategy. The following section assists in addressing this requirement. It should be taken in consideration with other tools, such as the Infrastructure Delivery Plan (Appendix A), which collectively provide a robust framework for monitoring.
- B.2 Monitoring is important because it sets a basis for gauging how effectively the plan is meeting its strategic objectives. It also provides an indication as to when the Core Strategy's contingencies might be enacted. The Core Strategy is designed for maximum flexibility, particularly to deal with changing circumstances, and monitoring provides perspectives, which can help support plan deliverability through time.
- B.3 Appendix B sets out the targets for Bexley's Core Strategy policies as well as their associated indicators for monitoring and review. They are listed by corresponding policy in the order in which the policy appears in the Core Strategy.
- B.4 The Core Strategy policy targets will be monitored against various types of indicators. These indicators are identified and explained in the sample table below. Not all types of indicators will be needed to monitor a particular policy. The indicators listed in the following tables will be reported in Bexley's Annual Monitoring Reports.
- B.5 The indicators listed below pertain exclusively to the Core Strategy. There are separate indicators pertinent to the remaining Unitary Development Plan (UDP) policies that the Council will continue to monitor and report on. Appendix C of the Core Strategy, which addressed UDP saved policies replacement, should be referred for further information in this regard.
- B.6 On 13 October 2010, the Government revoked all designations of local improvement targets in Local Area Agreements, effectively handing over control of the associated National Indicator targets and performance monitoring to local authorities. The National Indicators listed in this Appendix will be subject to future review, recognising the need for coordination across the Council in setting performance metrics. They have been included here as interim placeholders, highlighting data that is presently available.
- B.7 In addition, the Government announced its intentions to replace the National Indicator set with a single list of data that local authorities will be expected to provide to central government in due course. It is likely that the full complement of monitors set out in this Appendix will need to be reviewed or revised over time to reflect changing circumstances and requirements.

Indicator key**Contextual indicators**

A full listing and details of Bexley's reported contextual indicators are available in the Council's Local Development Framework Annual Monitoring Reports (AMRs). The contextual indicators are presented by broad category, including: general, environmental, housing, employment, traffic and transport, town centres, and waste management.

Core output indicators (Dept. of Communities and Local Government - CLG)

			<i>Measure</i>
Business development			
BD1	Floorspace by employment type	gross and net	m ²
BD2	Floorspace on previously developed land	gross / %	m ² / %
BD3	Employment land availability by type		hectares

Appendix B Targets and indicators for monitoring

Core output indicators (Dept. of Communities and Local Government - CLG)

		Measure
BD4	Floorspace for town centre uses	gross and net m ²
Housing		
H1	Plan period and housing targets	a 1 April 2007 - 31 March 2017 b 1 April 2007 - 31 March 2026 no. of homes no. of homes
H2	Additional dwellings (net):	
H2a	in previous 5 years	no. of homes
H2b	for the reporting year	no. of homes
H2c	in future years: (a) net additions (15 years) (b) 5 year target (c) 5 year target	no. of homes hectares no. of homes
H2d	managed delivery target (2008/9 - 2023/24)	no. of homes
H3	New dwellings: - gross completions no. on previously developed land % on previously developed land	no. of homes no. of homes %
H4	Gypsy and traveller pitches (net additional) permanent and transitional	none
H5	Affordable housing completions (gross): Total / Social rent / Intermediate	no. of homes
H6	Housing quality: <i>Building for Life Assessments</i>	no. & % in each rating
Environmental quality		
E1	Planning permissions granted contrary to Environment Agency advice:	Flood Water quality no. no.
E2	Change in areas of biodiversity importance:	Loss and additions hectares
E3	Renewable energy generation	MW
Minerals		
M1	Production of primary land won aggregates	tonnes
M2	Production of secondary / recycled aggregates	tonnes
Waste		
W1	Capacity of new waste management facilities by type	tonnes/m3/litres
W2	Municipal waste arising and management	tonnes

Local output indicators (Bexley UDP)

		Target	Measure
L01 1	New dwellings on previously developed land	min 60%	%
L01 2	Other development on previously developed land	min 60%	%
L01 3	Affordable housing in private residential developments over 15 units	min 35%	%
L01 4	New dwellings [replaced by COI H2 - [target superseded by the London Plan]		
L01 5	Vacancy rate in strategic/district shopping centres	max 10%	%
L01 7	A1 uses in core and non-core shopping frontages	min 55%	%
L01 8	Retail approvals fulfilling sequential approach	100%	%
L01 9	Vacancy rate in neighbourhood shopping centres	max 10%	%
L01 10	Inappropriate development in Green Belt or Metropolitan Open Land	max 5%	%
L01 15	Loss of Listed or landmark buildings in Conservation Areas (approvals)	max 5%	%
L01 16	Changes to sites of conservation importance	none	ha

Targets and indicators for monitoring

Appendix B

Local output indicators (Bexley UDP)

		Target	Measure
LOI 17	Advertised departures from the Development Plan	max 1%	%
New	Supply of ready to develop housing sites		
New	Location and amount of new retail capacity in the borough	Target by region	m ²
New	Housing completions by Core Strategy geographic region	Target by region	no. or %
New	Proportion of new qualifying development achieving Code for Sustainable Homes level 3 or BREEAM very good rating	Monitor	no.
New	UDP designated employment land developed for non-industrial and non-commercial uses	43 - 50	ha
New	Proportion of relevant major applications approved with work place travel plans	Monitor	
New	Review of Conservation Area Management Plan commenced at 5 year intervals as appropriate	Monitor	

Significant effects indicators (from LDF SPDs)

		Measure	Comment
Affordable housing SPD			
AH1	Dwelling type and size	no. of homes	'type' refers to size
AH2	Average house prices	£	
AH3	Ratio of house prices to earnings: lower quartile & median	ratio	
AH4	Number on housing register	no. of people	
AH5	Affordable units constructed by type: social rented shared ownership	no. of homes no. of homes	'type' refers to tenure
Bexley's residential design guide, 'design for living' SPD			
RDG1	Dwelling size and type		'type' refers to size
RDG2	Density (planning approvals): family homes & non-family homes	no. of homes	
RDG3	Pedestrian travel distance (new dwellings more than 880m from public transport)	no. of homes	
Planning Obligations Guidance SPD			
POG 1	Completed planning obligations	no.	
POG 2	Planning obligations secured by service area	no.	
POG 3	Qualifying developments for which planning obligations were successfully secured	%	

Town centre key indicators

		Measure	Comment
TCK 1	Floorspace in edge-of-centre and out-of-centre locations	%	as LOIs 5&9
TCK 2	Capacity for potential growth or change of town centres	qualitative	
TCK 3	Shopping rents	£ per sq.ft.	
TCK 4	Vacant street level property	%	
TCK 5	Pedestrian flows (footfall)	no. of people	
TCK 6	Accessibility - ease of access by means of travel	no. bus/train departures; mode of access	survey data

Appendix B Targets and indicators for monitoring

Town centre key indicators

TCK 7	Customers' and residents views and behaviour	% by satisfaction levels	survey data
TCK 8	Perception of safety and occurrence of crime	% by satisfaction levels	survey data
TCK 9	Environmental quality	% by satisfaction levels	survey data

National indicators

Local economy (relevant to Bexley)

- NI 163** Proportion of population (males 19-64; females 19-59) for qualified to Level 2 or higher
- NI 164** Proportion of population (males 19-64; females 19-59) for qualified to Level 3 or higher
- NI 165** Proportion of population (males 19-64; females 19-59) for qualified to Level 4 or higher
- NI 175** Access to services and facilities by public transport, walking and cycling
- NI 186** Per capita reduction in CO2 emissions in the LA area
- NI 191** Residual household waste per household
- NI 192** Percentage of household waste sent for reuse, recycling and composting
- NI 193** Percentage of municipal waste land filled
- NI 194** Air quality: % reduction in NOx and primary PM10 emissions through local authority's estate and operations
- NI 197** Improved local biodiversity – proportion of local sites where positive conservation management has been or is being implemented

Monitoring framework

Policy number and title	
Key intention	
<i>Headline statement summarising what the policy seeks to achieve. The Core Strategy should be referred to for full policy details, including the vision for identified geographic regions.</i>	
Targets	
<i>Policy targets</i>	
Indicators	
type	indicator
Contextual	<i>Information about the social, economic and environmental factors that affect, or may be affected by, planning policies. Information drawn from a wide range of sources, and are not necessarily compiled by the Strategic Planning and Regeneration Division</i>
COI (core output)	<i>Indicators set out by central Government</i>
LOI (local output)	<i>Indicators set out in the Unitary Development Plan to monitor its implementation. In transition to the Local Development Framework, all indicators will need to be reviewed and/or revised, and some new indicators created, in order to appropriately address the full suite of LDF policies.</i>
SEI (significant effects)	<i>Indicators set out in Sustainability Appraisal reports that form part of LDF. New SEI derived for the Core Strategy or other LDF documents may be incorporated later</i>
TCK (town centre key)	<i>Key indicators for town centre health checks set in Planning Policy Statement 4 (PPS4)</i>
NI (national)	<i>Performance indicators agreed through the Local Area Agreement, which will be subject to review in light of Government revocation of local improvement targets.</i>

Targets and indicators for monitoring

Appendix B

Policy CS01 Achieving sustainable development**Key intention**

Seek to achieve sustainable development, in line with the vision set out in Bexley's Sustainable Community Strategy, to create a 'strong, sustainable and cohesive community', in order to provide people equal access to a better quality of life, protect the environment, promote the local economy and encourage an active and healthy lifestyle.

Targets

1. By 2026, focus the majority of growth into Bexley's sustainable growth areas, as set out in the Core Strategy key diagram
2. Over the plan period, a maximum of 1% of advertised departures from the development plan document
3. The targets and monitors set out for the subsequent Core Strategy policies, CS02 through CS21, are considered relevant to policy CS01

Indicators**Contextual**

- Total employee jobs including distribution by ward, and super output area where appropriate (Office for National Statistics and Annual Business Inquiry)
- Spatial distribution of retail capacity (Bexley Strategic Planning and Development)
- Index of Multiple Deprivation (Department for Communities and Local Government)
- Public Transport Accessibility Level Maps (Greater London Authority)

LOI (local output)

17
New LOI – Supply of ready to develop housing sites (referring PPS 3),
New LOI – Location and amount of new retail capacity in the borough

Policy CS02 Bexleyheath geographic region**Key intention**

Bexleyheath will continue its role as the borough's strategic town and civic centre and its role as the focus for retail, services and facilities as well as the highest generator of jobs will be retained

Targets

1. Extent to which the spatial strategy set out in Table 3.1 has been complied with for housing growth
2. Extent to which the spatial strategy set out in Table 3.1 has been complied with for employment growth
3. By 2026, contribute to the delivery of borough's total requirement for additional retail capacity of 30,000 net sq meters comparison goods and 5,000 net sq meters convenience goods

Indicators**Contextual - general**

- Total employee jobs, including distribution by ward (Office for National Statistics and Annual Business Inquiry)
- Spatial distribution of retail capacity (Bexley Strategic Planning and Development)

COI (core output)

H1a; H1b; H2a; H2b; H2c(a-d); H3; BD4

LOI (local output)

New LOI – Housing completions in the geographic region monitored annually,
New LOI – Location and amount of new retail capacity in the borough

Policy CS03 Belvedere geographic region**Key intention**

Belvedere, Thamesmead and Abbey Wood will be balanced and sustainable communities underpinned by quality neighbourhoods, well served by a range of local services and facilities, including a broad based economy, and able to benefit from improved transport infrastructure to and within the area

Appendix B Targets and indicators for monitoring

Targets

1. Extent to which the spatial strategy set out in Table 3.1 has been complied with for housing growth
2. Extent to which the spatial strategy set out in Table 3.1 has been complied with for employment growth
3. By 2026, contribute to the delivery of borough's total requirement for additional retail capacity of 30,000 net sq meters comparison goods and 5,000 net sq meters convenience goods

Indicators

Contextual - general	<ul style="list-style-type: none"> • Total employee jobs, including distribution by ward (Office for National Statistics and Annual Business Inquiry) • Spatial distribution of retail capacity (Bexley Strategic Planning and Development)
COI (core output)	H1a; H1b; H2a; H2b; H2c(a-d); H3; BD4
LOI (local output)	New LOI – Housing completions in the geographic region monitored annually, New LOI – Location and amount of new retail capacity in the borough

Policy CS04 Erith geographic region

Key intention

Erith and Slade Green will accommodate sustainable higher quality housing and employment growth, including the renewal of Erith town centre, which will act as a focus for new homes, employment and leisure combined with improved access to additional services and facilities

Targets

1. Extent to which the spatial strategy set out in Table 3.1 has been complied with for housing growth
2. Extent to which the spatial strategy set out in Table 3.1 has been complied with for employment growth
3. By 2026, contribute to the delivery of borough's total requirement for additional retail capacity of 30,000 net sq meters comparison goods and 5,000 net sq meters convenience goods

Indicators

Contextual - general	<ul style="list-style-type: none"> • Total employee jobs, including distribution by ward (Office for National Statistics and Annual Business Inquiry) • Spatial distribution of retail capacity (Bexley Strategic Planning and Development)
COI (core output)	H1a; H1b; H2a; H2b; H2c(a-d); H3; BD4
LOI (local output)	New LOI – Housing completions in the geographic region monitored annually, New LOI – Location and amount of new retail capacity in the borough

Policy CS05 Crayford and Old Bexley geographic region

Key intention

Crayford and Old Bexley will contribute to the sustainable housing and employment growth in the borough, with new development designed to address the constraints and opportunities presented by the area's unique physical and built environment

Targets

1. Extent to which the spatial strategy set out in Table 3.1 has been complied with for housing growth
2. Extent to which the spatial strategy set out in Table 3.1 has been complied with for employment growth
3. By 2026, contribute to the delivery of borough's total requirement for additional retail capacity of 30,000 net sq meters comparison goods and 5,000 net sq meters convenience goods

Indicators

Contextual - general	<ul style="list-style-type: none"> • Total employee jobs, including distribution by ward (Office for National Statistics and Annual Business Inquiry) • Spatial distribution of retail capacity (Bexley Strategic Planning and Development)
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Targets and indicators for monitoring

Appendix B

Policy CS05 Crayford and Old Bexley geographic region

COI (core output)	H1a; H1b; H2a; H2b: H2c(a-d); H3; BD4
LOI (local output)	New LOI – Housing completions in the geographic region monitored annually, New LOI – Location and amount of new retail capacity in the borough

Policy CS06 Sidcup geographic region**Key intention**

Sidcup's role as Bexley's southern gateway will be promoted, with the region retaining its higher quality residential neighbourhoods and natural environments whilst contributing to the delivery of housing and employment growth for the borough, and continue to offer a range of local services and facilities

Targets

1. Extent to which the spatial strategy set out in Table 3.1 has been complied with for housing growth
2. Extent to which the spatial strategy set out in Table 3.1 has been complied with for employment growth
3. By 2026, contribute to the delivery of borough's total requirement for additional retail capacity of 30,000 net sq meters comparison goods and 5,000 net sq meters convenience goods

Indicators

Contextual - general	<ul style="list-style-type: none"> • Total employee jobs, including distribution by ward (Office for National Statistics and Annual Business Inquiry) • Spatial distribution of retail capacity (Bexley Strategic Planning and Development)
COI (core output)	H1a; H1b; H2a; H2b: H2c(a-d); H3; BD4
LOI (local output)	New LOI – Housing completions in the geographic region monitored annually, New LOI – Location and amount of new retail capacity in the borough

Policy CS07 Welling geographic region**Key intention**

Welling geographic region will play its role in delivering sustainable growth in the borough, with the focus in and around Welling town centre which will continue as the key shopping area in the west of the borough

Targets

1. Extent to which the spatial strategy set out in Table 3.1 has been complied with for housing growth
2. Extent to which the spatial strategy set out in Table 3.1 has been complied with for employment growth
3. By 2026, contribute to the delivery of borough's total requirement for additional retail capacity of 30,000 net sq meters comparison goods and 5,000 net sq meters convenience goods

Indicators

Contextual - general	<ul style="list-style-type: none"> • Total employee jobs, including distribution by ward (Office for National Statistics and Annual Business Inquiry) • Spatial distribution of retail capacity (Bexley Strategic Planning and Development)
COI (core output)	H1a; H1b; H2a; H2b: H2c(a-d); H3; BD4
LOI (local output)	New LOI – Housing completions in the geographic region monitored annually, New LOI – Location and amount of new retail capacity in the borough

Appendix B Targets and indicators for monitoring

Policy CS08 Adapting to and mitigating the effects of climate change, including flood risk management

Key intention

To ensure that Bexley plans for and adapts to the challenges associated with climate change, taking account of its causes and mitigating its potential effects

Targets

1. Annually, no permissions granted contrary to Environment Agency advice on flooding or water quality grounds
2. Annually, maximise the proportion of new development achieving Code for Sustainable Homes level 3 rating or BREEAM very good rating
3. Over the plan period, achieve a reduction of CO2 emissions in the local authority area

Indicators

Contextual	<ul style="list-style-type: none"> • Per capita CO2 emissions (Department for Environment, Food and Rural Affairs) • Baseline information and strategic targets from Bexley Climate Change Strategy (Bexley Environmental Protection) • Regional baseline information and strategic targets (The London Plan)
COI (core output)	E1; E3
LOI (local output)	New LOI – Proportion of new qualifying development achieving Code for Sustainable Homes level 3 rating or BREEAM very good rating
NI (national)	186

Policy CS09 Using resources sustainably

Key intention

To ensure future development maximises the effective and efficient use of natural and physical resources, while contributing to the health and well-being of the community and the environment

Targets

1. Annually, no permissions granted contrary to Environment Agency advice on flooding or water quality grounds
2. Annually, a minimum of 60% of new dwellings on previously developed land
3. Annually, a minimum of 60% development (other than new dwellings) on previously developed land
4. Annually, less than 5% of relevant applications approved resulting in inappropriate development in Green Belt or Metropolitan Open Land
5. To achieve the national air quality objectives for the eight identified pollutants of the Air Quality Strategy for England, Wales and Northern Ireland

Indicators

Contextual	<ul style="list-style-type: none"> • Air quality data, particularly for nitrogen and particulates (The London Air Quality Network) • Health indicators (Bexley Sustainability Appraisal baseline and Bexley Care Trust health inequalities data)
COI (core output)	E1; H3
LOI (local output)	1; 2; 10
NI (national)	194

Targets and indicators for monitoring

Appendix B

Policy CS10 Housing need**Key intention**

To ensure that housing provision includes a mix of dwelling types, size and tenure to meet the needs of Bexley's current and future population

Targets

1. Over the plan period, 50% of all new residential units to be affordable housing
2. Of new affordable housing, 70% for social rented and 30% for intermediate tenure
3. Annually, 35% of new residential units in private schemes to be affordable housing

Indicators

Contextual - housing	<ul style="list-style-type: none"> • Demographic information, including population projections and age structure (Office for National Statistics) • Home ownership rates (Office for National Statistics) • House prices and sales volume (Land Registry) • Homelessness and temporary accommodation (Bexley Strategic Planning and Development) • Dwelling size, as reviewed by way of SEI AH1 and RDG1
COI (core output)	H5; H6
LOI (local output)	3
SEI (significant effects)	AH1; AH2; AH3; AH4; AH5; RDG1; RDG2; PO2

Policy CS11 Gypsy and traveller accommodation**Key intention**

To protect Bexley's existing provision for gypsies and travellers

Targets

1. Annually, no reduction of Bexley's gypsy and traveller provision while demand exists

Indicators

Contextual - housing	<ul style="list-style-type: none"> • Site data such as pitch numbers, vacancies and need (Bexley Gypsy and Travellers Needs Assessment)
COI (core output)	H4

Policy CS12 Bexley's future economic contribution**Key intention**

To ensure a sufficient and appropriately located provision of employment land to meet the borough's existing and future requirements

Targets

1. By 2026, achieve a sensitively managed transfer of 43 to 50 hectares designated employment land to other uses, subject to employment land demand

Indicators

Contextual	<ul style="list-style-type: none"> • Employment land baseline (Bexley Strategic Planning and Development, Employment Land Study)
COI (core output)	BD3
LOI (local output)	New LOI - Area of UDP designated employment land developed for non-industrial and non-commercial uses

Appendix B Targets and indicators for monitoring

Policy CS13 Access to jobs

Key intention

To ensure that residents of all abilities are provided with opportunities to access training and a variety of local jobs, and enable local businesses to draw upon a wide range of skilled workers and employment premises

Targets

1. See Target 1 of Policy CS01
2. By 2026, on the current baseline, achieve an increase in the proportion of residents with higher level National Vocational Qualifications (NVQ)

Indicators

Contextual	<ul style="list-style-type: none"> • Index of Multiple Deprivation (Department for Communities and Local Government) • Total employee jobs, including distribution by ward (Office for National Statistics and Annual Business Inquiry) • Suite of baseline data on labour market and labour demand (Office for National Statistics, including Annual Business Inquiry and Annual Population Survey) • Baseline data on client services for skills and training (Bexley Sustainable Employment and Skills)
COI (core output)	BD1; BD2; BD3; BD4
LOI (local output)	6; 7
SEI (significant effects)	PO2
TCK (town centre key)	2; 4; 6; 9
NI (national)	163; 164; 165;

Policy CS14 Town centre vitality and viability

Key intention

To maintain and enhance the vitality and viability of existing town centres, as well as to appropriately support retail and mixed-use development within those centres

Targets

1. Annually, a maximum 10% vacancy rate in strategic, district and neighbourhood centres
2. Annually, 100% of retail schemes approved to fulfil the sequential approach

Indicators

Contextual - shopping and town centre	<ul style="list-style-type: none"> • Town centre hierarchy, including number of centres by type (Bexley Strategic Planning and Development) • Scope for additional retail capacity (Bexley Retail Capacity Study)
COI (core output)	BD4
LOI (local output)	5; 6; 7; 8; 9
SEI (significant effects)	PO2
TCK (town centre key)	1 - 9
NI (national)	175

Policy CS15 Achieving an integrated and sustainable transport system

Key intention

To achieve a comprehensive, high quality, safe, integrated and sustainable transport system which makes the most of existing and proposed transport infrastructure within the borough and seeks to ensure a much improved and expanded role for public transport

Targets and indicators for monitoring

Appendix B

Policy CS15 Achieving an integrated and sustainable transport system**Targets**

1. See Target 1 of Policy CS01
2. Annually, to secure developer contributions for qualifying developments on 'transport, access and public realm improvements', subject to financial viability appraisal, in accordance with Planning Obligations Guidance SPD
3. To set out parking requirements for town centres and major employment areas in future development plan documents

Indicators

Contextual - general	• Core Strategy Infrastructure Delivery Plan, as well as IDP monitoring (Bexley Strategic Planning and Development), particularly in reference to major projects identified by Policy CS015
SEI (significant effects)	RDG2; PO2
TCK (town centre key)	6

Policy CS16 Reducing the need to travel and the impact of travel**Key intention**

Seek to minimise the need for and distances people travel, thereby reducing the time, cost and environmental effects of transportation and improving accessibility and quality of life for Bexley residents

Targets

1. See Target 1 of Policy CS01
2. Annually, to ensure that all relevant applications for major developments are accompanied by a work place travel plan

Indicators

Contextual - general	• Public Transport Accessibility Level (PTAL) map (Greater London Authority) • Baseline information, including for mode of travel and travel to work (Office for National Statistics)
LOI (local output)	New LOI – proportion of relevant major applications approved with workplace travel plans
SEI (significant effects)	RDG3
TCK (town centre key)	6

Policy CS17 Green infrastructure**Key intention**

To appropriately manage, protect and enhance Bexley's open spaces and waterways

Targets

1. Annually, less than 5% of relevant applications approved resulting in inappropriate development in Green Belt or Metropolitan Open Land
2. Annually, no permissions granted contrary to Environment Agency advice on flooding or water quality grounds
3. Annually, to secure developer contributions for qualifying developments on 'open space, sports and leisure facilities', subject to financial viability appraisal, in accordance with Planning Obligations Guidance SPD

Appendix B Targets and indicators for monitoring

Policy CS17 Green infrastructure

Indicators

Contextual	<ul style="list-style-type: none"> Baseline of open space deficiency (Bexley Strategic Planning and Development, and included in Open Space Strategy) Bexley river quality monitoring, including for rivers Thames, Cray and Shuttle and their tributaries (Environment Agency)
COI (core output)	E1
LOI (local output)	10
SEI (significant effects)	PO2

Policy CS18 Biodiversity and geology

Key intention

To ensure the recognition, protection and enhancement of Bexley's biodiversity and geology

Targets

1. Annually, no negative change in areas of biodiversity importance
2. Annually, no net loss of land protected by nature conservation designations
3. By 2026, achieve a net reduction in areas of deficiency in access to sites for biodiversity and nature conservation

Indicators

Contextual - environmental	<ul style="list-style-type: none"> Baseline of areas deficient in access to sites for biodiversity and nature conservation (Greater London Authority, also included in Bexley Open Space Strategy) Baseline of Sites of Special Scientific Interest, Sites of Metropolitan Importance for Nature Conservation as well as Borough and Local Importance (Bexley Strategic Planning and Development) Bexley Biodiversity Action Plan, including targets for specific habitats and species (Bexley Strategic Planning and Development) The number of heritage assets on the English Heritage at risk register (2010 baseline, monitored annually).
COI (core output)	E2
LOI (local output)	16
NI (national)	197

Policy CS19 Heritage and archaeology

Key intention

To manage heritage and archaeological assets whilst seeking to utilise these assets to enhance local distinctiveness, sense of place and revitalisation of the borough

Targets

1. Annually, less than 5% of appropriate planning decisions resulting in loss of listed buildings or landmark buildings in conservation areas
2. Annually, no net loss of land protected by nature conservation designations
3. At five-year intervals, to commence review of Conservation Area Management Plans as appropriate

Targets and indicators for monitoring

Appendix B

Policy CS19 Heritage and archaeology

Indicators

Contextual	<ul style="list-style-type: none"> • Baseline of listed and locally listed buildings (Bexley Strategic Planning and Development) • Archaeological Priority Areas, or Areas of Archaeological Search, with researched and up-to-date boundaries (English Heritage) • Baseline of Sites of Special Scientific Interest, Sites of Metropolitan Importance for Nature Conservation as well as Borough and Local Importance (Bexley Strategic Planning and Development) • The number of heritage assets
LOI (local output)	15; 16; New LOI – Review of Conservation Area Management Plans commenced at five-year intervals, as appropriate

Policy CS20 Sustainable waste management**Key intention**

To ensure that Bexley is appropriately positioned to assist the UK in meeting European Directives on waste management, as well as to ensure the borough meets Government policy and London Plan waste apportionment targets

Targets

1. By 2020, appropriately manage the London Plan waste apportionment figure for Bexley of 707,000 tonnes per annum

Indicators

Contextual - waste management	<ul style="list-style-type: none"> • Baseline information on waste management planning and disposal, including waste capacity (Bexley Waste and Recycling Service)
COI (core output)	W1; W2
NI (national)	191; 192; 193

Policy CS21 Supporting community infrastructure and services**Key intention**

To ensure the identification, development, completion and monitoring of infrastructure and services that are required to support housing and employment growth in the borough so as to make a positive contribution to creating a strong, cohesive and sustainable community

Targets

1. Annually, subject to financial viability appraisal, secure contributions on qualifying development in line with Planning Obligations Guidance Supplementary Planning Document (SPD)
2. Over the plan period to ensure that contributions secured, including pooled contributions, are monitored and spent within agreed timeframes, as and when appropriate
3. Adoption of the Core Strategy Infrastructure Delivery Plan and thereafter, commence review of the Infrastructure Delivery Plan at five-year intervals

Indicators

Contextual - general	<ul style="list-style-type: none"> • Baseline data on contributions secured and spent, including information relevant to Council service areas (Bexley Strategy Planning and Development) • General contextual indicators, including for projected future population, deprivation and regeneration, health, crime and community safety, and education
SEI (significant effects)	PO1; PO2; PO3

Appendix B Targets and indicators for monitoring

UDP saved policies replacement

Appendix C

- C.1 LB Bexley has an adopted Unitary Development Plan (UDP, April 2004), which from 27 September 2007, specified policies have been retained. The Council has received a direction issued by the Secretary of State agreeing those policies that have been 'saved.'
- C.2 The associated UDP Proposals Map also will retain Development Plan status during the preparation of development plan documents (DPDs) until it has been replaced by an updated Proposals Map as a result of land-use changes within a DPD. It is not intended that the Core Strategy include an updated Proposals Map. However, an addendum to Bexley's UDP provides an updated key to the Proposals Map, which references saved UDP and Core Strategy policies.
- C.3 Saved policies in Bexley's UDP will be replaced (either in full or in part) by policies set out in Local Plan documents. The Mayor's London Plan and Bexley's Core Strategy are the first of these documents, and have replaced some of the saved policies, as shown in the table below. Development Plan policies are not necessarily replaced by like for like policies. They may be fully or partly absorbed by new policies. If a saved policy is to be retained, after being replaced only partly by a Core Strategy or London Plan policy, then this will be made clear in the table.
- C.4 The 2012 addendum to Bexley's UDP sets out in more detail the relationship between policies in the Core Strategy, the London Plan and the 2007 saved UDP policies, in particular saved policies that have either been replaced by London Plan policies, or not been retained in full. All retained 2007 saved UDP policies and the proposals map, should be read in conjunction with the Core Strategy and London Plan and will continue to be part of Bexley's Development Plan until they have been replaced (either in full or in part) by other Development Plan policies, or are no longer considered necessary.

Saved 2007 UDP policy	Subject	Replace or retain	Replacement policies in Core Strategy or other Development Plan policies, including the London Plan
<i>General policies</i>			
G2	Infrastructure requirements	replace	CS01 (sustainable development) CS02-07 (geographic regions) CS15 (integrated transport system) CS17 (green infrastructure) CS21 (providing for infrastructure)
G3	Seeking appropriate benefits from development	replace	CS01(sustainable development) CS10 (housing need) CS21 (providing for infrastructure)
G4	Equal access, including special housing needs	replace	CS01(sustainable development) CS10 (housing need) CS21 (providing for infrastructure) Also covered by London Plan policy
G5	Planning for the disabled/less agile	replace	CS01(sustainable development) CS10 (housing need) Also covered by London Plan policy
G7	Design & layout requirements for all development	replace	CS01(sustainable development) CS02-07 (geographic regions) CS08 (climate change adaptation/mitigation)
G8	Flood risk	replace	CS01(sustainable development) CS02-07 (geographic regions) CS08 (climate change adaptation/mitigation) CS09 (sustainable use of resources) CS17 (green infrastructure) CS21 (providing for infrastructure) Also covered by London Plan policy

Appendix C UDP saved policies replacement

Saved 2007 UDP policy	Subject	Replace or retain	Replacement policies in Core Strategy or other Development Plan policies, including the London Plan
G11	Role of town centres and town centre hierarchy	replace	CS01 (sustainable development) CS02-07 (geographic regions) CS12 (economic contribution) CS14 town centre vitality/viability) Map 4.4 shows town centre hierarchy
G14	Employment locations and requirements	replace	CS01(sustainable development) CS02-07 (geographic regions) CS12 (economic contribution) CS13 (access to jobs) CS14 (town centre vitality/viability)
G15	Primarily residential areas	replace	CS01(sustainable development) CS02-07 (geographic regions) CS17 (green infrastructure) CS18 (biodiversity and geology) CS21 (providing for infrastructure)
G16 G17	Road traffic growth/reduction Sustainable transport	replace	CS01(sustainable development) CS02-07 (geographic regions) CS13 (access to jobs) CS15 (integrated transport system) CS16 (reducing the need/impact of travel)
G18	Road network and hierarchy (linked to D&DC Guideline 5)	retain	This policy will be replaced, merged or deleted through future DPDs
G19, G20	Major/minor road improvements	replace	CS15 (integrated transport system)
G21	Traffic management	replace	CS01 (sustainable development) CS02-07 (geographic regions) CS09 (sustainable use of resources) CS13 (access to jobs) CS15 (integrated transport system)
G22	Strategic transport schemes	replace	CS03; CS04 (geographic regions) CS09 (sustainable use of resources) CS13 (access to jobs) CS15 (integrated transport system) CS21 (providing for infrastructure)
G23	Off-street parking	retain (in part)	London Plan policies 2.8 (outer London: transport), 6.11 (smoothing traffic flow and tackling congestion), and 6.13 (parking) replace in part, with the remaining policy retained until replaced, merged or deleted through future DPDs
G24	Industrial and business growth	replace	CS12 (economic contribution) CS13 (access to jobs) CS15 (integrated transport system) CS17 (green infrastructure)
G26	Conservation of the built and natural environment	replace	CS01 (sustainable development) CS02-07 (geographic regions) CS09 (sustainable use of resources) CS17 (green infrastructure) CS18 (biodiversity and geology) CS19 (heritage and archaeology)
G27	Avoiding loss of open land	replace	CS01 (sustainable development) CS09 (sustainable use of resources) CS17 (green infrastructure) CS18 (biodiversity and geology)
G34	Pollution and energy efficiency	replace	CS01 (sustainable development) CS08 (climate change adaptation/mitigation) CS09 (sustainable use of resources)

UDP saved policies replacement

Appendix C

Saved 2007 UDP policy	Subject	Replace or retain	Replacement policies in Core Strategy or other Development Plan policies, including the London Plan
<i>Environment</i>			
ENV2 ENV3	Metropolitan Green Belt	replace	CS01 (sustainable development) CS04-6 (geographic regions) CS09 (sustainable use of resources) CS17 (green infrastructure)
ENV4 ENV5 ENV7-12	Metropolitan Green Belt	retain	These policies will be replaced, merged or deleted through future DPDs
ENV15	Metropolitan Open Land - protection/enhancement	retain	This policy will be replaced, merged or deleted through future DPDs
ENV16	Metropolitan Open Land - recreational opportunities	replace	CS01 (sustainable development) CS03-7 (geographic regions) CS09 (sustainable use of resources) CS17 (green infrastructure) CS18 (biodiversity and geology) CS21 (providing for infrastructure)
ENV17 ENV18	South-east London Green Chain	replace	CS01 (sustainable development) CS03; CS04 (geographic regions) CS09 (sustainable use of resources) CS17 (green infrastructure) CS18 (biodiversity and geology) CS21 (providing for infrastructure)
ENV19 ENV20	Other open space criteria Surplus operational land	retain	These policies will be replaced, merged or deleted through future DPDs
ENV21	Allotments	replace	London Plan policy 7.22 (land for food)
ENV22	Heritage land	retain	This policy will be replaced, merged or deleted through future DPDs
ENV23-27	Nature conservation	replace	CS01(sustainable development) CS17 (green infrastructure) CS18 (biodiversity and geology)
ENV28	Local nature reserves	retain	This policy will be replaced, merged or deleted through future DPDs
ENV29	Wildlife Strategy	replace	CS18 (biodiversity and geology)
ENV32 ENV33	Sites of Special Scientific Interest	retain	These policies will be replaced, merged or deleted through future DPDs
ENV35	Protection/retention of trees	retain	This policy will be replaced, merged or deleted through future DPDs
ENV38	Horses	retain	This policy will be replaced, merged or deleted through future DPDs
ENV39 ENV40	Quality of the built environment, including strategic views	retain	These policies will be replaced, merged or deleted through future DPDs
ENV41	Air quality	retain	This policy will be replaced, merged or deleted through future DPDs
ENV42	Accessible design (linked to D&DC Guideline 4)	retain	This policy will be replaced, merged or deleted through future DPDs
ENV43 ENV45 ENV46 & 47 ENV51 & 52	Advertisements Telecommunications apparatus Conservation areas Listed buildings	retain	These policies will be replaced, merged or deleted through future DPDs
ENV53 ENV56-58	Listed buildings Archaeology	replace	CS19 (heritage and archaeology)
ENV60	Crime prevention	replace	London Plan policy 7.3 (designing out crime)

Appendix C UDP saved policies replacement

Saved 2007 UDP policy	Subject	Replace or retain	Replacement policies in Core Strategy or other Development Plan policies, including the London Plan
<i>Housing</i>			
H1	Housing supply	retain	This policy will be replaced, merged or deleted through future DPDs
H2	Acceptable residential development	retain (in part)	CS01 (sustainable development) and London Plan policy 3.14 replace in part, with the remaining policy retained until replaced, merged or deleted through future DPDs
H3, H6, H7, H8	Residential character and design guidelines; housing infill and backland development	retain	These policies will be replaced, merged or deleted through future DPDs
H9 - H11, H12, H13, H15	Extensions, alterations and conversions (linked to D&DC Guidelines 2 & 3); Large housing developments; Sheltered housing	retain	These policies will be replaced, merged or deleted through future DPDs
H14	Affordable housing	replace	CS10 (housing need)
<i>Employment</i>			
E1, E3, E4	Employment development criteria; primary and secondary employment areas	retain	These policies will be replaced, merged or deleted through future DPDs
E2	Small businesses	replace	CS12 (economic contribution) CS13 (access to jobs) CS14 (town centre vitality/viability)
E5 - E12 E14, E15	Site specific policies Office development	retain	These policies will be replaced, merged or deleted through future DPDs
<i>Transport</i>			
T3	Transport modes	replace	CS01 (sustainable development) CS02-07 (geographic regions) CS15 (integrated transport system)
T6, T7, T12	Transport network; Highway schemes; Public transport improvements	retain	These policies will be replaced, merged or deleted through future DPDs
T8	Greenwich Waterfront Transit	replace	CS03 (Belvedere geographic region) CS15 (integrated transport system)
T9, T10	Public transport	replace	CS15 (integrated transport system)
T11	Planning gain for transport	replace	CS21 (providing for infrastructure)
T13	Reducing the need to travel	replace	CS01 (sustainable development) CS02-07 (geographic regions) CS14 (town centre vitality/viability) CS15 (integrated transport system) CS16 (reducing need/impact of travel)
T14	Cycle network	retain	This policy will be replaced, merged or deleted through future DPDs
T16	Safety and convenience of travel	retain	This policy will be replaced, merged or deleted through future DPDs
T17 - T22,	Parking	retain	These policies will be replaced, merged or deleted through future DPDs
Annex 1	Parking policy standards	replace	London Plan table 6.2 (parking standards) replaces Annex 1
T23	Aviation	retain	This policy will be replaced, merged or deleted through future DPDs

UDP saved policies replacement

Appendix C

Saved 2007 UDP policy	Subject	Replace or retain	Replacement policies in Core Strategy or other Development Plan policies, including the London Plan
T24	Freight transport	replace	CS03; CS04 (geographic regions) CS09 sustainable use of resources CS15 (integrated transport system)
<i>Shopping</i>			
SHO1	Bexleyheath strategic centre	replace	CS02 Bexleyheath geographic region) CS14 (town centre vitality/viability)
SHO2, SHO4 - SHO11	Town centres promotion and various development criteria	retain	These policies will be replaced, merged or deleted through future DPDs
SHO12 SHO13	Enhancing shopping centres	replace	CS14 (town centre vitality/viability)
SHO15 SHO17 SHO18 SHO19	Servicing commercial buildings; Shopfronts; advertisements; upper floor accommodation	retain	These policies will be replaced, merged or deleted through future DPDs
SHO(SID)2 SHO(CRAY)1 SHO(ERI)3, SHO(ERI)4, SHO(ERI)5 SHO(WEL)1 SHO(BLA)1 SHO(BEL)1 SHO(NOR)1 SHO(BEX)2	Sidcup town centre shopping frontage; Crayford town centre shopping frontage; Erith town centre strategy; Erith town centre shopping frontage; Welling town centre shopping frontage; Blackfen shopping frontage; Belvedere shopping frontage; Northumberland Heath shopping frontage; Old Bexley shopping frontage	retain	These policies will be replaced, merged or deleted through future DPDs
SHO(CRAY)3	Crayford Strategy and Action Plan	replace	CS05 (Crayford and Old Bexley region) CS14 (town centre vitality/viability) Guidance also provided from adopted Crayford Strategy and Action Plan
SHO(ERI)2	Erith town centre / riverside	replace	CS04 (Erith geographic region)
<i>Tourism and leisure</i>			
TAL1, TAL2	Tourism development	retain	These policies will be replaced, merged or deleted through future DPDs
TAL4	Enhancement of tourist attractions	replace	CS02-7 (geographic regions) CS13 (access to jobs) CS14 (town centre vitality/viability) CS19 (heritage and archaeology)
TAL5	Accessible open space	replace	CS02-07 (geographic regions) CS17 (green infrastructure)
TAL6 - TAL8	Open space deficiency / access to open space	replace	CS01 (sustainable development) CS02-07 (geographic regions) CS17 (green infrastructure) CS21 (providing for infrastructure)
TAL9, TAL10 TAL11, TAL12, TAL15	Public footpaths; Outdoor recreation facilities (golf & water); Public use of schools and other private facilities for sport	retain	These policies will be replaced, merged or deleted through future DPDs
TAL16 - TAL18	Private provision of sports/leisure/cultural facilities and their public use	replace	CS01 (sustainable development) CS17 (green infrastructure) CS21 (providing for infrastructure)
TAL19, TAL20	Indoor leisure facilities provision	replace	CS01 (sustainable development) CS21 (providing for infrastructure)
TAL22	Public art	replace	CS21 (providing for infrastructure). Guidance also provided by the Planning Obligations SPD

Appendix C UDP saved policies replacement

Saved 2007 UDP policy	Subject	Replace or retain	Replacement policies in Core Strategy or other Development Plan policies, including the London Plan
<i>Bexleyheath town centre</i>			
BTC1 - BTC6	Bexleyheath town centre development criteria and shopping frontages	retain	These policies will be replaced, merged or deleted through future DPDs
BTC7, BTC8	Promotion of civic and leisure facilities	replace	CS01 (sustainable development) CS02 (Bexleyheath geographic region) CS14 (town centre vitality/viability) CS21 (providing for infrastructure)
BTC10, BTC11	Improvements to public realm	replace	CS01 (sustainable development) CS02 (Bexleyheath geographic region) CS13 (access to jobs) CS14 (town centre vitality/viability)
BTC12, BTC13	Housing development in the town centre	retain	These policies will be replaced, merged or deleted through future DPDs
BTC14	Transport accessibility	replace	CS02 (Bexleyheath geographic region) CS15 (integrated transport system)
BTC15	Service facilities for new development	retain	This policy will be replaced, merged or deleted through future DPDs
<i>Bexley Thames-side</i>			
TS1, TS2 TS6	Belvedere employment sites	retain	These policies will be replaced, merged or deleted through future DPDs
TS3 - TS5, TS7, TS8	Erith employment sites	retain	These policies will be replaced, merged or deleted through future DPDs
TS9 - TS12	Crayford, Slade Green and Crayford Ness employment sites	retain	These policies will be replaced, merged or deleted through future DPDs
TS13 - TS14	Thames-side environment	retain	These policies will be replaced, merged or deleted through future DPDs
TS15 TS16, TS17	Thames-side biodiversity Crossness Sewage Treatment works	retain	These policies will be replaced, merged or deleted through future DPDs
TS18 TS19	The Saltings Crayford Marshes		
TS20	River Thames transport	replace	CS04; CS05 (Belvedere; Erith regions) CS09 (sustainable use of resources) CS15 (integrated transport system) CS17 (green infrastructure)
TS21 - TS23	Erith Riverside Redevelopment Area	retain	These policies will be replaced, merged or deleted through future DPDs
<i>Community services</i>			
COM1	Provision for educational facilities	replace	CS21 (providing for infrastructure)
COM2 COM3	Retention of educational land Nursery/creche criteria	retain	These policies will be replaced, merged or deleted through future DPDs
COM4	Land use requirements for health care	replace	CS21 (providing for infrastructure)
COM5 COM6	Health surgeries in residential areas Community buildings and facilities	retain	These policies will be replaced, merged or deleted through future DPDs
COM7	Library provision	replace	CS21 (providing for infrastructure)

UDP saved policies replacement

Appendix C

Saved 2007 UDP policy	Subject	Replace or retain	Replacement policies in Core Strategy or other Development Plan policies, including the London Plan
<i>Minerals and waste</i>			
MIN1-MIN5, MIN8	Minerals	retain	These policies will be replaced, merged or deleted through future DPDs
MIN6, MIN7	Wharves	replace	CS04; CS05 (Belvedere; Erith regions) CS09 (sustainable use of resources) CS15 (integrated transport system) CS17 (green infrastructure)
WAS3	Crayford Marshes landfill site	retain	This policy will be replaced, merged or deleted through future DPDs

UDP Design and Development Control Guidelines (D&DCG)			
No.	Subject	Replace or retain	Comment
D&DC Guideline 1	New residential development	replace	Replaced by 'design for living', Bexley's residential design guide supplementary planning document (Jan 06)
D&DC Guideline 2	Extensions to houses	retain	Supports retained UDP Policy H9. This policy and guideline will be replaced, merged or deleted through future DPDs
D&DC Guideline 3	Residential conversions	retain	Supports retained UDP Policies H10 and H11. These policies and this guideline will be replaced, merged or deleted through future DPDs
D&DC Guideline 4	Accessible design	retain	Supports retained UDP Policy ENV42. This policy and guideline will be replaced, merged or deleted through future DPDs
D&DC Guideline 5	Highways considerations in Development Control	retain	Supports retained UDP Policy G18. This policy and guideline will be replaced, merged or deleted through future DPDs
D&DC Guideline 6	Erith Riverside Redevelopment Area	retain	Supports retained UDP Policies TS13-15 & TS21-23. These policies and this guideline will be replaced, merged or deleted through future DPDs
D&DC Guideline 7	Shopfronts and advertisements	retain	Supports retained UDP Policies ENV43 and SHO17 These policies and this guideline will be replaced, merged or deleted through future DPDs. Also complemented by Shopfront Design Guide, published in 2007.
D&DC Guideline 8	Industrial / commercial developments	retain	Supports retained UDP Policy E1. This policy and guideline will be replaced, merged or deleted through future DPDs
D&DC Guideline 9	Temporary planning permission	retain	This guideline will be replaced, merged or deleted through future DPDs
D&DC Guideline 10	Play space provision	replace	Saved UDP policy TAL7 has been replaced by Core Strategy policies. There is an adopted London Plan Supplementary Planning Guidance on the provision of children's play space as part of new development that supersedes this guideline. In addition, Bexley's adopted Open Space Strategy addresses play space requirements.

Appendix C

UDP saved policies replacement

Appendix D Glossary and abbreviation of terms

D.1 The terms and explanations below are only intended as a guide and do not replace relevant legal definitions or definitions contained within relevant planning guidance and policy documents

Acronym	Term	Explanation
A		
	Accessibility	<ol style="list-style-type: none"> 1. The extent to which employment, goods and services are made available to people, either through close proximity, or through providing the required physical links to enable people to be transported to locations where they are available. 2. The extent of barriers to movement for users who may experience problems getting from one place to another, including disabled people.
	Affordable housing	Affordable housing includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.
	Amenity	An element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.
AMR	Annual Monitoring Report	Local planning authorities are required to produce AMRs to assess the implementation of the Local Development Scheme. They also assess the extent to which policies in Local Development Documents are being achieved.
AAP	Area Action Plan	A development plan document (DPD) that focuses on implementation, including site-specific proposals. It provides an important mechanism for ensuring development of an appropriate scale, mix and quality for key areas of opportunity, change or conservation.
	Aspirational policy	The Core Strategy is a strategic long term document and as such contains goals that may not be deliverable in the short term but are required for long term sustainable development of the borough. These goals are reflected in aspirational policies.
B		
	Backland development	Development on land often behind or to the side of the rear building line of existing housing or development, and is usually land that has previously been used as gardens or private open space, or is partially enclosed by gardens.
	Bexley Regeneration Framework	The Framework sets out how regeneration will help achieve the aims of both the Community Strategy and the Sustainable Communities Plan, creating revitalised, sustainable communities in this part of Thames Gateway.
	Blue Ribbon Network	Refers to the navigable waterways of London and land alongside them. The network includes docks, reservoirs and lakes and covered over sections of rivers. The London Plan promotes the use of waterways for leisure, passenger and tourist traffic and freight.
	Biodiversity	Refers to the variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity. Biodiversity has value in its own right and has social and economic value for human society.
BREEAM	Building Research Establishment Environmental Assessment Method	BREEAM is a widely used environmental assessment method for buildings. It sets the standard for best practice in sustainable design and provides measures used to describe a building's environmental performance.
	Brownfield land	A site or building that has previously been used or developed and is not currently fully in use, although it may be partially occupied or utilised. It may also be vacant, derelict or contaminated.

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Acronym	Term	Explanation
C		
CO ₂	Carbon dioxide emissions	Releases of carbon into the atmosphere as part of compounds that arise from man-made processes such as energy use or agriculture.
	Climate change	A change of climate, which is attributed directly or indirectly to human activity, that alters the composition of the global atmosphere, and, which is in addition to natural climate variability over comparable periods.
	Code for sustainable homes	The Code measures the sustainability of a new home against categories of sustainable design, rating the 'whole home' as a complete package. The Code uses a 1 to 6 star rating system to communicate the overall sustainability performance of a new home.
CHP	Combined heat and power	The combined production of electricity and usable heat. Steam or hot water, which would otherwise be rejected when electricity alone is produced, is used for space or process heating.
CLG	Communities and Local Government	The central government department responsible for local government and planning matters, amongst other interests. Created in 2006 as the successor body to the Office of the Deputy Prime Minister (ODPM).
	Community facilities and services	Defined as seven different components: <ol style="list-style-type: none"> 1. Emergency: policing facilities, hospitals and ambulance services, fire brigades and any lifeboat, river rescue requirements along the River Thames; 2. Educational: preschool through to adult learning; 3. Leisure: sports, play, recreation etc. 4. Cultural: arts, theatre, places of worship, heritage and libraries etc; 5. Health: (Primary and secondary) hospitals, GPs, dentists, pharmacies and physiotherapists osteo/naturopaths etc; 6. Social: youth, children & families, adult, disabled, elderly etc; 7. Neighbourhood: town centres and pedestrian areas, civic offices, banks, post offices, petrol stations, corner stores, supermarkets, pubs, community halls, community safety and designing out crime etc.
CIL	Community Infrastructure levy	The community infrastructure levy (CIL) is a capital cost payable by developers towards the cost of local and sub-regional infrastructure to support development.
	Consultation statement	A statement required by the Town and Country Planning Regulations that explains the consultation undertaken in preparing a DPD, what the main issues raised were, and how these were taken into account.
CS	Core Strategy	A key part of the Local Development Framework (LDF), this development plan document sets out a long-term spatial vision for the local planning authority, and the main strategic policies and proposals to deliver that vision.
	Core Strategy Issues & Options Paper	This paper was prepared in accordance with the Local Development Framework Regulations and sets out a range of issues facing the borough over the life of the Core strategy, and a number of options to address each issue.
	Core Strategy Supporting Document	Provides the necessary context and background to the Core Strategy. The 'Supporting Document' contains extensive information and research is produced to accompany the Core Strategy at inspection and implementation stages.
	Crosscutting issues / policies	An important subject requiring a decision that cuts across many themes or topics.

Appendix D Glossary and abbreviation of terms

Acronym	Term	Explanation
	Crossrail	An east–west, cross-central London rail link. It will serve some major development and regeneration corridors, and improve access to large areas of central and suburban London.
D		
	Decentralised energy	This involves using combined heat, power and cooling systems and renewable energy, as the most efficient way to supply heat and power to domestic and commercial buildings. Typical decentralised energy systems are over 85% efficient, compared with average centralised power generation, which wastes two thirds of energy input and is the single biggest source of carbon emissions.
	Deliverable / deliverability	A requirement of PPS12 is that a Core Strategy must have a delivery strategy for achieving its vision and objectives. This includes setting out how much development is to happen where, when and by what means it will be delivered.
	Development Plan	The documents that set out the policies and proposals for the development and use of land in a local authority area. If the local authority is located in London, this would include the London Plan.
DPD	Development Plan Document	A Local Development Framework spatial planning document, which is subject to independent examination, and that forms part of the of the local authority's development plan.
	Development Management DPD	A development plan document that provides local policies for managing development and taking decisions on development proposals. It provides the local criteria against which applications will be judged, in addition to the requirements set out in other DPDs and, if relevant, the London Plan.
DLR	Docklands Light Rail	A light rail system opened in 1987 to serve the redeveloped Docklands area of East London.
	Diversity	The differences in the values, attitudes, cultural perspective, beliefs, ethnic background, sexuality, skills, knowledge and life experiences of each individual in any group of people constitute the diversity of that group. This term refers to differences between people and is used to highlight individual need.
E		
	Emerging Directions Paper	This paper was produced during the informal consultation stage of Bexley's Core Strategy preparation. It provides a link between the Issues & Options and the Preferred Approach papers.
	Energy efficiency	Making the best or most efficient use of energy in order to achieve a given output of goods or services, and of comfort and convenience. This does not necessitate the use of less energy, in which respect it differs from the concept of energy conservation.
	Equality	The vision or aim of creating a society free from discrimination where equality of opportunity is available to individuals and groups, enabling them to live their lives free from discrimination and oppression.
EQIA	Equalities Impact Assessment	An Equality Assessment examines a proposed or existing policy, plan, strategy or project to identify what effects its implementation may have on different groups in the community i.e. on the grounds of race, gender, disability, faith, sexuality or age.
	Equal opportunities	The development of practices that promote the possibility of fair and equal chances for all to develop their full potential in all aspects of life and the removal of barriers of discrimination and oppression experienced by certain groups.

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Acronym	Term	Explanation
EIP	Examination in public	An examination chaired by an independent inspector to consider objections to a DPD and the overall “soundness” of the document in accordance with specific tests.
F		
	Flood risk	The ‘risk’ of flooding can be considered as the product of the probability of a flood occurring and the consequences of the flood.
G		
	Geographic regions	For the purposes of creating a geographical baseline, and in order to break the borough up into manageable sized areas, the borough has been divided into six regions, based on ward boundaries.
GLA	Greater London Authority	The GLA is a unique form of strategic city wide administration for London. The GLA Act of 2007 introduced additional and enhanced powers for the Mayor of London and London Assembly in several areas including housing, tackling climate change, planning and waste, health and culture. The GLA aims to provide strategic direction for the future of London, including production of the Spatial Development Strategy (The London Plan).
	Green infrastructure	Open spaces (including metropolitan green belt, metropolitan open land and green links), tree planting and landscaping, biodiversity and rivers, marshlands, nature reserves, allotments and cemeteries etc.
H		
Ha	Hectare	Equivalent to 10.000 square metres or 2.471 acres.
	Habitat Regulations Assessment	European Legislation and UK government regulations have introduced a need to carry out a Habitats Regulations Assessment for local development documents to protect the integrity of internationally important nature sites. These include Special Areas of Conservation (SAC), Special Protection Areas (SPAs) and RAMSAR sites often referred to as Natura 2000 sites.
I		
	Incineration	The burning of waste at high temperatures in the presence of sufficient air to achieve complete combustion, either to reduce its volume (in the case of municipal solid waste) or its toxicity (such as for organic solvents and polychlorinated biphenyls). Municipal solid waste incinerators recover power and/or heat. The main emissions are carbon dioxide (CO ₂), water and ash residues.
	Inclusive design	Inclusive design creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.
ICT	Information and communication technology	Refers to technology used to handle information and technology, this also encompasses areas such as telephony, broadcast media and all types of audio and video processing and transmission.
	Infrastructure	The basic facilities, services and installations needed for the functioning of a community or society. Examples include three types: physical, essential and green 1 physical: utilities (gas, electric, water, telecoms etc.) and transport (road, rail, footpaths, cycleway, river, etc.); 2 essential: affordable housing, jobs, waste and mineral management, mitigating against climate change, flooding, improving air quality and renewable energy; and 3 green: green belt, MOL, open spaces, trees, green links, biodiversity and rivers etc.

Appendix D Glossary and abbreviation of terms

Acronym	Term	Explanation
IDP	Infrastructure Delivery Plan	A method of demonstrating that a DPD is deliverable. The basis of this plan is a table identifying Infrastructure needs and costs, phases for development, funding sources and bodies responsible for delivering this infrastructure.
	Intermediate housing	Submarket housing which is above target rents but below open market levels. This includes various forms of shared ownership housing, key worker housing and submarket rent provision.
J		
	Justified / justifiable	Ensuring that a document is founded upon a robust and credible evidence base and the document's approach is the best alternative when considered against others.
K		
KDBs	Key delivery bodies	Organisations and agencies that are identified as having a key role in delivering the vision and objectives of the Core Strategy.
	Key diagram	A map showing where the main Core Strategy proposals are located and how this links with main transport routes and neighbouring areas.
L		
	Lifetime homes	Ordinary homes designed to provide accessible and convenient homes for a large segment of the population from young children to frail older people and those with temporary or permanent physical or sensory impairments. Lifetime Homes have 16 design features that ensure that the home will be flexible enough to meet the existing and changing needs of most households, as set out in the Joseph Rowntree Foundation report 'Meeting Part M and Designing Lifetime Homes.'
LDD	Local Development Document	The generic term for all the documents that may be included in the LDF portfolio, including DPDs and SPDs.
LDF	Local Development Framework	A local planning policy document portfolio that will eventually replace UDPs. LDFs comprise local development documents (LDDs, see above).
LIP	Local Implementation Plan	Statutory transport plan produced by each London borough, bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.
LSP	Local Strategic Partnership	Cross-sector, cross-agency umbrella partnerships, which are focused and committed to improving the quality of life and governance in a particular locality. They seek to enable services to be aligned in a way that effectively meets the needs and aspirations of those who use them.
LP	London Plan (2011)	Spatial Development Strategy for London. Produced by the Mayor of London, it provides the overall spatial vision for the entire region, identifying the broad locations for growth, often by identification of sub-regions, and major infrastructure requirements, together with the housing numbers to be provided for in borough's LDFs.
	Low carbon developments	A 50% or more reduction in carbon emissions is needed for a development to be defined as 'low carbon.'
M		
	Major development	Development that the local planning authority deems to be significant due to its scale, location, impact or divergence from its existing land-use designation.
MGB	Metropolitan green belt	Green belt is a national policy designation that protects open land from development and contains urban sprawl.
MOL	Metropolitan open land	Strategic open land within the urban area that contributes to the structure of London and is afforded similar protection to green belt land.

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Acronym	Term	Explanation
	Mixed use	Development for a variety of activities on single sites (development or building) or across wider areas such as town centres.
N		
	Nature conservation	Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and recreation of wildlife habitats and the techniques that protect genetic diversity, and can be used to include geological conservation.
	Neighbourhood	A geographically localised community within a larger city, town or suburb. Neighbourhoods are often social communities with considerable face-to-face interaction among members.
O		
ONS	Office for National Statistics	Collects and publishes statistics related to the economy, population and society of the United Kingdom at national and local levels.
	Open space	All land in London that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers a the broad range of types of open space within London, whether in public or private ownership, and whether public access is unrestricted, limited or restricted.
	Opportunity areas	These are identified in the Mayor's London Plan as areas that have an opportunity to accommodate large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and/or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.
P		
	Partnership working	This concept is an important part of spatial planning where bodies and agencies with adjacent or overlapping responsibilities work together to deliver change in a coordinated manner.
S106	Planning obligation contribution (Section 106 agreement)	A planning obligation is a legal agreement between the planning authority and the applicant/developer and any others that may have an interest in the land. The agreements are made under Section 106 of the Town and Country Planning Act 1990 (as amended), and enable development proposals to meet the needs of the community by securing contributions towards community infrastructure.
PPG	Planning Policy Guidance	Government planning policy guidance. PPGs are gradually being replaced by Planning Policy Statements (PPS), which carry greater weight.
PPS	Planning Policy Statement	Government statements of national planning policy, which replace Planning Policy Guidance notes (PPGs). The LDF must conform to these planning policy statements.
	Preferred spatial strategy	This is the preferred approach of Bexley's Core Strategy in determining the proposed amount and location of future development.
	Proposals Map	An Ordnance Survey based map showing the location and extents of policies, site allocations and constraints in DPDs, updated as necessary to reflect any changes in such documents.
	Proposed Submission (Core Strategy)	A document produced as a formal requirement of the Town and Country Planning Regulations. It is published in order that representations can be made on it's soundness.
	Proximity principle	Dealing with waste as near as practicable to its place of production.
	Public realm	The spaces between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.

Appendix D Glossary and abbreviation of terms

Acronym	Term	Explanation
PTAL	Public transport accessibility level	A method used to assess the access level of geographical areas to public transport.
R		
	Recycling	The reprocessing of waste, either into the same product or a different one. Many non-hazardous wastes such as paper, glass, cardboard, plastics and metals can be recycled. Hazardous wastes such as solvents can also be recycled by specialist companies, or by in-house equipment.
	Regeneration	The process of deliberate intervention in areas of identified deprivation or need to achieve high-quality, well-designed, sustainable places for people to live, work and enjoy.
	Renewable energy sources	Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.
S		
	Safeguarded wharves	Sites that are subject to Ministerial Direction and policy protection within the London Plan, for cargo-handling and freight related purposes.
	Self sufficiency (in relation to waste)	Dealing with wastes within the administrative region where they are produced.
	Site allocations DPD	A development plan document that will identify specific sites and provide detailed land-use designations based on the strategic areas set out in a Core Strategy.
	Social exclusion	A term for what can happen when people or areas suffer from a combination of linked problems, such as unemployment, poor skills, low incomes, poor housing, high crime environments, bad health and family breakdown.
	Social inclusion	The position from where someone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers for people or for areas that experience a combination of linked problems such as unemployment, poor skills, low incomes, poor housing, high crime environments, bad health and family breakdown.
	Social rented housing	A form of housing tenure in which the property is provided by local authorities or registered social landlords. Social housing is rental housing provided below market cost.
	Soundness	PPS12 requires that Core Strategies be found 'sound' in order to be approved. Soundness requires that the strategy be legally compliant, justified and effective. Further explanation of these terms can be found in PPS12.
	Spatial objectives	A series of locally distinct objectives designed to implement the spatial vision of a DPD.
	Spatial planning	The new spatial planning approach goes beyond traditional land use planning. It brings together and integrates policies for the development and use of land with other policies and programmes that influence the nature of places and how they function. It takes into account social, economic and environmental issues.
	Spatial vision	A statement or description of how the transformation of a place is expected to develop over the life of a DPD including those factors that will drive development and those that will be influenced by development.
SCI	Statement of Community Involvement	An LDF document that sets out how the local planning authority will communicate with all sectors of the community to encourage participation and manage consultation.

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Acronym	Term	Explanation
SIL	Strategic Industrial Location	The London Plan sets out Strategic Industrial Locations, which consist of Preferred Industrial Locations (PIL) and Industrial Business Parks (IBP). SILs are intended to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of business, including industrial, warehousing, waste management and utilities sectors.
SEA	Strategic environmental assessment	Environmental assessment of policies, plans and programmes, which is required under the European SEA Directive 2001/42/EC.
SFRA	Strategic flood risk assessment	An assessment usually undertaken by a Local Authority at a borough-wide level that considers all types of flood risk and examines the risks involved for developing certain areas within the borough on accordance with PPS25.
SHLAA	Strategic Housing Land Availability Assessment	The requirement for a SHLAA is set out in Planning Policy Statement 3 - Housing (PPS3) as a proactive approach to identify housing land supply. The primary role of a SHLAA is to identify sites with potential for housing; consider their housing potential; and assess when they are likely to be developed.
SHMA	Strategic Housing Market Assessment	The SHMA estimates future housing requirements for a given locality, usually combining a number of local authority areas.
SRDF	Sub-regional Development Framework	Policy frameworks for each of the five sub-regions identified in the London Plan, produced by the Mayor. SRDFs set a focus for implementation, including guidance for Opportunity Areas, Strategic Industrial Locations and town centres.
	Suburb / suburban	Residential areas outside the city centre. Suburbs in this sense are not separated from the city centre by open countryside, and include formerly separate towns and villages which have been gradually absorbed during a city's growth and expansion.
SPD	Supplementary Planning Document	SPDs do not contain new planning policies but instead elaborate upon policies contained in local planning policy documents, such as DPDs, covering issues in more detail. There are not subject to independent examination but still carry weight as material planning considerations when considering development proposals. SPDs replace SPGs (see below).
SPG	Supplementary Planning Guidance	Guidance prepared under the old planning system to expand on policies and proposals in the Unitary Development Plan. SPG now carries little or no weight in decisions and is replaced by Supplementary Planning Documents. However, guidance associated with the Mayor's London Plan continues to be called Supplementary Planning Guidance.
SA	Sustainability Appraisal	Objective assessment of the social, economic, and environmental impacts of the policies and proposals contained within LDF documents. It is a statutory requirement whose procedures must comply with the relevant UK government regulations and includes consideration of alternatives where applicable. It incorporates the requirements of SEA.
SCS	Sustainable Community Strategy	A tool for promoting or improving the economic, social and environmental well-being of the area of jurisdiction of a local authority. The SCS contains a long-term vision for an area to tackle local needs.
	Sustainable development	The most common definition is from the Brundtland Commission (1987): "development that meets the needs of the present without compromising the ability of future generations to meet their own needs."
	Sustainable transport	Transport modes / forms which promote fuel-efficient, space-saving and affordable alternatives.
SUDS	Sustainable Urban Drainage System	A sequence of management practices and control structures designed to drain surface water from buildings and hardstanding in a sustainable way.

Appendix D Glossary and abbreviation of terms

Acronym	Term	Explanation
T		
	Thames Gateway	A Government initiative for the area comprising a corridor of land on either side of the Thames extending from east London through to north Kent and south Essex. The London part of the area extends eastwards from Deptford Creek and the Royal Docks and includes parts of the lower end of the Lee Valley around Stratford. It includes parts of the boroughs of Barking and Dagenham, Bexley, Greenwich, Havering, Lewisham, Newham and Tower Hamlets as well as limited parts of Hackney and Waltham Forest.
PINS	The Planning Inspectorate	PINS is an independent but government-funded organisation whose main work is the processing of planning and enforcement appeals and conducting examinations of relevant policy documents. The recommendations contained in reports produced by Planning Inspectors on LDF documents are binding on the local planning authority.
	Total retail capacity	The identified need for retail floorspace in the borough minus the identified over-provision.
	Total retail growth	The identified need for retail floorspace in the borough.
	Town centre hierarchy	PPS4 recognises that in any area there exists a network and hierarchy of town centres. In promoting and enhancing existing centres, Local planning authorities should consider this network of centres and their relationship in the hierarchy. As noted in Maps 3.2 to 3.8 and 4.4, Bexley's local town centre designations differ in their terminology to those set out in the London Plan. However, the local terminology adopted in Bexley does conform with that set out in PPS4.
TfL	Transport for London	Is the regional body responsible for most aspects of the transport system in Greater London.
U		
UDP	Unitary Development Plan	A statutory plan produced by each borough, which integrates strategic and local planning responsibilities through policies and proposals for the development and use of land in the area. Bexley's UDP was adopted on 28 April, 2004 and will ultimately be replaced by the Local Development Framework.
	Urban renaissance	The rediscovery of the opportunities offered by cities to accommodate a changing population, work and leisure patterns, through the creation of practical, attractive, safe and efficient urban areas which offer a vibrant and desirable quality of life.
V		
	Viability testing	An investigation into the feasibility of a proposal based on requirements to provide, for example, levels of affordable housing, open and play space, etc.
	Vitality and viability	Although generic phrases, these are often referred to in the context of town centres. PPS4 sets the Government's objectives for prosperous economies. In achieving these, the Government aims to ensure that planning promotes the 'vitality and viability' of town and other centres as important places for communities.
W		
	Wheelchair accessible housing	Homes built to meet the standards set out in the National Wheelchair Housing Group report Wheelchair Housing Design Guide 1997.
Z		
	Zero carbon development	Buildings that produce no net carbon emissions. All new buildings are expected to be zero carbon by 2016.

Appendix D Glossary and abbreviation of terms

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