

Bexley Local Plan



Date of adoption 26 April 2023

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The areas and boundaries to which the policies contained within this statement apply are defined on the accompanying online [Local Plan Policies Map](#) and maps within the text.

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Leader’s Foreword



We know the world has seen significant changes in recent years but the fundamentals of what makes Bexley a great place to live, work and invest have not. That is why, more than ever, we need to make sure that growth in the borough is well-planned, brings with it benefits for all and provides for a sustainable future. An up to date set of planning policies and development site allocations in sustainable locations is a sound foundation on which to achieve these ambitions.

The collective task facing us all is how we build back better, stronger and greener following tumultuous times. The Bexley Local Plan can play a part in achieving that. It provides a framework for shaping our communities and guiding future development over the period to 2038, in line with the principles set out in our Growth Strategy.

This plan provides a clear understanding of where growth is directed and how development will be encouraged, whilst recognising the need to safeguard our rich historic and natural environments.

The Council is committed to delivering the right types of homes in the right place, whilst recognising the challenging housing targets for the borough set by the Mayor of London in his London Plan. The planned growth set out in these proposals needs to deliver high-quality homes, new jobs and supporting infrastructure – which increasingly includes digital connectivity as well as transport links, schools and health care. We need to find housing sites that are sustainable in the longer-term and provide homes for all, from young people looking for their first home through to meeting the needs of an ageing population.

We continue to encourage sustainable construction methods, energy generation and transport modes, including more cycling and walking to help meet net zero carbon emission targets through practical and common-sense solutions that make sense in the Bexley context. The plan also seeks to help strengthen the local economy by encouraging the development of business growth and inward investment – revitalising our town centres and offering opportunities for tourism. If we are to play our part in the wider national success, then economic growth needs to be encouraged in the right locations, providing opportunities for businesses to expand or relocate to our area, encouraging innovation and building on our strengths.

The Government is proposing changes to the planning system that are likely to take effect during the life of the plan and our strategy as outlined here will serve as a bridge between the existing system and the proposed new one. This will ensure that whatever new planning system or challenges lie ahead we are well placed to deliver the homes, jobs and infrastructure that Bexley needs.

I believe the Bexley Local Plan contains a blueprint which will help our area realise its potential, whilst protecting many of the characteristics that make Bexley a great place to live and work. It will deliver the homes, jobs, infrastructure and environmental benefits which we and future generations need. I would therefore encourage all those involved in the future development of Bexley to place the Bexley Local Plan - its aims, objectives and policies - at the heart of your proposals so that together we can secure the bright future that Bexley deserves.

A handwritten signature in black ink that reads "Teresa O'Neill".

Councillor Baroness O'Neill of Bexley OBE
Leader of the Council

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Overview

The Council will seek to achieve the principles of sustainable development through the adopted Bexley Local Plan and the development management process. The Development Plan for the area, which includes the Bexley Local Plan and the Mayor’s London Plan, should be read in its entirety. Planning guidance produced by the Government, the Mayor of London, and by the Council expands on Development Plan policies and has material weight when taking planning decisions.

The London Plan, as the spatial development strategy for London, provides the strategic framework. It does not however preclude boroughs from bringing forward policies relevant to their areas where locally specific circumstances and evidence suggests this would not undermine the objectives of the London Plan and where such an approach can be considered to be in general conformity with the London Plan. The Local Plan does this. It is also silent where the London Plan policy does not require a local approach.

The London Plan 2021 plan period runs from 2019 to 2041, and the Local Plan to 2038. Longer term London Plan objectives may fall beyond the timeframe of the Local Plan although the key objective of sustainable development underpins both documents.

The Local Plan contains strategic, non-strategic and site allocation (for residential and residential-led mixed-use development) policies along with supporting text, which take account of and are supported by:

- legal requirements related to the preparation of local plans including the duty to cooperate;
- Government planning policy and guidance (without seeking to repeat these)
- London Plan policy and guidance (without seeking to repeat these);
- integrated impact (IIA) and habitats regulations (HRA) assessments of the Local Plan;
- a whole Plan viability assessment; and,
- a proportionate evidence base (including evidence underpinning the London Plan), in the form of plans and strategies, studies, reports, technical papers and assessments.

Reviews at least every five years are a legal requirement for all local plans. The Council’s review of its Local Plan began in 2017. **This new Local Plan replaces, in full, the Bexley Core Strategy and remaining extant policies of the Bexley Unitary Development Plan (UDP) and the UDP Proposals Map.** The Local Plan has been shaped by effective engagement with residents, businesses, local groups and statutory consultees in line with the Bexley Statement of Community Involvement. The Local Plan has taken account of comments received during the consultation process, and the evidence supporting the plan justifies the approaches taken in the policies and provides the direction for policies to be implemented.

Local Plan strategic policies are prefixed ‘SP,’ non-strategic, development management policies prefixed ‘DP,’ and site allocation policies prefixed ‘SA.’ The first two policy types are set out within the topic-based chapters in Part 1 and the third policy type is set out within the site allocations for residential, or residential-led mixed-use development in Part 2. The site allocations are area specific and prefixed by their sustainable development location (e.g. Bexleyheath sites are prefixed BXH). The site allocations are not strategic allocations. The introduction to Part 2 provides more information on the site allocations.

Annexes set out, at the end of Part 1, indicators for monitoring Local Plan policies (Annex A), a glossary of terms and abbreviations (Annex B), a policy replacement schedule (Annex C) and, at the end of Part 2, a detailed Local Plan housing trajectory (Annex D). Land-use designations are set out on the adopted [Policies Map](#). The Local Plan is accompanied by an Infrastructure Delivery Plan.

Part 1: Strategic and non-strategic policies

1. Bexley’s growth: delivering more sustainable communities

Setting the context: Bexley’s growth narrative

Related Council overarching strategies

[Bexley Growth Strategy](#)

[Bexley Plan #MakingBexleyEvenBetter](#)

[Connected Communities](#)

- 1.1 One of the characteristics of Bexley is that people who live in the borough identify strongly with their local neighbourhoods, such as Welling, Bexleyheath or Erith. Residents are committed to the local neighbourhood and enthusiastic in their contributions to their communities. There is a wide range of active community and voluntary groups, spanning support groups, business, the arts, sport and the environment.
- 1.2 Regionally, London’s growing population is driving a renewed interest to the east. Locally, Bexley’s population is also increasing significantly. Currently, this growth in the size and nature of the population has largely been accommodated by intensification in the use of the existing housing stock, creating additional pressures on local services, including education.
- 1.3 The population of Bexley will change significantly over the next few decades. The north of the borough will grow the most, and Bexley will become more diverse. Bexley’s population in 2021 was 246,500 and is predicted to grow to around 277,000 by the end of the plan period. This has risen from 232,000 in 2011, when Erith, Belvedere and Thamesmead East had the largest populations in the borough of around 12,000 residents each. Notwithstanding this, the borough is one of the greenest in London and is not particularly densely populated for London – Bexley’s population density in 2019 was 4,082 people per km², or 41 people per hectare of land – making Bexley the sixth least populated of all London boroughs. Within built-up areas however the densities are more typical of other suburban London boroughs.
- 1.4 By 2041, it is predicted that Erith will remain the most populated area in the borough with over 17,000 residents, which is the largest growth in Bexley by volume and percentage. Wards in Bexleyheath and Crayford follow with almost 15,000 residents in each area.

Local Plan vision: growth that benefits all

- 1.5 The Government’s National Planning Policy Framework (NPPF) sets out a chapter on plan-making, noting that:

“The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.”
- 1.6 The Leader’s Foreword to the Bexley Growth Strategy states:

“Bexley is about far more than building homes and workplaces, we want to create sustainable, healthy, high-quality neighbourhoods where people choose to live, play, learn and earn. Further transport improvements could enable us to develop large,

underused sites around stations in the north of the borough. These better-connected places could see new higher density neighbourhoods offering a range of homes for all life stages supported by healthy streets with ‘walk to’ facilities and high-tech infrastructure, and access to a variety of good quality jobs both locally and in economic centres outside the borough.”

- 1.7 Connected Communities, the Council’s strategy for supporting and investing in community development, sets out how we will work with local people who want to take positive action to support the people and places that they care about. Growth that benefits all means that planned growth should be understood (why it is happening, and when) by the people who will be impacted by, and benefit from it. The strengths of existing communities, connected to new communities, will build the cohesive and successful communities of the future, with enough provision for schools, GP surgeries, and cultural and community facilities.
- 1.8 Working with our communities and partners we want to create an environment in which everyone in Bexley can take a full part in the social, cultural and economic wealth of the borough. This can be achieved by creating healthy communities, workplaces and homes; healthy environments, built, green and blue spaces; and economic independence and a thriving local economy.
- 1.9 The Bexley Plan sets out three priority themes with 15 identified outcomes. Those with spatial elements that are reflected in the Local Plan are:
- Outcome 4 – Happy, healthy and resilient lives
 - Outcome 5 – Your life; your choice – working together towards the life you want
 - Outcome 6 – Good growth supported by better transport
 - Outcome 7 – Cleaner and greener borough
 - Outcome 8 – Local jobs and businesses in a thriving economy
 - Outcome 10 – Quality, affordable homes for every stage of life

Bexley Local Plan vision for sustainable growth

As set out in our Growth Strategy, Bexley will play a key part in helping London grow sustainably while we continue to respect the borough’s overall character and identity. We have a key role in place shaping and to ensure that our communities, new and old, are connected, happy and prosperous.

A well-connected borough, both within and beyond Bexley, provides the key to securing growth opportunities for residents and businesses. People across the borough will have a better quality of life and improved health and wellbeing, supported by high-quality housing, rewarding employment opportunities and effective local services and facilities.

Good growth will be secured by focussing new residential development in and around our main town centres, in the Thamesmead and Abbey Wood Opportunity Area, and in other parts of the borough that are well-connected by public transport. We will make the most of Bexley’s riverside location and industrial heritage.

Shopping, culture and leisure facilities will be vibrant, supported by innovative industries and businesses. Core industrial areas retained for employment uses will be improved, diversified and intensified, fostering the growing movement of artisans and other manufacturers.

The borough’s valued character, heritage and quality open spaces will be preserved and enhanced. The natural environment will be protected for the future through net gains for biodiversity, and the management of air and water quality, flood risk and other effects of climate change.

Table 1: Bexley’s vision for sustainable growth

1.10 Outcome 6 of the Bexley Plan – Good growth supported by better transport, states that:

“The borough must grow and develop sustainably in line with our agreed Growth Strategy and Local Plan. We aim to strike the right balance between protecting the best of Bexley, including its heritage and green spaces and allowing development that will meet the needs of existing and future residents. All new developments should be high quality and sustainable and enhance existing neighbourhoods with investment in infrastructure such as parks, playgrounds and GP surgeries to meet existing and future needs.”

Spatial objectives for the Local Plan

1.11 In line with government guidance, the key spatial objective of a local plan is to set out the broad locations and specific allocation of land for different purposes; through designations showing areas where particular opportunities or considerations apply (such as protected habitats); and, through criteria-based policies, address the objectively assessed housing needs and other economic, social and environmental priorities of the area; in order to contribute to the achievement of sustainable development.

Bexley Local Plan spatial objectives - principles of sustainable development

Social sustainability: encourage the creation of high-quality, well-connected healthy lifetime communities that are mixed and balanced, safe, and well supported by infrastructure, local services, and cultural and education facilities, which offer a choice of living styles that appeal across generations.

Environmental sustainability: protect and enhance aspects of the natural and built environment, take account of, adapt to, and mitigate the impacts of climate change and flood risk and optimise the efficient management of existing and future resources and waste.

Economic sustainability: support the strengthening of a diverse local economy including denser and higher quality industrial premises and offices; a network of vibrant and successful town centres; increased inward investment in new high technology and creative sectors supported by state-of-the-art digital connectivity; the development of skills; and improved accessibility to jobs in London and the wider south east.

Sustainable development is synonymous with good growth: ensure lasting places are created that work economically, socially, and environmentally in the long term to the lasting benefit of their residents and businesses.

These principles are basic concepts of land use planning and will be secured through the creation of:

- **Lifetime communities, which offer a range of housing types enabling people to stay local and close to family and friends – building strong, stable, self-supporting communities and promoting mental health**
 - **High-quality environments, with safe, pleasant and accessible open spaces meeting current and future needs, well designed buildings and an outstanding cultural and heritage offer**
 - **Safe, walkable neighbourhoods where everyday facilities are reached by walking and cycling, reducing car use, improving the environment and promoting health**
 - **Transport-orientated development where higher density mixed-use development is concentrated around public transport and town centre nodes, thereby making the most efficient use of land in the best-connected areas**
-

Bexley Local Plan spatial objectives - principles of sustainable development

- High-quality, sustainable employment areas in accessible locations offering a range of high-quality jobs

Table 2: The key spatial objectives of the Local Plan

- 1.12 The strategic and non-strategic (development management) policies and the spatial land use designations are designed to support the objectives of sustainable development. By abiding by these core objectives, growth can be positively shaped to the advantage of the people who live and work in the borough, ensuring that it unlocks a range of benefits whilst planning out any potential negative impacts.
- 1.13 The Integrated Impact Assessment (IIA) uses sustainability objectives and sub-objectives alongside other methodologies associated with health, equalities and biodiversity assessments to appraise the Local Plan. The IIA Report notes that the Local Plan’s spatial objectives are:
- “broad ranging, spanning key socio-economic and environmental themes. As a result, none of the Draft Local Plan objectives have been assessed as being incompatible with all of the IIA objectives whilst compatibilities have been identified with each IIA objective.”

SP1: Achieving sustainable development – the spatial strategy

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021](#)

[Bexley Growth Strategy](#)

[Bexley Local Character Study](#)

[Local Plan Spatial Strategy Technical Paper](#)

- 1.14 The Government’s NPPF sets out that local plans should provide a positive vision for the future, a framework for addressing housing needs and other economic, social and environmental priorities, and a platform for local people to shape their surroundings. Plans should be prepared with the objective of contributing to the achievement of sustainable development, and set out an overall strategy for the pattern, scale, and quality of development. Broad locations for development should be indicated on a key diagram, and land-use designations and allocations identified on a policies map.
- 1.15 The London Plan 2021, as the strategic development strategy for Greater London, provides the overarching strategy that plans for London’s growth in a sustainable way. Table 4.1 of the London Plan sets ten-year targets for net housing completions for which each local planning authority should plan. Because of London’s ability to plan strategically, boroughs can rely on these targets when developing their local plans and are not required to conduct their own housing needs assessment or take account of nationally derived local level need figures. For Bexley, the 10-year target is for 6,850 net new homes. Sites are allocated in the Local Plan to make sufficient provision for housing development for the remainder of the London Plan 10-year target (which runs from 2019 to 2029) at the point the Local Plan is adopted through to the end of the plan period in 2038. A full housing trajectory is set out in Annex D of this Local Plan.
- 1.16 A plan-led approach, supported by key London Plan and local evidence, has been undertaken. It has identified future housing and economic needs and makes provision for these in the right locations across the borough. Economic growth, generating 10,800 net new jobs, has been

identified over the plan period. These jobs are across many sectors, including traditional industrial and logistics but also in construction, retail, education and healthcare. In line with the plan's vision and objectives, good growth will be secured by focussing new development in and around the borough's main town centres, railway stations and other relatively well-connected areas. Development will also be located within designated industrial areas, making the most of Bexley's riverside location and industrial heritage. These factors have informed Bexley's Local Plan spatial strategy.

- 1.17 Bexley is an outer London borough, where the pattern of residential development has the potential for sensitive intensification over time. Bexley has two London Plan Opportunity Areas (OAs) within the Thames Estuary growth corridor. These are areas that have the potential to provide a substantial amount of the new homes and/or jobs that London needs once the necessary infrastructure is in place. The [Thamesmead and Abbey Wood OA](#) has benefitted from new transport infrastructure, including the Elizabeth Line to Abbey Wood. The Council has worked with the Mayor of London and Royal Borough of Greenwich to produce the adopted planning framework for the Thamesmead and Abbey Wood OA.
- 1.18 The Council's ambitions for [Bexley Riverside OA](#) are set out in its adopted Growth Strategy. They focus on the sustainable development of existing settlements at Belvedere, Erith, Slade Green and Crayford, through the securing of contingent infrastructure, to enable the creation of high-quality places able to provide an estimated 23,000 new homes and 7,500 new jobs by 2050. The Council is committed to realising this potential and is working with partners on a range of projects, including the preparation of a business case to the Government for connectivity improvements.
- 1.19 This ambitious growth will take time to be achieved and is expected to be delivered incrementally over the next 30 years as required interventions are developed and confirmed. In this context, the full potential of this OA will not be realised in the plan period, and the Local Plan therefore focusses on opportunities for growth in the earlier stages of the longer delivery period. It plans positively for growth through the designation of over two thirds of the brownfield land within the indicative boundary of the OA as **Sustainable Development Locations** and sets the conditions for later phases by ensuring that early development decisions do not preclude future potential. The flexibility of the plan's policies ensures that, should circumstances change unexpectedly, additional growth can be achieved.
- 1.20 The Council will continue to work with the Greater London Authority (GLA), Transport for London (TfL), the Government and other partners to unlock infrastructure investment, particularly for public transport, to enable enhanced levels of growth. Should these efforts meet with sufficient success within the lifetime of the Local Plan an early review will be undertaken. The form of such a review will be considered by the Council at that stage.

POLICY SP1 Achieving sustainable development – the spatial strategy

Commitments for sustainable growth

1. The Council, through its policies and decisions, will aim to:
 - a. positively pursue sustainable development in the borough by providing locally specific requirements in line with the NPPF and the London Plan; and
 - b. work towards achieving sustainable growth in homes, jobs and services to create a network of healthy, well-connected, high-quality, desirable places where people want to live, play, learn

POLICY SP1 Achieving sustainable development – the spatial strategy

and work in line with the vision and objectives of the Council’s key strategies and this Local Plan, thus implementing the principles of sustainable development.

2. All new proposals for development must conform with the following principles of securing sustainable development in Bexley, where appropriate:
 - a. Strengthen and diversify the local economy by:
 - i. reinforcing the network of vibrant and successful town centres;
 - ii. optimising the use of the borough’s industrial land through intensification of sites;
 - iii. increasing inward investment in new high technology and creative sectors supported by world-class digital infrastructure;
 - iv. promoting circular economy principles and business models; and,
 - v. improving access to jobs in Bexley, London and the wider south east through the development of local skills.
 - b. Protect and enhance the natural and built environment by:
 - i. adapting to and mitigating the impacts of climate change, including flood risk;
 - ii. focussing new development on urban, brownfield sites in accessible locations; and,
 - iii. optimising the efficient management of waste and existing natural resources.
 - c. Create high-quality, safe and well-connected healthy lifetime communities by:
 - i. offering a choice of accessible living styles that appeal across generations; and
 - ii. providing necessary infrastructure, local services, open spaces, and cultural and educational facilities.
-

Bexley’s spatial approach to growth

3. The main focus for the housing, industrial and commercial growth identified for Bexley, at varying densities and including most of its supporting infrastructure, services and facilities, will be:
 - a. the Sustainable Development Locations identified on the Policies Map and illustrated by the Key Diagram (Figure 1), which are:
 - i. areas within 800 metres walking distance of, and including, Bexley’s Major and District Town Centres and 400 metres from Local Town Centres;
 - ii. areas in the borough within 800 metres of railway stations that have a corresponding town centre nearby and 400 metres where the station has no adjacent town centre; and,
 - iii. areas with public transport access levels (PTALs) of 3-6;
 - b. designated industrial locations (specifically for industrial growth and intensification); and
 - c. the Thamesmead and Abbey Wood London Plan Opportunity Area.

 4. Development proposals outside of these areas will be supported where they fully demonstrate compliance with all relevant Development Plan policies.
-

Policy SP1 Achieving sustainable development - the spatial strategy

Key Diagram for Bexley

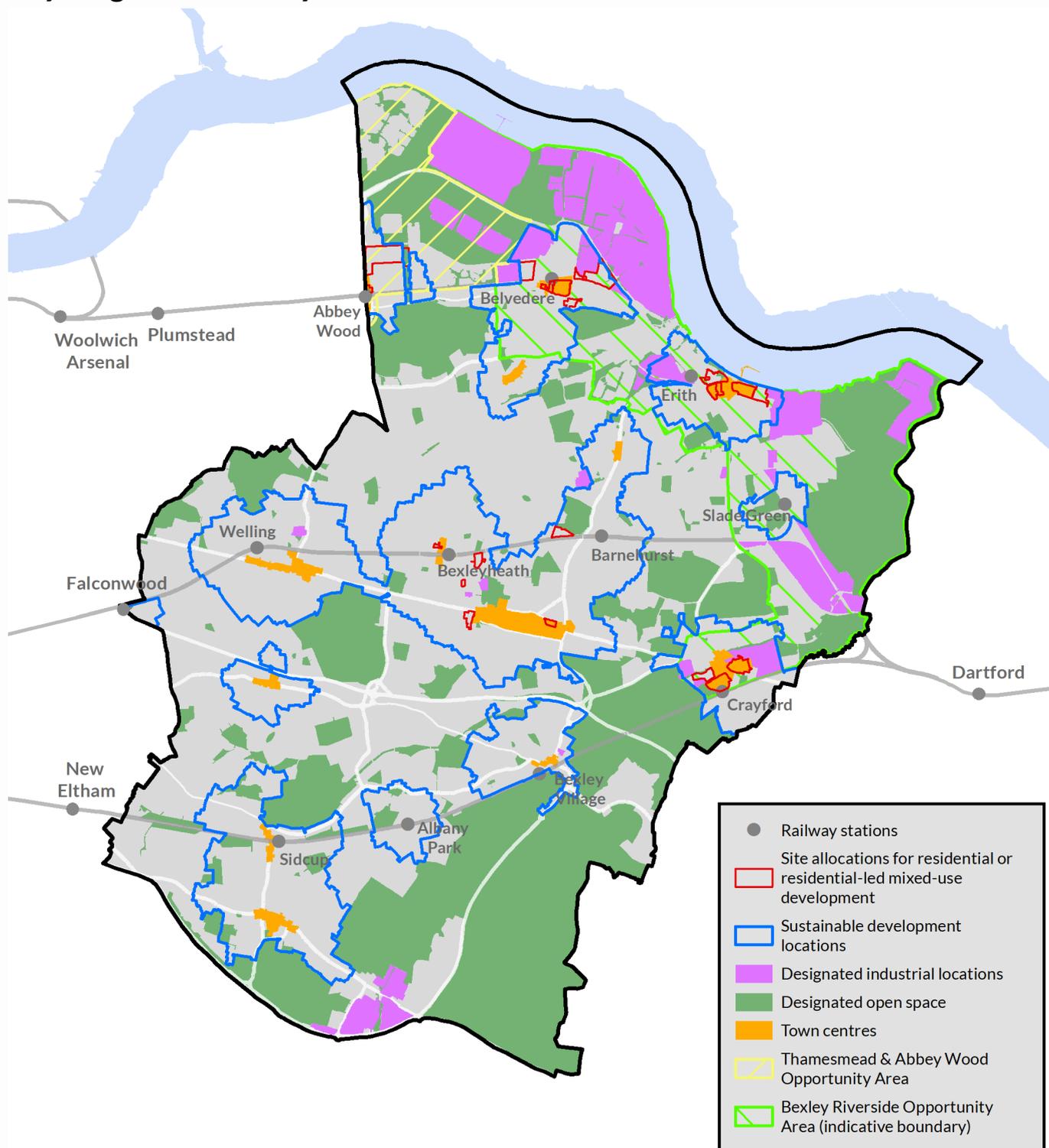


Figure 1: Local plan spatial strategy

Policy implementation

1.21 The principles of sustainable development are set out in the NPPF and the London Plan. The London Plan, which comprises strategic policies for all of London, is part of Bexley’s Development Plan. There is scope in these documents for local evidence to provide the basis for local plan policies, both strategic and detailed in nature. Local plans are where a spatial strategy should be set out for a local planning authority area, demonstrating that local needs are being addressed.

- 1.22 Figure 1 (the Key Diagram) illustrates the Local Plan spatial strategy. Working towards sustainable growth will be achieved by focussing new housing, including accompanying services and facilities and many of the new jobs, in and around the borough's main town centres and transport hubs. These are the borough's **Sustainable Development Locations** and are referred to as such throughout this Local Plan. Sustainable Development Locations explicitly exclude designated Metropolitan Green Belt and Metropolitan Open Land (MOL). Other open spaces, including amenity green spaces, within Sustainable Development Locations will continue to be protected from inappropriate development through relevant Development Plan policies.
- 1.23 Designated green (and blue) infrastructure, including nature conservation areas and green belt, is protected from development; please refer to Development Plan policies that address these areas. All statutory planning and related land-use designations or functions are defined on the adopted [Policies Map](#).
- 1.24 Bexley's contribution to London's economic growth will be achieved by intensification of the borough's town centres and designated industrial areas. These places are where most employment sectors will be located, although a significant number of new jobs in the borough will occur in residential areas, such as in schools, health and other community facilities, and in residential care.
- 1.25 Use Class E - Commercial, Business and Service, introduced in September 2020, broadly covers most main town centre uses (see Town centre uses in Annex B: Glossary of planning terms). The borough's town centres, both new and existing with updated boundaries, have the capacity to accommodate predicted growth in the commercial sector, and the flexible approach means that Bexley's town centres can adapt and thrive even in uncertain times. Town centres will play their part as the desired locations for many functions, including shops, community facilities and services, new employment opportunities and housing.
- 1.26 A review of Bexley's industrial land has been undertaken. Strategic Industrial Locations (SIL) will be intensified where possible to optimise the use of this land for appropriate business uses, including waste facilities and wharves, safeguarded for their industrial purposes. Locally Significant Industrial Sites (LSIS) will also play their part as designated industrial locations. Most industrial uses in the borough are located within these designated areas – only around 7% of industrial businesses operate on non-designated industrial sites in Bexley.
- 1.27 Bexley has enough surplus designated industrial land to accommodate all existing industrial uses, including those on non-designated industrial sites, and for the planned growth in jobs for employment sectors that should be located within industrial areas. Nonetheless, a strategic approach of 'no net loss' of existing industrial floor space has been applied in the review and designation, or release, of industrial land. This allows redevelopment for residential use in the right locations, and also the redevelopment of non-designated industrial sites for residential use, as these are often smaller sites located within residential areas or around town centres. These are prime locations for new homes.
- 1.28 New high-quality, affordable and accessible housing, supported by expanded or new community services and facilities where needed, should be focussed within the identified Sustainable Development Locations, as these areas already have the best access to public transport, good walking and cycling links, shops, and other services.

- 1.29 Many social and community services and facilities, such as schools, community centres and smaller health services, including GPs and dentists, are also appropriate within existing residential areas to provide walk-to services for the borough's residents, and therefore can be outside of the Sustainable Development Locations if necessary.
- 1.30 The Sustainable Development Locations across the north of the borough are focussed on Erith town centre and the railway stations of Belvedere and Abbey Wood with their new town centre designations, and to a lesser extent around the railway station at Slade Green. The large designated industrial areas in the north of the borough provide sustainable locations for employment growth.
- 1.31 Belvedere and Erith can provide significant mixed-use development opportunities from identified large sites. Included in this approach is the release of a small amount of industrial land that sits closest to the new Lower Belvedere District Centre at Belvedere Station – a key growth location for the borough. Growth can also be accommodated within the Thamesmead and Abbey Wood London Plan Opportunity Area, which has a recently adopted planning framework.
- 1.32 Sustainable Development Locations across the middle of the borough are focussed in and around Bexleyheath and Crayford Town Centres and areas with good access to public transport. These central areas provide significant residential or mixed-use development opportunities from identified large sites and good opportunities for housing on smaller sites. As well as Bexleyheath and Crayford, these locations spread out to Welling and Northumberland Heath, and the railway stations of Bexleyheath, Barnehurst and, to a lesser extent, Falconwood.
- 1.33 Sustainable Development Locations in the south of the borough are focussed on Sidcup Town Centre and its railway station (and accompanying Local Centre), the Local Centres of Blackfen and Bexley Village, and around the railway station at Albany Park. These areas will provide more modest growth from predominately smaller sites, around Sidcup Station and the town centre. The large designated industrial area in the south of the borough at Foots Cray provides a further sustainable location for employment growth.
- 1.34 These locations across the borough are considered reasonably accessible, but without a step-change in public transport infrastructure by the Mayor, Transport for London and the Government, opportunities for significant growth will be constrained. It is therefore vital that growth is delivered in a way that meets the needs of Bexley's residents, whilst protecting the best elements of Bexley's character.
- 1.35 Where higher levels of infrastructure investment are confirmed, such as improvements to connectivity through the funding of strategic transport schemes, the Council will review the plan in order to implement its longer-term vision for sustainable growth set out in the Growth Strategy.

Local Plan housing trajectory

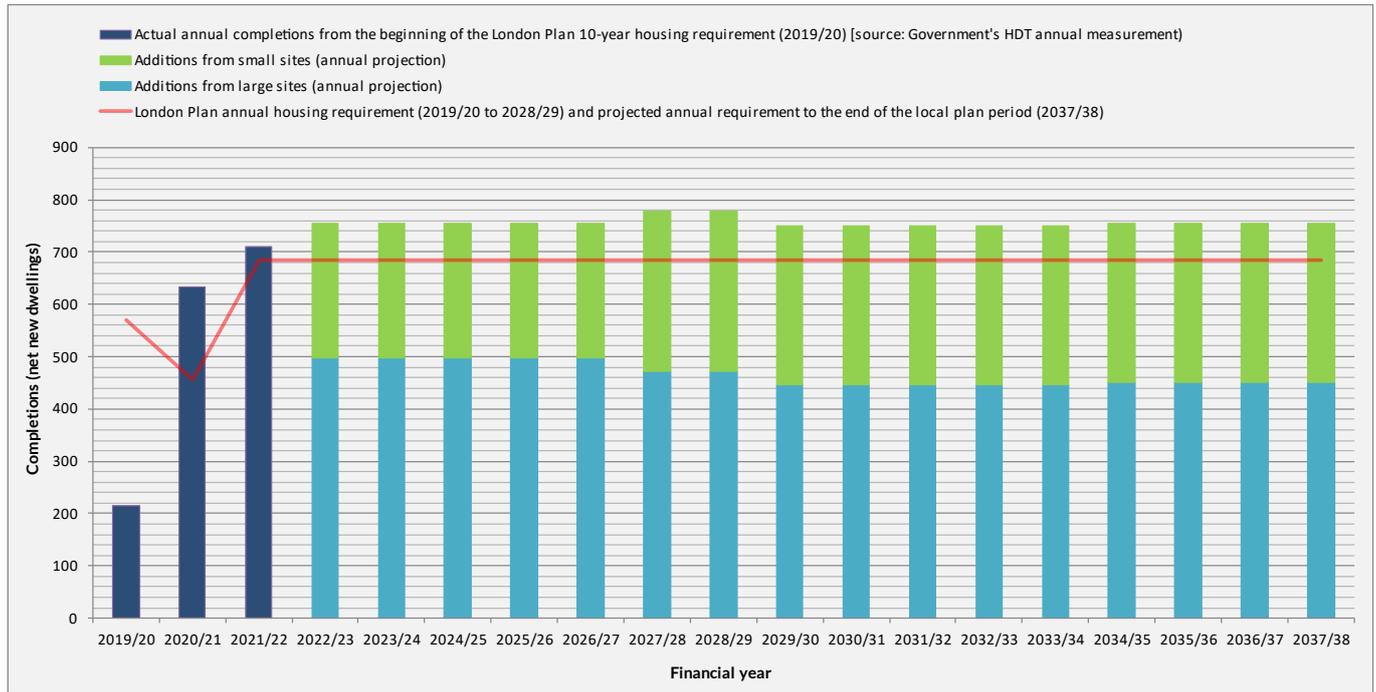


Figure 2: Housing delivery – annual completions and projected additions measured against housing requirements

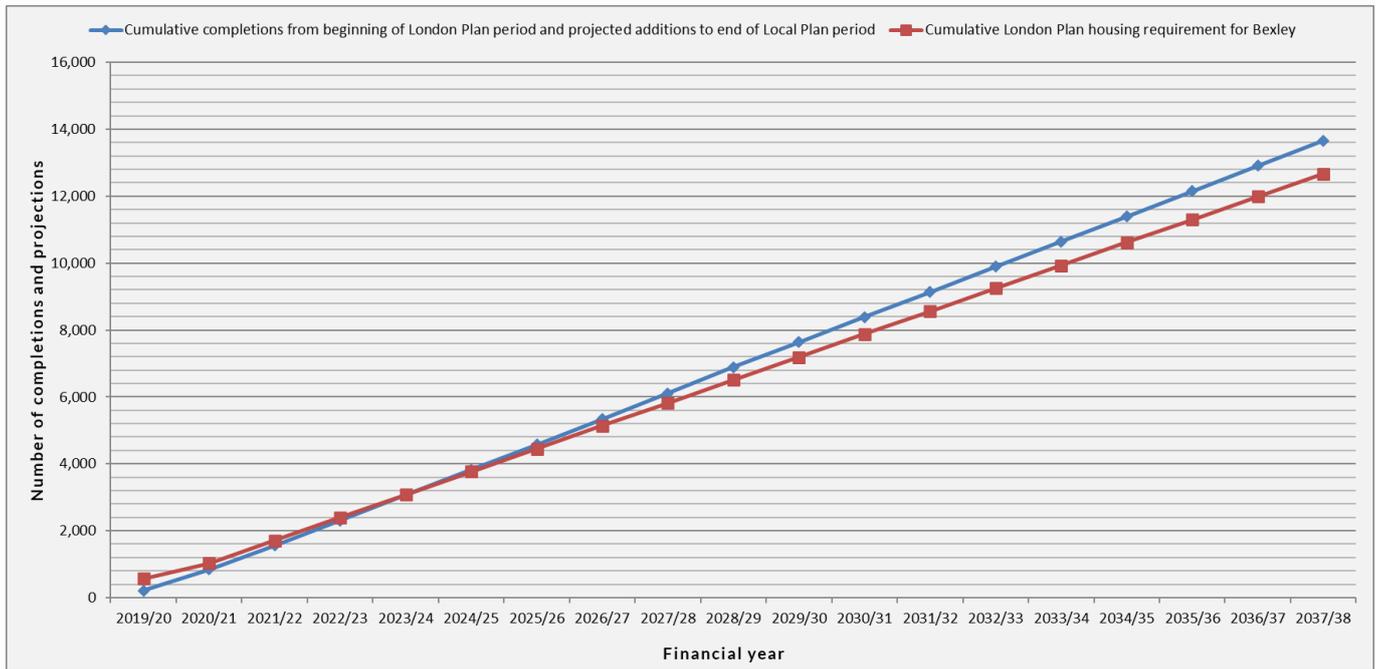


Figure 3: Housing delivery – cumulative completions and projected additions measured against housing requirements

1.36 Figure 2 illustrates a summary of the housing trajectory for the plan period and includes housing completions from the start of the London Plan 10-year housing requirement (2019 – 2029) to demonstrate delivery against the target. Bexley’s London Plan 10-year housing requirement is 6,850. The annual housing requirements for 2020 and 2021 were discounted by the Government in response to the coronavirus pandemic. Small sites (below 0.25 hectares in size) form part of the London Plan housing target and for Bexley this is 3,050 for the 10-year period. Figure 3 illustrates the cumulative completions and projections against the requirement.

- 1.37 The first five years of the Local Plan housing trajectory are met by the Council’s published five-year housing land supply, which includes an uplift in supply to meet the requirement set out in paragraph 74 of the NPPF. The remainder of the plan period is made up of the site allocations set out in Part 2 of the plan and a small sites windfall allowance. For the plan period beyond the London Plan period (e.g. after 2029), sites from later phases for Bexley from the Mayor’s London Strategic Housing Land Availability Assessment 2017 (2017 SHLAA) and local evidence of identified capacity have formed the basis of the site allocations and been used along with rolling forward the windfall allowance for small sites, in line with London Plan paragraph 4.1.11.
- 1.38 The housing trajectory will be kept under review and updated annually in local plan monitoring reports, linked to evidence from the Government’s Housing Delivery Test and the Council’s published Five-Year Housing Land Supply Report. A detailed Local Plan housing trajectory is set out at Table 41 in Annex D of this Local Plan.
- 1.39 Large sites (0.25ha and larger) make up 55% of Bexley’s housing target. Large sites that are not already identified through the Council’s published five-year housing land supply are included in the plan as site allocations for residential, and residential-led mixed-use development (see Part 2 of the plan). These have been drawn from Bexley’s 2017 call for sites exercise; the 2017 SHLAA; and from engagement with landowners and developers. This includes five sites that have been released from industrial land use designations for primarily residential development, achieved through an industrial land review that is set out in the Employment Land Review, Employment Land Technical Paper and Industrial Land Intensification Study.
- 1.40 Small sites (smaller than 0.25ha) make up 45% of Bexley’s 10-year housing target, as set out in Table 4.2 of the London Plan. Small sites are expressed as a windfall allowance in the Local Plan housing trajectory, which is considered an appropriate approach in London. However, a small sites exercise was carried out, using the Sustainable Development Locations for areas of search, to ascertain a theoretical development capacity from small sites. It is considered that these small potential development sites, along with an uplift from sensitive intensification of housing in the same areas, provides the basis to meet the small sites component of the London Plan housing target for Bexley. Further information to support the development of small sites, such as design codes, will be included in the Bexley Design Guide Supplementary Planning Document (referred to as the Design Guide SPD).

2. Bexley’s homes: promoting mixed and balanced communities

Related Council overarching strategies

[Bexley Growth Strategy](#)

[Bexley Plan #MakingBexleyEvenBetter](#)

[Bexley Housing Strategy](#)

[Ageing Well Strategy](#)

- 2.1 This chapter sets out the strategic and non-strategic policies that seek to ensure housing provision meets the needs of Bexley’s population and that housing types and tenures reflect local circumstances, whilst also contributing to the sustainable growth of London as a whole, taking account of the policies already in the London Plan.
- 2.2 There were an estimated 92,944 households in Bexley from the 2011 Census. There were over 101,000 households in 2019, and this is predicted to rise to almost 135,000 households by 2050. The average household size was 2.495 people at the 2011 Census.
- 2.3 The population of Bexley will change significantly over the next few decades. The north of the borough will see the highest amount of Bexley’s growth and the whole borough will become more diverse. In addition, Bexley has an ageing population – the population aged over 75 will almost double by 2050. The younger population will also increase, but to a much smaller extent.

SP2: Meeting Bexley’s housing requirements

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021](#)

[Bexley Housing Strategy](#)

[Bexley Strategic Housing Market Assessment \(SHMA\)](#)

[Bexley Gypsy And Traveller Accommodation Assessment \(GTAA\)](#)

[Bexley Self Build and Custom Housebuilding Register](#)

- 2.4 Bexley is typified as an outer London borough dominated by predominately privately owned, inter-war, low density residential neighbourhoods. House prices in the borough have risen significantly in recent years and residents are experiencing affordability issues arising from the relationship between local incomes and house prices. Since 2011, Bexley’s median house price has increased by 62% compared with wage increases of 5% meaning that the average house price is now ten times the average wage in Bexley, putting home ownership out of reach for many Bexley residents.
- 2.5 As a result of demographic change, Bexley is experiencing increased demand for homes, decreasing affordability, rising homelessness with its associated need for more temporary accommodation, as well as issues around providing suitable dwellings for particular groups such as for families, and for the elderly. Whilst the private rented sector meets the needs of many people and will play an increasingly important role over the plan period, there are still those that will need to be supported through social rented housing stock. Without addressing these issues, it is likely that there will be continued pressure for temporary accommodation, which is becoming an increasing financial burden for the Council to bear.
- 2.6 Therefore, as part of the delivery of new housing, the Council encourages the provision of homes that are affordable to local people. This means housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and, which complies with one or more of the definitions of

affordable housing set out in Annex 2 of the National Planning Policy Framework (NPPF). The NPPF also states that where a need for affordable housing is identified, planning policies should specify the type of affordable housing required.

- 2.7 The NPPF requires that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policy. It sets out that these should include, but not be limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, people who rent their homes, people wishing to commission or build their own homes, and travellers.
- 2.8 In line with the footnote to paragraph 74 of the NPPF, any identified need for traveller accommodation is in addition to Bexley’s overall housing target. The London Plan requires 10-year pitch targets for gypsy and travellers to be set out in local plans.

POLICY SP2 Meeting Bexley’s housing requirements

The Council’s commitments for mixed and balanced communities

1. The Council will seek to meet the Mayor’s 10-year (2019-2029) housing target for Bexley of 6,850 (net) new homes and, subject to any review of the London Plan, the Council will seek to provide for at least 6,165 (net) new homes for the remainder of the plan period between 2030 and 2038. A greater number of homes will be supported, subject to compliance with all relevant Development Plan policies.
2. In this context, and reflecting local evidence for housing, it is the Council’s aspiration to achieve its strategic target of 50% affordable housing as a proportion of all qualifying provision across the borough over the plan period, by application of the threshold approach set out in policy DP1. This should be achieved with an overall tenure mix of 70% low cost rented and 30% intermediate housing products and with a mix of housing types and sizes identified in the Bexley Strategic Housing Market Assessment (SHMA) and set out in Table 3.
3. The Council will seek to accommodate the specific needs of particular groups of residents. The Bexley SHMA, the Gypsy and Traveller Accommodation Assessment (GTAA), and the Council’s Self-build and Custom Housebuilding Register identify demand for the following housing numbers over the plan period:
 - a. 55 units per annum of specialist older person accommodation (falling within use class C3);
 - b. 26 units per annum of residential care accommodation (falling within use class C2);
 - c. 3.6 gypsy and traveller pitches (detailed in Table 4) over the plan period based on a cultural definition of need; and
 - d. 24 self-build homes per annum (based on the average number of new entries on the Council’s self-build register each year).
4. In order to create high-quality, safe and well-connected lifetime communities, which offer a choice of living styles that appeals across generations, new homes should be provided that are available to households across a range of incomes and sizes. To achieve this, the Council will:
 - a. seek to deliver a balance of family and other types and sizes of housing within affordable and market housing schemes, as identified in the Bexley SHMA;
 - b. work closely with registered providers to support the development of new homes and explore the potential for intensification of existing social housing land;

POLICY SP2 Meeting Bexley’s housing requirements

- c. encourage sensitive residential intensification within the borough’s identified Sustainable Development Locations, and permit it outside of these locations subject to part 4 of policy SP1; and
- d. monitor the demand for self-build or custom build accommodation in the borough and plan accordingly.

Housing development on small sites

5. The Council recognises that the London Plan sets a significant proportion of Bexley’s housing requirement to be met through the development of sites smaller than 0.25 hectares in size. Therefore, the Council will encourage proposals for appropriate development of small sites within the borough’s identified Sustainable Development Locations, and permit them outside of these locations subject to part 4 of policy SP1.

Policy SP2 Meeting Bexley's housing requirements

Local Plan housing mix

unit size	tenure	market	low-cost rent	shared ownership/ intermediate rent	all tenures
1 bedroom		5.7%	18.6%	12.8%	9.6%
2 bedrooms		32%	59.3%	42.7%	39.8%
3 bedrooms		41.1%	17.3%	34%	34.5%
4 bedrooms		21.2%	4.9%	10.5%	16.1%
		100%	100%	100%	100%

Table 3: Sizes of homes needed, by tenure (source: Bexley SHMA)

Gypsy and traveller pitch need

Pitch Need	Cultural need	PPTS need
Baseline 5-year pitch need (2017/18 to 2021/22): Surplus	-2.7	-0.4
Over period 2022/23 to 2026/27	3.3	0.4
Over period 2027/28 to 2031/32	0.8	0.1
10-year pitch requirement	1.4	0.1
Over period 2032/33 to 2038	2.1	0.3
TOTAL pitch need (figures may not sum due to rounding)	3.6	0.5

Table 4: Overall gypsy and traveller pitch need (source: Table 7.4 from Bexley GTAA Report)

Policy implementation

- 2.9 The evidence supporting the London Plan acknowledges that the housing targets set in the London Plan do not fully meet identified need in the capital. Seeking to meet, as a minimum, the 10-year housing target for Bexley of 6,850 net new homes, allows for more housing to be delivered. However, Part 1 of Policy SP2 recognises that exceeding the Mayor’s housing target for Bexley will

need to come with additional evidence of infrastructure provision along with other policy requirements.

- 2.10 The Local Plan housing trajectory is set out in Chapter 1 (paragraphs 1.36 to 1.40, and Figures 2 and 3) and Annex D. Bexley's housing requirement is calculated by multiplying Bexley's annual housing target of 685 net new homes for the plan period beyond the London Plan period (e.g. the nine year period from 2029/30 to 2037/38), which equates to 6,165 (net) new homes, and adding this to the remaining number of years from adoption of the Local Plan to the end of the London Plan 10-year housing target (e.g. to 2028/29) multiplied by the annual target. These figures will be subject to review should the London Plan housing target for Bexley change. Sites from later phases of the Mayor of London's 2017 Strategic Housing Land Availability Assessment (2017 SHLAA) and local evidence of identified capacity have formed the basis of the site allocations and been used along with rolling forward the windfall allowance for small sites, in line with London Plan paragraph 4.1.11. In addition, London Plan paragraph 4.3.1 notes that meanwhile housing should count towards meeting London boroughs' housing targets.
- 2.11 The Bexley Housing Strategy sets out the Council's housing priorities to 2025 and how the Council will work with partners to achieve these. The Bexley SHMA has informed the affordable housing strategic target for the borough, which is a borough-wide target for the whole of the plan period secured from qualifying schemes. A qualifying scheme is any development proposal that requires planning permission, which includes 10 or more (gross) homes. Proposals can come from registered providers of intermediate and social housing, and from private schemes. Smaller developments (that are still qualifying schemes) could include payments-in-lieu where appropriate.
- 2.12 In order to consider an appropriate share of each type of affordable housing tenure, the Bexley SHMA considers London Plan and national policies, past trends in delivery, and the relative affordability of alternative tenure options. Household income is not available from the housing register, but CAMEO household income data and Household Survey data have been used to investigate the relative affordability of different tenure options.
- 2.13 Additional sub-categories in Parts 3.a., 3.b. and 3.d. of Policy SP2 setting locally specific annual requirements within the London Plan target are included where justified by evidence. The Bexley SHMA suggests that, for the elderly, a considerable majority of the need in Bexley is for specialist older persons housing (use class C3), which for clarity follows the same definitions set out in London Plan Policy H13 and supporting text. There is a lower demand for care homes and institutions (use class C2) in the borough and there is currently surplus capacity. Proposals for this type of housing will need to provide a robust demonstration of need by Bexley's residents.
- 2.14 Table 4.3 of the London Plan sets a benchmark figure for specialist older persons housing for Bexley of 145 units per annum. This figure is indicative only and is a component of Bexley's overall housing target, not an additional requirement. Bexley's local level assessment of specialist housing has identified a need of 81 (gross) units per annum, just over half the indicative London Plan figure. The Council will review the need for C2 specialist housing post-coronavirus pandemic, as emerging evidence suggests that demand has reduced, and update the Local Plan in due course if necessary.
- 2.15 The Bexley GTAA has considered the need for additional gypsy and traveller pitches over the plan period, using the definition of need in the Planning policy for traveller sites (PPTS) and a 'cultural' definition of need. Gypsies and travellers are recognised as distinct ethnic minority groups in law because they are recognised as members of communities with a shared history, culture and language stretching back over hundreds of years. As such they are granted the full protection of

the Equality Act. Therefore, the cultural definition of need includes settled members of the community.

- 2.16 Table 4 sets out requirements for gypsy and traveller pitches over the plan period, which are in addition to the London Plan housing target for the borough. These levels of need will likely be met through the intensification or extension of existing sites in line with Policy DP4. The Council will undertake further technical work closer to the time to ensure that this can be achieved on the existing Council site.
- 2.17 The Council monitors both the demand and supply for self or custom-build accommodation. Whilst it is considered the policies in this Local Plan support self-build and custom housebuilding, the main constraint in London is a ready supply of appropriate land. The Government's planning practice guidance provides information on how suitable land can be brought forward for development for self-build and custom housebuilding. Those interested in registering on the Self-build and Custom Housebuilding Register can do so on the Council's website.
- 2.18 Family housing is considered to be the type of housing in most demand across all tenures, as indicated by Table 3. Analysis from the Bexley SHMA has concluded that 44.6% of households in the borough are families. Modelling of affordable housing requirements suggests that a range of affordable dwellings are required that will help to address the needs of families.
- 2.19 Housing development on small sites above what is needed for self-build is a strategic London-wide requirement, in order to boost the supply of land for housing. Proposals for development on small sites should follow London Plan guidance on design, and further information to support the development of small sites, such as design codes, will be included in the Design Guide SPD.

DP1: Providing a supply of housing

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021](#)

[Bexley Housing Strategy](#)

[Bexley Strategic Housing Market Assessment \(SHMA\)](#)

[Whole Plan Viability Assessment](#)

- 2.20 Ensuring a supply of appropriate sustainably located housing is possibly the most important development need that should be addressed in a local plan, according to the Government in its presumption in favour of sustainable development set out in the National Planning Policy Framework (NPPF) and planning practice guidance. A significant change in local housing need, for instance, can trigger an early review of a plan. In addition, the NPPF cites the provision of affordable housing first in its list of types of contributions expected from development.
- 2.21 In London, the Development Plan is formed in two tiers, with the Mayor's London Plan setting the broad, strategic policies for the whole of London, and each planning authority within London preparing local plans for their area. The NPPF states that strategic policy-making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need can be met over the plan period.
- 2.22 This Local Plan addresses how Bexley will contribute to meeting London's housing need through its first two strategic policies, SP1 and SP2. Providing a supply of housing of the right types and in sustainable locations is addressed in Policy DP1, justified by local and London Plan evidence.

- 2.23 It is important that new housing built in the borough is in the right locations and of the right types to ensure that what is built helps to meet the needs of residents.
- 2.24 Whilst historically much of the provision of new homes in the borough comes from larger sites, the NPPF and the London Plan seek to encourage a greater number of homes to be provided on smaller sites (the NPPF defines a small site as up to 1 hectare, whilst the London Plan defines a small site as less than 0.25 hectares). This may however have an impact on the amount of affordable housing than can be secured through new development. Whilst some small sites do help to provide affordable housing they are only required to do so if 10 or more homes are built on the site.
- 2.25 Interrogation of the Greater London Authority (GLA) development database has shown that since the beginning of the previous Local Plan period (2012), 22% of all housing provision in Bexley has come from developments that provide fewer than 10 homes each. Yet this residential development, close to a quarter of all homes built in the borough, is exempt by the Government from making any affordable housing contribution. This has quite an impact on the delivery of affordable housing in the borough. By placing an emphasis on the development of smaller sites for new homes, there is a real risk that fewer units of affordable housing will be delivered.
- 2.26 With a decline in traditional social housing, the working model is that private sector development will generate general market affordability through supply and demand. However, there is still a place for planning policy to influence; there are real benefits to providing a mix of housing types and tenures because it allows for a choice in the market and is an effective way of bringing together local communities.
- 2.27 The private rented sector is playing an increasingly important role in meeting housing need in the borough and has the potential to meet the needs of those who chose not to or are unable to purchase their own home. Nonetheless there are still those that will need to be supported through social rented housing stock, and meanwhile housing can also play its part.

POLICY DP1 Providing a supply of housing

1. Development proposals for new housing must:

- a. be well designed, appropriate for the area, high quality, sustainable and take account of the impacts of cumulative development, including on the health and wellbeing of the borough's residents;
- b. make the most effective and efficient use of land, seeking to achieve higher densities in the most accessible locations;
- c. achieve relevant London Plan space, accessibility, environmental, and housing amenity standards, having regard to published guidance; and
- d. encourage mixed communities through 'tenure blind' architecture.

2. Development proposals, as a starting point, should seek to deliver a mix of dwelling sizes, including family housing, in line with Table 3, in order to meet overall need across the borough over the plan period.

Affordable housing from qualifying developments

- 3. For residential development proposals with a capacity of 10 or more (gross) dwellings, the Council will follow a threshold approach to affordable housing in line with London plan policies H4 and H5.**

POLICY DP1 Providing a supply of housing

4. Development proposals that do not meet the affordable housing threshold will be refused unless justified by a full, normally unredacted viability assessment that is submitted at the same time that a planning application is submitted.
-

Self-build and custom housebuilding

5. Developers are encouraged to provide plots within residential schemes for individuals or groups to build their own homes.
-

Policy DP1 Providing a supply of housing

Policy implementation

- 2.28 The cumulative impacts of development will have a direct effect on capacity of existing services to support existing and new developments, which may include impacts that cross administrative boundaries. This can include all types of infrastructure, from social and community facilities through to utilities, such as digital, energy, water and wastewater, and services such as collection of waste and street cleaning. Many service providers have planning guidance available for developers.
- 2.29 It is expected that the development capacity of sites will be optimised. Further information on density will be set out in the Design Guide SPD. The exact housing type and size mix on each site will vary according to the location of the development, the character of the surrounding area and the need to ensure an appropriate range of tenures in the locality. It is also expected that proposals will achieve relevant housing standards as set out in the policies of the London Plan. Further guidance on how the standards should be applied and where they would be relevant is provided in the [Mayor's Housing SPG](#) and will also be set out in the Design Guide SPD.

Affordable housing

- 2.30 On schemes that qualify for affordable housing contributions, affordable housing should be provided on-site. Financial contributions will only be acceptable when on-site provision and all potential off-site options have been fully explored and discounted to the satisfaction of the Council. Further information with regards to affordable housing calculations will be provided in planning guidance, reflecting the Council's preference for on-site provision.
- 2.31 For the purposes of affordable housing, residential development is defined as development falling under use class C3. The percentage target mix for housing type and tenure has been set out in the Bexley SHMA. 'Low cost' rent includes the London affordable rent and social rent products; intermediate housing products include London Living Rent and London Shared Ownership.
- 2.32 By applying a threshold approach for securing affordable housing in line with London Plan policies H4 and H5, development proposals that provide 35% (or in some circumstances, 50%) affordable housing and that meet tenure, affordability and other relevant requirements, can progress without the need to submit detailed viability information and without late viability review mechanisms that re-assess viability at an advanced stage of the development process. This policy approach will ensure that the maximum amount of affordable housing from individual schemes that can be delivered will be delivered.
- 2.33 This approach provides greater certainty to the market, speeds up the planning process and helps to increase the level of affordable housing secured in new developments, as tested through the

whole plan viability assessment. Schemes that do not provide the threshold level of affordable housing or meet other relevant policy criteria are subject to viability scrutiny and late, as well as early, review mechanisms.

- 2.34 Ensuring the transparency of a viability assessment is supported in the [Mayor's Affordable Housing and Viability SPG](#). The assessment will be made publicly available and will be independently evaluated at the cost to the applicant. In very exceptional circumstances there may be legitimate reasons for keeping limited elements of viability information confidential. In this instance the developer is required to follow the guidance set out in the Mayor's Affordable Housing and Viability SPG.
- 2.35 The Council will use Existing Use Value Plus (EUV+) as the comparable Benchmark Land Value when assessing the viability of a proposal. An alternative approach should only be considered in exceptional circumstances which must be robustly justified by the applicant in line with the Mayor's Affordable Housing and Viability SPG.
- 2.36 The Council aims to maximise every opportunity to provide affordable housing. Where housing schemes are approved on the basis of an affordable housing offer below policy requirements, there will be triggers set for when a viability re-appraisal of the scheme will occur. This will be when the scheme has been completed and largely occupied, or a mid-term review in the case of longer phased schemes, or for schemes that have not started within two years of being granted planning permission. Where viability has improved, the applicant will be expected to make further affordable housing provision up to the maximum policy requirement.
- 2.37 The Council will support proposals for new purpose built private rented sector accommodation where such schemes meet local need and requirements of the London Plan. Purpose built private rented schemes will be assessed under a specific viability approach that recognises the distinct economics of this sector.



DP2: Residential development on backland and infill sites

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021 \(Policy H2 Small sites\)](#)

[Bexley Local Character Study](#)

[Local Plan Spatial Strategy Technical Paper](#)

[Bexley Green Infrastructure Study](#)

- 2.38 Paragraph 130 of the NPPF expects planning policies to ensure that developments 'create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users.' Supporting text to London Plan policy H2 states that residential development from small sites should generally be supported where they provide well-designed additional housing.
- 2.39 Small sites across the borough are subject to development pressures, with an average of 25% of new homes built in the borough coming from sites that are smaller than 0.25 hectares. Many of these sites provide only a few units and some contribute to a supply for custom housebuilding and self-build developments. However, some small sites can provide 10 or more homes and this level of development would qualify for a contribution to affordable housing, a key priority of the Government, the Mayor of London and the Council.
- 2.40 The Council conducted a development capacity exercise of small (less than 0.25ha) infill, backland and other sites in the **Sustainable Development Locations**. The study searched for sites that had

the capacity to provide at least 10 homes and where the primary use of the site is not existing housing. This supply, when combined with the many sites that come forward each year with fewer units, demonstrates that the potential capacity is there to meet the small sites portion of Bexley's London Plan housing requirement. The supply is expressed as a small sites windfall allowance in the Local Plan housing trajectory.

- 2.41 Development on gardens, green spaces and other residential amenity spaces is only appropriate where certain criteria are met. The development of gardens does not fall under the 'previously developed land' category and this policy sets out requirements that development proposals will need to meet in order to demonstrate that in exceptional cases, building on a green or other amenity space can be achieved without adverse impacts.
- 2.42 Since the largest proportion of residential gardens in the borough consist of soft landscaping with lawns, mature trees and shrubs and flower beds, they have important environmental benefits. Similarly, public, communal or semi-private amenity green spaces make important contributions to quality of life and the environment. Many gardens and communal amenity green spaces in the borough combine with adjacent gardens to form green corridors.
- 2.43 Back gardens offer an environment relatively free of vehicles and their associated noise and pollution, and thus make an important contribution to the quality of life in the borough, both in terms of their amenity and recreational value and outlook, and in terms of their ecological function. Proposals that develop these spaces could lead to an unacceptable loss of amenity for the residents of existing dwellings in the vicinity and the character of an area adversely affected.

POLICY DP2 Residential development on backland and infill sites

1. **Proposals for new dwellings on small (less than 0.25ha) brownfield sites, including infill and backland sites, will generally be encouraged within the borough's identified Sustainable Development Locations, and permitted outside of these locations subject to part 4 of policy SP1. In all locations proposals will be supported in particular where:**
 - a. the development capacity of the site is optimised; and,
 - b. the development provides well-designed housing with a high standard of amenity that makes a positive contribution to the area.
2. **Proposals for development on residential gardens and/or communal amenity spaces (including green spaces) will be resisted, except where:**
 - a. adequate and safe access for vehicles and pedestrians is provided, with no unacceptable adverse effects on the access to adjacent dwellings;
 - b. there are no unacceptable adverse effects on the privacy and amenity of residents of neighbouring properties;
 - c. distinctive landscape and nature conservation features, such as trees, hedgerows and ponds, are retained; and,
 - d. the proposed and existing dwellings retain sufficient private and, if appropriate, communal amenity space.

Policy DP2 Residential development on backland and infill sites

Policy implementation

- 2.44 The redevelopment of brownfield sites within the built environment can make a positive contribution to the street scene, as well as providing other benefits of the development itself.
-

Redevelopment or extensions of existing non-residential or mixed-use buildings and their service yard areas or blocks of residential garages are examples of brownfield sites where this results in net additional housing provision.

- 2.45 Infill and back land development can provide an important source of new homes, but only where these sites meet certain criteria that ensures the protection of environmental features and an acceptable level of amenity for adjacent and future residents. The character of an area can be adversely affected by infill, back land and similar developments both individually and cumulatively. Proposals will need to demonstrate that the development of these sites will not lead to a substantial loss of amenity for the residents of existing dwellings in the vicinity. Proposals for development on small sites should follow London Plan guidance on design, and further information to support the development of small sites, such as design codes, will be set out in the Design Guide SPD.
- 2.46 In addition, new homes can also be delivered through sensitive intensification. This would likely happen through a combination of extensions, alterations and conversions to existing homes to create additional units. The Design Guide SPD will provide detailed requirements for residential intensification and further information can be found in the Bexley Local Character Study.
- 2.47 In line with Part 1.d. of Policy SP8, harmful development on gardens will be resisted, unless the criteria set out in Part 2 of Policy DP2 are met. This applies to proposals within residential gardens, communal amenity space associated with flats (whether publicly accessible, semi-private, or private), and all other front, side or back, and/or incidental open space in Primarily Residential Areas that, if development were permitted, could lead to an unacceptable loss of amenity.
- 2.48 Each development proposal will be considered on a site by site basis with regards to the criteria in this policy and all other relevant policies. The principles of the urban greening factor (UGF) in the London Plan should be adhered to in major developments, including it at the start of the design process.

DP3: Providing housing for older people

Related plans, strategies and key evidence – why we need this policy

[Bexley Housing Strategy](#)

[Ageing Well Strategy](#)

[Bexley Strategic Housing Market Assessment \(SHMA\)](#)

- 2.49 The population of older residents in Bexley is expected to increase, for example over 65s by 40% by the end of the Plan period. Bexley's Housing Strategy and the Bexley SHMA demonstrate a need to diversify the range of older persons' housing provision, whilst many older people want to stay in their own homes there will be a need for specialised housing for older people.
- 2.50 This policy ensures that where this specialist housing is provided, it is of the best quality and in the right location to meet Bexley's identified needs. Widening the choice in alternative housing options for older people could help to free up larger homes for families whilst ensuring that the specific needs of Bexley's older residents are met.
- 2.51 The needs of older people are changing. Changing aspirations and longer life expectancy means that different levels of care are needed, whilst also ensuring that people can stay independent for as long as possible. The need for specialised provision in a safe, supportive environment is increasing, reflecting the rise in the number of people who live with dementia and other

debilitating conditions. Further details for [supporting older people](#) are set out on the Council’s website.

POLICY DP3 Providing housing for older people

1. Proposals for new specialist housing for older people will be supported where:
 - a. there is a continued need in the borough, having regard to part 3 of Policy SP2, for the tenure and type of accommodation proposed;
 - b. standards of HAPPI have been considered, and implemented where appropriate, to ensure the scheme is suitable for the intended occupants; and
 - c. the scheme is sustainably located near public transport, shops, local services, community facilities and social networks for residents, carers and visitors.

 2. Proposals for residential care establishments that fall under use class C2 will need to demonstrate that they would provide levels of care as defined in Article 2 of the Town and Country Planning (Use Classes) Order 1987 or any subsequent amendments.

 3. Any loss of specialist housing for older people will be resisted except where the applicant can demonstrate that there is no longer an established need in the borough.

 4. Specialist housing for older people will be expected to provide an affordable housing contribution in line with policy requirements.
-

Policy DP3 Providing housing for older people

Policy implementation

- 2.52 Affordable housing contributions from specialist housing for older people will be applied according to London Plan requirements and it should be noted that this does not apply to care home accommodation. The London Plan has further detail in Policy H13 with regards to care home accommodation exemptions.
- 2.53 HAPPI ([Housing our Ageing Population: Panel for Innovation](#)) design principles should be considered when designing specialist housing for older people. Further details can be found on the [Housing Learning and Improvement Network](#) (Housing LIN) website.
- 2.54 Specialist housing for older people, including those with shared facilities, will be required to provide affordable housing where the accommodation is arranged as separate dwellings rather than care homes or institutions. A dwelling is a self-contained unit with a lockable front door that has its own bathroom and kitchen. Each self-contained unit should be counted as a dwelling for the purposes of calculating affordable housing provision. In the case of care homes or institutions, a mix of tenures will be encouraged.

DP4: Gypsy and traveller accommodation

Related plans, strategies and key evidence – why we need this policy

[Planning Policy for Traveller Sites \(PPTS\)](#)

[The London Plan 2021](#)

[Bexley Gypsy and Traveller Accommodation Needs Assessment \(GTAA\)](#)

- 2.55 National planning policy instructs local planning authorities to set criteria to provide a basis for decisions on applications for traveller accommodation. In addition, the London Plan requires

boroughs to actively plan for gypsies and travellers' accommodation needs, and to protect existing gypsy and traveller accommodation capacity.

POLICY DP4 Gypsy and traveller accommodation

1. Bexley's existing provision for Gypsy and Traveller Sites, listed below and defined on the Policies Map, will be protected, while demand exists.

2. The following considerations should be taken into account in the determination of locations for future Gypsy and Traveller Sites:
 - a. complying with the requirements of other relevant policies, including policies that seek to protect designated areas, such as Metropolitan Green Belt, from inappropriate development;
 - b. avoiding areas of flood risk (Environment Agency Flood Zones 2 and 3), as caravans are considered highly vulnerable to the risks of flooding; and
 - c. ensuring there are no significant adverse impacts on the locality including:
 - i. the character and appearance of the site and surrounding area;
 - ii. the residential amenity of neighbouring properties; and
 - iii. the local highway network.

3. Any proposal for a new site, or intensification or extension of an existing site, should:
 - a. provide suitable access to local services and facilities and public transport links; and,
 - b. be of suitable environmental quality (such as noise and air quality) to not unduly affect the amenity and health and wellbeing of potential residents.

4. Proposed improvements to existing pitches and sites will be supported, where appropriate.

Policy DP4 Gypsy and traveller accommodation

Policy implementation

- 2.56 Policy SP2 and Table 4 set out the identified need for additional gypsy and traveller pitches, evidenced by the Bexley Gypsy and Traveller Accommodation Needs Assessment.
- 2.57 There are three sites shown on the adopted [Policies Map](#) designated for traveller accommodation. These are the Council's site at Powerscroft Road and two private sites at Jenningtree Way and Willow Walk.
- 2.58 Caravans are considered 'highly vulnerable' to flooding, according to the [flood risk vulnerability classification](#) set out in Planning Practice Guidance. Caravans are therefore considered inappropriate in areas of high flood risk.
- 2.59 Availability of government grant will be explored to assist with the maintenance and, where necessary, delivery of gypsy and traveller sites. Improvements could be delivered through site intensification.



DP5: Requirements for HMOs and live/work units

Related plans, strategies and key evidence – why we need this policy

[Bexley Strategic Housing Market Assessment \(SHMA\)](#)

[Article 4 Direction providing additional planning control of HMOs](#)

- 2.60 A house in multiple occupation (HMO) is defined in planning legislation as a house or flat occupied by a certain number of unrelated individuals who share basic amenities such as a kitchen and bathroom. HMOs are an important source of lower cost housing within the private rented sector, but a number of them clustered in any one area can have an adverse impact on local amenity.
- 2.61 Large HMOs need to be licenced and the Council publishes the register of licences granted. The Council has extended control of HMOs to ensure they provide suitable accommodation. This includes a licensing regime for smaller HMOs, and the introduction of additional planning controls through an Article 4 Direction, which came into force on 24 September 2017.
- 2.62 The Direction relates to development comprising of a change of use from a use falling within Class C3 (dwelling house) of the Town and Country Planning (Use Classes) Order 1987 (as amended) to a use falling within Class C4 (house in multiple occupation) of that Order and removes permitted development rights for this type of development. Planning permission will, therefore, be required for change of use from Class C3 to Class C4. The Article 4 Direction applies to the whole of London Borough of Bexley.
- 2.63 Providing local policy requirements for live/work units is important to ensure that the standard of accommodation meets the usual requirements for normal residential dwellings.

POLICY DP5 Requirements for HMOs and live/work units

1. **Development proposals for new houses of multiple occupation (HMOs) and non-self-contained live/work units (considered, and assessed, as HMOs) will be supported subject to:**
 - a. **demonstrating they will not have an adverse impact on the local area; and**
 - b. **the appropriate quality of the accommodation being proposed.**
 2. **Self-contained live/work units will be expected to meet all London Plan living and space standards applicable to C3 residential accommodation.**
-

Policy DP5 Requirements for HMOs and live/work units

Policy implementation

- 2.64 HMO Legislation can be found in the published Management of Houses in Multiple Occupation (England) Regulations 2006 and the Licensing and Management of Houses in Multiple Occupation (Additional Provisions) (England) Regulations 2007.
- 2.65 When assessing the impact and quality of the proposed HMO on the local area, issues such as highway safety, residential amenity of future and neighbouring occupiers, refuse arrangements, Bexley's HMO Living and minimum space standards and the Rent it Right Scheme will be considered. This policy may also consider the communal Collective Living concept, subject to evidence. Non-self-contained live/work units will be considered, and assessed, as HMOs.
- 2.66 A self-contained live/work unit is defined as a single unit (e.g. studio or one bedroom) consisting of both a commercial and a residential component that is occupied by the same resident (composite E(g)/C3 use). The live/work unit shall be the primary dwelling of the occupant.
- 2.67 Self-contained live/work units must meet living and space standards for C3 accommodation, which are set out in the London Plan. Further guidance on how the standards should be applied and where they would be relevant is provided in the [Mayor's Housing SPG](#) and will be set out in the Design Guide SPD.

- 2.68 Consideration will be given as to whether planning conditions are applied that seek to secure a continuing ratio between workspace and living space. In addition, the Council will consider the use of planning conditions to prevent sub-division and to restrict residential occupation to those employed in the linked workspace.

DP6: Loss of existing housing

Related plans, strategies and key evidence – why we need this policy

[Bexley Strategic Housing Market Assessment \(SHMA\)](#)

- 2.69 The contribution of new dwellings and conversions to meeting the borough's housing need will be compromised if the existing stock or sites identified for residential development are used for other purposes without replacement.

POLICY DP6 Loss of existing housing

1. **Development resulting in the net loss of all or part of a dwelling will generally be resisted, except where:**
 - a. it would replace a ground floor residential unit within a town centre with a ground floor main town centre use;
 - b. it would replace significantly substandard units with fewer, high-quality units; or
 - c. the loss would allow for the provision of a community facility that is suitable for residential areas, subject to no significant adverse impacts on neighbouring properties.
2. **The loss of housing units through estate regeneration may be considered acceptable where the overall amount of affordable floorspace is retained or, ideally, increased.**
3. **Proposals to return vacant homes back into use will be supported.**

Policy DP6 Loss of existing housing

Policy implementation

- 2.70 Residential units within town centres should be located above ground level where possible to allow for more 'active' main town centre uses at ground level. It would be appropriate for access doorways and entrances to be located at ground floor level for accommodation above.
- 2.71 A significantly substandard dwelling is determined by having regard to the following; current space, layout, ceiling height or amenity standards as set out in local or regional guidance and cannot be reconfigured to do so. A high-quality dwelling is one that meets these standards as a minimum and exceeds them where possible. What constitutes an acceptable number of substandard dwellings to be lost and replaced with higher quality dwellings will be considered on a case by case basis.
- 2.72 Where estate regeneration schemes would lead to an overall loss of housing units, this may be allowed if smaller units are being replaced with much needed affordable family housing. In addition, the overall amount of affordable floorspace should be retained or, ideally, increased. These benefits will be considered carefully against any change to the number of affordable habitable rooms, and any overall loss of housing units, on a case-by-case basis. This can be within the scheme or potentially as part of a wider programme, provided the overall amount of affordable housing is not reduced within the borough.

3. Bexley's economy: strengthening our prosperity

Related Council overarching strategies

[Bexley Growth Strategy](#)

[Bexley Plan #MakingBexleyEvenBetter](#)

[Bexley Town Centres Strategy](#)

[Learning, Skills and Employment Strategy](#)

[Start Well, Live Well and Age Well \(Bexley System-wide Prevention Strategy\)](#)

[Local Implementation Plan \(LIP\)](#)

- 3.1 Bexley expects to play an important role in London's future economy and making London a resilient city and build back better. This chapter sets out the strategic and non-strategic policies that help ensure growth is sustainable and dealt with in a coordinated manner, taking account of the policies already in the London Plan. A variety of matters are addressed, such as protecting designated industrial land in the borough for employment uses, promoting the circular economy model, and supporting increased diversity of the local employment offer and an improvement to workforce skills.
- 3.2 Bexley has an established industrial land base, and a well-performing town centre network. Local Plan policies are needed to support the continued prosperity and development of these employment locations. It is essential that enough employment land is set aside to accommodate job growth. There is a need to stimulate land-use intensification in employment locations and in and around the borough's town centres. This ensures the most viable and sustainable areas remain the focus for future economic development.
- 3.3 The vitality and viability of the borough's town and neighbourhood centres will not just rely on growth; it will also depend upon adapting easily to changes in national retail and leisure trends. Policies in this chapter set out a more flexible approach to uses in town centres to ensure they remain strong and successful over the plan period.



SP3: Employment growth, innovation and enterprise

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021](#)

[Industrial Land Intensification Study](#)

[Employment Land Technical Paper](#)

[Employment Floor Space Calculations Technical Note](#)

[Employment Land Review \(ELR\)](#)

[ELR Technical Briefing Paper](#)

- 3.4 Currently, the borough's employment land is mainly connected to traditional industrial activities, particularly in respect of some larger employment sites 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 Bexley's London Plan Opportunity Areas. However, some existing employment areas and sites are not well suited to the needs of modern business, as they suffer from poor public realm and ageing infrastructure.
- 3.5 The borough is therefore well positioned to encourage businesses to transition from a linear economy model, where resources are transformed into products that are then disposed of, to a circular economy model. The World Economic Forum defines this as an industrial system that replaces the end of life concept with restoration and aims for the elimination of waste through the superior design of materials, products, systems and business models. Development proposals that

adopt the design principles of the circular economy for building approaches are supported by the Mayor of London.

POLICY SP3 Employment growth, innovation and enterprise

1. Bexley will continue to play a key role in contributing to London’s economic growth and prosperity. The Council will support the economic growth of at least 10,800 (net) new jobs over the plan period, of which approximately 1,900 to 2,700 of these will be located within Bexley’s designated industrial locations. The Council will assist in developing a strong and sustainable local economy by embedding circular economy principles, so as to contribute to the resilience of London and the regeneration of the Thames Gateway. The Council will work with partners to secure investment that supports the local economy.

2. The Council will promote sustained economic development and employment growth by supporting development proposals that broaden the mix of business uses and 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 industrial locations, and through the designation of Sidcup as a Creative Enterprise Zone. Proposals for economic development should, where possible:
 - a. intensify land-uses to optimise the use of land, particularly on those sites identified in Table 5 in order to provide the additional 147,200m² to 195,400m² of industrial floor space needed for the new jobs identified in part 1 of this policy;
 - b. increase employment densities;
 - c. provide higher employment densities in well-connected locations;
 - d. enable businesses to share facilities and equipment where practical, for example goods lifts, loading bays and ancillary facilities;
 - e. make smaller units available as part of larger developments to support small and medium businesses;
 - f. improve the quality of employment areas and town centres, including the public realm, to make them more suitable and attractive locations for modern businesses; and,
 - g. apply circular economy design principles for building approaches.

3. Designated Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS) will be protected for industrial type activities and related functions, including ancillary facilities, specific to their designation in the hierarchy, as set out in Policy DP7 Appropriate uses within designated industrial areas. These designations are defined on the Policies Map.

4. The Council aims 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. Key to this will be a better integrated and enhanced public transport network connecting Bexley’s housing and employment locations. The Council will achieve these aims by:
 - a. reducing residents’ need to travel long distances by supporting the creation of a diverse local economy that offers a wide range of well-connected local job opportunities, particularly in Bexley’s designated industrial locations, town centres, neighbourhood centres and other places of employment including education and healthcare;

POLICY SP3 Employment growth, innovation and enterprise

- b. improving the local skills base, especially by ensuring that education and training facilities, are available to residents, and by supporting the development of place and making initiatives in the borough;
- c. encouraging businesses and developers, through planning obligations, to use locally sourced labour and where viable, to provide apprenticeships and on-the-job training for residents seeking to improve their skills;
- d. supporting the provision of workplace crèches at or near places of training and employment; and,
- e. facilitating growth of the visitor economy and creative industries to support local business, particularly by promoting the borough’s historic, cultural, recreational and environmental assets.

Policy SP3 Employment growth, innovation and enterprise

Policy implementation

- 3.6 This strategic policy provides a mechanism for the Council 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 and creative sectors and small and medium enterprises.
- 3.7 Designated industrial locations and town centres are shown on the adopted [Policies Map](#). To encourage commercial, business and service growth and investment, the intensification and modernisation of premises and sites within town centres and designated industrial locations to meet expected future business needs, including the growth in jobs over the plan period, is necessary. The Council will only accept schemes that have provided robust evidence that the development proposal optimises the site and applicants must set out the options explored for intensification in their planning statements. This will contribute to the provision of modern high-quality business accommodation and improve the effectiveness of the employment offer, creating a diversity of jobs and improved skills levels.
- 3.8 Improvements to town centres and designated industrial locations should include more sustainably designed buildings and sites, where the benefits add appeal to prospective tenants and allow businesses to grow. Development proposals should not compromise the integrity or effectiveness of designated industrial locations to accommodate employment in accordance with the agent of change principle set out in paragraph 187 of the National Planning Policy Framework.
- 3.9 The Council will support education and training to improve the local skills base. This policy supports the development of place and making initiatives in the borough, to facilitate education and training across all aspects of the built environment.



DP7: Appropriate uses within designated industrial areas

Related plans, strategies and key evidence – why we need this policy

[The London Plan 2021](#)

[Industrial Land Intensification Study](#)

[Employment Land Technical Paper and Employment Floor Space Calculations Technical Note](#)

[Employment Land Review \(ELR\) and ELR Technical Briefing Paper](#)

[Article 4 Directions Technical Paper](#)

- 3.10 This policy ensures that industrial floor space capacity is appropriately managed across the borough. The potential for industrial intensification has been identified on designated industrial

sites in order to free up land for much needed housing and supporting infrastructure. Industrial land consolidation has been conducted as part of a strategically coordinated process that is integral to the development of this Local Plan.

Industrial land review

- 3.11 A review of Bexley's industrial land has been undertaken. An audit has been conducted and the amount of existing industrial floor space and operational yard space determined. The role and function of industrial sites and areas have been analysed and industrial designations (e.g. strategic, of local significance, or undesignated) reviewed. Figure 4 illustrates the industrial land strategy and Table 7 summarises the changes to designated industrial land.
- 3.12 Working with the Greater London Authority (GLA), a baseline position of remaining industrial land in the borough has been determined. Bexley's primary and secondary employment land as identified on the 2004 Unitary Development Plan Proposals Map, has been assessed. The Bexley Core Strategy 2012 and the London Plan 2016 both identified a managed release of approximately 50 hectares of designated industrial land in the borough over the plan periods of both those documents and this process was underway when reviews of Bexley's Local Plan and the London Plan began in 2017. With a starting position of the designated employment land set out in the 2004 UDP and defined on the UPD Proposals Map, all employment land with implemented planning consents that changed the use of the site up to and including 31 March 2020 have had the industrial designation changed to the consented use, unless the planning decision included a condition for the site to revert to employment use if the consented use ceased or where the use changed as a result of permitted development rights legislation.
- 3.13 SIL will be intensified because evidence suggests it is viable to optimise the use of this land for appropriate business uses, including waste facilities and wharves, safeguarded for their industrial purposes. In some cases, land without a formal land-use designation has been allocated to SIL, to rationalise industrial processes already happening on the sites or to capitalise on a site's ability to provide additional industrial land in a location that would be highly suitable. The Industrial Land Intensification Study and the Employment Land Technical Paper provide further information on Bexley's industrial land strategy. Existing uses however will not be affected by changes to land use designations.
- 3.14 LSIS will also play their part as designated industrial locations. Most industrial uses in the borough are located within the SIL and LSIS designated areas – only around 7% of industrial businesses operate on non-designated industrial sites in Bexley.
- 3.15 The Industrial Land Intensification Study identifies a potential increase in capacity. Sites within four SIL and one LSIS that have been identified as being viable for intensification are set out in Table 5. Within these sub-areas, sites with particularly high potential for increase in industrial capacity are the undeveloped parcels at Veridion Park in the Belvedere Industrial Area and a large vacant site in the Thames Road Industrial Area.

Designated industrial location	Net floor space intensification potential (GEA) (m ²)
Belvedere industrial area (outer and lower)	145,279
Crayford industrial areas, (including Thames Road)	27,536
Erith industrial areas	74,713
Foots Cray business area	9,093

Designated industrial location	Net floor space intensification potential (GEA) (m ²)
Welling industrial area	4,811
total (net) floor space capacity from intensification areas	261,432

Table 5: Viable intensification opportunities in designated industrial land

- 3.16 Bexley has enough surplus designated industrial land to accommodate all existing industrial uses, including those on non-designated industrial sites, and for the planned growth in jobs for employment sectors that should be located within industrial areas. Nonetheless, a strategic approach of ‘no net loss’ of existing industrial floor space has been applied in the review and designation, or release, of industrial land.
- 3.17 The Employment Land Technical Paper and Industrial Land Intensification Study have provided the evidence for the release of designated industrial land through the assessment of sites, and the setting out of considerations to guide future uses on the released sites. The existing floor space capacity and existing operational area of industrial sites that have been released to other land uses totals 49,140m² with the capacity reprovided on sites in designated industrial locations identified as having good potential for intensification. Table 6 summarises the floor space of the released sites. Detailed boundaries of designated industrial land are set out on the adopted [Policies Map](#).

Industrial site	existing industrial floor space (GEA) (m ²)	existing external operational area (GEA) (m ²)	new land use designation
Crabtree Manorway South (part)	15,980	27,210	Primarily Residential Area
Monarch Works, Station Road North	3,650	2,300	Primarily Residential Area
Belvedere Gas Holders, Yarnton Way (decommissioned utilities infrastructure)	0	0	Primarily Residential Area
Former Electrobases/ Warrants Works, Crayford West Industrial Area	0	0	Primarily Residential Area/ SINC
Sainsbury’s car park (overflow), Crayford West Industrial Area	0	0	Primarily Residential Area
War memorial at ADM Works, Church Manorway	0	0	Urban Open Space
total (net) floor space and operational area released (m²)	19,630	29,510	

Table 6: Industrial sites released for other land use designations

- 3.18 Much of Bexley’s designated industrial land is located along the River Thames in the north and River Cray in the east, and falls within the Bexley Riverside Opportunity Area (OA), a London Plan designation. An indicative boundary for the OA is illustrated on Figure 4. This OA originally focussed on the large swathe of industrial land at Belvedere; however, it has increased in size to reflect the aspirations of the London Thames Gateway. A planning framework prepared for the OA should reassess the suitability of the boundary and provide further detail and guidance for land released for other uses, and for land remaining in industrial use.

POLICY DP7 Appropriate uses within designated industrial areas

1. Two types of industrial land are designated in the borough:
 - a. Strategic Industrial Locations (SIL); and
 - b. Locally Significant Industrial Sites (LSIS).

2. In designated Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS), as identified on the Policies Map, the following use classes for industrial type activities and related functions, including ancillary facilities, will be permitted and safeguarded:
 - a. Class B2 and B8
 - b. Class E(g)(ii) and E(g)(iii), where the permitted function cannot change to any other E use class

3. Proposals for sui generis industrial uses will usually be permitted in designated industrial areas, provided that the use does not impede the effective operation of other nearby businesses. Sui generis uses that can have a detrimental effect on amenity, such as waste facilities or disposal installations, are not considered an appropriate use within LSIS, which is often located adjacent to residential areas.

4. In designated industrial locations, development proposals should where possible seek to intensify, renew and modernise business uses, including the assembly of land to achieve this.

5. Development proposals should not result in a net loss of existing industrial floor space for Class E(g)(ii), E(g)(iii), B2 and B8 uses in all designated industrial locations. Co-location with non-industrial uses will be considered on LSIS provided the principle of no net loss of existing industrial floor space is achieved.

6. Non-designated industrial sites should be assessed in line with criteria set out in London Plan policies, particularly E4 and E7

7. The SIL at Crossness Sewage Treatment Works is safeguarded for its strategic utilities infrastructure use and its operational land identified on the Policies Map.

8. In the Foots Cray Business Area, development proposals for existing E(g)(i) offices will only be permitted to change use to other suitable business uses (where not covered by permitted development rights).

Non-conforming uses

9. Extensions, alterations, intensification or any other form of development for existing non-industrial uses on designated industrial land will not be supported.

Temporary uses

10. The Council will support the temporary occupation of empty buildings and cleared sites by temporary uses for a period that should not normally exceed three years, where they contribute to regeneration; enhance the character and vitality of the area; and, where they do not harm the operation of the remainder of the estate.

Bexley’s designated industrial land

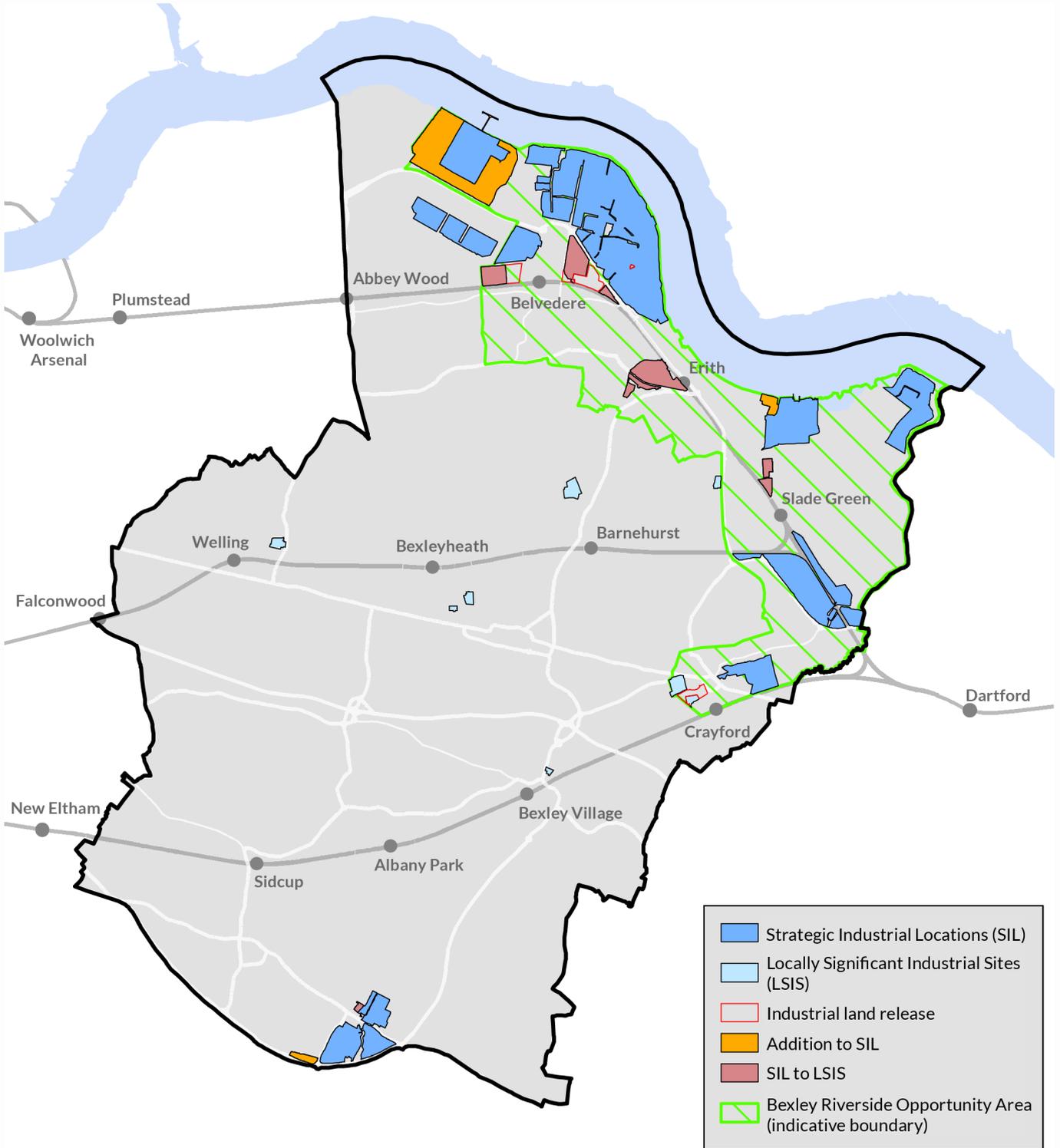


Figure 4: Industrial land strategy, illustrating designated industrial land (including additions to SIL and changes in the hierarchy from SIL to LSIS) and land released to other land use designations

Industrial land: baseline, additions and release	Gross area (hectares)
Industrial land baseline (SIL and LSIS)	415.46
Baseline industrial sites recategorised from SIL to LSIS (already part of baseline figure)	(36.91)
New designations of SIL (figure added to baseline figure)	+51.75

Industrial land: baseline, additions and release	Gross area (hectares)
SIL/LSIS released for other uses (figure removed from running total)	-12.07
Total designated industrial land (SIL/LSIS) shown on the adopted Policies Map	455.14

Table 7: Changes to designated industrial land

Policy implementation

- 3.19 The updated industrial land designations including changes to the hierarchy are defined on the adopted [Policies Map](#). For clarity and consistency, the London Plan designation notations of Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS) are being used in the Local Plan and adopted [Policies Map](#) in place of the terms primary employment areas and secondary employment areas, previously used in the Core Strategy and UDP.
- 3.20 Notwithstanding the above use classes, in designated industrial locations where non-B-Class operations are already in existence, proposals should seek to provide B-Class operations. Proposals involving a quantum of floor space to be used for display and sales should demonstrate that those uses are clearly ancillary to a primary Class B use. Small-scale walk-to services, such as a workplace crèche or café, which meet the essential day-to-day needs of industrial occupiers in the SIL or LSIS, will generally be permitted, provided that the proposed use is necessary to support functioning industrial activity and it would not adversely affect the industrial status or operation of the area.
- 3.21 A detailed approach to optimising sites, including criteria for sites considered to be suitable for multi-storey industrial typologies, is included in the Industrial Land Intensification Study and will be set out in the Design Guide SPD. The baseline and methodology for this approach are set out in the Industrial Land Intensification Study.
- 3.22 Sui generis uses (uses that do not fall into a use category prescribed by the Town and Country Planning (Use Classes) Order 1987 (as amended)) that are complimentary to industrial uses will be considered on their individual merits having regard to the objectives and policies for each area and the appropriateness of the use in each location. Proposals for waste management and disposal installations will usually be permitted, provided that the use does not impede the effective operation of other nearby businesses in the SIL or the primary function of the SIL as a business area. These would not be considered appropriate in LSIS.
- 3.23 The Council will monitor the number of changes of use of business and commercial units that fall under Class E to Class C3 (residential) to understand the loss of such units and the impact on the borough's longer term ability to meet the need for employment floorspace. Should the need rise to safeguard the provision of units within key industrial sites, the Council will explore additional measures to provide protection for designated industrial areas. This includes the introduction of an Article 4 Direction.
- 3.24 A concentration of large office premises in the Foots Cray Business Area (a designated SIL) is evidence of a healthy and well-functioning office market that has been identified in this location, commanding the highest office rental values in the borough, reflecting the area's good road links and supply of purpose-built premises of good quality. Where a proposal to change use is not covered by permitted development rights, the Council would only support the loss of office space where it would change use to another employment use suitable for being located within the SIL. The Council is considering the use of an Article 4 Direction in the Foots Cray Business Area that would remove the permitted development rights for offices to convert to residential use.

- 3.25 Non-conforming uses prevent the opportunity to maximise industrial capacity within SIL/LSIS and potentially cause harm to appropriate uses through the agent of change principle. To ensure an appropriate balance of employment uses, the Council will restrict further expansion of retail floor space in designated industrial locations to instances only where the use is demonstrated to be ancillary to a primary Class B use.



DP8: Telecommunications and digital infrastructure

Related plans, strategies and key evidence – why we need this policy

[The London Plan 2021](#) (Policy SI 6 Digital connectivity infrastructure)

[Bexley Local Character Study](#)

- 3.26 The Council supports the expansion of high-quality, reliable electronic communication networks, including telecommunications and high-speed broadband, and will facilitate the expansion of this technology as it is key to economic growth. And, as the world goes increasingly online, it will be essential that no one gets left behind. Digital technology allows residents to access local community facilities and services.
- 3.27 Some types of digital infrastructure, in particular data centres, are most appropriately located in the borough's SIL and will be assessed in accordance with Policy DP7. However, much of the telecommunications network will need to be located throughout the borough in order to achieve full digital connectivity.
- 3.28 Therefore, it must be recognised that telecommunications equipment can be very intrusive in public spaces and the overall number of masts and sites should be limited to only what is necessary for operational needs, including future capacity linked to the planned growth in the borough. Digital equipment, such as CCTV, traffic counters and air quality monitoring stations are often located adjacent to streets and could be better managed. It will be necessary to balance the need for such equipment with the need to protect the character and appearance of the area, particularly in certain sensitive areas.

POLICY DP8 Telecommunications and digital infrastructure

1. The Council supports the delivery of full-fibre digital connectivity set out in London Plan policy SI 6.
2. Proposals for new or upgraded telecommunications and associated equipment will be supported, including masts, cabinets and other related equipment, which should be located so as to minimise any adverse effects ensuring that:
 - a. the installation(s) are kept to a minimum, consistent with the efficient operation of the network;
 - b. opportunities for the sharing or clustering of facilities has been fully considered, including siting masts on existing buildings;
 - c. they are sited and designed to minimise their visual impact and appearance, including through the choice of materials and colour;
 - d. they do not cause undue harm to the character or appearance of the associated building or area;
 - e. appropriate planting and landscaping has been incorporated to help screen installations; and
 - f. there is no undue harm to highway safety or the functionality of other street furniture.

Policy DP8 Telecommunications and digital infrastructure

Policy implementation

- 3.29 Digital technology will help foster social and economic growth and plays a vital role in the provision of local community facilities and services. The Council will expect development to be supported by the latest digital infrastructure and encourages early discussions with operators.
- 3.30 The criteria set out in this policy aim to minimise the intrusion of equipment by promoting shared use of masts, locating equipment on existing structures (e.g. tall buildings), seeking to avoid sensitive locations and designing equipment appropriately.
- 3.31 Much of the development undertaken by code systems operators is permitted development but some development requires prior approval of details of the siting or appearance of the equipment. In determining full planning applications, the Council will take account of government guidance including in statutory regulations as relevant.
- 3.32 National planning guidance outlines that telecommunications applications must be supported by detailed information including consultations with interested organisations and a certification that the operational exposure for new masts or base stations (or additions to existing) will not exceed International Commission on non-ionising radiation protection guidelines.

SP4: Supporting successful town centres

Related plans, strategies and key evidence – why we need this policy

[The London Plan 2021](#)

[Town Centres Strategy](#)

[Bexley Obesity Strategy](#)

[Bexley Retail and Leisure Study](#)

[Retail and Town Centres Technical Paper](#)

[Employment Land Review \(ELR\) Technical Briefing Paper](#)

- 3.33 Evidence shows that town centres now function as much more than a retail destination, providing a large range of services, facilities, employment and experiences for residents in an accessible location. The Council wishes to ensure that this expanding role is encouraged, allowing a greater diversity of town centre uses and therefore reducing the need to travel.
- 3.34 Creating and supporting a thriving local economy has positive benefits for residents, ranging from health outcomes and employment opportunities to community cohesion and crime reduction.
- 3.35 The London Plan also sets out a town centre hierarchy, of which Bexley's network is a part. Policy SP4 ensures 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.

POLICY SP4 Supporting successful town centres

1. To realise a network of successful town centres, the Council will work with key stakeholders including the Mayor of London and Business Improvement Districts (BIDs), to maintain and enhance the vitality and viability of the borough's hierarchy of town centres. In particular, the Council will:
 - a. support proposals for main town centre uses in Bexley's defined Town and Local Centres, including residential-led development on appropriate sites;
 - b. ensure that all new development is appropriate in scale, design and location, and does not negatively impact on the hierarchy in accordance with national and regional policy and local need;

POLICY SP4 Supporting successful town centres

- c. maintain town centres as the places where commercial, business and service uses are concentrated, as designated on the Policies Map, and support development proposals for the intensification, renewal and modernisation of these uses;
- d. seek to secure a healthy mix of shop sizes and types, as well as encourage the introduction of pop-up shops and other appropriate temporary uses, including for cultural and creative uses, where they support the vitality and viability of the centre;
- e. apply the town centre sequential test to all relevant developments as set out in national and regional policy and the retail impact assessment on new developments and redevelopments over a locally set threshold of 280m² gross;
- f. support an evening economy across the borough's town centres, and a night-time economy in Bexleyheath, with new development supporting the creation of a comfortable, safe, attractive and accessible day and evening environment;
- g. support the development of new cultural venues in town centres and places with good public transport connectivity;
- h. strongly encourage hot food takeaway operators to comply with the Healthier Catering Commitment standards;
- i. support the creation of attractive town centres through high-quality design;
- j. work with partners to enhance existing markets and, where appropriate, to establish new markets;
- k. promote the provision of Shopmobility schemes or similar to ensure maximum accessibility for all;
- l. seek to ensure that the vitality and viability of the borough's designated Neighbourhood Centres are maintained and enhanced in order that they continue to provide a level of service of neighbourhood significance; and
- m. develop a town centre strategy for each town centre in accordance with London Plan requirements.

Policy SP4 Supporting successful town centres

Policy implementation

- 3.36 Bexley's town centres should be able to respond rapidly to changes in trends for leisure, retail and other commercial uses to ensure they remain lively and viable places, with low vacancy rates and healthy footfalls. The requirements of national guidance now create a more balanced offer of retail and leisure within town centres protecting the 'town centre first' approach, including the use of sequential and impact tests for appropriate developments.
- 3.37 New development in or around town centres will be required to positively contribute to the town centre's viability and vitality, as well as helping create a safe, attractive and accessible environment, both during the day and evening. Developers should apply the principles of [Secured by Design](#) where relevant. Detailed guidance and information will be set out in the Design Guide SPD.
- 3.38 The evening economy is town centre activities that tend to finish around 11pm. The night time economy refers to establishments with late night licences that can run into the early hours of the morning, particularly at weekends.
- 3.39 Residential development within town centres is supported above ground floor level, where this does not harm the viability and vitality of the town centre. It is recognised that residents living in

town centres should anticipate a different level of amenity that those in primarily residential areas. Separation distances may be closer, or noise levels higher, for example. The agent of change principle in the London Plan supports this approach.

- 3.40 Active street frontages (such as frequent doors and windows) should be achieved where there are ground floor residential frontages within a town centre.
- 3.41 Findings from the Retail and Leisure Study suggest a local impact assessment threshold for retail and leisure development of 280m² (gross) is appropriate for Bexley. This applies to new and replacement gross retail floor space (the redevelopment of existing floor space alongside additional floor space) where this is outside of an existing centre. This ensures that a ‘town centre first’ approach is maintained towards cumulative incremental increases in out-of-centre retail stores that could materially change the nature of a whole scheme through small extensions.
- 3.42 The [Healthier Catering Commitment](#) (HCC) is a pan-London voluntary project, locally run to encourage restaurants, cafes and takeaways to make a commitment to adopting healthier food preparation practices and offer healthy options. The Council will work with businesses to create the business case for supporting healthy lifestyles and explore the possibility of instigating a Bexley Business Award focussed on Healthy Lifestyles. The Bexley Obesity Strategy provides further information and guidance.
- 3.43 [Shopmobility](#) schemes should use innovative approaches, such as the use of E-assist pedal scooters where possible rather than reliance on full electric mobility scooters.



DP9: Development within town centres

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021](#)

[Town Centres Strategy](#)

[Bexley Obesity Strategy](#)

[Bexley Retail and Leisure Study](#)

[Retail and Town Centres Technical Paper](#)

[Employment Land Review \(ELR\) Technical Briefing Paper](#)

[Article 4 Directions Technical Paper](#)

- 3.44 The London Plan identifies a range of measures boroughs should undertake in relation to town centres, including setting out policies for each type of area within centres. The NPPF requires boroughs to define the extent of town centres and primary shopping areas and make clear the range of uses permitted in designated town centres. Town centres are places where a wide range of uses help to ensure vitality and viability is maintained. This policy sets out appropriate uses by location within a centre.
- 3.45 To ensure that a healthy balance of uses is maintained, the Council will actively manage through the planning process the concentration of different use classes (where it can do so through the Town and Country Planning (Use Classes) Order 1987 (as amended)) within town centres by designating town centre boundaries where commercial, business and service uses are concentrated.
- 3.46 A review of town and neighbourhood centres has been carried out and the updated hierarchy of town centres and town centre boundaries are shown on the adopted [Policies Map](#). The definition of each type is set out in the London Plan, which states in Part C of Policy SD8 that changes to District, Local and Neighbourhood Centres can be brought forward through local plans where

supported by evidence in development capacity assessments and town centre health checks and subject to assessments of retail impact where appropriate.

- 3.47 The additions of Lower Belvedere as a District Centre, and Abbey Wood Village, Bexleyheath Station and Sidcup Station as Local Centres have been assessed in the review and information is provided in the Retail and Town Centres Technical Paper. The Bexley Retail and Leisure Study has informed the new town centre boundaries and the allocation of future retail capacity.
- 3.48 The development of a planning framework for the Bexley Riverside Opportunity Area will further define the development of Lower Belvedere District Centre to help to improve the town centre to make it more sustainable.
- 3.49 The town centre boundaries are sufficient enough tools to manage the range of uses across town centres and will therefore replace the previously designated core and non-core frontages. The new town centre boundaries reflect the current shopping patterns, the changing nature of the role and function of town centres, and the more diverse mix of uses that contribute to this, including residential. Because of this, and the introduction of the new E use class that incorporates retail uses, the primary shopping area for each town centre will encompass the same area as the town centre boundaries.
- 3.50 This policy applies to the following town centres or hierarchy level:
- Major Centre – Bexleyheath
 - District Centres – Crayford, Erith, Lower Belvedere (new designation), Sidcup, Welling
 - Local Centres – Abbey Wood Village (new designation), Bexley Village, Bexleyheath Station (new designation), Blackfen, Northumberland Heath, Sidcup Station (new designation), Upper Belvedere

POLICY DP9 Development within town centres

- 1. The Council will promote a diversification of town centre uses, including commercial, business and service uses, community, leisure, cultural and recreational uses, and residential uses, whilst avoiding an over concentration of any one non-class E use.**

 - 2. Development proposals in town centres will need to demonstrate that the Agent of Change principle has been considered.**

 - 3. Changes of use that would result in a net loss of ground floor main town centre uses within the designated town centre boundary will be resisted.**

 - 4. Changes of use that would result in a net loss of ground floor Class E uses within the town centre boundary should ensure that:**
 - a. the proposed use is a main town centre use;**
 - b. the use contributes to the vitality and viability of the town centre;**
 - c. a significant percentage of the units within the town centre boundary will remain in Class E use;**
 - d. the proposed use has an active frontage immediately accessible from the street; and,**
 - e. the proposed use would not result in two or more adjoining units of takeaways, betting offices/shops, pay day loan shops, and pawn brokers, with a maximum of 10% of units with these uses collectively, and in any event, no one use above 5% of units, across the town centre.**
-

Policy implementation

- 3.51 Use Class E – Commercial, Business and Service, was introduced to the Town and Country Planning (Use Classes) Order 1987 in September 2020. This allowed for a greater range of movement between different uses within this class that are automatically permitted without the need to apply for planning permission. More information can be found on the Government’s Planning Portal website.
- 3.52 Main town centre uses are defined in Annex B: Glossary of planning terms and in the Glossary of the NPPF. These include retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
- 3.53 For the purposes of this policy, use classes F1(d) public libraries and F2(b) local community halls are considered main town centre uses.
- 3.54 Due to the importance of the maintenance of a critical mass of commercial uses to the viability and vitality of the borough’s town centres and the importance of these units in meeting employment need within the plan period, the Council will be monitoring the level and distribution of business and commercial units in its centres. Should this monitoring indicate, or other emerging policy changes threaten, harm to amenity or wellbeing, the Council will explore additional measures to provide protection for these areas. This will include the introduction of an Article 4 Direction.
- 3.55 Within town centres, residential uses above shops are generally supported. It would be appropriate for access doorways and entrances to be located at ground floor level for accommodation above. The Council is considering the use of an Article 4 Direction that would remove the permitted development rights for existing class E uses to convert to residential use at ground floor level within town centres.
- 3.56 The Agent of Change principle is set out in the London Plan. It places the responsibility for mitigating the impact of existing noise and other nuisances firmly on the new development. The onus is on the new use to ensure its building or activity is designed to protect existing users or residents from noise impacts. Applications for development proposals in town centres should clearly demonstrate how noise and other nuisances will be mitigated and managed.
- 3.57 As a general rule of thumb, a shopping unit is that part of the unit facing the main road. One unit is considered to have a linear width of between five and ten metres. Anything below or above this width will be calculated proportionately (i.e. a shopfront with a width of 12 metres will be considered two units and a width of less than five metres will be considered half a unit). Guidance on creating active shopfronts, including window displays, will be set out in the Design Guide SPD.
- 3.58 Some sui generis uses are not considered to be town centre uses and will therefore be assessed on a use-by-use basis taking into account recent changes in the Use Classes Order regarding takeaways, betting shops and pay day loan shops. When any secondary use becomes more than just ancillary to the primary use it becomes a mixed-use sui generis unit.

DP10: Neighbourhood centres and small parades

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021](#)

[Bexley Retail and Leisure Study](#)

[Retail and Town Centres Technical Paper](#)

[Article 4 Directions Technical Paper](#)

- 3.59 Paragraph 192 of the NPPF notes that planning policies should aim to achieve healthy, inclusive and safe places which promote social interaction through strong Neighbourhood Centres and the provision of local shops and other local services. The London Plan states that boroughs should identify and promote the complementary offers of the smaller centres in the network including neighbourhood centres and small parades of shops.
- 3.60 This policy seeks to ensure that local people have immediate and convenient access to services and facilities to meet their day-to-day needs through the maintenance of the borough's supply of retail provision. It recognises that neighbourhood centres and small parades are important for health, wellbeing and social interaction.
- 3.61 These play a key role in meeting 'walk to' every day needs and are often the core of healthy lifetime neighbourhoods. Planning policies should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. They should also ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community.
- 3.62 The borough-wide network of Neighbourhood Centres is listed in Table 8, Small Parades listed in Table 9 and locations identified on the adopted [Policies Map](#).

POLICY DP10 Neighbourhood centres and small parades

1. **The loss of ground floor Class E uses in designated Neighbourhood Centres and Small Parades will be supported if:**
 - a. **the proposed use positively contributes to the vitality and viability of the parade and;**
 - b. **the proposed use would include an active frontage immediately accessible from the street and;**
 - c. **in the case of Neighbourhood Centres, the proposed use would not result in two or more adjoining units of takeaways, betting offices/shops, pay day loan shops, pawn brokers or any other sui generis use considered to be of harm to viability, vitality or wellbeing, with a maximum of one unit or 10% of units (whichever is the greater) with these uses collectively across the centre;**
 - d. **or, in the case of small parades, the proposed use would not result in more than one unit of takeaways, betting offices/shops, pay day loan shops, pawn brokers, or any other sui generis use considered to be of harm to viability, vitality or wellbeing across the parade.**

Policy DP10 Neighbourhood centres and small parades

Policy implementation

- 3.63 Use Class E – Commercial, Business and Service, was introduced to the Town and Country Planning (Use Classes) Order 1987 in September 2020. This allowed for a greater range of movement between different uses within this class that are automatically permitted without the need to apply for planning permission. More information can be found on the [Government's Planning Portal](#) website.

- 3.64 The Council is considering the use of an Article 4 direction that would remove the permitted development rights for existing Class E uses to convert to residential use at ground floor level within neighbourhood centres and small parades. These very local shopping areas provide walk-to services, contributing the liveable neighbourhoods, and are the most likely to be lost completely if ground floor commercial uses were not protected.
- 3.65 A proliferation of certain sui generis uses can negatively affect the vitality and viability of Bexley's neighbourhood centres and small parades and can have an impact on people's health, including mental health. These uses could be hot food take-away shops, betting shops, payday loan shops, pawnbrokers and amusement arcades, amongst others. In addition, the London Plan sets out policies with regard to hot food takeaway uses.

Neighbourhood centres

Neighbourhood centre	District	Streets
1. Albany Park	Sidcup	10 to 60 (even) Steynton Avenue (including 34b) and Albany Park railway station foyer
2. Barnehurst	Bexleyheath	286 to 314 (even) Erith Road 81 to 99 (odd) and 92 to 102 (even) and the Red Barn Public House, Barnehurst Road
3. Bellegrove Parade	Welling	211 to 231 (odd) Bellegrove Road 2 to 10 (even) Welling Way
4. Blendon Road	Blendon	133 to 165 (odd) and the Three Blackbirds Public House, Blendon Road
5. Falconwood Parade	Falconwood	1 to 23 (consecutive) Falconwood Parade
6. Foster's Parade	Welling	62 to 86 (even) Upper Wickham Lane
7. Halfway Street	Sidcup	158 to 198 (even) Halfway Street, including 162a, 176a, and 188a to 188d
8. Hollytree Parade	Foots Cray	1 to 7 (consecutive) Hollytree Parade, Sidcup Hill 1 to 17 (odd), 2 to 7 (consecutive) Cray buildings, and the Seven Stars Public House, Foots Cray High Street
9. Lion Road/Broadway (west of Lion Road)	Bexleyheath	1 Lion Road 230 to 246 (even), the Golden Lion Public House, 262 to 300 (even), 308 to 318 (even), 265 to 299 (odd), 303 to 309 (odd) and 323 to 337 (odd) Broadway, including 280a, 303a, 309a and 310a
10. Long Lane	Bexleyheath	131 to 165 (odd) and 138 to 158 (even) Long Lane
11. Marechal Niel Parade, Main Road	Sidcup	1 to 10 (consecutive) and 1a and 1b Marechal Neil Parade 259, 261, 265 to 287 (odd) Main Road
12. Midfield Parade, Mayplace Road East	Bexleyheath	1 to 12 (consecutive) Midfield Parade 59b, 61 to 69 (odd), 158 to 166 (even) and 158b and 158d Mayplace Road East
13. Montpelier Avenue	Bexley	1 to 25 (odd) Montpelier Avenue
14. Sherwood Park Avenue	Blendon	242 to 278 (even) Sherwood Park Avenue
15. Slade Green Station	Slade Green	35 to 49 (odd) Forest Road
16. Southmere Village	Abbey Wood	Awaiting completion of the Southmere Village development

Neighbourhood centre	District	Streets
17. St. James Way	North Cray	70 to 94 (even) St. James Way
18. The Oval	Sidcup	1a, 1b, 3 to 53 (odd) The Oval
19. The Pantiles	Bexleyheath	2 to 24 (even) and 3 to 11a (odd) The Pantiles

Table 8: Bexley's Neighbourhood centres

Small parades of shops

Small parade	Location	Streets
20. Belmont Road and Mill Road	Erith	1 to 7a (odd) Belmont Road 85 and 87 Brook Street 70 and 72 Mill Road
21. Brampton Road/Long Lane	Bexleyheath	287, 289 and 295 to 305 (odd) Brampton Road
22. Brampton Road/ Shakespeare Road	Bexleyheath	152 and 154, and 209 to 217 (odd) Brampton Road
23. Bridge Road	Slade Green	7 to 15 (odd) Bridge Road
24. Chieveley Parade	Bexleyheath	1 to 8 (consecutive) Chieveley Parade, Mayplace Road East
25. Colyers Lane	Erith	137 to 145 (odd) Colyers Lane
26. Dartford Road/ Old Bexley Lane	Bexley	1 to 9b (odd) Dartford Road
27. Days Lane	Sidcup	189 to 197 (odd) Days Lane
28. Erith Road/Bus Garage	Bexleyheath	122 to 134 (even) Erith Road
29. Falconwood Station	Falconwood	1 to 17b (odd), and the Falcon Public House, Lingfield Crescent and Falconwood railway station foyer
30. Hadlow Road	Welling	57 to 77 (odd) Hadlow Road
31. Lessness Avenue	Bexleyheath	3 to 13 (odd) and 42 to 56 (even) Lessness Avenue
32. Lime Row	Belvedere	1 to 7 (consecutive) Lime Row
33. Lower Road	Belvedere	90 to 112 (even) Lower Road
34. Maidstone Road	Foots Cray	65 to 79 (odd) Maidstone Road
35. Park View Hub, Yarnton Way	Abbey Wood	190 to 206 (even) Yarnton Way
36. Park View Road/ Danson Mead	Welling	30 to 46a Park View Road
37. Parkside Parade/ Northend Road	Erith	1 to 7 (consecutive) Parkside Parade, Northend Road
38. Parsonage Manorway	Belvedere	88 to 104 (even) Parsonage Manorway
39. Pembroke Road/ Alford Road	Erith	1, 1a and 2 Pembroke Parade, Pembroke Road 1 to 7 (consecutive) Alford Road
40. Stelling Road	Erith	30 to 40 (even) Londonderry Parade, Stelling Road
41. Upper Wickham Lane/ Queen's Road	Welling	172, 178 to 182 (even), 198 and 200 Upper Wickham Lane
42. Woolwich Road	Belvedere	13a and 15 to 21 (odd) Woolwich Road
43. Wrotham Road	Welling	46 to 64 (even) Wrotham Road

Table 9: Bexley's small parades

4. Bexley’s character: reflecting our diversity and heritage through high-quality design

Related Council overarching strategies

[Bexley Growth Strategy](#)

[Bexley Plan #MakingBexleyEvenBetter](#)

- 4.1 Bexley is characterised by a number of specific features worthy of protection and enhancement, including its heritage, character and areas of family friendly housing. This chapter sets out the strategic and non-strategic policies to address how these characteristics will be preserved and how new development is expected to achieve this.
- 4.2 The principle of design covers a wide range of matters that should be applied to all types of development. The policies in this chapter set out Bexley’s strategic and detailed requirements for ensuring high-quality design in the borough.
- 4.3 The historic environment forms part of Bexley’s 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.



SP5: Placemaking through good design

Related plans, strategies and key evidence – why we need this policy

[Bexley Local Character Study](#)

- 4.4 Good design is a key aspect of sustainable development and is indivisible from good planning. It should contribute positively to making places better for people. National and regional policy makes clear that local authorities should not attempt to impose a certain architectural style, but rather to establish principles to determine whether good design is being followed.
- 4.5 A key consideration is the local character and context and reinforcing local distinctiveness. This policy seeks to ensure that new development has regard to the local area’s character and heritage, thus ensuring that the character of Bexley’s neighbourhoods retain their authenticity whilst instilling a unique sense of place.
- 4.6 Good design identifies fundamental elements of character and builds upon them, enhancing local distinctiveness. Where existing character is poor, design should help to mend that character. Inspiration can still be taken from it, through an understanding of character in the broader sense than ‘what’s currently on the ground.’ Instead, clues can be taken from, amongst other things, the historic development and topography of the area. Good design creates variety and adds identity to its surroundings.
- 4.7 A review has been carried out on Bexley’s current planning design guidance, including Design for living, Bexley’s residential design guide; the Bexley Sustainable Design & Construction Guide; and the Design and Development Control Guidelines 2 through 9 from the Bexley Unitary Development Plan. Relevant updated guidance from these documents will be incorporated into the Design Guide SPD, which will be informed by the Bexley Local Character Study.

POLICY SP5 Placemaking through good design

1. The Council will continue to expect high quality standards of design in Bexley. Design should respect the existing character and context but need not be constrained by what already exists; local character evolves over time. The Council will seek to ensure that:
 - a. all development within the borough is of high-quality design, contributes positively to the local environment, and protects the best elements of Bexley’s character;
 - b. design enhances social cohesion and health and wellbeing and considers the principles of inclusive and active design, in order to support good physical and mental health; and,
 - c. design considers the relationships between building and spaces, including its contribution to and shaping of the public realm.
 2. The Council will masterplan future development, where appropriate, to ensure it achieves the objectives of sustainable development and proposals for developments in these areas will need to demonstrate that they will fit satisfactorily into the masterplan.
 3. In locations suitable for large developments, proposals that are piecemeal in nature will normally be resisted unless the proposal demonstrates that it will fit satisfactorily into a larger development.
-

Policy SP5 Placemaking through good design

Policy implementation

- 4.8 Development should create beautiful buildings and contribute to a high-quality public realm that is comprehensible at a human scale, following the healthy streets principles to create a streetscape that engages the pedestrian and helps to create a meaningful transition between the public, semi-public, and private realm. Principles of dementia and autism friendly design should be applied.
- 4.9 It is important to ensure that piecemeal development does not prejudice the proper planning of a large development whether or not the large development site is formally identified in site allocations. Development must either consider the larger site or must demonstrate how the development proposal will not prejudice the optimisation of the larger site, in terms of layout, open space, access and infrastructure, amongst other issues relevant to the particular site.
- 4.10 Inclusive design ensures the development proposal is optimised for a specific user with specific needs. The [Design Council](#) provides further information. Sport England has produced ‘[Active Design](#),’ which establishes 10 principles for ensuring that active and healthy lifestyles are supported and enhanced through the built environment.
- 4.11 Further advice and guidance applying to all development will be set out in the Design Guide SPD, which will include appropriate development densities by type and location. National design guidance and design guidance supporting the London Plan also provide information on design matters.



DP11: Achieving high-quality design

Related plans, strategies and key evidence – why we need this policy

[Bexley Local Character Study](#)

- 4.12 Whilst Policy SP5 sets out the broader principles to achieving high-quality design within the borough, it is necessary to provide additional detail to ensure the creation of well-designed developments that respond positively and effectively to the locally specific character of the area.
-

POLICY DP11 Achieving high-quality design

1. Development proposals within a Primarily Residential Area, as defined on the Policies Map, must seek to protect or enhance the area’s character and its amenities. Proposals for uses other than those residential in nature, will only be acceptable where they provide community, social or leisure facilities, or employment uses compatible with a residential area.
2. Irrespective of location, all development proposals for new buildings, extensions and alterations, conversions, changes of use and public and private spaces will be expected to follow the principles and requirements set out in this document and to:

Character

- a. ensure that the layout, height, scale and massing, façade treatment, and materials are complimentary to the surrounding area contribute positively to the street scene

Landscaping

- b. provide a high standard of landscaping design, appropriate to the proposal and with regard to the character of the surrounding area

Privacy, outlook and adverse impacts

- c. ensure that appropriate levels of privacy, outlook, natural daylight and other forms of amenity are provided
- d. ensure existing properties’ amenity is appropriately protected
- e. ensure that all proposed development and uses do not unacceptably affect residents or occupiers of either the proposed development or of existing neighbouring residents, businesses and community facilities by means of noise, odour, vibration and light spill or other disturbances

Quality of residential accommodation

- f. provide sufficient useable on-site external amenity space (communal, semi-private and private) and appropriate play spaces for children, relative to the proposed scale of development
- g. meet appropriate internal accommodation standards

Crime

- h. apply the principles of designing out crime whilst maintaining an attractive, connected environment

Advertisements

- i. ensure that new advertisements do not detract from the character and appearance of the surrounding area and do not have an adverse effect on public safety

Policy DP11 Achieving high-quality design

Policy implementation

- 4.13 The Design Guide SPD will contain detailed guidance and further information on how the policies of this Local Plan should be applied to matters of design, for all types of development, in the local context. This includes addressing appropriate density, design for specialist housing; extensions

and conversions, including basement development; and additional detail on housing design standards, including internal standards.

- 4.14 Criteria should be implemented where they are relevant and appropriate. Depending on the nature of the proposal, not all criteria will be relevant in all cases. A matrix style checklist may be developed to help understand the differences in design requirements for different scales of development, from changes of use and conversions and extensions through to large developments. Conversions are the development of two or more dwellings from a lesser number of dwellings.

Character

- 4.15 The character of an area is made up of both the buildings and the spaces around them. Scale is considered to be relative to the locality and context, massing is considered in terms of volume and is a free-standing measurement.
- 4.16 Ensuring that materials are complimentary to the surrounding area does not mean they have to match. They should be of an appropriate style that is compatible with and can even contrast with, as long as it does not jar or clash with the locality. Appropriate landscaping, including living hedges or predominantly vegetated front gardens, and active frontages, such as entrances and windows along the façade, can enhance the street scene.

Landscaping

- 4.17 Urban greening as part of the development process can play a vital part in Bexley's green infrastructure network, improving air quality, reducing the risk of flooding and helping to mitigate the effects of the urban heat island. This can include walls and roofs covered in plants, street trees and small pocket parks in-between buildings. The principles of the urban greening factor (UGF) in the London Plan should be adhered to in major developments, including it at the start of the design process.

Privacy, outlook and adverse impacts

- 4.18 Privacy is important to enable residents to feel comfortable in their own homes. Innovative design solutions to achieve a high standard of privacy, amenity and outlook are encouraged. New development should take responsibility for mitigating the impact of existing noise and other nuisances in accordance with the agent of change principle set out in the NPPF. In addition, the London Plan includes policy D12, providing further guidance on applying the agent of change principle.
- 4.19 Developers are required to consider the impact of their developments on neighbouring uses, as well as the potential impact that existing neighbouring uses could have on the proposed development, particularly with regard to noise. The Council will seek to employ the agent of change principle, by which the person or business responsible for the change is responsible for managing the impact of the change for both the existing and proposed uses.
- 4.20 Identified impacts should be mitigated through design. The layout, orientation, design and use of buildings will ensure that operational noise does not adversely affect occupants or neighbours, particularly noise-sensitive land uses such as housing, hospitals, schools and quiet open spaces. Where necessary, development is required to robustly demonstrate how conflict with existing uses will be avoided, through mitigation measures.

Quality of residential accommodation

- 4.21 Amenity space makes an important contribution to the character of an area through the setting of buildings in their locality. When quantifying the amount of amenity space to be provided within

new development, the measure of this space should include functional elements such as gardens, balconies, terraces and roof gardens and exclude areas for vehicle circulation or parking and incidental green spaces. The Design Guide SPD will set out standards regarding the amount of usable on-site amenity space.

Crime

- 4.22 Design has an important role to play in preventing crime and reducing criminal activity and should be designed-in at the start of the process. Careful consideration of designing out crime, including applying the aims and principles of [Secured by Design](#) for major development or where applicable, can prevent or reduce incidences of crime without compromising the enjoyment, usability and attractiveness of the development. More general information can be found in [Designing out crime: A designer's guide](#) by the Design Council.

Advertisements

- 4.23 Advertisements can often be unsightly and detract from the appearance and character of the environment. They can constitute potential hazards if they obscure traffic signals or obstruct traffic sight-lines or directional signs. Most Conservation Areas, by their special nature, are particularly sensitive to the visual impact of advertisements. The Council will therefore impose strict controls over the display and illumination of advertisements and signs within sensitive areas, particularly Conservation Areas. Further guidance with regard to advertisements will be detailed in the Design Guide SPD.



DP12: Tall buildings and building heights

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021 \(Policy D9 Tall Buildings\)](#)

[Bexley Local Character Study](#)

[Local Plan Spatial Strategy Technical Paper](#)

[Building Heights Technical Paper](#)

[Locally Significant Views Technical Paper](#)

- 4.24 The need to use land efficiently and to its full potential in order to provide more homes across all tenures will require an increase in development density in appropriate locations across the borough, with an emphasis on achieving higher densities with more human scaled typologies.
- 4.25 Bexley is currently a borough of relatively low density development and few tall buildings when compared to other parts of London. Whilst generally new development should respect the scale of its context, there are cases where buildings that are taller than the surrounding area would be acceptable. As well as one approach to achieving higher density, taller buildings can be used for place-making purposes, to create iconic buildings, to create landmarks and contribute to wayfinding. Therefore, it is important to provide a guide to appropriate building heights within the borough.
- 4.26 Appropriate locations for taller buildings have been informed by the Local Plan spatial strategy (Policy SP1 and the Key Diagram), the Bexley Local Character Study and the local strategic views framework. A detailed urban morphology study was a key part of the Bexley Local Character Study and considered nine aspects of the borough's built character, including typologies, variations in existing building heights, and densities. By considering this analysis alongside the Local Plan spatial strategy, it is possible to consider which locations in the borough are appropriate for taller buildings, and to apply specific maximum building heights, as set out in policy DP12. Some

locations in the borough already have quite tall buildings but this does not set a precedent for more tall buildings in these areas if the area has not been identified as being suitable.

POLICY DP12 Tall buildings and building heights

Borough-wide building heights

1. The proposed heights for buildings should reflect other design and policy requirements, including the requirement to have regard to the existing or emerging character and context of the area.

 2. Subject to part 1 above, the maximum height of buildings shall not normally be more than:
 - a. 45 metres within and near the town centres of Abbey Wood Village and Lower Belvedere, as set out in Part 5 of this policy;
 - b. 25 metres within the borough's identified Sustainable Development Locations, Strategic Industrial Locations (SIL), and the Thamesmead and Abbey Wood London Plan Opportunity Area not covered by Part 2a of this policy; and,
 - c. 15 metres across the rest of the borough.

 3. For development proposals that include buildings taller than 15 metres, applicants must submit design appraisals with alternative options to demonstrate whether similar densities can be achieved using more traditional and human-scaled typologies including terraced housing, maisonettes, and courtyard apartments.
-

Tall buildings

4. Tall buildings in Bexley are considered to be more than 25 metres in height and must comply with the tall buildings policy in the London Plan. In addition, the applicant must demonstrate that:
 - a. there is sufficient access to public transport;
 - b. there is access to local services and facilities, depending on the number and type of residents expected;
 - c. the proposal will not have an unacceptable adverse impact on local character, including heritage assets;
 - d. the design considers topography;
 - e. the proposal will not create unacceptable adverse environmental impacts, including flood risk, creation of a wind tunnel, loss or lack of daylight and sunlight;
 - f. the design is of high architectural quality; and
 - g. the proposal will integrate into its surroundings at all levels, particularly at street level and into the skyline.

 5. Suitable Locations for Tall Buildings are within and near the town centres of Abbey Wood Village (defined in Figure 5) and Lower Belvedere (defined in Figure 6).
-

Policy DP12 Tall buildings and building heights

Policy implementation

- 4.27 This policy seeks to achieve higher levels of residential density through alternative and more traditional housing typologies. Where a taller building is proposed for housing, this policy requires developers to submit alternative design approaches that employ more traditional typologies to demonstrate whether equivalent residential densities (measured in internal floor space or habitable rooms) can be achieved.

- 4.28 For clarity, the building height is the vertical distance between finished grade and the highest point on the building, including any plant located on the roof. On sloped sites the building height is measured from the average finished grade to the highest point on the building.
- 4.29 The equivalent height in residential storeys is typically:
- up to four storeys for 15 metres;
 - up to eight storeys for 25 metres; and
 - up to 15 storeys for 45 metres
- 4.30 Buildings will have varying storey heights; therefore, it is the overall building height that is measured rather than the number of storeys.
- 4.31 Suitable locations for buildings up to 25 metres in height align with the principle of developing at higher densities in areas that have key public transport links with good connectivity and that have good access to services and facilities. These are the Sustainable Development Locations set out in policy SP1, illustrated on the Key Diagram (Figure 1) and also set out on the adopted [Policies Map](#).
- 4.32 Bexley's contribution to London's economic growth will be achieved in part by intensification of the borough's designated industrial locations. All designated SIL in the borough is considered to be a sustainable location for industrial uses and therefore appropriate for the optimisation of sites including increased building heights, as defined by Part 2.b. of Policy DP12.
- 4.33 In the borough's identified Sustainable Development Locations (defined in Policy SP1 and illustrated on the Key Diagram) taller buildings are considered to be between 15 and 25 metres in height. Building typologies, such as mansion blocks, perimeter blocks, or stacked maisonettes, are the borough's taller buildings of choice for residential or residential led mixed-use development. These typologies achieve higher levels of density whilst fitting in sympathetically to the borough's predominantly lower density residential character.
- 4.34 Parts of the borough **outside of Sustainable Development Locations**, illustrated on the Key Diagram and adopted [Policies Map](#), are considered inappropriate for taller building heights and a **maximum building height of 15m applies**. Proposals for development outside of Sustainable Development Locations should include an options appraisal as part of the design and access statement, as well as demonstrating compliance with all relevant Development Plan policies, in line with Part 4 of Policy SP1.
- 4.35 Height should be an output of other considerations. Buildings should not be designed to reach certain heights. Development proposals should ensure that they contribute to the placemaking of the wider area. Planning applications for schemes with tall buildings should justify the proposed heights with regards to these considerations and the requirements of the policy.

Suitable Locations for Tall Buildings

- 4.36 Tall buildings, in the context of Bexley, are defined in Policy DP12 as being more than 25 metres in height. Buildings taller than 25 metres may have a place in Bexley in very few locations, and only when they respect the character of their local areas and do not obstruct designated Local Protected Views. The areas near to Abbey Wood and Belvedere railway stations, illustrated in Figure 5 and Figure 6 and also set out on the adopted [Policies Map](#), have been identified as Suitable Locations for Tall Buildings (up to a maximum height of 45 metres). This is based on evidence within the Bexley Local Character Study, the Urban Morphology Study of the borough and the Building Heights Technical Paper, and will be the exception rather than the rule. This

should not be a uniform approach across a site, but rather the tall buildings should be in key locations on the site.



Figure 5: Suitable Locations for Tall Buildings – Thamesmead and Abbey Wood



Figure 6: Suitable Locations for Tall Buildings – Lower Belvedere

DP13: Protecting local views

Related plans, strategies and key evidence – why we need this policy

[The London Plan 2021](#) (Policy HC3 Strategic and local views)

[Locally Significant Views Technical Paper](#)

- 4.37 London Plan policy HC3 requires development plans to identify locally significant views and to set out what it is about the view that is significant. The Locally Significant Views Technical Paper identifies views that possess sufficient architectural, townscape, landscape or environmental quality to be designated as Local Protected Views.

POLICY DP13 Protecting local views

1. Development proposals with the potential to impact a Local Protected View must meet the following criteria:
 - a. Development in the foreground and middle ground of a protected view should not be overly intrusive, unsightly or prominent to the detriment of the view;
 - b. Development in the background of a protected view should give context to landmarks and not harm the composition of the view as a whole; and,
 - c. Any existing or proposed viewing places within the development should be accessible and managed so that they enhance people's experience of the protected view.

2. Development proposals that will have a significant adverse impact on the aesthetic and character of a Local Protected View will be resisted.

3. Development proposals should consider whether the proposal has the potential to impact on a non-designated view. Non-designated views should be identified through the Development Management process. A proposal with the potential to impact on a non-designated view must demonstrate that the proposal will not have an adverse impact on that view.

4. Development proposals that are within London's Protected Vistas must meet the requirements of Part F of London Plan policy HC4.

Policy DP13 Protecting local views

Policy implementation

- 4.38 Assessment of the impact of development in the foreground, middle ground or background of a Local Protected View or the setting of a landmark will be made with regard to the significant features of local views that warrant their designation.
- 4.39 The Local Protected Views are not intended as a comprehensive list of all significant views within the borough; just because a view is not designated does not mean that it is not important. Additional views should be identified through the development management process, including through local character assessments or, for larger schemes, through townscape and visual impact assessments. This policy protects views identified through the development management process.
- 4.40 The Design Guide SPD will set out detailed guidance including submission requirements for development schemes. The Local Protected Views are included on the adopted [Policies Map](#).
- 4.41 Paragraph 7.4.1 of the London Plan notes that Protected Vistas are designed to preserve the viewer's ability to recognise and appreciate a Strategically Important Landmark from a designated

viewing place. Development in the background of a Protected Vista that is inside or outside of the Wider Setting Consultation Area should not harm the composition of the Protected Vistas.

SP6: Managing Bexley’s heritage assets

Related plans, strategies and key evidence – why we need this policy

[Statutory List of buildings of special architectural or historic interest in Bexley](#)

[Local list of buildings and other structures of special historic or architectural interest in the borough](#)

[Conservation area appraisals and management plans for the borough’s designated Conservation Areas](#)

[Register of Parks and Gardens of Special Historic Interest in England](#)

[Bexley Archaeological Priority Areas Appraisal](#)

[Greater London Archaeological Priority Areas](#)

[Heritage at Risk Register, London and the South East](#)

[South East Inshore Marine Plan \(Policy SE-HER-1\)](#) (Marine Management Organisation)

- 4.42 This policy ensures that Bexley’s heritage assets are preserved and enhanced and their contribution to the borough’s identity is recognised. If appropriate, they are identified on the adopted [Policies Map](#) (e.g. Conservation Areas).
- 4.43 Bexley’s heritage and archaeological assets comprise registered historic parks and gardens, scheduled ancient monuments, listed buildings and structures, non-designated heritage assets of local architectural and historic interest (the Local List), Conservation Areas, and Archaeological Priority Areas (APAs). All these assets contribute to the heritage of Bexley’s built environment and add to the attractiveness and character of the borough. There is also an active record of locally listed buildings within the borough that are considered to have historic or architectural merit at the local level. A complete list can be found in the Council’s [Historic Environment Record](#) (a live document that is updated outside of the Local Plan process).
- 4.44 Statutorily listed buildings and structures include, at the highest level, Grade I listed Danson Mansion, Crossness Beam Engine House, and Red House and its well head. Hall Place and Gardens and Lesnes Abbey are also scheduled ancient monuments as well as being Grade I listed. The remaining listed buildings and structures are Grade II* and Grade II, with notable mentions for the Carnegie Library in Erith, Sidcup Manor House and two iconic K6 telephone boxes in Bexley Village.

POLICY SP6 Managing Bexley’s heritage assets

1. The Council will manage Bexley’s 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 support 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 Lesnes Abbey, 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. applying the NPPF and London Plan requirements for development proposals affecting heritage assets to conserve and enhance the significance of heritage assets, their settings, and the wider historic environment, and the requirements to protect assets from development that is likely to adversely impact on the significance, integrity, character or appearance of those assets or their settings;
 - d. protecting the internal features of Council owned non-designated heritage assets where they contribute to the asset’s significance; and,
-

POLICY SP6 Managing Bexley’s heritage assets

- e. supporting historic restoration schemes through partnership working and seeking funding to enhance and use heritage and archaeological assets in an appropriate and sympathetic manner.

Policy SP6 Managing Bexley's heritage assets

Policy implementation

- 4.45 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 where they are available. There are also a number of specific projects being undertaken in the borough to preserve and enhance Bexley’s heritage and archaeology, including works to the Crossness Beam Engine House.
- 4.46 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 character appraisals and management plans for the borough’s Conservation Areas, locally listed building and structure reviews, and the Heritage at Risk Register. Research 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.

DP14: Development affecting a heritage asset

Related plans, strategies and key evidence – why we need this policy

[Statutory List of buildings of special architectural or historic interest in Bexley](#)

[Local list of buildings and other structures of special historic or architectural interest in the borough](#)

[Conservation area appraisals and management plans for the borough’s designated Conservation Areas](#)

[Register of Parks and Gardens of Special Historic Interest in England](#)

[Bexley Archaeological Priority Areas Appraisal](#)

[Greater London Archaeological Priority Areas](#)

[Heritage at Risk Register, London and the South East](#)

[Article 4 Directions Technical Paper](#)

- 4.47 Heritage assets make a strong contribution to the local economy. An asset’s ability to create a sense of place and local identity is valued highly in Bexley. Heritage assets include: listed and locally listed buildings and other structures; Conservation Areas; registered parks and gardens; scheduled ancient monuments; archaeological remains; and any other non-designated asset which the local authority identifies as having historic or architectural significance. A complete list can be found in the Council’s [Historic Environment Record](#) (a live document that is updated outside of the Local Plan process).
- 4.48 Bexley currently has over 150 buildings and structures, and registered parks and gardens, on the National Heritage List for England. The statutory listing of a building or structure is recognition of its architectural and/or historical significance at a national level and provides additional protection. Only a small number of buildings or structures in Bexley are statutorily listed, and these represent an important limited resource. Continuity and preservation of original fabric is, therefore, important. This policy applies to planning applications and to applications for Listed Building Consent, and also applies to development proposals for buildings and structure on the local list. Development proposals to alter a building or structure, or its use in a way that could impact on the special character of the listed building or structure require Listed Building Consent.

- 4.49 Bexley currently has 23 Conservation Areas across the borough and the strategic policy requirement to conserve and enhance heritage assets is applied to these areas. It signposts the Area Appraisal and Management Plans, which describe the special characteristics of each conservation area and provide more detailed guidance on what is considered appropriate and inappropriate within the conservation area. The process for identification, designation and review of Conservation Areas sits outside of the Local Plan. However, these areas are identified on the adopted [Policies Map](#) and in the conservation area appraisals.
- 4.50 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. 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.
- 4.51 This policy provides a mechanism to manage new archaeological evidence. Further information and guidance, including the Archaeological Priority Areas within Bexley, is set out in Historic England’s Archaeological Priority Areas Appraisal for London Borough of Bexley. The appraisal establishes the relative potential significance of each of the priority areas.
- 4.52 The [Greater London Archaeological Advisory Service \(GLAAS\)](#) identify Archaeological Priority Areas (APAs) based on evidence held in the [Greater London Historic Environment Record \(GLHER\)](#). Each APA is assigned to a tier reflecting their archaeological sensitivity and significance. APAs are non-designated heritage assets, but as set out in the NPPF (Footnote 68) where these are found to include sites or archaeology of national importance equivalent to Scheduled Monuments, these sites or archaeological findings should be accorded the same weight as designated heritage assets.

POLICY DP14 Development affecting a heritage asset

Impact on asset or setting

1. Development proposals with the potential to directly or indirectly impact on a heritage asset or its setting should meet NPPF requirements to describe the significance of the asset and demonstrate how the proposal conserves or enhances the significance of the asset.
 2. Development proposals on sites with existing heritage assets, particularly listed or locally listed buildings, should incorporate those assets. Outline applications will not generally be acceptable for developments that include heritage assets.
-

Change of use

3. Any development proposal to alter or change the use of a heritage asset will need to conserve or enhance that asset; proposals must demonstrate how the change will support the building’s preservation and future maintenance. Development proposals should restore, re-use and incorporate heritage assets, wherever possible. Proposals must demonstrate that the new use would not adversely affect the fabric of the building.
-

Demolition

4. There is a general presumption against any proposal for development that demolishes a heritage asset in part or whole, including locally listed buildings.
-

POLICY DP14 Development affecting a heritage asset

5. Proposals to demolish buildings within Conservation Areas will be considered with regards to the NPPF approach to determining harm and will generally be refused unless it can be demonstrated that the development proposal would enhance the special character of the area; demolition will not be approved until consent for the replacement building is agreed.
-

Listed buildings

6. Any proposed alteration must have regard for conserving or enhancing the special character of the building, both internally and externally. Replacement materials should be like for like or, where this is not possible or not preferable, should be compatible with the existing character of the building, either by sympathetically matching or contrasting.
-

Non-designated heritage assets

7. Any proposed alteration to a non-designated heritage asset, including locally listed buildings, structures and landscapes, must have special regard to the asset's contribution to the streetscape.
-
8. Any proposed alteration to a non-designated heritage asset, including locally listed buildings, structures and landscapes, should conserve the particular characteristics that justify its identification.
-

Conservation areas

9. Proposals for development within Conservation Areas must have due regard to the area appraisal and management plan in terms of design, use, and any other element identified as relevant.
-

Archaeological evidence

10. Development proposals should be assessing the archaeological potential of sites and then 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 DP14 Development affecting a heritage asset

Policy implementation

- 4.53 A development proposal will be considered to conserve a heritage asset if it would result in no impact on the asset, or an impact that is not adverse. A development proposal will be considered to enhance a heritage asset if it would restore or reveal a feature of significance.
- 4.54 Inappropriate alterations may irreparably damage the architectural or historic integrity of the building and will not be acceptable. It will therefore be expected that all original features of architectural or historic interest, both internal and external shall be retained. Alterations to these important buildings require the greatest skill and care in design and implementation in order to avoid damage to historic fabric and to ensure that any works are in keeping with the remainder of the building and its setting.
- 4.55 It is considered very unlikely that the demolition of a listed building could be justified. A building's setting is often an important part of its character. Schemes that affect the setting of a listed building can, if insensitively designed or located, detract from the special architectural or historic interest, or character of this valuable and limited resource.
-

- 4.56 The Council has various statutory powers to secure the protection of listed buildings, including, as a last resort, compulsory purchase at minimal value if a building is deliberately neglected. The Council will keep under review the desirability of using these powers in order to secure the protection of these important buildings.
- 4.57 The test of substantial harm to registered parks and gardens is based on Historic England advice.
- 4.58 Bexley maintains an active list of over 400 buildings, structures and landscapes of local historic value, which contribute significantly to the character of the borough. Whilst these have no statutory protection, the Council recognises their importance and will seek their retention. The Council will consider additional measures to provide protection for buildings, structures and landscapes that appear on the Council's Local List. This includes the introduction of an Article 4 Direction. The Local List is actively kept under review. Residents, local amenity groups, and other stakeholders can nominate additions or deletions to the Local List at any time, which triggers a case-by-case basis review of the particular listing. Further information can be found on the Council's website.
- 4.59 The primary heritage consideration for applications for development affecting a locally listed building, structure or landscape is how it will be viewed from the public realm and how it will contribute to the streetscape. Particular care should be paid to the impact of external alterations. The Council will strongly encourage the protection of internal features where they contribute to the structure's designation.
- 4.60 The Council will continue to monitor loss of the borough's non-designated heritage assets through demolition and seek to ensure that alterations do not spoil their character. These assets are important within a local context and their long-term retention a priority.
- 4.61 Alterations or extensions to buildings within Conservation Areas should respect the design, scale and materials of the original building and harmonise with the location. Any proposals will be assessed on the extent to which they respect and respond positively to the character or appearance of the area. Not all elements of a Conservation Area contribute to its significance; sometimes high-quality new developments or replacement or alteration of existing buildings can enhance a Conservation Area. The Area Appraisal and Management Plan documents set out guidance on these issues for each of the borough's Conservation Areas.
- 4.62 Applications for development which involves ground works in APAs in Tiers 1-3 must be accompanied by an archaeological desk-based assessment and, where appropriate, field evaluations to demonstrate that potential impacts of proposed development on archaeological significance have been fully considered. All land outside APAs is treated as being in Tier 4 but major developments in these areas sometimes require the same archaeological evidence as higher tiers.
- 4.63 The design of development should make provision for incorporation, safeguarding and preservation in situ of archaeological remains wherever possible and there will always be a presumption in favour of the retention of nationally important archaeology in situ. Where the Council confirms that conservation of archaeological remains in situ is impossible or deposits are of lesser significance, investigation, recording and an appropriate level of publication and archiving will be required.

5. Bexley’s wellbeing: providing community facilities and enhancing our environment

Related Council overarching strategies

[Bexley Growth Strategy](#)

[Bexley Plan #MakingBexleyEvenBetter](#)

[Connected Communities](#)

[Start Well, Live Well and Age Well](#)

- 5.1 The Council is actively promoting a positive state of health and wellbeing for residents in the borough. Start Well, Live Well and Age Well, Bexley’s system-wide prevention strategy, states that:
- “The decisions we make locally to shape Bexley as a place will have a significant impact on the environment and the choices people make. Considering health and wellbeing in the policy making process helps broaden the reach of prevention, from transport to planning and leisure, to housing, environmental health, education and social care.”
- 5.2 To support the creation of sustainable, healthy and inclusive communities, the Council has taken into consideration the amount of development proposed, the type of development, its distribution around the borough, and when it is expected to be built.
- 5.3 However, directly related to this is the impact new residential development will have on existing social and community infrastructure. The capacity of the existing services and facilities will be assessed to determine whether more are needed, whether they should be expanded, or new provided.
- 5.4 The policies in this chapter focus on ensuring that development in the borough both contributes to the provision of, as well as the protection and enhancement of, community services and facilities, green and blue infrastructure, and the ecology of the borough. Specific infrastructure projects are identified in the Infrastructure Delivery Plan (IDP), which supports the growth set out in this Local Plan.
- 5.5 The link between human wellbeing and nature is well demonstrated. The wider network of green spaces that are included within social and community infrastructure provides benefits which contribute to the quality of life of residents. These areas balance the built environment and help enhance a sense of place, providing a focal point for healthy exercise, community interaction and food-growing. Key features of good design include walkable space, community space, and greenspace. These spaces increase physical activity, encourage social interaction, mitigate pollution and therefore support health and mental wellbeing.
- 5.6 The quality of Bexley’s environment is determined by how ongoing growth and development can be balanced with the sometimes conflicting need to manage the borough’s ecology. Some of the adverse effects of the built environment, such as the urban heat island effect and increased risk of flooding, can be mitigated by the presence of nature.
- 5.7 Understanding the level of people’s access to nature and ensuring the protection of the highest quality natural habitats are fundamental. A high level of biodiversity is generally considered to be desirable for a number of reasons, including species retention, environmental quality, mental health and child development – in other words, quality of life.

SP7: Social and community services and facilities

Related plans, strategies and key evidence – why we need this policy

[Community Infrastructure Levy](#)

[Infrastructure Delivery Plan \(IDP\)](#)

[Bexley Green Infrastructure Study](#)

[Planning Obligations Guidance SPD](#)

[Bexley Commissioning Plan for Education Provision](#)

[Bexley Joint Strategic Needs Assessment](#)

[Uniting the Movement \(Sport England\)](#)

[Active Design \(Sport England\)](#)

- 5.8 Social and community infrastructure helps to create and maintain strong, cohesive, healthy and sustainable communities. These are the facilities and services and accessible open spaces that provide for the needs of Bexley’s residents, of all ages and abilities. They can function as focal points for new and existing communities and can help to give an area a sense of identity.
- 5.9 The Infrastructure Delivery Plan (IDP) sets out the measures that will accommodate the growth in this respect. It is important that the right level of provision of social and community infrastructure is in place when it needs to be, suitably located either in town centres with good public transport or embedded within the residential areas that they serve.
- 5.10 The Bexley Green Infrastructure Study includes an assessment of both current and future need for open spaces and playing pitches. The playing pitch audit provides an assessment of the existing sports pitches and facilities, whilst identifying opportunities for retaining, reducing or removing this provision and prospects for new provision and partnerships. The open space assessment provides an understanding of deficiency and need in terms of quantity, quality/value and accessibility. This is a fundamental piece of evidence informing future need in the borough.
- 5.11 This policy sets out how the Council will plan and monitor growth in terms of its impact on social and community services and facilities. Any development generating additional demand for infrastructure should appropriately contribute to meet the associated increase in demand. It will also be important to ensure that the provision of social and community facilities continues to reflect the needs of a changing and diverse population, in the most appropriate locations.

POLICY SP7 Social and community services and facilities

1. The Council will ensure the identification, development, completion, safeguarding and monitoring of services, facilities and open spaces of the types set out in Table 10 that are required to support housing and employment growth in the borough so as to make a positive contribution to creating strong, cohesive and sustainable communities. This will be achieved through:
- addressing the needs of existing and future residents, of all ages and abilities, by ensuring the protection and improvement of existing services, facilities and open space and the creation of new services, facilities and open spaces where they are needed, in accessible locations if possible, including Town Centres, with good transport connectivity;
 - working with partners such as the Mayor of London, Crossrail Limited, utility companies, developers, registered social housing providers, the NHS, voluntary sector, other Council departments and/or adjacent boroughs to develop, integrate, implement and monitor relevant social and community projects and programmes, particularly in the borough’s identified Sustainable Development Locations; and,
-

POLICY SP7 Social and community services and facilities

- c. ensuring developers contribute to the reasonable costs of new, expanded and/or improved services, facilities and open spaces made necessary by their development proposals through the use of planning obligations where appropriate and/or the community infrastructure levy.

Policy SP7 Social and community services and facilities

Types of social and community infrastructure

Category	Examples of types of social and community services and facilities
Health	primary and secondary health care including mental health; hospitals; GPs, dentists and pharmacies
Education	early years provision, primary, secondary, and further and higher education including adult learning and school playing fields
Emergency	police and judicial facilities, ambulance services, fire brigades and any lifeboat or river rescue requirements along the borough's navigable rivers
Neighbourhood	local shops (under 280m ²), community centres, halls and other indoor and outdoor meeting places for community activities; youth, children and family services; play and informal recreation facilities; facilities for the elderly and disabled; public houses that are designated as assets of community value; public toilets and Changing Places facilities; drinking fountains; civic spaces and other accessible local open spaces; allotments and nursery gardens; and cemeteries
Leisure and wellbeing	libraries; sport and physical activity, including playing pitches; accessible open space; indoor and outdoor recreation; the arts including public sculpture; theatres; places of worship; heritage, tourism and visitor attractions; and accessible nature areas

Table 10: Types of social and community infrastructure

Policy implementation

- 5.12 For the purposes of policies in this Local Plan, the categories of types of social and community services and facilities are set out in Table 10, with examples of each type included. It is important to note that this is not an exhaustive list, as there may be additional services or facilities arising from development that could fit into one or more of the six categories listed above.
- 5.13 Education Land is a formal land use designation that is defined on the adopted [Policies Map](#). The Education Land designation includes only primary and secondary schools that form part of the Council's statutory responsibility with regards to schools and school admissions. Other types of educational facilities listed in Table 10, whilst not included in the land use designation, are nonetheless protected under policies SP7 and DP15.
- 5.14 The types of social and community infrastructure listed are those that offer a general public benefit. These would normally be (but are not limited to) publicly funded or subsidised services and facilities that are universally available. Individual proposals for new, or expansion of existing, social and community facilities will be considered by the Council on a case by case basis.
- 5.15 Major developments will be expected to accommodate new social and community infrastructure as part of mixed-use proposals where practical and feasible or contribute to the expansion of

existing infrastructure in order to increase the capacity of the facility to serve the development, particularly where a deficiency is identified through the IDP or Bexley Green Infrastructure Study.

- 5.16 It is important to note that Changing Places facilities for severely disabled people are now compulsory in new or major refurbished public buildings, specifically places of assembly, recreation and entertainment with a capacity for 350 or more people, as set out in the Building Regulations 2010.
- 5.17 Development proposals in locations where new infrastructure is planned must also be compatible with and provide the necessary safeguards for, and network links to, the future community infrastructure project as appropriate.
- 5.18 The IDP provides more detail on social and community infrastructure requirements and demonstrates how the Council will work with partners to identify any gaps in provision and how these gaps can be addressed. Through the IDP, the Council will regularly 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.
- 5.19 Where there are 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. In addition to statutory provision, the voluntary sector also takes an active role in the planning and delivery of services in Bexley, coordinated through [Bexley Voluntary Service Council \(BVSC\)](#), set up to offer support to organisations and residents across the borough.
- 5.20 The IDP will be regularly updated by the Council to ensure this is a working document. 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.
- 5.21 Where possible 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. 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.
- 5.22 The Community Infrastructure Levy and the Planning Obligations Guidance SPD will be kept under review to ensure infrastructure delivery meets Local Plan growth requirements and to accommodate any changes to the national and regional framework in this respect.



DP15: Providing and protecting social and community infrastructure

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021](#)

[Infrastructure Delivery Plan \(IDP\)](#)

[Bexley Green Infrastructure Study](#)

[Bexley Commissioning Plan for Education Provision](#)

[Bexley Joint Strategic Needs Assessment](#)

[Uniting the Movement \(Sport England\)](#)

[Active Design \(Sport England\)](#)

- 5.23 Chapter 8 of the NPPF sets out requirements for planning policies to promote healthy, inclusive and safe places. This includes providing, and preventing the unnecessary loss of, the social, recreational, play and cultural facilities and services the community needs. Paragraph 95 of the NPPF gives great weight to the need to create, expand or alter schools to ensure that there is a choice of school places available to meet need and paragraph 99 sets out the requirements for protecting existing open space, sports and recreational buildings, including playing fields.
- 5.24 Social and community infrastructure comprises many different types of services and facilities, including health, education, local shops, social services, leisure, heritage, culture, open space, play space and the public realm, all of which are vital to the identity and function of the borough, as well as its attractive and distinctive character. It is essential that this is maintained and enhanced so that the borough retains its diversity and vitality.
- 5.25 Open space is included in the types of social and community infrastructure as it is important to health and wellbeing. Open spaces can accommodate a wide range of open-air recreational, play, leisure, educational, institutional and other uses, including access to nature, within easy reach of residential areas.

POLICY DP15 Providing and protecting social and community infrastructure

Providing

1. Proposals for new social and community infrastructure (as set out in Table 10 above) or for the enhancement or expansion of existing infrastructure will generally be supported, particularly the provision of health, physical activity, leisure, education and children and young people’s facilities. In all cases, proposals should be:
 - a. sustainably located, ideally close to the local community the facility is intended to serve, or within areas of good access to public transport, such as Town Centres, particularly where the proposal is likely to generate a significant volume of traffic;
 - b. easily accessible to all by a range of sustainable travel modes, including walking, cycling and public transport;
 - c. of an appropriate character, size and scale to meet the needs of the community; and,
 - d. designed to be as flexible, adaptable and capable of multi-use as possible.
2. Proposals for education (including early years) facilities and places of worship should provide a Travel Plan to assess any traffic issues and ways to resolve these as a result of the development
3. Proposals for new or expanded Education facilities should be designed to reflect the school commissioning plan.
4. Proposals need to demonstrate that they are supported by the relevant service provider.
5. The creation of use class F.2(a) small walk-to convenience shops (that do not exceed 280m2 gross in total) should be provided in new larger residential developments where there is no convenience shop within 1,000 metres walking distance to the site.

Protecting

6. The Council will not permit the loss of existing social and community infrastructure types included in Table 10 or defined on the Policies Map as Education Land, except where:

POLICY DP15 Providing and protecting social and community infrastructure

- a. it can be demonstrated that there is no current or future need for the existing premises or land for any appropriate community use (or specifically for educational use where the land is designated as Education Land) and that it no longer can serve the needs of the community; or
 - b. alternative community facilities for the specific end user that meet current or future needs are provided within the relevant area; or,
 - c. it has been assessed in line with part 6.a. or part 6.b. as part of an agreed strategy or programme of estate management, which includes changes to the service delivery model.
-
7. Changes of use from individual use class F.2(a) convenience shops will only be permitted where it can be demonstrated that an alternative convenience shop is available within reasonable walking distance from the existing unit.
-

Policy DP15 Providing and protecting social and community infrastructure

Policy implementation

- 5.26 The Council is supportive of development proposals for the provision of new social and community infrastructure or for the enhancement or expansion of existing infrastructure, where the need exists. This policy encourages all available facilities to be used to their full potential, provided that it is within safe, accessible and appropriate environment for the activity taking place.
- 5.27 This is especially true of proposals that enable the multiple uses of facilities i.e. the sharing of facilities, equipment or resources across different sectors of the community. Multi-use social and community infrastructure offers local communities increased opportunities to access a wider range of facilities in the local area and can help to improve health, social and cultural wellbeing.
- 5.28 This policy applies to social and community infrastructure listed in Table 10. The types of social and community infrastructure listed are those that offer a general public benefit. These would normally be (but are not limited to) publicly funded or subsidised services and facilities that are universally available. Individual proposals for new, or expansion of existing, social and community facilities will be considered by the Council on a case by case basis.

Providing

- 5.29 Existing facilities may need to be extended or upgraded so that they are adaptable and able to meet the changing needs of the borough's population. Existing services should be maintained whilst the upgrade or replacement is taking place. New development can provide the opportunity to facilitate this.
- 5.30 Changing Places facilities for severely disabled people are **now compulsory** in newly built and major refurbished places of assembly, recreation and entertainment with a capacity of 350 or more people, in line with the Building Regulations 2010.
- 5.31 Social and community infrastructure should be provided within easy reach by walking and public transport for the community that they serve. This is particularly important for facilities attracting large numbers of people or drawing users from a wider catchment area, which should be located in sustainable, accessible locations, ideally using existing vacant community facilities.
- 5.32 Generally, town centres are the most accessible locations in the borough, although it is recognised that some social and community infrastructure is not required to be located in areas of good connectivity to public transport, for example emergency services or early years provision.

- 5.33 The provision of new and/or enhanced infrastructure should be designed to meet the needs of their intended occupants, taking into account any appropriate regulations and national design and space standards, including disabled access.
- 5.34 Larger residential developments where the creation of walk-to convenience shops is encouraged are considered to be 300 homes or more.
- 5.35 Proposals for new and refurbished play and informal recreation facilities will be supported to address the identified deficiency in the Bexley Green Infrastructure Study. These will be expected to follow the standards identified in the Mayor’s Shaping Neighbourhoods: Play and Informal Recreation planning guidance.

Protecting

- 5.36 In order to demonstrate that there is no current need for the existing community facility, evidence will be required, such as a record of attempts to market the premises/land for appropriate community uses with an appropriate property agent on reasonable terms for at least 18 months or, in the case of a local convenience shop, at least 12 months. Vacancy in itself will not be sufficient evidence.
- 5.37 Proposals resulting in the loss of open space, sport and recreational provision, including associated with schools, need to demonstrate that they have met the requirements of paragraph 99 of the NPPF, including that the loss will be replaced elsewhere if needed. The Bexley Green Infrastructure Study findings should inform the assessment and development proposal, particularly Chapter 7, which includes the evidence base for playing pitches. The study should also be used to help address the requirements set out within London Plan policies S5 Sports and recreation facilities, and G4 Open space.
- 5.38 An estate management programme or strategy would normally be prepared by an infrastructure provider to inform their future service provision or by a registered provider of social housing for the redevelopment of large housing estates and should be submitted alongside development proposals to demonstrate proposed changes to existing services and facilities.
- 5.39 Protecting local shops will ensure that existing local convenience shops (defined by the Town and Country Planning (Use Classes) Order 1987 (as amended) as F2(a)) located outside of the designated town and neighbourhood centres continue to serve local communities. A convenience shop is considered to sell everyday items such as food, drinks, and household items, and should be at least one full width shopping frontage (minimum of five metres).



DP16: Health impact assessments

Related plans, strategies and key evidence – why we need this policy

[Start Well, Live Well and Age Well](#) (Bexley System-wide Prevention Strategy)

[Bexley Joint Strategic Needs Assessment](#)

[Bexley Obesity Strategy](#)

[A Health and Wellbeing Strategy for Bexley](#)

[Connected Communities](#)

- 5.40 Generally, Bexley has a healthy community, and this is demonstrated through local residents living longer on average and enjoying more years without illness or disability than the London and England population.
- 5.41 Despite the relatively positive health situation, people living in more disadvantaged areas of the borough tend to exhibit poorer health characteristics. For example, they are more likely to suffer

chronic ill health and die younger. It is essential that health inequalities – and the social, environmental and economic factors that contribute to them – are taken into account.

- 5.42 This policy ensures development contributes towards a healthy built environment in accordance with the London Plan and the aims and objectives set out in this Local Plan and other key Council plans and strategies by providing a framework for assessing proposals.
- 5.43 Health impact assessments (HIAs) provide a systematic approach for assessing the potential impacts of development on the social, psychological and physical health of communities. HIAs are designed to consider whether: a development proposal might reinforce health inequalities and inadvertently damage people’s health; or, have positive health outcomes for the local community. Ensuring issues, and opportunities, are considered at an early stage in developing planning proposals can help improve both the physical and mental health of the population.

POLICY DP16 Health impact assessments

1. The following types of development are required to complete and submit a desktop health impact assessment checklist as part of the planning application:

- a. major developments; and,
- b. development proposals that contain any of the following uses:
 - i. hot-food takeaways;
 - ii. betting shops;
 - iii. education facilities;
 - iv. health facilities;
 - v. leisure or community facilities; and,
 - vi. publicly accessible open space.

2. Development proposals of a scale referable to the Greater London Authority are required to have a completed detailed health impact assessment, submitted as part of the planning application. The assessment will be expected to include details of engagement undertaken with local health and community stakeholders and how their input has influenced the proposals.

Policy DP16 Health impact assessments

Policy implementation

- 5.44 The scope of an HIA will vary depending on the size of the development and its location; however, the assessment should always be undertaken at the start of a development’s design and feasibility stage and should be updated throughout the design process. The HIA should identify the likely health impacts of the development and include measures to improve health outcomes and address negative effects and inequalities. An HIA can be undertaken as a stand-alone assessment or, for relevant applications, as part of a wider Environmental Impact Assessment. Measures that will help contribute to healthier communities and reduce health inequalities must be incorporated in a development wherever the opportunities arise.
- 5.45 In order to mitigate any potential negative impacts, HIAs should be undertaken for hot food takeaways and betting shops. To maximise potential positive impacts, and help reduce health inequalities, HIAs should be undertaken for social and community infrastructure.

- 5.46 The London Healthy Urban Development Unit (HUDU) provides [guidance on health impact assessments](#). A desktop health impact assessment should use HUDU's Healthy Urban Planning Checklist to identify the key issues and impacts and when they are likely to occur.
- 5.47 The checklist aims to ensure a development proposal is as 'healthy' as possible, by achieving as many 'Yes' ticks and avoiding 'No' ticks. A 'No' gives a warning that an aspect of a development may need to be reconsidered. Actions should be identified to enhance the positive impacts and mitigate the negative impacts. Local circumstances may justify why a scheme cannot meet the expected standard.
- 5.48 Developments of a scale referable to the Greater London Authority (GLA) will be expected to complete a more extensive full health impact assessment in accordance with the guidance from HUDU.

DP17: Publicly accessible open space

Related plans, strategies and key evidence – why we need this policy

[Start Well, Live Well and Age Well](#) (Bexley System-wide Prevention Strategy)

[Bexley Joint Strategic Needs Assessment](#)

[Bexley Obesity Strategy](#)

[A Health and Wellbeing Strategy for Bexley](#)

[Connected Communities](#)

[Bexley Green Infrastructure Study](#)

[South East Inshore Marine Plan](#) (Policy SE-ACC-1) (Marine Management Organisation)

- 5.49 Open and green spaces are important for promoting health and wellbeing as well as offering space for nature. Safe and high-quality publicly accessible open space plays a vital role in improving a number of aspects of people's mental and physical health and wellbeing as well as various social and environmental indicators.

POLICY DP17 Publicly accessible open space

Maximising access to existing open space

1. In order to maximise access to existing publicly accessible open space, new developments will be required to:
 - a. provide new or improved access to adjacent or nearby publicly accessible open space, where appropriate;
 - b. not block or hinder existing public access, unless suitable alternative access is provided; and
 - c. promote publicly accessible open spaces as multi-functional spaces that cater for a range of activities, lifestyles, ages and needs.

Provision of new open space or new access to existing open space

2. New open space provided as part of a development or existing open space that a new development can provide new or enhanced access to, should be inclusive and highly accessible to residents of the development and surrounding areas.

Policy DP17 Publicly accessible open space

Borough-wide deficiency map of publicly accessible open space

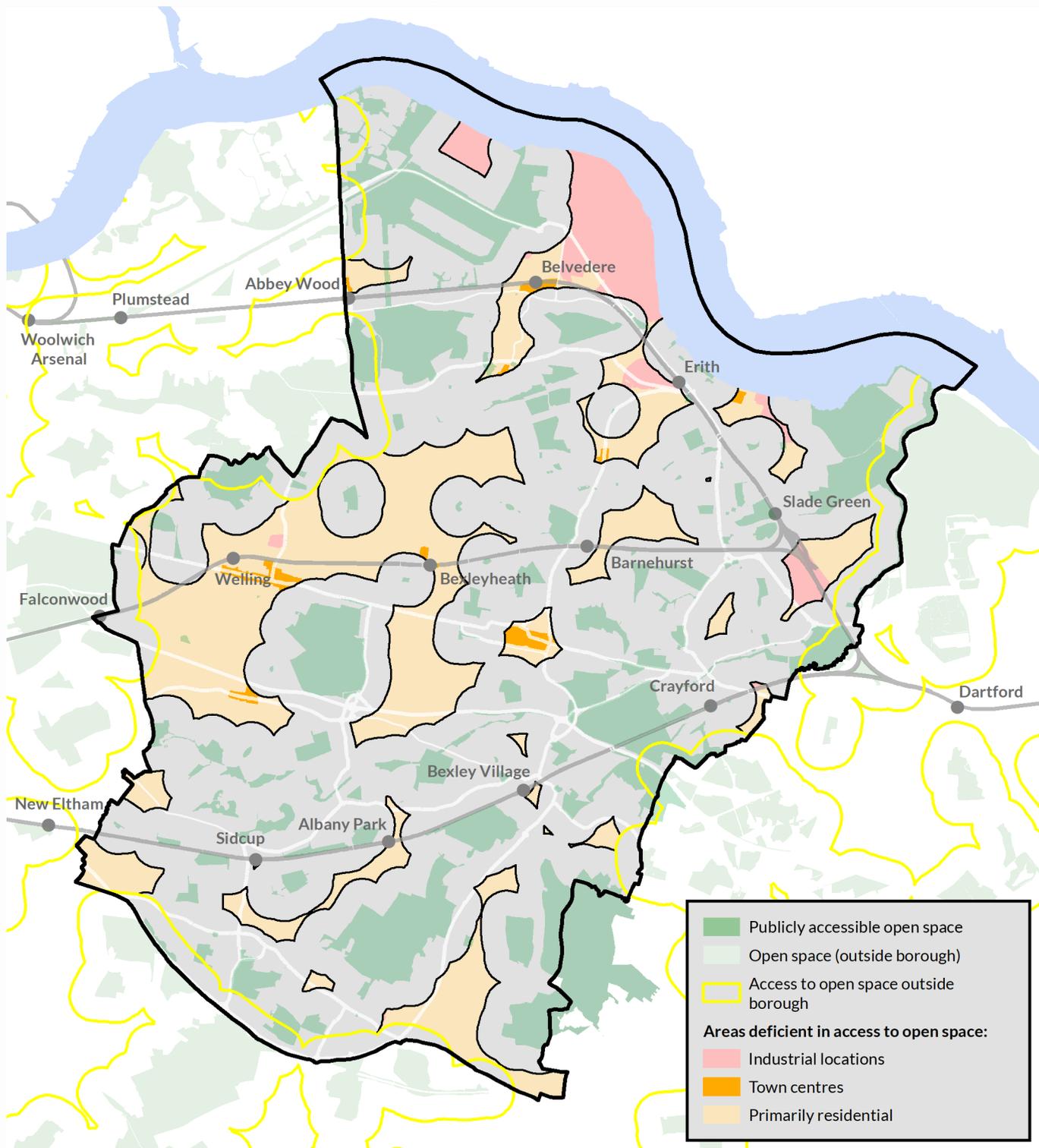


Figure 7: Open space deficiency across the borough

Policy implementation

5.50 The Council has undertaken an assessment of open space as part of its Bexley Green Infrastructure Study, which includes an assessment of deficiency illustrated by Figure 7. As well as providing new areas of open space, Bexley’s open space deficiency areas can sometimes be improved through enhanced public access to existing open space. Although a new development

may be located close to an open space, if there is no direct public walking route provided then the open space may provide little benefit to the residents of the new development.

- 5.51 New or improved access can decrease the practical walking distance from an existing open space that may have previously only been accessible by car or public transport. By making it easier for pedestrians to cross barriers or walk along newly created routes, open space deficiency in the borough can be reduced.
- 5.52 A suitable alternative access is considered to be one that does not increase existing walk times from the open space to the residential community that it serves and to nearby public transport.
- 5.53 This policy promotes innovative approaches to delivering new open spaces as well as locating parks in areas of the borough where accessibility to public open spaces is poor by creating smaller open spaces e.g. pocket parks, which could play a vital role in increasing accessibility. Opportunities to improve biodiversity within new open space or existing open space that is being made accessible should be pursued, especially where this can secure measurable net gains for biodiversity and enhance access to nature.
- 5.54 Rivers and waterways fall under the definition of open space and it will be vital that new development alongside these spaces either maintains existing access or provides for new access, including waterside walks.

SP8: Green infrastructure including designated Green Belt

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021](#) (Policy G3 Metropolitan Open Land)

[Infrastructure Delivery Plan \(IDP\)](#)

[Bexley Green Infrastructure Study](#)

[Uniting the Movement](#) (Sport England)

[Active Design](#) (Sport England)

- 5.55 The term green infrastructure refers to the network of all green and open spaces and includes Bexley's waterways. Some green spaces may have buildings and other development within them, particularly schools and other community facilities in large open grounds.
- 5.56 The primary function of Metropolitan Green Belt is to serve as a break between settlements. Metropolitan Open Land functions similarly, but as a break within a built-up area rather than at the edge. Both of these land use designations are strongly protected from development by the London Plan and NPPF.
- 5.57 Green infrastructure is a multifunctional network that will secure benefits including, but not limited to, biodiversity; natural and historic landscapes; culture; building a sense of place; the economy; sport; recreation; local food production; mitigating and adapting to climate change; water management; and the social benefits that promote individual and community health and wellbeing. Public realm includes the parts of the borough, whether publicly or privately owned that are available without charge for everyone to use, including parks, squares and streets.
- 5.58 Green infrastructure assets identified within Bexley include: open spaces such as parks and gardens, natural and semi-natural green spaces, linear open spaces, amenity green spaces, allotments and community gardens, cemeteries and churchyards, play spaces; playing pitches and other outdoor sports spaces; development greening features such as green roofs and walls covered in plants; small pocket parks, residential gardens, the borough's network of trees, street trees and Ancient Woodland; rivers and waterways; along with wildlife corridors, footpaths and

cycleways that connect them. The Bexley Green Infrastructure Study sets out the hierarchy of open spaces.

- 5.59 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 1,253 hectares (excluding sites that are primarily used for outdoor sports provision). Of this, 1,099 hectares is publicly accessible.
- 5.60 Green chains are important to London’s open space network, recreation, and biodiversity. They consist of footpaths and the open spaces that they link, which are accessible to the public. The Southeast London Green Chain forms part of a virtually continuous arc of public and private open spaces, largely in recreational use, which extends through the London boroughs of Bexley, Bromley, Lewisham and Royal Greenwich. The Southeast London Green Chain Walk is an important environmental, recreational and educational resource of regional significance that should be promoted and enhanced for the benefit of those who live in and visit the borough.
- 5.61 A number of Bexley’s parks are listed on Historic England’s [Register of Parks and Gardens of Special Historic Interest in England](#), and five open spaces contain listed buildings, including Danson Park at Bexleyheath and Hall Place and Gardens at Bexley.
- 5.62 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 features of the borough’s landscape and views. Waterways are rich sources of biodiversity and archaeology. A number of waterways cross or originate within the borough.
- 5.63 National and regional policy seek to contain development to previously developed land and protect open spaces. This policy approach addresses open space deficiencies and ensures 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.

POLICY SP8 Green infrastructure including designated Green Belt

The Council’s commitments to creating a multifunctional network

- 1. Bexley’s green infrastructure, including open spaces and waterways will be protected, enhanced, restored and promoted as valuable resources to provide a healthy integrated network for the benefit of nature, people and the economy. Future development must support the delivery of a high-quality, well-connected and sustainable network of open spaces. In particular, this will be achieved by:**
 - a. protecting Metropolitan Green Belt and Metropolitan Open Land from inappropriate development;**
 - b. encouraging beneficial use of Metropolitan Green Belt such as opportunities for public access, outdoor sports and recreation, retaining and enhancing landscapes, visual amenity, biodiversity or to improve damaged and derelict land;**
 - c. protecting Urban Open Space, only allowing development where the public benefit of the development clearly outweighs any harm;**
 - d. resisting harmful development of gardens and other amenity green spaces;**
 - e. keeping under review existing Allotments and encouraging provision of space for community gardening, including for food growing, within new developments;**
 - f. working in partnership, seeking funding and supporting projects to promote the restoration and enhancement of open spaces, public realm and the waterway network within the borough;**
-

POLICY SP8 Green infrastructure including designated Green Belt

- g. agreeing proposals for creating or improving habitat, implementing priorities for the recovery of nature outlined in the relevant local nature recovery strategies, borough strategies or studies on open space, green and blue infrastructure, including where appropriate, rivers and waterways restoration;
- h. supporting the role waterways can play as tools in place making and place shaping, contributing to the creation of sustainable communities;
- i. protecting land that forms part of the Southeast London Green Chain as an important environmental, recreational and educational resource, including the Green Chain Walk, seeking to improve public access to and through the area, and promoting it as a recreational resource and visual amenity;
- j. supporting the creation of new cycling and walking routes to connect publicly accessible open spaces to main destination points, such as Town Centres, public transport hubs, community facilities, and other publicly accessible open spaces;
- k. ensuring all new developments deliver a net increase to green infrastructure;
- l. seeking opportunities in new development, where appropriate, to provide new open space, play space and/or public realm, either through direct provision of new open space or improvement of existing open space through planning obligations;
- m. protecting new, or existing, amenity space that has been provided as part of a development, including incidental green spaces that add amenity value;
- n. protecting and enhancing the biodiversity, heritage and archaeological values of open spaces, including the Thames, Cray and Shuttle rivers and their tributaries within the borough;
- o. using water spaces for transport, cultural, recreational and leisure activities and other water-related uses where appropriate;
- p. providing opportunities within waterside development for river and waterway restoration and the protection and enhancement of biodiversity;
- q. protecting green wildlife and ecological corridors, seeking opportunities to increase connectivity between the network of green spaces and habitats to enhance biodiversity and promote accessibility wherever appropriate; and,
- r. seeking opportunities to support the functions and drivers for green infrastructure, such as using good urban design to reduce air pollution, integrating green infrastructure into development where there are opportunities to mitigate poor air quality on a local scale.

Policy SP8 Green infrastructure including designated Green Belt

Policy implementation

- 5.64 National, regional and local formal land use designations for green infrastructure are identified on the adopted [Policies Map](#). These include: Metropolitan Open Land (MOL); Metropolitan Green Belt (MGB); Urban Open Space; Southeast London Green Chain; Sites of Special Scientific Interest (SSSIs); Regionally Important Geological Sites (RIGS) and Locally Important Geological Sites (LIGS); Local Nature Reserves; and Sites of Importance for Nature Conservation (SINC).
- 5.65 MOL should be protected from inappropriate development in accordance with national planning policy tests that apply to green belts. Proposals to enhance access to MOL or to improve poorer quality areas in order to provide a wider range of benefits for residents that are appropriate within MOL will be encouraged. Examples include improved public access for all, inclusive design, recreation facilities, habitat creation, landscaping improvement and flood storage. The areas designated as MGB and MOL play a variety of important functions in Bexley. As well as providing

- open expanses, these protected designations have high levels of nature conservation, landscape, recreation, and historic value.
- 5.66 The Metropolitan Green Belt also provides the vital function of containing the further expansion of built development. The quality and character of these areas are deserving of protection and enhancement, both for local residents and visitors. Inappropriate development, as defined by government guidance, will be resisted, unless very special circumstances apply.
- 5.67 Development proposals may be acceptable on Urban Open Space where the openness is maintained. This could include, but is not limited to: predominantly open-air recreation, leisure, community activities, tourism, sport and physical activity; allotments and nursery gardens; cemeteries; nature conservation; children and young people’s play facilities, and educational or community uses in large grounds.
- 5.68 All proposals will be assessed against the purpose of Urban Open Space, as defined in Annex B: Glossary of planning terms. Where harm to that purpose is identified, the harm will be weighed against the benefits of the proposal to determine that there is a clear wider benefit to the public.
- 5.69 The Southeast London Green Chain and Green Chain Walk are important environmental, recreational, and educational resources of regional significance. The maintenance, promotion, and enhancement of this network of spaces for walking, cycling and other activities will help to enhance the Walk London Network identified in the London Plan.
- 5.70 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, and enhancing biodiversity. Open spaces also have a significant positive impact on health and wellbeing.
- 5.71 There are parts of the borough that are deficient in access to open space, as illustrated by Figure 7. New development in these areas can contribute by providing new publicly accessible open space, or better access to existing open space.
- 5.72 The borough’s designated allotments have been assessed in the Bexley Green Infrastructure Study and this will inform actions in a green infrastructure strategy for the borough. The Infrastructure Delivery Plan (IDP) summarises the allotment infrastructure necessary to support and deliver good growth in the borough.
- 5.73 The Council seeks the enhanced provision for biodiversity in open spaces and identifies local quality and accessibility standards. Partnership working and using funding opportunities to support projects will provide opportunities to protect and enhance Bexley’s open spaces and waterway network. A biodiversity action plan, as part of a green infrastructure strategy for the borough, will provide further information.
- 5.74 The London Plan sets requirements for play space provision and local guidance will be set out in the Design Guide SPD. 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, including through the use of planning obligations.
- 5.75 When seeking open space and play space opportunities in new development, the Council will have regard to its green infrastructure, open space, indoor and outdoor sports facilities and recreation studies. The strategies developed from these studies will set a framework for the future planning and management of open spaces, outdoor sport and recreation facilities by encouraging

developers, Council services and other partners to plan for the future delivery and implementation of open space improvements.

DP18: Waterfront development and development including, or close to, flood defences

Related plans, strategies and key evidence – why we need this policy

[The London Plan 2021](#) (Policies SI12 Flood risk management, SI 16 Waterways – use and enjoyment, and SI 17 Protecting and enhancing London’s waterways)

[Bexley Green Infrastructure Study](#)

[Strategic Flood Risk Assessment Level 1 and Strategic Flood Risk Assessment Level 2](#)

[Thames Estuary 2100 \(TE2100 Plan\)](#) (Environment Agency)

[Vision for the Tidal Thames](#) (Port of London Authority)

[Estuary edges guidance](#) (The Thames Estuary Partnership)

[South East Inshore Marine Plan](#) (Policies SE-INF-1 and SE-INF-2) (Marine Management Organisation)

- 5.76 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. Waterside development will be expected to have particular regard to the contribution that could be made by the waterway network.
- 5.77 Water spaces play an important role within the borough, supporting ecosystems, providing open space, residential moorings and providing transport networks. Waterways are valuable public assets, contributing to the borough’s cultural and built heritage and encouraging physical and healthy outdoor activities which are essential to our health and wellbeing.
- 5.78 Within Bexley, there are a number of watercourses including the Rivers Cray and Shuttle. The River Thames flows along the north of the borough, and the River Darent along the northeast. Additionally, there is a network of lakes, canals, smaller streams, dikes and ditches within the borough and ‘lost rivers’ such as the Wansunt and Stanham that now run in tunnels beneath Crayford.

POLICY DP18 Waterfront development and development including, or close to, flood defences

1. All development proposals adjacent to rivers and other watercourses such as lakes, ditches and dikes will be required, where appropriate, to:
 - a. activate space to and along the waterfront;
 - b. maintain existing public access to and along the water and/or provide new access to and along the water where none exists;
 - c. create residential moorings and visitor moorings to accommodate suitable vessels;
 - d. enhance the appearance and quality of the water space including:
 - i. de-culverting watercourses and naturalising the river channel;
 - ii. using green infrastructure to improve water quality where possible;
 - iii. improving nature conservation value for wildlife;
 - iv. improving visual connections with important features, considering the design and landscaping of the adjacent area; and
 - v. preserving the openness and character of the water spaces.
 - e. provide suitable setbacks from water space edges to mitigate flood risks, protect and enhance biodiversity, and to allow waterside walkways and cycle paths;

POLICY DP18 Waterfront development and development including, or close to, flood defences

- f. improve river walls and embankments, taking into account sea level rise, and/or fluvial, ground water and surface water flood risks;
 - g. promote safety along the water's edge, including the provision of riparian lifesaving equipment; and,
 - h. avoid the loss of water spaces.
-

2. Development proposals should not adversely affect:

- a. the integrity of the waterway or watercourse structure;
 - b. the quality of the water;
 - c. levels of pollution due to unauthorised discharges and run off or encroachment;
 - d. the landscape, heritage, ecological quality or habitat continuity and character of the waterways;
 - e. the waterway's potential for being fully unlocked; or
 - f. the use of the waterway network.
-

Policy DP18 Waterfront development and development including, or close to, flood defences

Policy implementation

- 5.79 Applicants submitting proposals for waterfront development have obligations, as riparian owners, to maintain watercourses that are on, under or on the boundary of their site. Restoration and/or improvement of walls and embankments of main rivers should be carried out in liaison with the Environment Agency. Ordinary watercourses maintenance should be carried out in liaison with the flood risk management authority.
- 5.80 For any proposed development that is adjacent to a fluvial main river or ordinary watercourse, an undeveloped setback of 8 metres would be expected, measured from the top bank of a river channel or the outward face of a culvert. For culverted watercourses this may require applicants to carry out site investigations to establish where the culvert is located. If it is within the development site, then the opportunity to de-culvert the watercourse should be taken if technically feasible.
- 5.81 For developments proposed next to Thames tidal flood defences, an undeveloped setback of 16 metres from tidal rivers would be expected to provide access in order to maintain walls and embankments. This should be measured from the landward extent of the flood defence.
- 5.82 Bexley's waterways provide or have the potential to provide various benefits including environmental and ecological health, transport, heritage, sport and recreation, and amenity. The opportunity to enhance the quality of the built and natural environment should be taken through positive incorporation of waterways into development proposals. With careful design, the outlook onto these biodiversity rich areas will be enhanced.
- 5.83 The watercourses in Bexley are a unique aspect of the borough, many of which are designated Sites of Importance for Nature Conservation. Consideration must be given as to how they can be positively incorporated, maintained, and enhanced as part of any future development. This includes incorporating ecological buffer zones adjacent to the watercourse, with a suitable bankside buffer of natural vegetation for wildlife.
-

- 5.84 Restoration of the river walls, embankments and wharfs should be designed to improve their biodiversity value, taking into account sea level rise, or, in the case of fluvial rivers, surface water and ground water flooding. Plans for future updates to defences should be designed into waterfront development plans and local masterplans and incorporate green infrastructure and placemaking.
- 5.85 Development proposals for riverside sites and existing parks and open spaces should investigate the potential for full or part realigned flood defences prior to commencement of site planning. All existing access points to riverside paths should be safeguarded and opportunities for new access points considered, particularly if there are no access points nearby.
- 5.86 Developments must take into account future flood defence improvement needs and maintenance access as part of waterfront development plans. Considerations of the retention of access for long-term maintenance and upgrades to the flood defences should be factored in. Surface water discharge to existing canal and lakes systems should be prioritised over sewage discharge, where sufficient capacity exists or can be created. In doing so, measures to avoid polluting the borough's water resources will need to be included.
- 5.87 Habitats that naturally provide flood defences and carbon sequestration should be protected and where possible, enhanced. Setting back defences could reduce the dependence on vertical walls and provide opportunities for sloping riversides and public amenity areas.
- 5.88 Developments adjacent to waterways should facilitate the safe and active use of the water space, including the provision of riparian lifesaving equipment, such as grab chains, access ladders and life buoys along the riverside, along with the incorporation of suicide prevention measures in appropriate locations, such as CCTV and signage with information to access support. The Port of London Authority provides guidance on standards and best practice in its A Safer Riverside document.
- 5.89 Pollution of the waterways must be avoided. Methods to avoid polluted runoff, for example from petrol chemicals and salts into waterways, need to be considered in planning applications adjacent to waterways.
- 5.90 The Thames Estuary Partnership's Estuary edges guidance should be considered. The guidance steers development towards providing additional space for the River Thames by, where feasible, setting back new defences and providing more natural habitats at the river's edge. This should include terrestrial land, thus providing a connection between the river and land to maximise biodiversity benefits.



DP19: The River Thames and the Thames Policy Area

Related plans, strategies and key evidence – why we need this policy

[The London Plan 2021](#) (Policies SI14 Waterways – strategic role, SI 15 Water transport, and SI 16 Waterways – use and enjoyment)

[Bexley Green Infrastructure Study](#)

[Strategic Flood Risk Assessment Level 1 and Strategic Flood Risk Assessment Level 2](#)

[Thames Estuary 2100 \(TE2100 Plan\)](#) (Environment Agency)

[Vision for the Tidal Thames](#) (Port of London Authority)

[Estuary edges guidance](#) (The Thames Estuary Partnership)

[South East Inshore Marine Plan](#) (Policies SE-INNS-1 and SE-INNS-2) (Marine Management Organisation)

- 5.91 This policy sets out the development management considerations that relate to the nature conservation interest and quality of the River Thames, which is a strategically important feature of London, and to the special character of Bexley’s blue infrastructure.
- 5.92 The River Thames, London’s most famous natural feature, has several important functions to play in the borough in terms of potential contribution to transport, contribution to nature conservation interest, flood defence, archaeology and other heritage assets.
- 5.93 The River Thames creates a wildlife corridor running right across the capital, and is extremely important for species such as fish, birds and bats. It is a designated Site of Metropolitan Importance for Nature Conservation and an Area of Archaeological Priority. These interests should be protected and enhanced by new development.

POLICY DP19 The River Thames and the Thames Policy Area

1. The Thames Policy Area is defined on the Policies Map.

2. Development proposals for riverside sites should investigate the potential for full or part realigned flood defences prior to commencement of site planning, and are required to:
 - a. follow the strategies for water management set out in the TE2100 Plan and subsequent updates;
 - b. enhance the relationship between the development site and the Thames; and,
 - c. contribute to the completion of the Thames Path, a continuous public riverside footpath and cycleway, including safeguarding existing or providing new access points to the riverside path.

3. The Council encourages improving the efficiency and promoting the sustainability of waterborne freight movements, including waste transfer and aggregates handling, on the Thames. Viable wharves are safeguarded for such uses through a Direction by the Secretary of State.

4. Proposals in the Thames Policy Area should pay attention to their impacts on the ecology of the River Thames, and on its priority habitats and protected species. Ecological enhancements will be sought from all proposals; development directly adjacent to the River should look to enhance essential fish habitats and reduce the risk of invasive species.

5. The Council will encourage improved access to nature across the Thames Policy Area. Opportunities should be sought to link proposed and existing wildlife corridors, including the Ridgeway Link, Thames Marshes corridor, Thamesmead Link and the River Thames itself, and integrating these networks with pedestrian and cycle paths where appropriate.

6. Habitat creation and enhancement will be promoted. Opportunities should also be sought for related enhancements to visitor’s centres and other facilities. Habitat creation along the Thames should aim to improve the area’s flood resilience and water management.

Policy DP19 The River Thames and the Thames Policy Area

Policy implementation

- 5.94 Development within the Thames Policy Area (as defined on the adopted [Policies Map](#)) should consider the most up to date relevant published guidance. Strategies for water management are set out in the Environment Agency’s Thames Estuary 2100 (TE2100 Plan).

- 5.95 Developments along the Thames should incorporate flood defence measures that improve the waterfront environment and increase awareness of flood risk. Opportunities to improve the river frontage should be taken as new defences are constructed. In particular, there is scope to combine new defences with new development, and possibly retreat the defence in some areas with resilient development on the riverward side.
- 5.96 The Mayor of London, the Port of London Authority and the Council are committed to improving Bexley's wharves on the River Thames for freight operation. A review of safeguarding directions for London's wharves has been conducted by the Mayor and been [approved by the Secretary of State](#). One of Bexley's wharves, Railway Wharf in Erith, adjacent to the town centre, has been removed from safeguarding. Safeguarded wharves are shown on the adopted [Policies Map](#).
- 5.97 Alternatives to encroachment by development should be sought to increase storage of the river, restore character and conserve archaeology. Water management measures should also maximise ecological and amenity value. Opportunities to use large open spaces such as Erith and Crayford Marshes as tidal flood storage must ensure these spaces are multifunctional in that they are also designed to enhance biodiversity value and appropriate forms of recreation and public access.
- 5.98 The Marine Management Organisation (MMO) should be referred to for guidance on any planning activity that includes a section of coast or tidal river. The remit of the MMO also extends up to Mean High Water Springs and overlaps with terrestrial planning. The tidal Thames and the tidal extent of its tributaries are within the South East Inshore Marine Plan area, and all planning decisions that relate to the UK marine area must be made in accordance with the South East Marine Plan.
- 5.99 The MMO is also responsible for issuing marine licences under the Marine and Coastal Access Act 2009. A marine licence may be needed for activities involving a deposit or removal of a substance or object below the mean high-water springs mark or in any tidal river extent of the tidal influence. Any works may also require consideration under The Marine Works (Environmental Impact Assessment) Regulations (as amended). Early consultation with the MMO is advised. A River Works License is also required from the Port of London Authority (PLA).

SP9: Protecting and enhancing biodiversity and geological assets

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021](#) (Policies G6 Biodiversity and access to nature, and G9 Geodiversity)

[Sites of Importance for Nature Conservation \(SINC\) Report and SINC Addendum](#)

[Bexley Green Infrastructure Study](#)

[South East Inshore Marine Plan](#) (Policies SE-BIO-1, SE-BIO-2 and SE-BIO-3) (Marine Management Organisation)

- 5.100 Protecting and enhancing biodiversity is not an optional extra; it is one of the most important things we do as a local authority. The NPPF sets out the overarching approach to biodiversity protection and the London Plan sets out the approach for protecting designated SINC from development, whilst also placing an additional duty on the London boroughs to ensure steps are taken to further protect biodiversity.
- 5.101 The [Environment Act 2021](#) strengthens provision for improving the natural environment, bringing in new requirements relating to nature and biodiversity, including requirements for biodiversity net gain (BNG), local nature recovery strategies (LNRS) and a strengthened biodiversity duty. The most significant new requirement is a mandatory biodiversity net gain for development proposals, to ensure biodiversity value attributed to a development exceeds the pre-development

biodiversity value of the onsite habitat by at least 10%. Amendments to the [Natural Environment and Rural Communities Act 2006](#) (NERC Act) proposed by the Environment Act make it a statutory duty for public authorities to enhance as well as conserve biodiversity.

- 5.102 This strategic policy seeks to ensure that the quantity of Bexley’s biodiversity is protected, enhanced and restored, including avoiding adverse impacts from development on species and sites of nature conservation value. Biodiversity is short for biological diversity and includes every living thing; plants, animals, fungi, algae, bacteria, even viruses. Geodiversity is the variety of rocks, fossils, minerals, natural processes, landforms and soils that underlie and determine the character of our landscape and environment.
- 5.103 Bexley is home to a number of important wildlife species and habitats. Some species of plants and animals are afforded legal protection, for example under Schedules 1, 5 and 8 of the Wildlife and Countryside Act 1981 (as amended). A number of habitats and species are identified in national, regional and local biodiversity action plans. The important contribution of sites of importance for nature conservation (SINC) and geodiversity value in the borough is recognised.
- 5.104 Linking many of Bexley’s SINC, Green Belt and other green spaces and waterways is a network of wildlife corridors, some of these designated as Strategic Green Wildlife Corridors. This network allows some species with specialised habitat requirements to extend their distribution into parts of London where they would otherwise not be present. The rivers, canals, and land alongside roads and railways are important components of these corridors and are a great benefit to London’s biodiversity.
- 5.105 The SINC land use designation protects those local wildlife sites that are important to the whole of London, to the borough and the local area. SINC are identified according to London-wide set criteria for biodiversity and local distinctiveness. The process of site identification, review, and changes to SINC is overseen by the London Wildlife Sites Board. Although sites of similar quality may be found elsewhere, damage to designated sites would mean a significant loss to London or the borough. Sites and designated areas are updated periodically by the Council, which publishes the most up to date site boundary information and description in its SINC Report.
- 5.106 Local Nature Reserves are specifically designated by the Council for public access to nature, under Section 21 of the National Parks and Access to the Countryside Act 1949 and amended by Schedule 11 of the NERC Act. Nature reserves provide a significant and long-term contribution to nature conservation and are an important resource for the community, making a positive contribution to health and wellbeing. The borough has four Local Nature Reserves, covering 103.02 hectares. These are: Lesnes Abbey Woods; Danson Park Bog Garden; Foots Cray Meadows; and Crossness nature reserve.

POLICY SP9 Protecting and enhancing biodiversity and geological assets

1. In its planning decisions, planning policies and action plans, the Council will protect and enhance the borough’s biodiversity and geodiversity assets, in line with national and regional policy, by:
 - a. ensuring development in Bexley does not adversely affect the integrity of any designated European site of nature conservation importance;
 - b. recognising the value of landforms, landscapes, geological processes and soils as contributors to the geodiversity of the borough by protecting designated Sites of Special Scientific Interest (SSSI), and Regionally Important Geological sites (RIGs) and Locally Important Geological sites (LIGs) and supporting their sustainable conservation and management;
-

POLICY SP9 Protecting and enhancing biodiversity and geological assets

- c. establishing clear goals for the management of identified geological sites, in order to promote public access, appreciation and interpretation of geodiversity;
- d. protecting, conserving, restoring, and enhancing ecological networks, Sites of Importance for Nature Conservation (SINC), Local Nature Reserves, Strategic Green Wildlife Corridors and local wildlife corridors, thus securing measurable net gains for biodiversity, recognising and promoting those sites where ecological value has increased to a higher grade of nature conservation importance;
- e. resisting development that will have a significant adverse impact on the population or conservation status of protected or priority species as identified by legislation or in biodiversity action plans prepared at national, regional or local level;
- f. protecting and enhancing the natural environment, seeking biodiversity enhancements, net gains for biodiversity and improved access to nature, particularly in areas of deficiency as illustrated by Figure 8, through new development and projects that help deliver opportunities for green infrastructure with preference given to enhancements that help to deliver the targets for habitats and species set out in the London Plan and local biodiversity action plans and strategies;
- g. 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;
- h. ensuring landscaping schemes in development proposals use native plant species of local provenance; and,
- i. seeking opportunities to provide for greening of the built environment.

Policy SP9 Protecting and enhancing biodiversity and geological assets

Borough-wide map of areas deficient in access to nature

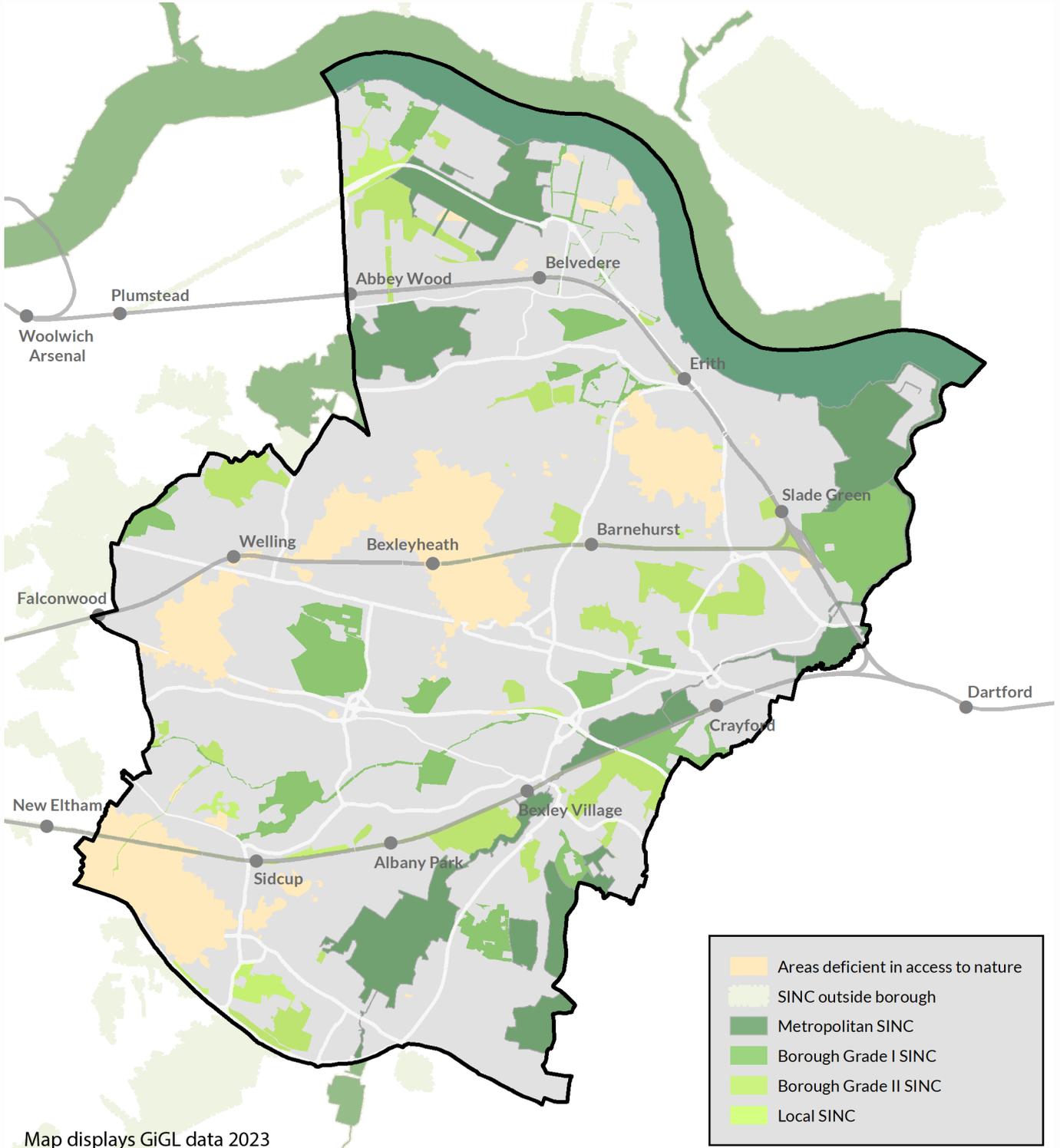


Figure 8: Map of designated SINC and areas deficient in access to nature

Policy implementation

5.107 Internationally protected sites include Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites (collectively referred to as Natura 2000 sites) and form part of an international network of protected areas for nature conservation. There are no Natura 2000 sites within the borough. However, possible pathways whereby development within the borough

proposed by the Local Plan that may affect sites outside the borough have been assessed in the Habitat Regulations Assessment.

- 5.108 London's geological sites are protected through their designation as sites of special scientific interest (SSSI), regionally important geological sites (RIGS) or locally important geological sites (LIGS). SSSI have statutory protection and are nationally recognised for their flora and fauna, geological, or physiographical (landform) features. In Bexley, there are two SSSI: Abbey Wood in Belvedere, and Wansunt Pit in Crayford.
- 5.109 RIGS and LIGS complement the SSSI coverage and are the most important places for geology and geomorphology outside the statutory network. These are geological sites of particular importance in London and the borough that are identified by the London Geodiversity Partnership, working with the Greater London Authority (GLA). Much of our geological knowledge has come from the study of exposed rock faces and the fossil remains found in the rock strata, making geological sites a vital part of our historical heritage. The list of sites may be updated periodically by the London Geodiversity Partnership.
- 5.110 There are three RIGS in Bexley: North End Pit in Erith Park; Chalky Dell; and the Erith Submerged Forest. In addition, Parish's Pit has been designated as a LIGS. Sustainable conservation, management and interpretation of Bexley's underlying geology is important as they provide an important resource for education and research.
- 5.111 Chapter 10 of the Bexley Green Infrastructure Study presents an overview of the ecological networks in Bexley, including Strategic Green Wildlife Corridors, Sites of Importance for Nature Conservation (SINC) and stepping stones between sites. There are also smaller unidentified local wildlife corridors within and between sites that support the functioning of the network. The boundaries and hierarchy of all designated SINC in the borough can be found on the adopted [Policies Map](#).
- 5.112 The Bexley SINC Report provides additional details of SINC and Strategic Green Wildlife Corridors that are of the highest importance within the borough. The SINC Report will be updated following periodic reviews of the borough's SINC, recognising new SINC boundaries, updating site information and promoting those sites where ecological value has increased to a higher grade of nature conservation importance in the SINC hierarchy. The London Wildlife Sites Board offers help and guidance to boroughs on the selection of SINC.
- 5.113 Biodiversity and geodiversity are material considerations in determining planning applications regardless of whether ecological or geological features benefit from statutory protection. It must be recognised that important habitats and protected or notable species are not confined to designated sites but can be found on almost any site.
- 5.114 Applicants preparing development proposals that might have the potential to adversely impact a European site of importance for nature conservation outside the borough should seek advice from Natural England as to whether a Habitat Regulations Assessment will be required. Consideration should also be given to any potential adverse 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.
- 5.115 Applicants should consider whether their development proposal is likely to affect an SSSI and choose whether to seek pre-application advice from Natural England. This will allow any potential impacts to be considered within the planning application and so minimise the risk of delays at the formal planning stage. Natural England's impact risk zone assessment tool helps inform whether

the development proposal is likely to affect an SSSI. This uses a geographic information system to define potentially damaging developments and activities in order to help provide an important first line of defence for conserving natural features.

- 5.116 Development proposals, especially those that are within or adjacent to a designated Strategic Green Wildlife Corridor will be expected to protect, conserve, restore and enhance wildlife movement by creating and enhancing ecological network linkages including the protection and creation of dark corridors for nocturnal species, and/or enhancements between and through the development site and the corridor, where appropriate.
- 5.117 Notwithstanding the extensive network of biodiversity sites, parts of the borough are deficient in access to nature (see Figure 8). Development proposals should maximise opportunities for biodiversity enhancements; including pursuing opportunities to improve biodiversity in and around other developments as an integral part of design, especially where this can secure measurable net gains for biodiversity and enhance public access to nature. A biodiversity action plan, as part of a green infrastructure strategy for the borough, will provide further information.
- 5.118 The Council is committed to reducing habitat fragmentation from new development and increasing ecological connectivity. Development proposals should consider features such as living walls and roofs, hedgerows, tree networks, wildlife corridors and wildlife crossing points to improve connectivity for wildlife through developments. Taking action at a local level and through specific developments is supported. The introduction of features such as green roofs can provide insulation as well as improving the biodiversity value of a development.



DP20: Biodiversity and geodiversity in developments

Related plans, strategies and key evidence – why we need this policy

[The London Plan 2021 \(Policy G6 Biodiversity and access to nature\)](#)

[Sites of Importance for Nature Conservation \(SINC\) Report and SINC Addendum](#)

[Bexley Green Infrastructure Study](#)

- 5.119 Bexley contains a wide variety of wildlife habitats, including woodland, heathland, reed beds, rivers and streams, ponds, lakes, marshes, grassland and "open mosaic" – the latter a term usually given to the open, flower-rich habitat that develops on brownfield sites. Geology has strong ties with biodiversity, in that the nature of the substrate, as usually determined by the nature of the underlying rock, is a key factor in determining the distribution of habitats and species.
- 5.120 Bexley is home to a number of different plant and animal species. Some of these are rare or declining and are of regional or national importance. However, a species does not have to be rare or threatened to be interesting and important. They may have strong cultural significance, or simply look or sound beautiful. For example, key species in Bexley include black poplar, lesser calamint, bluebells, wild daffodil, common lizard, kingfisher, newts, skylark, stag beetle and water vole.
- 5.121 The richness of Bexley's natural environment also includes wildlife corridors along waterways and railways as well as on the River Thames and its tributaries, private gardens including residential front or back gardens that are of importance in terms of providing habitat and wildlife corridors or stepping stones, and contribute extensively, especially in outer London, to green infrastructure and the ability of wildlife to move between larger sites and extend their distribution into parts of London where they would otherwise not be present.

POLICY DP20 Biodiversity and geodiversity in developments

Protection for biodiversity

1. Development proposals will only be permitted where it can be demonstrated that:
 - a. a strict approach to the mitigation hierarchy has been taken (i.e. avoid, mitigate, compensate and net gain) and all unavoidable impacts on biodiversity can be justified;
 - b. completion of the development will result in a measurable long-term net gain for biodiversity, as demonstrated through the application of an acceptable method of measurement, and/or impact assessments;
 - c. biodiversity enhancement measures and where appropriate mitigation measures have been incorporated within the design, layout and materials used in the built structure and landscaping;
 - d. opportunities to help connect and improve the wider ecological networks, wildlife corridors and stepping stones for wildlife have been taken by creating linkages through the development site;
 - e. deficiencies in access to nature conservation are reduced, where possible; and,
 - f. opportunities to increase wildlife aesthetic value and visual connections with important features have been considered.
-

Protection of designated sites and habitats

2. Development proposals that would have a direct or indirect impact on a site designated for its nature conservation or geological interest should protect and enhance the designated site's value, and will not be permitted unless all of the following criteria are met:
 - a. there are no reasonable, less damaging, alternative solutions, locations or sites;
 - b. ecological buffer zones have been incorporated into the scheme, where appropriate, to protect and enhance the designated site's intrinsic value;
 - c. the continuity of wildlife habitat within wildlife corridors is maintained; and,
 - d. access to the designated site is not compromised and where possible, access and/or interpretation is improved.
-

Protection of Ancient Woodland and veteran trees

3. Irreplaceable habitats, including Ancient Woodland and aged or veteran trees found outside of Ancient Woodland will be protected from loss or deterioration resulting from development. Where development proposals may affect irreplaceable habitats and their immediate surroundings, the following principles of good practice shall be used to guide the site assessment and design of development:
 - a. establishment of the likelihood and type of any impacts;
 - b. implementation of appropriate and adequate mitigation, compensation, and management measures that respect the features and characteristics of the veteran trees and/or Ancient Woodland;
 - c. provision of adequate buffers; and
 - d. provision of adequate evidence to support development proposals.
-

Policy implementation

Protection for biodiversity

- 5.122 Before starting a project, all applicants including householders and smaller developers should consider what current value their site has for wildlife, whether ecological surveys are needed, and what opportunities exist to enhance or create wildlife value through good design. The Design Guide SPD will provide additional information. Additionally, the Partnership for Biodiversity in Planning has created the [Wildlife Assessment Check](#) for householders and small to medium-scale developers. This tool considers whether there are any protected and priority wildlife species and statutory designated sites that may be impacted by a development project. Developers and ecological consultants can seek additional information from [Greenspace information for Greater London](#) (GiGL). GiGL manages and provides easy access to the most comprehensive source of environmental data in Greater London.
- 5.123 [Natural England's guidance for developers preparing a planning proposal](#) aims to help developers assess impacts on protected species and sets out what must be considered when planning a development on or near a site used by protected species.
- 5.124 All checks must be carried out at the pre-planning application stage to help clarify whether a possible development site needs professional ecological advice and further assessment, so that any outcomes from such assessments can inform the parameters and design of a project prior to the submission of a planning application.
- 5.125 Any development has the potential to impact, both negatively and positively, on local biodiversity through its effects on nature conservation features. Therefore, development proposals should demonstrate how each step of the mitigation hierarchy has been considered within the design, ensuring measures for mitigation, compensation, and biodiversity net gains are appropriate, in terms of design and location, and are secured for the lifetime of the development. Where appropriate, future maintenance, monitoring, and funding mechanisms will need to be secured.
- 5.126 Ecological assessments supporting development proposals should take into consideration the potential impacts of both the proposal itself and the potential cumulative impacts of wider development, including growth identified in this plan. If any species or habitat translocations are proposed, which should only be as a last resort, then this will need to be fully justified in the mitigation strategy submitted with the planning application. Translocations should be made within the borough, as close to the development site as possible, subject to the availability of suitable receptor sites.
- 5.127 To achieve net gain for biodiversity a development must leave biodiversity in a better state than it was before development took place, and proposals should address policy requirements at early stages of design. The Design Guide SPD will provide further guidance on net gain for biodiversity. Natural England's [Biodiversity Metric](#) can be used as a quantitative metric to calculate the biodiversity of a site before and after development.
- 5.128 Development proposals should demonstrate within the design and access statement and other material submitted with the planning application how biodiversity has informed the design. Major development, and where applicable smaller developments, will be expected to submit an ecological assessment that has informed the design, layout and type of enhancements incorporated in the proposal. Development proposals that cannot satisfy the requirements of the mitigation hierarchy will be refused planning permission in accordance with the NPPF.

- 5.129 Developments should contribute to the wider ecological network by reducing artificial light spill and including simple features such as permeable boundary walls and fencing for small mammals, or vegetative crossing points and eco-passages under roads to help maintain, create and enhance existing and new wildlife commuting routes. Additional small features such as such as ‘swift bricks’ and bat boxes in developments and safe routes for hedgehogs can further achieve important benefits for wildlife.
- 5.130 Features such as artificial nest sites, which are of particular relevance and benefit in an urban context, should be incorporated within the built structure. Where biodiversity features are incorporated within development proposals, conditions will be set that will seek to protect the features to ensure their long-term retention and replacement if needed.
- 5.131 Nature conservation is not restricted to the preservation of wildlife but goes hand in hand with the enjoyment of it by all people. During the design process, consideration should be given to the visual qualities of nature conservation features, both on and offsite; and how views of them can be enhanced.
- 5.132 Access to nature is an important consideration, especially in areas where deficiencies have been identified (Figure 8). In these areas, it is particularly important that opportunities be taken to preserve, enhance or create areas of nature conservation value, so that people are able to have access to enjoy nature.
- 5.133 For those sites not within nature conservation deficiency areas, it is also important to consider opportunities to further improve accessibility to nearby SINC. Some access is desirable to all but the most sensitive of SINC. Therefore, improving access to protected sites must first be subject to an assessment of potential impacts. Opportunities to improve biodiversity in and around other developments should be pursued as an integral part of their design, especially where this can secure measurable net gains for biodiversity and enhance access to nature.

Protection of designated sites and habitats

- 5.134 Designated sites and habitats are set out in Policy SP9 and identified on the adopted [Policies Map](#). The identification of direct and indirect impacts of a development proposal that is adjacent to or incorporates a designated site within its site boundary should be informed by an impact assessment. Proposals will need to demonstrate how the overall spatial design has avoided and minimised negative impacts on the designated site and maximised opportunities to benefit the designated site’s intrinsic value.

Protection of Ancient Woodland and veteran trees

- 5.135 Most of the woodland areas within the borough lie within designated SINC and comprise broadleaved woodland with some small pockets of coniferous woodland scattered across Bexley, including 134 acres of Ancient Woodland. All areas of Ancient Woodland within the borough are also covered by a SINC designation. Several areas of Ancient Woodland are of a notable size, including Lesnes Abbey Woods, which adjoins Bostall Woods in Greenwich, and Joyden’s Wood, which crosses the boundary into Dartford. Several smaller fragmented areas of Ancient Woodland are distributed throughout the borough, either within residential areas or included within other open spaces. Locations of Ancient Woodland identified in the Bexley Green Infrastructure Study are shown on the adopted [Policies Map](#).
- 5.136 Development must be designed to avoid the loss of, or in the case of adjacent development detrimental impact on, irreplaceable habitat. If a development is likely to harm Ancient Woodland or veteran trees, unequivocal and credible evidence should be prepared to justify the exceptional

need and benefits and submitted alongside the planning application. The need for housing, or need for new transport infrastructure, does not constitute exceptional circumstances.

- 5.137 Natural England and Forestry Commission [Standing Advice on Ancient Woodlands and Veteran Trees](#) should be considered when assessing planning applications. Further guidance on how to adopt principles of good practice is detailed within the Woodland Trust's [Practical guide on planning for Ancient Woodland](#). Natural England and the Woodland Trust provide inventories of Ancient Woodland. Smaller areas of Ancient Woodland may not appear on these inventories and therefore GiGL, London's local record centre, may hold data on these smaller areas.

DP21: Greening of development sites

Related plans, strategies and key evidence – why we need this policy

[The London Plan 2021](#) (Policy G5 Urban greening)

[Bexley Green Infrastructure Study](#)

- 5.138 The 'greening' of Bexley's streets, buildings and other public spaces does more than change the look of these places. Roofs and walls covered in plants, street trees and small pocket parks in between buildings make the borough a better place to live, work and invest. These greening features function as an important part of Bexley's green infrastructure network: cleaning the air, reducing the risk of flooding; helping to cool the borough; and providing important habitats for species. Certain habitats such as wetlands can reduce the impacts of water run-off and hence reduce flood risk and pollution of waterways.
- 5.139 Wildlife habitats and access to them also play a vital part in human wellbeing. The benefits to local people provided by nature conservation features can be far ranging. They include valuable ecosystem services such as mitigating the damaging effects of air pollution and climate change, as well as aesthetic and amenity benefits. Trees and planting can provide a valuable shading effect in summer and insulation effect in winter.

POLICY DP21 Greening of development sites

1. Development proposals should set out what measures have been taken to achieve urban greening onsite; and all new major developments should quantify what urban greening factor (UGF) score has been achieved.
 2. Development proposals will be required to provide a high standard of landscape design, having regard to the well-being, water, wildlife and character of the surrounding area, ensuring sustainable planting for the long term and be supported by appropriate management and maintenance measures.
 3. There will be a presumption in favour of the retention and enhancement of existing trees, woodland and hedgerow cover on site; and planning permission will not normally be permitted where the proposal adversely affects important trees, woodlands, or hedgerows.
 4. Development proposals should maximise potential for the planting of new native trees and hedges within the development site and new streets should be tree-lined, unless, in specific cases, there are clear, justifiable and compelling reasons why this would be inappropriate.
-

POLICY DP21 Greening of development sites

5. Planting and landscaping within developments and ecological buffer zones:

- a. will be required to contribute to habitats and features of landscape and nature conservation importance; and,
- b. must not include ‘potentially invasive, non-native species’ and, where found on a site, appropriate measures to remove these species must be taken as part of the redevelopment.

Policy DP21 Greening of development sites

Policy implementation

- 5.140 Applicants are required to incorporate urban greening measures in the layout and design of a scheme with the aim of achieving a UGF score of at least 0.4 for major residential schemes and at least 0.3 for major mixed-use or commercial schemes. These targets are a starting point that will inform the right level of greening for each development.
- 5.141 Several accreditation schemes have been developed that set standards for the quality of green infrastructure within developments. Proposals which undergo a recognised accreditation process will be considered positively.
- 5.142 The UGF should be based on the factors set out in Table 8.2 of the London Plan, following Policy G5 Urban Greening. This will help to increase green cover across each development. In areas where there is little opportunity for additional vegetation at ground level, the UGF will promote the incorporation of green walls and green/brown roofs. The Mayor’s London Plan guidance on the UGF sets out more information.
- 5.143 Chapter 9 of the Bexley Green Infrastructure Study sets out evidence on existing urban greening features in Bexley and the Design Guide SPD will provide additional guidance on incorporating greening into developments.
- 5.144 Planting schemes should be selected according to their suitability for local growing conditions (soil, temperature ranges, rainfall, sunlight and shade), the ability to attract wildlife (e.g. nectar rich planting) and conserve water. The selection of species for planting schemes should also consider the species’ long term sustainability in a changing climate. This will need to be evidenced in a Design and Access Statement and soft landscaping plans to ensure the right plants are located in the right place.
- 5.145 As part of the formal planning process, all trees and hedges present on a proposed development site should be assessed to establish their amenity, nature or landscape conservation value. The Council expects that trees or hedges deemed to have significant value will be retained and protected from harm. Their significance may be as a result of their size, form and maturity, aesthetic value or because they are rare or unusual, form part of Ancient Woodland or hedgerow, have a veteran tree status, are protected under a tree preservation order, or are used by protected or priority species or other species uncommon in Bexley.
- 5.146 Applicants should check with the planning authority to ascertain whether any trees potentially affected by the proposed development are protected by way of a Tree Preservation Order (TPO) or Conservation Area. When considering felling trees related to development, consents for tree felling may be required under different regimes, even if a planning application is not needed. The Forestry Commission guidance on planning applications affecting trees and woodland provides advice on when to consult the Forestry Commission.

- 5.147 A landscaping scheme should be submitted alongside the planning application that makes provision for the retention of existing trees, hedges and species-rich grassland with significant value. Younger trees or hedges that have the potential to add significant value to the landscape character in the future should also be retained where possible. Their retention should be reflected in the layout of the development proposal, allowing sufficient space for new and young trees to grow to maturity, both above and below ground.
- 5.148 Due to the environmental importance of trees, implementing at least a '1 for 1' replacement rate is desirable for any tree affected by development. The Council expects developments to incorporate additional trees wherever possible. Where trees are incorporated within development proposals, conditions will be set that will seek to protect the trees to ensure their long-term retention and replacement if needed.
- 5.149 Not all hedges are beneficial to the environment and, in certain cases, planting the wrong type of hedging plants can lead to difficulties. Hedge heights can sometimes detract from the reasonable enjoyment of a home or garden. Part 8 of the Antisocial Behaviour Act 2003 gives local authorities powers to determine complaints submitted by householders in respect of a neighbour's high hedge. Further [information and advice on high hedges](#) can be found on the Council's website.
- 5.150 Landscaping should aim to complement the biodiversity of the locality and incorporate native plant species. Where appropriate the Council will accept non-native species for trees and other plants, as long as they are deemed to be suitable and non-invasive. Opportunities to increase wildlife aesthetic value and visual connections with important features should be considered. This is particularly important where the application adjoins a Site of Importance for Nature Conservation, Local Nature Reserve or is within or adjacent to a Strategic Green Wildlife Corridor. Where appropriate, the Council will require details to be provided within a Landscape and Ecological Management Plan.
- 5.151 In selecting appropriate trees and layout for new tree-lined streets, applicants should work with the local planning authority including local highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users.
- 5.152 Planting new trees and shrubs, especially of native species, can help to soften the harsh lines of new built development and add interest to the design. The benefits of trees include improved mental health and wellbeing, contributing to the beauty and quality of the street scene, providing shade and cooling to offset the 'heat island effect,' providing habitats, mitigating against the risk of surface water flooding, reduction in noise pollution, filtering pollutants from the air, and preventing shrinking and heave during hotter weather.
- 5.153 Potentially invasive, non-native species are listed in Schedule 9 of the Wildlife and Countryside Act. Invasive non-native species (INNS) are one of the largest threats to global biodiversity after habitat loss and destruction. The [London Invasive Species Initiative](#) (LISI) has been created to help address these environmental and economic problems within the Greater London area and has compiled a list of species of concern.
- 5.154 Development sites where invasive non-native species are present (most commonly Japanese knotweed) require coordinated and considered action to ensure that there is no breach of relevant legislation or no threat of spread. Where they are present on a development site, appropriate methods must be used to ensure they are removed. The following steps should be followed:
1. early detection;

2. create a site plan;
 3. control;
 4. contain;
 5. keep records and monitor.
- 5.155 The [LISI website](#) should be referred to and the guidance provided should be followed. The [Great Britain Non-Native Species Secretariat](#) (NNSS) and the [Invasive Non-Native Specialists Association](#) (INNSA) provide further guidance.

6. Bexley’s infrastructure: provision and management of resources for good growth

Related Council key plans and strategies

[Bexley Growth Strategy](#)

[Bexley Plan #MakingBexleyEvenBetter](#)

[Connected Communities](#)

[Local Implementation Plan \(LIP\)](#)

[Infrastructure Delivery Plan \(IDP\)](#)

- 6.1 The NPPF’s economic objective includes the need for identifying and coordinating the provision of infrastructure. As well as setting out an overall strategy for the pattern, scale and quality of development, local plans should make sufficient provision for the infrastructure needed to support this strategy.
- 6.2 Chapter 5 of this Local Plan focusses on ensuring that development in the borough both contributes to the provision of, as well as the protection and enhancement of, community services and facilities, green and blue infrastructure, and the ecology of the borough.
- 6.3 Policies in this chapter seek to ensure that sufficient provision is made for infrastructure for transport, waste management, water supply, wastewater, and minerals and aggregates. ‘Sufficient provision’ is considered to be the need for projects that are critical in relation to planned growth set out in this Local Plan and those that are essential to ensure that development is sustainable or otherwise acceptable.
- 6.4 This chapter sets out the strategic and non-strategic policies to address these infrastructure issues and how they should be dealt with in a coordinated manner as proposals for new development come forward, taking account of the policies already in the London Plan. Specific infrastructure projects are identified in the Infrastructure Delivery Plan (IDP) that supports this Local Plan.
- 6.5 In line with both the NPPF and the London Plan, these policies have been developed through liaison with relevant infrastructure providers, operators and stakeholders wherever possible.



SP10: Bexley’s transport network

Related plans, strategies and key evidence – why we need this policy

[The London Plan 2021 \(Policy SI 1 Improving air quality\)](#)

[Mayor’s Transport Strategy \(MTS\)](#)

[Local Implementation Plan \(LIP\)](#)

[Infrastructure Delivery Plan \(IDP\)](#)

[Local Plan Transport Assessment \(LPTA\)](#)

- 6.6 As an outer London borough, Bexley has transport characteristics that combine those of both Greater London and its bordering county of Kent. The borough has no Underground, Docklands Light Railway, tram or other rapid transit services. Bexley has a low average PTAL (public transport access level) score – on the cusp of PTAL 1b/2 – that places it in the bottom five London boroughs for accessibility. Much of Bexley is made up of relatively lower density residential areas.
- 6.7 Factors such as these have informed the approach to sustainable development in this Local Plan. The low level of public transport in the borough has led to higher car ownership than in many London boroughs, with the car being the travel means of choice for the majority of journeys. The Elizabeth line to Abbey Wood opened in the first half of 2022, bringing a major step-change in connectivity (including much reduced journey times) particularly for Abbey Wood and for part of the north of the borough.



Figure 9: Bexley and the strategic transport network (road and rail)

- 6.8 Bexley's strategic transport corridors all run east-west (both rail and road), as shown in Figure 9. The nearest strategic north-south road links are the A205 South Circular to the west and the M25 to the east. Indirect north-south rail links are provided by loop services between the east-west lines. The potential to improve to north-south movement within the borough, by any mode of travel, is severely constrained.
- 6.9 Likewise, options for improving freight movement are limited. There is no provision in the borough for freight to join the rail network, though it does benefit from wharves along the Thames. Distribution/logistics is a key sector for Bexley's industrial areas, especially in the north of the borough. As a consequence, local distribution is hampered by the nature of the borough's road network – adding to delivery costs by making journey times longer and less reliable. Longer distance freight movements are reliant on strategic corridors such as the A2, A20 and A206/A2016 South Thames Development Route (STDR), so operational performance relies on the smooth operation of those routes, along with the feeder roads to and from them.
- 6.10 Despite all this, Bexley's position on the wider transport network and in the Thames Gateway sub-region may provide significant opportunities for development growth in the medium to long term, as supported in the Growth Strategy. This would be heavily dependent on the required infrastructure (particularly additional transport schemes) being put in place.
- 6.11 Bexley's Local Implementation Plan (LIP) sets out both the local strategy for transport in the borough and a three-year programme of measures for implementation. The LIP supports delivery of the Mayor's Transport Strategy (MTS), including the Mayor's objective that, by 2041, 80% of all journeys in London should be by means other than the car. The LIP includes a local mode share target for the borough for 2041, set at 63%, taking some account of Bexley's connectivity issues.
- 6.12 The Council is both highway and traffic authority for all roads in the borough apart from the A2 and the A20. This includes the strategic road network (SRN) for London (which takes in the A206/A2016 STDR), although Transport for London (TfL) also has a network management role in respect of those roads. The classification of roads is set out in Table 11.
- 6.13 Despite existing bus and rail connections and support for cycling and walking initiatives, the car will still have a role to play in Bexley. Unless other measures are put in place, providing more road capacity will simply increase traffic flows, resulting in more traffic congestion, less attractive

places and more air pollution. It is important therefore that development schemes include positive proposals that provide for and promote the use of more sustainable ways of travelling.

POLICY SP10 Bexley’s transport network

1. 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. The map of Bexley’s transport network, including locations of key transport project proposals, are set out in Figure 10. The Council seeks to ensure a much improved and expanded role for sustainable transport through the following actions:
 - a. initiating or supporting the future development of major new public transport infrastructure proposals within or affecting Bexley, including an extension of Docklands Light Rail to Belvedere, Bus Transit from North Greenwich to Slade Green, River Thames passenger services, including the upgrading of Erith Pier, and potential new Thames crossings – the Council will explore, by continued negotiations with Transport for London and the Port of London Authority a firm basis for the further progression of these schemes;
 - b. increasing the capacity, frequency, accessibility and safety of established bus and rail facilities;
 - c. supporting the improvement of interchange facilities through area-based schemes and other initiatives;
 - d. encouraging walking and cycling within the borough through implementation of local and strategic walking and cycling programmes, travel plans, local safety schemes, the provision of facilities within development proposals, and environmental improvement projects;
 - e. using local targets included in the Council’s Local Implementation Plan to ensure Healthy Streets concepts and the Mayor’s Transport Strategy’s mode share targets are reflected in development proposals;
 - f. working with the Crossrail to Ebbsfleet (C2E) partnership to secure the potential extension of the Elizabeth Line, including the protection of the land required for the scheme in accordance with existing and future Safeguarding Directions, and the managing of development to preserve and enhance the deliverability of the scheme;
 - g. 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 with Abbey Wood station and the Elizabeth line;
 - h. improving the efficiency and promoting the sustainability of freight movement in the borough and ensuring construction and operation of any new rail freight facilities, or wharves for waterborne freight handling, where this does not unduly prejudice other objectives of the Local Plan;
 - i. developing other targeted road schemes, where they assist regeneration and reduce barriers to growth, whilst encouraging sustainable travel options, improving road safety and supporting modal shift away from the car;
 - j. effectively maintaining and efficiently managing the existing highway network to reduce congestion and unnecessary delays, improve the environment, in particular air quality, and promote safety, health and wellbeing;
 - k. encouraging a new transitional approach to providing and managing residential car parking within new developments in areas where parking demands and provision could both reduce over time as more sustainable means of connectivity are improved; and
 - l. ensuring that the proposed change of use or redevelopment of existing railway station or town centre car parks retains or re-provides an appropriate level of public parking where such provision is:

POLICY SP10 Bexley’s transport network

- i. essential to avoid unacceptable harm resulting from railheading and/or to safeguard the continued viability and vitality of the relevant town centre;
 - ii. the minimum amount necessary; and
 - iii. informed by an appropriate transport assessment.
2. The Council will work with Transport for London, National Highways, Kent County Council, and other relevant partners, so that necessary infrastructure interventions on the strategic road network required to support future development proposals in the borough are better understood, potential solutions found, and a funded and deliverable programme of measures identified.

Policy SP10 Bexley's transport network

Bexley’s transport network – key transport proposals

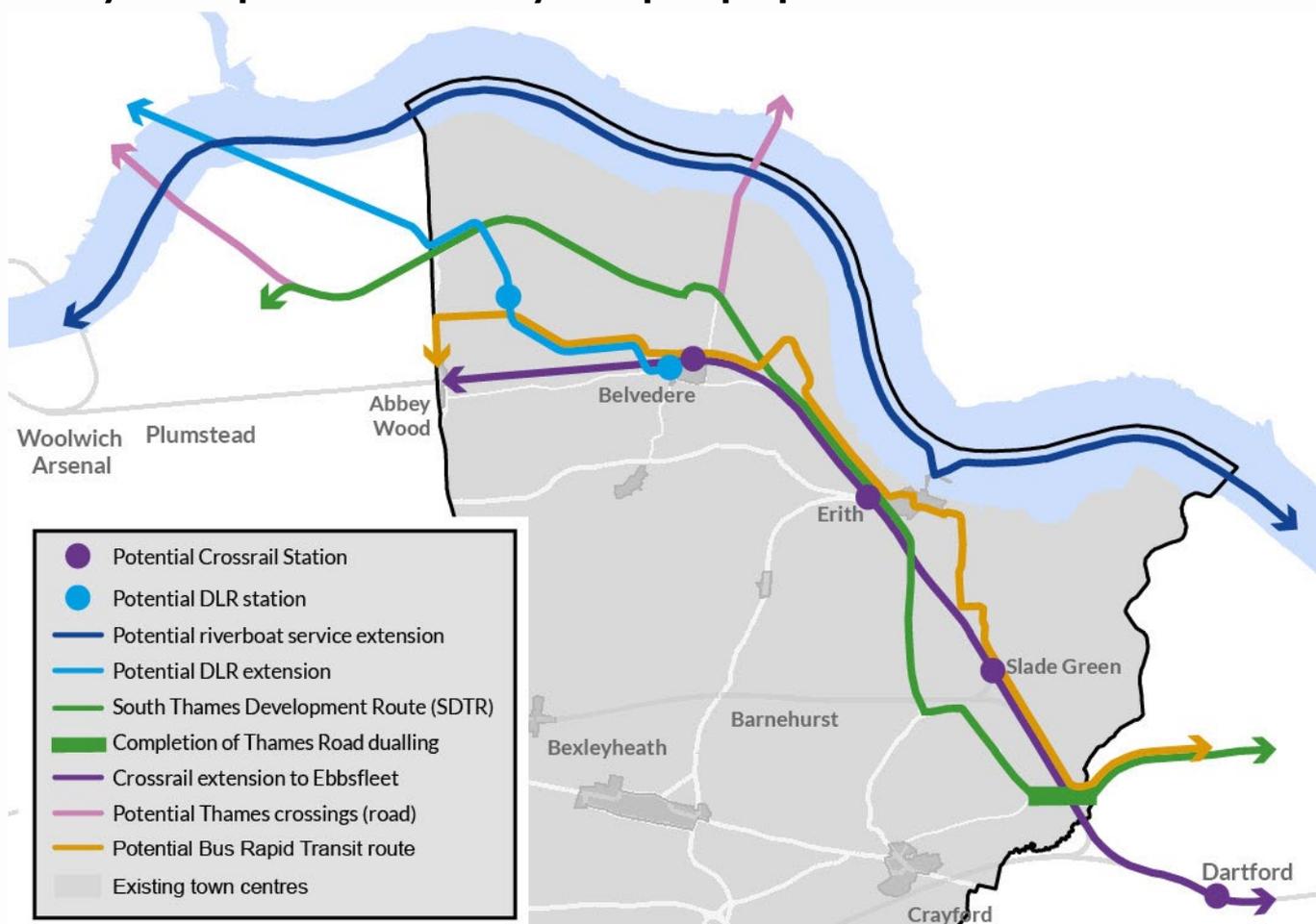


Figure 10: Bexley's aspirational transport network

Road hierarchy/road classification network

Road classification	Function within the road hierarchy
Strategic roads	Roads that serve mainly longer distance vehicle movements, connecting all parts of Greater London to the national road network.

Road classification	Function within the road hierarchy
	<ol style="list-style-type: none"> 1. Strategic Road Network (SRN): motorways and trunk roads in England managed by National Highways, particularly elements of the national road network relevant to Bexley, such as the A282 and M25 2. London Strategic Road Network (LSRN): Transport for London Road Network in this borough (formerly Trunk Roads) – A2 and A20, and those parts of the LSRN that comprise Bexley’s Principal Road Network: A206, A2016, A223 and A2000
London Distributor Roads	Most other ‘A’ classified roads in the borough providing through traffic movements and links to Strategic Roads
Borough Distributor Roads (local distributors)	‘B’ classified roads, ‘C’ classified roads and some unclassified roads; catering primarily for movement within the borough
Local Access Roads	Roads, the principle purpose of which is to provide access to land and buildings in the immediate vicinity; primarily for use by residents, cyclists and pedestrians

Table 11: Road classification network

Healthy Streets



Figure 11: Transport for London's 10 healthy street indicators (source: Lucy Saunders)

Policy implementation

6.14 The Council will continue to work with TfL to deliver new development and improved public realm in a way that encourages walking, cycling and use of public transport (including using the Mayor’s Healthy Streets approach). The Council therefore supports delivery of projects as part of the London Bus Priority Network. The Council will also work with Network Rail and neighbouring local authorities towards overcoming the remaining barriers to full 12-car train operation (both within and outside the borough).

- 6.15 The Healthy Streets Check for Designers will be applied to Council LIP-funded schemes as appropriate. Further details and information are set out in Bexley’s Highway Authority Developer Guidance, which will be integrated into the Design Guide SPD. Figure 11 illustrates the ten Healthy Streets indicators, which describe how their design should enable and encourage people to choose to walk, cycle and use public transport more.
- 6.16 It will be important to support the growth set out in the plan with new transport services and infrastructure. This will be across the plan period, through a mix of LIP implementation, transport improvements through new development and investment in major schemes. To this end, the Council will work closely with the C2E Partnership on the development and promotion of the C2E project including the progression of the business case for the preferred scheme. In respect of transport on the River Thames, the Council will work with TfL and Port of London Authority (PLA). Beyond the plan period, further examination of DLR to Belvedere will be needed when preparing a planning framework for the Bexley Riverside Opportunity Area.
- 6.17 The Council will work with TfL on the scheme’s technical development; future development proposals will be expected to facilitate its delivery; and the Council will expect development proposals on the route corridor to design buildings and public realm that positively incorporate it.
- 6.18 The Council supports delivery of an upgraded Thames pier at Erith for access to extended river bus services. Erith pier has been incorporated into the town centre boundary to encourage more active use. The Council will work with TfL and the PLA towards delivery of the upgrades to the pier and provision of a new river bus link.
- 6.19 Adverse impacts to air quality from emissions to air from vessels on the River Thames is a health and environmental priority issue. Further information, including targets and actions, is set out in Port of London Authority’s Air Quality Strategy.
- 6.20 Additional Thames crossings, to aid the enhancement of sustainable growth potential within the borough’s opportunity areas, are supported in principle, subject to no significant adverse impacts, such as increased traffic flows or worsening air quality along the borough’s roads.
- 6.21 The Council will work with TfL, Network Rail and train operators to protect and improve public transport interchanges. Area schemes that focus on interchange nodes will be progressed as part of the LIP.
- 6.22 North-south links within the borough have long been a concern. The Council continues to work through its LIP programmes and with TfL to secure solutions. TfL have proposals for upgrading bus feeder services to Abbey Wood for the opening of the Elizabeth line.
- 6.23 Many businesses in the borough rely on effective logistics and need routes available to them that are not congested or unreliable. Freight wharves on the Thames are safeguarded for that use and their access routes protected. Rail routes through Bexley remain important corridors for freight. The Council will work with TfL to identify ways to make freight movement in the borough more sustainable, particularly for local deliveries.
- 6.24 Key points along the STDR are already operating at or beyond capacity, including the Queens Road roundabout at Erith and the single carriageway section of Thames Road. Delays along the route are already of concern to businesses along the corridor. The plan therefore expects targeted interventions to deal with excess congestion will be necessary along the STDR in particular, to tackle barriers to growth and regeneration and ensure that facilities for pedestrians, cyclists and public transport are improved where appropriate.

- 6.25 Outside of the borough, there is evidence of capacity and safety issues on the SRN. Modelling of junctions on the SRN indicates a need to mitigate the impacts of development proposed in the plan at various slip road on the M25/A282 and A2 by the end of the plan period. A list of required mitigation, which will be agreed with National Highways, will be set out in the IDP and will be reviewed periodically to ensure it remains up to date. Further information on the requirements will be added as the detailed nature of the interventions is developed.
- 6.26 The Council is committed to working with strategic partners such as National Highways and Kent County Council to effectively address these issues. In particular, the Council will engage with the A282 (M25) Junction 1a Improvement Steering Group to understand the cumulative impacts of relevant Bexley Local Plan development with other proposed growth in the area of influence (to be agreed between the parties) and help identify, develop, fund and deliver any proportional mitigation measures required, including the securing of appropriate contributions from relevant development schemes.
- 6.27 The Council will take a ‘monitor and manage’ approach to assessing and dealing with the implications of cumulative Local Plan development on the road network. As early as possible in the plan period, the Council will agree a robust assessment methodology with relevant partners that will then be used to examine the impacts of cumulative development as the plan progresses.
- 6.28 This methodology will include appropriate modelling within transport assessments submitted as part of development proposals, which will be used to predict and then monitor the effects of the proposal when complete and occupied or operational. This will inform the nature of any necessary mitigation measures and determine appropriate developer contributions and other funding sources, as well as identifying apposite trigger points for interventions and when they have been reached. These matters will then be reflected in updates to the Council’s Infrastructure Delivery Plan (IDP) as appropriate.
- 6.29 Air quality monitoring will be through Bexley’s Air Quality Annual Status Report, which provides a detailed overview of air quality in the borough. Monitoring stations across the borough are located mainly at roadside.
- 6.30 In all proposals, but particularly larger phased development, parking layouts should be designed flexibly, with less private on-plot parking, so that parking areas can be re-used or redeveloped as other means of travel are improved and the need for car parking reduces. This will enable later phases or amendments to be brought forward so that they reflect and support the newer travel alternatives. Town centre car parks will be taken to mean any car park available for use by the general public within or close to a town centre that supports the function of that town centre. Railway station car parks will be taken to mean any car park available for use by the general public at or near a railway station that serves the needs of people travelling to and from that station. It should be noted that a single car park may perform either or both such functions.



SP11: Safeguarding land for transport schemes

Related plans, strategies and key evidence – why we need this policy

[The London Plan 2021](#) (Policies T3 Transport capacity, Table 10.1, and SI 15 Water transport)

[Mayor’s Transport Strategy \(MTS\)](#)

[Local Implementation Plan \(LIP\)](#)

[Infrastructure Delivery Plan \(IDP\)](#)

[Local Plan Transport Assessment \(LPTA\)](#)

- 6.31 The London Plan stresses the need to work collaboratively with strategic partners to achieve good transport connectivity and Policy T3 Transport capacity, connectivity and safeguarding sets out expectations for development plans, with Table 10.1 setting out the indicative of transport schemes. Part B of the policy requires the safeguarding of both the existing transport asset base and the land and other requirements for future transport infrastructure requirements. Part C expects relevant schemes in Table 10.1 to be safeguarded. Part D includes the need to give particular priority to securing and supporting delivery of eastern extension of the Elizabeth line.
- 6.32 Policy SP11 sets out Bexley’s approach to these requirements, taking into account identified transport needs in the Growth Strategy and in the Bexley Local Implementation Plan (LIP). New development identified in the Local Plan will increasingly need to be supported by new transport interventions across the plan period, as well as by existing transport assets in the borough. Emphasis will be placed on public transport provision, on walking and cycling, and on other transport schemes that are required to deliver the Local Plan’s objectives.

POLICY SP11 Safeguarding land for transport schemes

1. **The Council will support development proposals that complement and do not frustrate delivery, operation or retention of existing and future transport infrastructure.**
-
2. **Unless existing transport infrastructure is agreed as surplus to requirements by the relevant strategic authority, operator or owner, development proposals should not prejudice its continued role, operation or effective, beneficial use. Where this is unavoidable, development proposals should include feasible means of replacing the affected transport infrastructure with alternatives of at least the same quality, funded through developer contributions. This applies to transport infrastructure used for:**
 - a. walking;
 - b. cycling;
 - c. public transport services;
 - d. traffic on the public highway; and
 - e. piers/safeguarded wharves (and access to them) to enable movement of people and goods on the River Thames.
-
3. **Development proposals should support the plans to secure investment in, deliver and operate the following key transport infrastructure:**
 - a. an extension of the Docklands Light Rail to Belvedere via Thamesmead;
 - b. Bus Transit route corridor priority measures and related interventions;
 - c. targeted interventions on the South Thames Development Route (A206/A2016) to deliver benefits for regeneration and remove barriers to growth as well as improve sustainable transport and road safety where appropriate;
 - d. a crossing of the River Thames between Belvedere and Rainham (likely to be beyond the Plan period);
 - e. an upgrading of Erith Pier to accommodate riverbus services; and
 - f. a cycling/walking crossing of the River Darent north of the A206 Bob Dunn Way.

Development proposals will not be accepted that prejudice the successful planning and delivery of these schemes, illustrated on Figure 10.

POLICY SP11 Safeguarding land for transport schemes

4. Land is safeguarded for the following strategic transport infrastructure schemes:
- a. an eastern extension of Crossrail services from Abbey Wood towards Ebbsfleet (C2E), in accordance with the relevant Safeguarding Direction(s) by the Secretary of State for Transport; and,
 - b. completion of A206 Thames Road dualling between Bob Dunn Way and Crayford Way, including widening Cray Mill Bridge and enlarging the Thames Road/Crayford Way roundabout, as illustrated on the Policies Map, to deliver benefits for regeneration and remove barriers to growth as well as improve sustainable transport and road safety where appropriate.
-

Policy SP11 Safeguarding land for transport schemes

Policy implementation

- 6.33 The Local Plan Transport Assessment (LPTA) includes a schedule of existing transport assets and infrastructure in the borough that should be protected from adverse impacts of development unless it is genuinely surplus to requirements. The onus will be on development proposals to identify the status of existing transport assets that may be affected by the development and to determine how to avoid or, where necessary, mitigate any negative impacts. The Council will work with TfL and developers to ensure that future delivery of the identified transport schemes will not be compromised by any development proposals and will benefit through, for example, the provision of land or financial contributions. Where appropriate infrastructure is secured for future public transport improvements, existing services should, wherever possible and beneficial, have access to these facilities in advance of planned schemes.
- 6.34 With regard to the completion of the Thames Road dualling scheme, the Council will convene a working group of strategic partners to identify and deliver an appropriate solution to the constraint caused by the Cray Mill bridge having regard to the need to promote sustainable growth, including provision for active travel in line with the Healthy Streets Approach, and improve road safety. The Council will also seek, in line with the monitor and manage approach referenced at paragraphs 6.27 and 6.28, appropriate contributions from relevant development proposals in the area of influence (to be agreed between the parties) to identify, through the use of tools such as microsimulation models, proportional solutions and to help secure delivery. The working group will be established as early as possible within the plan period to ensure the investigation and development of solutions has commenced prior to the emergence of the relevant growth identified within the plan and appropriate contributions can be secured from related development proposals.



DP22: Sustainable transport

Related plans, strategies and key evidence – why we need this policy

[The London Plan 2021](#) (Policy T1 Strategic approach to transport and Table 10.1)

[Mayor's Transport Strategy \(MTS\)](#)

[Local Implementation Plan \(LIP\)](#)

[Local Plan Transport Assessment \(LPTA\)](#)

- 6.35 London Plan policy T1(A) places emphasis on the Mayor's strategic target of 80% of all trips in London by foot, cycle or public transport by 2041 although the Bexley LIP sets a lower target of 63% to better reflect local circumstances. Policy T1(B) looks to all development to make the most effective use of land (given that is achieved, amongst other things, through greater roles for public

transport, walking and cycling) and protection of London’s transport networks and supporting infrastructure. The indicative list of transport schemes in Table 10.1 of the London Plan places its emphasis on active travel and public transport-based travel solutions.

- 6.36 The Growth Strategy stresses the need for greater use of public transport, walking and cycling, especially at neighbourhood and local levels, from new developments. Encouraging walking and cycling at neighbourhood level should especially be addressed through development design. Cycling and public transport use for local journeys beyond the immediate neighbourhood requires development layouts that positively point to use of those modes of travel.
- 6.37 Bexley’s LIP has taken forward the Mayor’s strategic mode share target and how different solutions will work towards delivery of local targets. The LIP places emphasis on public transport-based solutions, as well as promoting and seeking better provision for walking and cycling.
- 6.38 The LIP also points to the importance of smarter travel options, which are becoming more relevant and accessible to many people. More electric vehicle (EV) charging points support transfer to less environmentally damaging vehicles, preparing the way for the Government’s planned ban on petrol and diesel vehicles; this was to be from 2040, but has been brought forward to 2035, with potential proposals for the ban to be brought even earlier to 2030.
- 6.39 Technical development of connected autonomous vehicles (CAVs) is advancing. Car manufacturers and other providers are developing mobile apps for Mobility-as-a-Service, which will enable people to ‘rent’ mobility by a blended range of travel choices. Local Demand Responsive Transit networks are taking off around the country, providing a shared taxi-style of operation that operates purely on demand. Photovoltaic road surfaces are being developed that can generate electricity and charge EVs on the move.
- 6.40 These policy and technology developments place an increasing emphasis on more sustainable travel solutions. Other lifestyle options are moving people towards more home-based working and home shopping, which reduces the need to travel at all. Factors such as these are beyond the direct control of the Local Plan. However, these are all aspects that need to be considered in development proposals to ensure a greater emphasis on the importance of more sustainable access and connectivity.

POLICY DP22 Sustainable transport

- 1. The Council will expect to see measures in all development proposals that facilitate and promote walking, cycling, public transport and shared mobility. In particular, development proposals should incorporate where appropriate the below points at an early design or pre-application stage:**

Walking

- a. identify and implement accessible, safe and convenient direct walking routes to Town Centres, transport nodes and other key destinations;**
- b. promote and improve pedestrian wayfinding;**
- c. provide for the undertaking of audits to ensure that the existing pedestrian infrastructure is suitable for its proposed use and that new development improves pedestrian amenity;**
- d. encourage a higher quality pedestrian and street environment for all users through the promotion of healthy streets and integrated communities;**
- e. ensure residential streets encourage children to play out;**

POLICY DP22 Sustainable transport

Cycling

- f. provide secure, integrated, convenient and accessible cycle parking facilities in line with the standards set out in the London Plan, as a minimum;
 - g. provide on-site changing facilities, including lockers and showers for cyclists, where appropriate;
 - h. contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable;
 - i. provide links to existing and planned cycle infrastructure projects including the Council's strategic quietways and cycleways network;
-

Public transport network

- j. allocate road space and provide high level of priority on existing or proposed routes;
 - k. ensure good access to public transport networks;
 - l. ensure that all parts of the network can be used safely, easily and with dignity by all;
 - m. ensure direct, safe, accessible and pleasant walking routes to stops;
 - n. ensure standing, garaging and drivers' facilities are provided where needed;
 - o. improve interchange between different modes of transport;
-

Shared mobility (smarter travel)

- p. provide electric vehicle charging infrastructure in line with London Plan minimum standards, to be made publicly available where possible;
 - q. provide spaces for car clubs/pool cars, to be made publicly available where possible; and
 - r. ensure compatibility with recognised providers of both services.
-

Policy DP22 Sustainable transport

Policy implementation

- 6.41 Development proposals have a key role to play in shaping how users of that development choose to travel. Developers should demonstrate that use of more sustainable means of travel has been considered throughout the design process and proper provision made – whether on-site as part of the development or off-site to either reinforce that use or to mitigate negative impacts from the development.
- 6.42 Account should be taken of the applicable requirements for each relevant travel mode, recognising that some can apply equally to walking and cycling. Design standards are set out in TfL's suite of design documents. Further details and information are set out in Bexley's Highway Authority Developer Guidance, which will be integrated into the Design Guide SPD. The result should be that, where there is a need to travel at all, the development will naturally point people towards using the more sustainable modes. The result should be better connectivity with facilities, goods and services in a way that helps the borough to achieve the benefits of achieving its travel mode objectives. A statement to show how these points have been addressed should be supplied at pre-application stage for discussion with the Council. Where a transport assessment or transport statement is required in support of a planning application, that statement should be included.
- 6.43 Both active and passive provision for electric vehicle parking will be required in line with the standards in the London Plan and details agreed in accordance with Council guidance. In larger schemes these should be evenly distributed throughout the development. Mixed-use town centre
-

development will provide secure off-street space where possible as part of the development and on-street spaces as part of public realm improvements.

- 6.44 The Council will support the bringing forward of car clubs and car sharing schemes in connection with new developments. Car clubs have the potential to reduce congestion and parking pressure, particularly where parking provision in new developments has been set materially lower than the maximum standard.

DP23: Parking management

Related plans, strategies and key evidence – why we need this policy

[The London Plan 2021](#) (Table 10.3 Maximum residential parking standards)

[Local Implementation Plan \(LIP\)](#)

[Local Plan Transport Assessment \(LPTA\)](#)

[Bexley Strategic Housing Market Assessment \(SHMA\)](#)

[Local Plan Parking Standards and the Delivery of Family Housing Technical Paper and Appendices](#)

- 6.45 The London Plan sets out maximum parking standards to encourage the uptake of sustainable modes of transport and manage impacts of development on the road network. However, the London Plan also allows for higher provision in outer London boroughs and in areas that have lower public transport access levels (PTALs) where there is clear evidence that it supports additional family housing to meet identified local need.
- 6.46 This is consistent with the Government’s position, which acknowledges the need to meet housing need whilst avoiding the adverse impacts of increasing on street parking stress. The Bexley SHMA identifies family housing as being the type most needed to be delivered in the borough, across all tenures (market, low-cost/affordable rent and intermediate housing products).
- 6.47 A flexible approach is supported by the NPPF, which states that local authorities should take into account a number of considerations when setting local parking standards. This should include local car ownership levels and the availability of public transport.
- 6.48 In line with both NPPF and London Plan guidance, the Council has taken into consideration characteristics of developments and the actual level of access to public transport and services and facilities when deciding whether to apply a more flexible approach to parking.
- 6.49 The Council has considered higher levels of residential parking for family housing in areas that have a lower level of public transport access to address specific on-street parking issues such as overspill and inappropriate parking, which may affect safety, amenity, accessibility, and congestion as well as the effective roll out of charging infrastructure for electric vehicles. The Council also wishes to prevent the creation of any traffic flow, safety and amenity issues through the impacts of new development.
- 6.50 Some areas within the borough are less connected by public transport. Even where public transport access levels (PTALs) are higher, there are still some challenges to sufficiently cater for people’s travel needs. The dispersed pattern of travel can mean that dependence on the car remains high. This suggests that there is still a role for the car in Bexley, even as the Council looks to increase walking, cycling and public transport use in the borough and reduce dependence on the car.
- 6.51 The London Plan has set specific and highly ambitious maximum parking standards for outer London Opportunity Areas. However, the spatial approach to sustainable development set out in policy SP1 does not apply a blanket approach to growth in these areas. Parts of the Bexley

Riverside OA in particular have poor connectivity, including access to shops, services and facilities. These areas are unlikely to change during the plan period without significant interventions and there are no fixed London Plan commitments for these. However, if new public transport commitments were secured for Bexley, for example through the development of a planning framework for the OA, then the local policy position will need to be reviewed.

POLICY DP23 Parking management

1. In applying the principles of sustainable development in line with Policy SP1, the Council will seek to balance the need for parking and the environmental, economic and social impacts of traffic movement and parked vehicles. Therefore, proposals for residential development will be expected to provide parking within the lowest applicable maximum London Plan standards except:
 - a. areas with a PTAL of 2 that are outside of Sustainable Development Locations (see Figure 12) where, in exceptional circumstances, consideration will be given on a case by case basis for 3 or more bedroom dwellings to have a maximum standard of up to 1.25 spaces; and
 - b. within the Bexley Riverside Opportunity Area where, except for developments covered by 1a) above, maximum residential parking standards will be the London Plan outer London standards rather than the Opportunity Area standards for outer London.

2. Parking provision materially below London Plan maximum standards may be acceptable in areas that have a PTAL of 3 – 4, for residential development sites that are:
 - a. outside of a Controlled Parking Zone (CPZ) or Restricted Parking Zone (RPZ), where it can be demonstrated through a parking survey that there is sufficient on-street, off-site parking capacity within 200 metres of the development boundary; or
 - b. inside an existing or planned CPZ or RPZ, in which case, where parking surveys suggest issues will arise, the applicant will normally be required to enter into a legal agreement to restrict future occupiers from obtaining on-street parking permits.

3. For residential developments of fewer than 10 units, where the spaces per dwelling calculation results in a fraction of a space, provision will be rounded up to the nearest whole space.

4. For specialist housing for older people, a case by case approach will be taken with the London Plan residential parking standards used as a starting point and particular regard being had to the need for appropriate visitor and staff parking in the context of:
 - a. the public transport access levels in the relevant area; and
 - b. the characteristics of the residential care to be provided including the nature of shift patterns.Such matters should be informed by a transport assessment and other appropriate information.

5. Parking for industrial development should be provided in line with projected operational need. Non-operational parking should be determined on a case by case basis using the London Plan office parking standards as a starting point and having regard to the nature of the use and locality. In both cases parking provision should be calculated via a transport assessment once applicants have demonstrated they have minimised parking requirements through a delivery and servicing plan, parking management plan and travel plan.

Local variations to London Plan parking standards

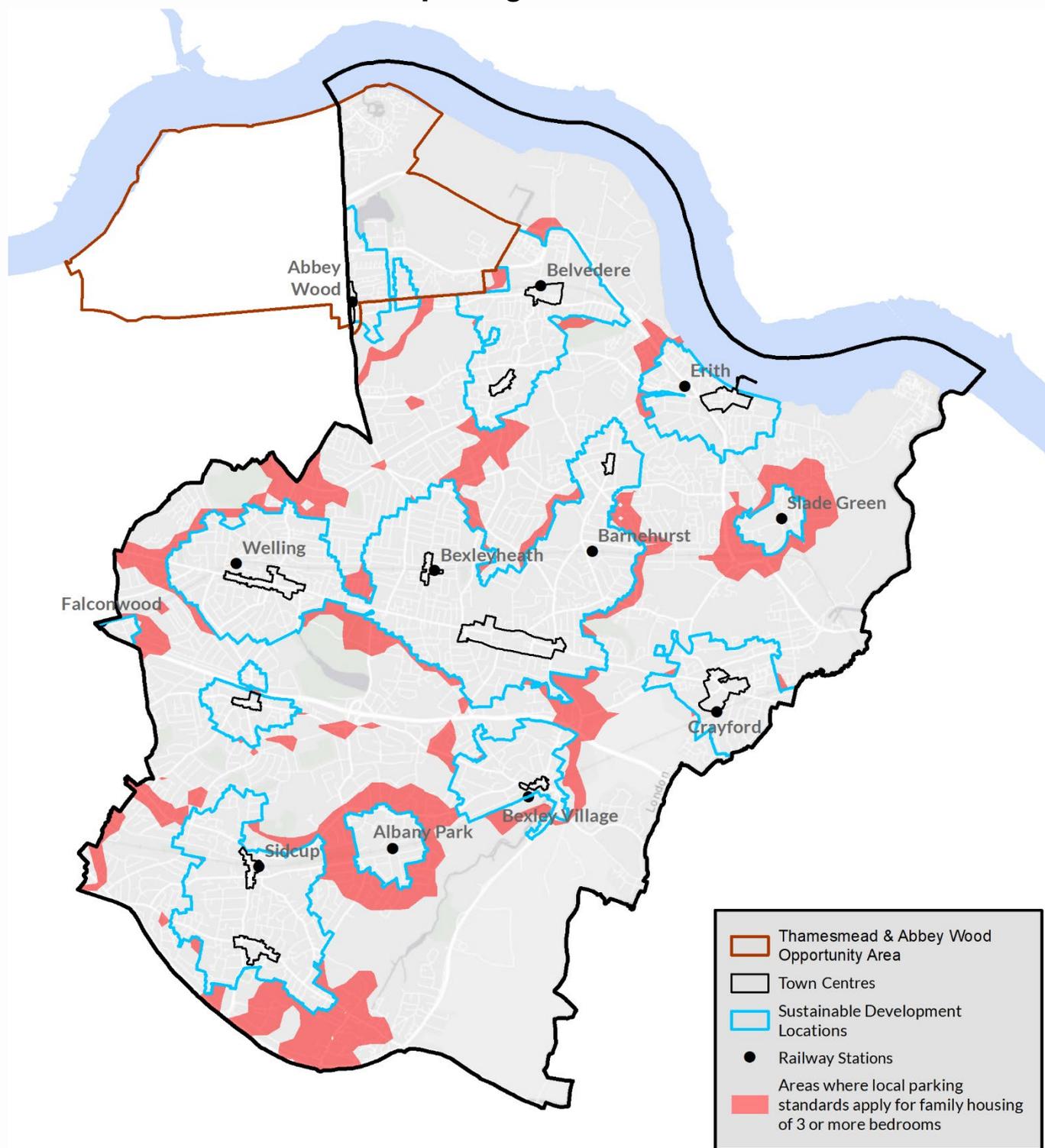


Figure 12: Application of local parking standards across the borough

Policy implementation

- 6.52 For the avoidance of doubt, where this plan remains silent on parking standards for certain uses, the approach set out within the London Plan will apply.
- 6.53 This policy has been informed by and complements Policy SP1 and the spatial strategy. The methodology for determining the borough’s Sustainable Development Locations, set out in Policy

SP1, takes into consideration the projected increase in connectivity, including access to shops, services and facilities within the borough's town centres.

- 6.54 Where car parking is provided in a new development, this must not significantly impact on residential amenity, safety, vehicle, cycle or pedestrian flow or access and must be appropriately maintained, managed and enforced to achieve these outcomes. This may include mitigating the loss of existing parking where necessary.
- 6.55 For residential development proposals of one or more (net) new units, the Council may seek a level of parking within the maximum standard, informed by a transport assessment or statement.
- 6.56 A transport assessment or statement will likely be required from all development proposals to determine the appropriate level of parking. For developments where transport assessments are required, developers will be expected to assess parking provision within the transport assessment, which should demonstrate that demand has been minimised. Designated blue badge parking should be provided in line with the standards in the London Plan for all development types.
- 6.57 Parking brought forward in connection with major development proposals will need to be accompanied by a car parking design and management plan, which will allow the flexible management of parking provision. The policy ensures that parking standards are locally appropriate, and that provision supports additional family housing, identified in the Bexley SHMA as the main type of housing needed in the borough. Family housing is defined as housing with a minimum of three bedrooms.
- 6.58 The Council may seek a level within the maximum standards on a case-by-case basis, depending on the scale of the development and local factors including parking stress and general highway conditions. Where a masterplan process has been undertaken, the higher maximum standards set out in part 1 a) and b) may not apply, as informed by the accompanying transport assessment.
- 6.59 Where required by the Highway Authority, all development proposals will need to demonstrate through a parking survey that sufficient on-street capacity will be able to accommodate comfortably any overspill parking from the development. Surveys will need to include all publicly available parking areas normally within 200 metres of the site. The scope of parking surveys must be agreed in advance with the Council. In order to encourage low car ownership and protect the amenity of residents a legal agreement may be required to restrict future occupiers from obtaining parking permits in a CPZ or RPZ.
- 6.60 Introducing new or expanding existing CPZ/RPZs creates a financial burden to existing residents and to the Council that must enforce the restrictions. In addition, existing residents may also be affected by other impacts of the new developments in their area. However, in some cases an extension to an existing CPZ/RPZ may be appropriate, subject to local support. Where a development is proposed on the edge of an existing CPZ/RPZ and it is assessed that this will have an adverse impact to on-street parking in the area, then the Council may consider whether an extension to the existing CPZ could be justified, at the developer's expense.
- 6.61 New specialist housing for older people includes sheltered accommodation (C3), extra care accommodation (C3) and residential/nursing care homes (C2) and each may have slightly different parking needs for residents and visiting healthcare workers. The London Plan has further detail in policy H13 as to what constitutes specialist housing for older people. In addition to car parking, consideration should be given to the safe storage of and charging point locations for mobility scooters when designing retirement/sheltered housing developments, and the safe storage of

cycles/motorcycles across developments in general. Waiting and turning space should be available for ambulances, dial-a-ride vehicles etc.

- 6.62 Motorcycle parking in developments should be provided in accordance with policy T6 F of the London Plan. Developers should mark-out an appropriate proportion of spaces at non-residential developments for motorcycle parking, in line with the predicted usage as agreed through the transport assessment or parking management plan.

DP24: Impact of new development on the transport network

Related plans, strategies and key evidence – why we need this policy

[Local Implementation Plan \(LIP\)](#)

[Local Plan Transport Assessment \(LPTA\)](#)

- 6.63 The NPPF aims to encourage the development of sustainable transport policies that support the reduction of emissions from greenhouse gases as well as reduce congestion. The guidance requires that local authorities do all that they can to ensure that opportunities to move goods and people using sustainable transport are maximised.
- 6.64 This policy approach embraces the concept that development proposals must not have a severe impact on transport network operation and efficiency, as set out in the NPPF. It is also important that developers consider transport impacts on local amenity.

POLICY DP24 Impact of development on the transport network

1. **Proposals that reduce the need to travel and improve access to sustainable modes of transport will be supported.**
2. **Proposals should not have a significant negative effect on the safety of any users, including vulnerable users of the transport network such as pedestrians and cyclists. Proposals should identify, minimise, and mitigate potential negative impacts and seek to achieve a net positive effect on safety wherever practicable.**
3. **Proposals should not have a significant cumulative negative impact on the operation or efficiency of the local road network, Transport for London Road Network or National Highways Strategic Road Network, the public transport system or local amenity. Proposals should identify, minimise and mitigate potential negative impacts.**
4. **Development proposals should not result in:**
 - a. **unsuitable use of any road that is prejudicial to its function in the Road Hierarchy, as set out in Table 11 and identified on the Policies Map, or a street according to its position in the movement and place matrix of street types, as set out in the Local Implementation Plan, illustrated by Figure 13, and taking into account the function of adjacent streets; or**
 - b. **severe cumulative adverse impacts on the operation of roads or streets in the area.**

Policy DP24 Impact of development on the transport network

Movement and place matrix of street types

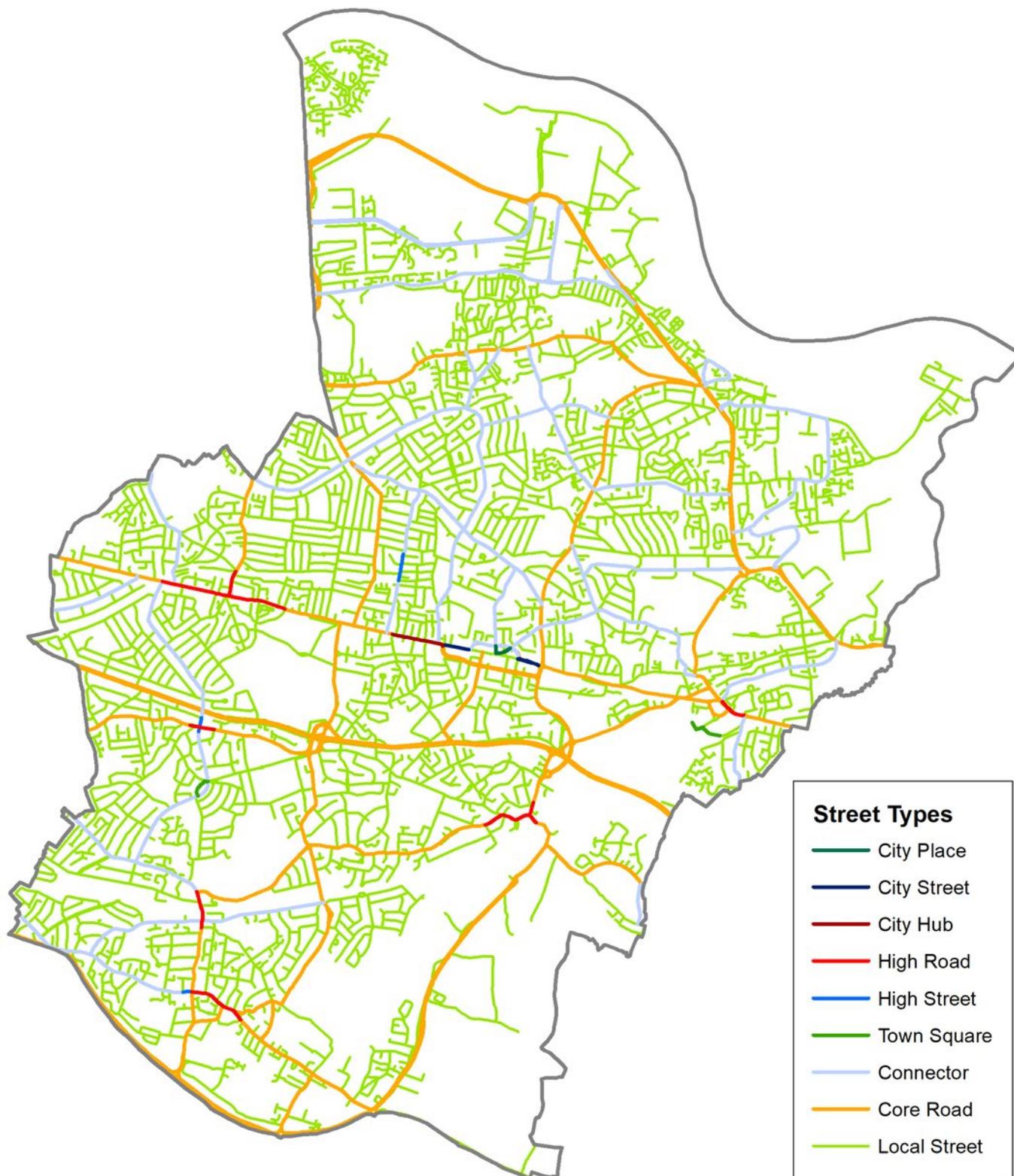


Figure 13: Movement and Place matrix of streets (Source: *Bexley Local Implementation Plan*)

Policy implementation

6.65 All development proposals likely to generate significant amounts of movement should be supported by a transport assessment or transport statement and a travel plan. Ultimately, these measures will ensure that the impacts of development are appropriately managed and the

opportunities to reduce travel demand and increase access to sustainable transport modes have been taken up as far as practicable and to reduce the need for major transport infrastructure.

- 6.66 Assessments supporting development proposals should take into consideration the potential impacts of both the proposal itself and the potential cumulative impacts of wider development set out in the plan, in accordance with the monitor and manage approach referenced in paragraphs 6.27 and 6.28.
- 6.67 Transport statements, which have a less extensive scope than full transport assessments can be produced for smaller developments that are also likely to have a material impact upon the surrounding transport network.
- 6.68 There will be instances where applicants will need to mitigate issues that are directly attributable to their proposal, such as access to public transport, highway safety or capacity. This could include off-site highway improvements to pedestrian and cycle routes to enable access to a local station for example. By doing so an otherwise unacceptable proposal may be made acceptable.
- 6.69 Where measures are required to address impacts upon highway safety, network efficiency, or amenity (including measures to reduce travel demand, improve access to sustainable modes and monitor outcomes), the Council will expect that the measures be secured either by condition or that the applicant enter into a legal agreement regarding their provision.
- 6.70 Developers should identify the impacts of development on the transport network and associated mitigation measures through transport assessments. This could include, for example, facilities to assist walking and cycling, such as crossings, cycle ways, cycle parking and footpaths or improvements to public transport access, capacity, or connectivity. Transport assessments should include a construction management and logistics plan, a delivery and servicing plan and a travel plan.
- 6.71 The purpose of travel plans, delivery and servicing plans, and outline construction logistics plans, is to encourage more efficient use of the transport system and reduce private vehicle use. Safety is also a factor, particularly in respect of construction vehicles, and construction management and logistics plans will be expected to be prepared to the construction logistics and community safety (CLOCS) standards. Further guidance is available from TfL.
- 6.72 This is achieved through the identification and implementation of various measures such as car sharing or the scheduling of deliveries outside of peak traffic times. Or, during construction, consideration should be given to sustainable transport modes, such as waterborne transport via the borough's safeguarded wharves, for handling construction, demolition and excavation waste. Such measures can make a significant and cost-effective contribution to mitigating development impacts on the transport network. Further guidance is again available from TfL.
- 6.73 The Council will support development proposals that are phased in line with the provision of enabling transport infrastructure or services. The Council encourages developers to engage in pre-application discussions on transport matters at the earliest possible stage. This will help to achieve right first-time applications, reducing the risk of abortive work and associated costs and delays.
- 6.74 The movement and place matrix of street types is used to establish design principles that influence the use and management of the highway network, particularly in connection with development proposals. The list of street types has been developed from the Mayor's Transport Strategy and Bexley's Local Implementation Plan. All nine types identified in the key occur in the borough,

although some only in very few places. The movement and place matrix of street types is set out in Figure 13.

6.75 The roads are also classified according to their function. These are defined in Table 11 and illustrated on the adopted [Policies Map](#).

6.76 Further details and information are set out in Bexley’s Highway Authority Developer Guidance, which will be integrated into the Design Guide SPD.

SP12: Sustainable waste management

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy for Waste \(NPPW\)](#)

[The London Plan 2021](#) (Policy SI 8 Waste capacity and net waste self-sufficiency)

[Bexley Reduction and Recycling Plan](#)

[Southeast London Joint Waste Technical Paper](#)

6.77 Waste Planning Authorities such as Bexley have a key role to play in the management of waste, set out in the National Planning Policy for Waste (NPPW). As a London borough, Bexley also has waste requirements set out in the London Plan.

6.78 The Council is committed to promoting a more circular economy by:

- encouraging waste minimisation, including support for repair and reuse facilities
- increasing the efficiency of waste sorting and recycling operations; and
- supporting recovery of energy from waste and diverting it from landfill.

6.79 The construction industry also has an important role to play in the circular economy. The construction and operation of the built environment currently accounts for 60% of UK materials consumption and one third of all waste arisings. For measurable and achievable waste prevention targets to be set, waste generation should be decoupled from economic growth, which is a challenging task.

POLICY SP12 Sustainable waste management

1. 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 circular economy by applying the waste hierarchy (see Figure 14). Where opportunities arise, this principle will also be applied to existing development, for example for flats above shops where it can be challenging to segregate waste.
 2. The Council will support sustainable waste management by:
 - a. implementing the waste hierarchy in its approach to future waste management;
 - b. meeting its waste apportionments and other requirements, such as the Mayor’s recycling or composting targets, including collaborating with and supporting other London boroughs as appropriate;
 - c. safeguarding Strategic Waste Management Sites for waste uses as shown on the Policies Map;
 - d. supporting regionally significant waste management infrastructure, including the Crossness Sewage Treatment Works; and,
 - e. considering the use of planning contributions, including from the borough’s community infrastructure levy, to provide better waste management for existing development.
-

POLICY SP12 Sustainable waste management

3. The Council will support the development of the circular economy by encouraging the waste and construction industries to:
- make resource use more efficient;
 - reduce the production of waste;
 - maximise the recycling of waste; and
 - identify alternative business models.

Policy SP12 Sustainable waste management

Waste hierarchy framework

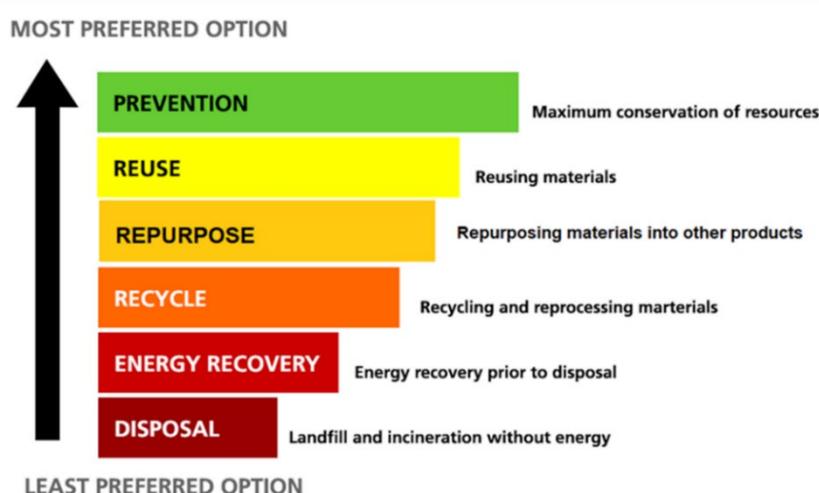


Figure 14: Waste hierarchy, in line with circular economy principles

Policy implementation

- 6.80 The waste hierarchy (Figure 14) provides a framework for how waste management can be made more sustainable by following circular economy principles. The aim is to move up the waste hierarchy by moving away from a reliance on disposal to increased recovery, recycling, composting, reuse, reduction and ultimately to rethinking products and design so that waste is prevented. Targets for recycling and composting have been set in the Council's waste management strategy, in line with national and regional guidance, and local circumstances and these will be reviewed as appropriate. The waste hierarchy and waste apportionment targets are set out in the London Plan.
- 6.81 Bexley already has many waste management facilities in the borough and, in partnership with the other southeast London boroughs and the City of London, is self-sufficient across all waste streams except for landfill, which the borough is moving towards a zero-waste to landfill target.
- 6.82 Safeguarded strategic sites suitable for waste management uses are designated in partnership with the Southeast London Joint Waste Planning Group (London Boroughs of Bexley, Bromley, Lewisham, Southwark, Royal Borough of Greenwich, and the City of London) in order to meet, across the subregion, pooled waste apportionment targets set by the Mayor of London in the London Plan. These sites are set out in the Southeast London Joint Waste Planning Technical Paper (a shared evidence base that is kept up-to-date when each partner borough submits a local plan) and designated on the adopted [Policies Map](#).

- 6.83 Waste management capacity in the borough exceeds the apportionment assigned to Bexley in the London Plan. Because of this, Bexley has formally accepted responsibility for meeting the waste management capacity for London Plan waste apportionment requirements identified for the City of London and City of Westminster. Therefore, Bexley brings a higher apportionment requirement into its collaborative working with the other southeast London waste planning authorities.
- 6.84 In addition, the Council may enter into joint waste planning arrangements with other London boroughs, as appropriate, to make the most efficient use of any surplus capacity after London Plan apportionments have been applied. This can happen unilaterally or in partnership with the Southeast London Joint Waste Planning Group.



DP25: new waste management facilities and extensions and alterations to existing facilities

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy for Waste \(NPPW\)](#)

[The London Plan 2021](#) (Policy SI 8 Waste capacity and net waste self-sufficiency)

[Bexley Reduction and Recycling Plan](#)

[Southeast London Joint Waste Technical Paper](#)

- 6.85 Bexley has one of the highest numbers of permitted waste sites in London. There is currently a range of waste management facilities in the borough, licensed to store and process various waste streams, and it is considered that a mix of options is generally needed to arrive at the most balanced environmental, social and economic solution for sustainable waste management. The borough's Strategic Waste Management Sites have therefore been safeguarded for this purpose and are identified on the adopted [Policies Map](#).
- 6.86 However, there are some facilities that are not suitably located and there can also be issues with poor environmental standards that can cause multi-agency issues. There is therefore a clear need for local policies to address any of these issues that are planning matters.

POLICY DP25 New waste management facilities and extensions and alterations to existing facilities

1. Development proposals for new waste management facilities, or for extensions and alterations to existing facilities, must demonstrate that they will contribute to the Council's strategic approach of moving waste up the waste hierarchy (see Figure 14) and that the type of facility proposed is needed in the local area in line with the proximity principle and the self-sufficiency principle.
 2. Designated Strategic Industrial Locations (SIL) are appropriate locations for new waste management facilities; however consideration will be given to adjacent businesses within SIL and nearby land uses such as for residential or nature conservation, using the Agent of Change principle. A sequential approach to locating new waste facilities should be applied and locations chosen only where there are no significant adverse impacts and a preference given to parts of SIL that have the least detrimental impact on other businesses or land uses.
 3. Development proposals will be assessed using locally specific criteria, having regard to the requirements of UK legislation, the Government's policies on waste and the Mayor's London Plan, including impacts of the proposal on the local environment and residential amenity.
-

POLICY DP25 New waste management facilities and extensions and alterations to existing facilities

4. All new waste facilities with the potential to have a negative impact on amenity of surrounding areas should be fully enclosed on all sides and have a roof and fast-acting doors or provide equivalent environmental protection.
5. Proposals for new facilities, extensions and alterations should be well designed and contribute positively to local character.

Policy DP25 New waste management facilities and extensions and alterations to existing facilities

Policy implementation

- 6.87 Given the significant amount of surplus waste capacity in Bexley, applicants proposing new waste facilities in the borough must demonstrate that they are necessary to be located in Bexley (e.g. that they meet the proximity principle and self-sufficiency principle) and that the envisaged facility will not undermine the waste planning strategy through prejudicing movement up the waste hierarchy.
- 6.88 Criteria for considering the potential impact of the development proposal for a new facility, an extension or an alteration are set out in the NPPW and the London Plan. The Council has applied these to its designated SIL to determine the best locations within SIL for new waste management facilities. Therefore, proposals for development of new waste management facilities will be assessed to determine that they are in an appropriate location.
- 6.89 Waste management facilities have the potential to pollute the environment through emissions to air, releases to ground and surface water and leaving a legacy of contaminated land. Development proposals, including extensions to existing facilities, should be for fully enclosed facilities. Impacts will be assessed against local criteria including: amenity considerations, traffic movements, the existence of protective designations such as Sites of Importance for Nature Conservation, and protection of water resources. The Design Guide SPD will set out detailed principles for the design of waste facilities.



DP26: Waste management in new development

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy for Waste \(NPPW\)](#)

[The London Plan 2021 \(Policy SI 7 Reducing waste and supporting the circular economy\)](#)

[Bexley Reduction and Recycling Plan](#)

- 6.90 In order to facilitate recycling and meet London Plan waste management targets while protecting visual and residential amenity and public health, proposals for residential development should include a detailed consideration of waste arising from the occupation of the development including consideration of how waste will be stored, collected and managed. It is equally important that, when new development is being constructed, circular economy principles are applied.

POLICY DP26 Waste management in new development

1. All proposals for major development (defined in the Glossary) should promote circular economy outcomes and aim to be net zero-waste. Applications should include a circular economy statement in accordance with London Plan policy SI 7 the London Plan.

POLICY DP26 Waste management in new development

2. Residential development proposals that provide additional housing, including conversions, should ensure that:

Flatted development

- a. there is adequate space within each flat/apartment for the temporary storage of waste generated by that flat/apartment allowing for the separate storage of recyclable materials;
- b. there is adequate communal storage for waste, including separate recyclables, pending its collection;
- c. storage and collection systems (e.g. dedicated rooms, storage areas and chutes or underground waste collection systems) for waste are of high-quality design and are incorporated in a manner which will ensure there is adequate and convenient access for all residents and waste collection operatives and will contribute to the achievement of London Plan waste management targets;
- d. measures are incorporated to manage, to acceptable levels, impacts on amenity including those that may be caused by odour, noise, and dust;
- e. the on-site treatment of waste has been considered and any system to be incorporated will take into account the factors listed above and other relevant Development Plan policies; and
- f. adequate contingency measures are in place to manage any mechanical breakdowns;

Other residential development

- g. there is adequate space within each residential property for the temporary storage of waste generated by that residence allowing for the separate storage of recyclable materials; and
- h. there is adequate external storage space for waste, including separate recyclables, pending its collection.

3. Proposals for new development should be accompanied by a recycling and waste management strategy that considers the above matters and demonstrates the ability of the new development, once occupied, to meet local authority waste management recycling targets.

Policy DP26 Waste management in new development

Policy implementation

- 6.91 The London Plan sets requirements for waste management in all types of development. Circular economy principles should be incorporated into the design of developments, in order to extend the useful life of buildings and allow for materials to be reused or recycled.
- 6.92 Appropriate types of storage and collection systems for waste will depend on the type of residential development proposed, including for mixed-use developments with non-residential uses. Other residential development includes HMOs, live/work accommodation, and residential institutions, including specialist housing for older people, and student accommodation.
- 6.93 Local guidance will be set out in the Design Guide SPD and developers and applicants are expected to liaise with the Council's waste services team where there are any difficulties with layouts of schemes. The [London Waste and Recycling Board's Waste Management Planning Advice for New Flatted Properties 2014](#) also provides guidance.

DP27: Minerals and aggregates

Related plans, strategies and key evidence – why we need this policy

[National planning policy and guidance on minerals planning](#)

[The London Plan 2021](#) (Policy SI 10 Aggregates)

[British Geological Survey](#) mapping for Bexley

[South East Inshore Marine Plan](#) (Policies SE-AGG1, SE-AGG-2 and SE-AGG-3) (Marine Management Organisation)

- 6.94 Minerals and aggregates are a non-renewable resource, of particular importance to the construction industry, and as such they require protection to prevent their unnecessary sterilisation. Minerals are sterilised when their future extraction is prevented through non-minerals development. The NPPF states that Minerals Planning Authorities (MPAs), including Bexley, should designate Minerals Safeguarding Areas (MSA) on their policies map.
- 6.95 London imports most of the aggregates used for construction in the capital; it is therefore vital that sites involved in the transport and handling of aggregates are also safeguarded.

POLICY DP27 Minerals and aggregates

1. Land designated as Aggregates Sites and Facilities on the Policies Map will be safeguarded for its existing use for transportation, distribution, processing and/or production of aggregates and minerals, unless it can be demonstrated the use is no longer required or economically viable.
2. All development proposals should consider how the re-use and recycling of construction, demolition and excavation waste materials can be maximised on-site or, if this is not possible, within London.
3. All minerals exploration and extraction proposals will be expected to demonstrate that:
 - a. there will not be an unacceptable adverse impact on the natural, built and historic environment, on public health and safety, and the amenity and quality of life of nearby communities and suitable measures and controls will be put in place to mitigate any adverse impacts; and
 - b. there are satisfactory proposals for the restoration and aftercare of the site in order to ensure an appropriate and beneficial re-use; including recreational, leisure and other related uses that have a wider public benefit.
4. Restoration proposals should improve the environment, with particular regard to the quality of soil, water, biodiversity and geodiversity, as well as flood risk, land stability and landscape character.

Non-minerals development

5. Planning permission will not be granted for non-mineral development that would lead to the unnecessary sterilisation of mineral resources within a Minerals Safeguarding Area, as defined on the Policies Map, unless:
 - a. The applicant can demonstrate to the satisfaction of the MPA that the mineral concerned is not of economic value; or
 - b. The mineral can be extracted to the satisfaction of the MPA without unacceptable community and environmental impacts prior to the development taking place; or
 - c. The development is exempt because it consists of:
 - i. alteration/extensions to existing buildings;
 - ii. householder applications;
 - iii. change of use;

POLICY DP27 Minerals and aggregates

- iv. prior notifications; or
 - v. advertisements.
-

Policy DP27 Minerals and aggregates

Policy implementation

- 6.96 An MSA has been designated on the adopted [Policies Map](#). This is an area where the presence of mineral reserves (predominantly sand and gravel) has been indicated by British Geological Survey mapping, and where there is potential for mineral extraction. For practical reasons, urban areas have been excluded from the MSA. However, the Council would be supportive of any viable opportunities for extraction of minerals prior to development in these areas.
- 6.97 Designating an MSA does not, in and of itself, preclude non-minerals development from being permitted in these areas, nor does it create a presumption that the mineral will be worked or indicate predetermined support for grant of consent for minerals development. An MSA does however act as a flag that minerals may be sterilised by non-minerals development and that this should be taken into account in the planning process.



DP28: Contaminated land and development and storage of hazardous substances

Related plans, strategies and key evidence – why we need this policy

[National Policy Statement for Hazardous Waste](#)

[The London Plan 2021](#) (Policy SI 7 Reducing waste and supporting the circular economy)

- 6.98 Industrial activity, waste disposal, accidental spillages and transportation can cause contamination of land. Where waste products or residues remain within soils or groundwater, they may present a hazard to people and the general environment and preclude some classes of development from taking place. This policy approach seeks to mitigate this risk.

POLICY DP28 Contaminated land and development and storage of hazardous substances

1. Where development is proposed on contaminated land or potentially contaminated land, a desktop study and site investigation, including appropriate proposals for remediation will need to be carried out where required.
 2. Development proposals for hazardous installations and development proposals within the relevant consultation zones for existing hazardous installations must consult with the Health and Safety Executive (HSE).
-

Policy DP28 Contaminated land and development and storage of hazardous substances

Policy implementation

- 6.99 Bexley has a long history of industrial and other development and land contamination is one of the legacies of this. Therefore, the Council will require applicants to survey sites that are known or suspected to be contaminated to determine the source of any pollutants and any remedial measures necessary to prevent these causing hazards either during construction or through subsequent use of the site. Desk study and site investigation should be conducted in line with

current guidance. The Council may require applicants to enter into an appropriate condition/legal agreement to ensure that the necessary remedial measures are made.

- 6.100 The Health and Safety Executive (HSE) sets a consultation distance around every site with hazardous substances consent and notifies the relevant local planning authorities. Whenever a hazardous waste development is proposed within any consultation distance, the applicant should consult the HSE for its advice on locating the development there.
- 6.101 In addition, there are installations in the borough, such as gasometers and associated pipelines, where there is a requirement to notify the HSE if a development proposal falls within a specific distance of these installations.

SP13: Protecting and enhancing water supply and wastewater infrastructure

Related plans, strategies and key evidence – why we need this policy

[National Policy Statement for Wastewater](#)

[The London Plan 2021](#) (Policy SI 5 Water infrastructure)

- 6.102 Crossness Sewage Treatment Works (CSTW) is Thames Water's second largest sewage treatment works and is located in Thamesmead. CSTW is regionally strategic infrastructure, serving not only Bexley but surrounding areas. Therefore, the level of future capacity will also depend in growth in these areas. CSTW drains 10% of Bexley's sewerage, the remaining 90% drains to Long Reach STW in Dartford.
- 6.103 It is likely that CSTW will need to be upgraded or extended to provide the increase in treatment capacity required to service new development. Water and sewerage infrastructure development may therefore be necessary in flood risk areas.
- 6.104 Increased amounts of development can lead to reduced water quality through pollution of ground or surface water, including pollution to underground water resources. Poor water quality can have a range of environmental impacts including impacting on the borough's wildlife.
- 6.105 Bexley is bordered by the Halfway and Erith reaches of the Thames Estuary to the north. This is the most significant waterway in the catchment. The large London sewage treatment works of Crossness (in Bexley) and Beckton (on the northside of the Thames in Newham) are the main factors that influence of water quality in these reaches, where dissolved oxygen levels can be a problem in the summer. Significant improvements to these works over the next 10 years are expected to improve estuarine water quality in the Thames. Other surface water bodies in the borough consist of artificial dikes draining Thamesmead and the River Cray to the east.
- 6.106 The Environment Agency routinely monitors the chemical and biological quality of the Rivers Cray and Darent and their tributaries, classifying the ecological quality of the rivers to be poor to moderate and the chemical quality of the river to be good in 2016.
- 6.107 There are two classified rivers in Bexley: the River Shuttle and the River Cray. The classifications of the rivers are based on the Thames River Basin Management Plan. The River Shuttle has been classified as poor ecological status, and the River Cray has been classified as moderate ecological status. These need to achieve good ecological potential. A programme of measures to improve the status is being developed by the Environment Agency. The key issues include:
- point source pollution from water industry sewage works;
 - physical modification of water bodies;

- abstraction;
- diffuse pollution from urban sources.

6.108 The [UK Climate Projections](#) (UKCP) provides the most up-to-date assessment of how the UK climate may change in the future. UKCP18 projected a trend towards drier summers on average, with generally stronger drying in southern parts of the UK. It also suggested that the drying trend is stronger under a high greenhouse gas emission scenario compared to a low one. Future climate change is projected to bring about a change in the seasonality of extremes, and whilst the intensity of hourly rainfall is projected to increase in the future, overall summers are projected to become drier. This has implications for how water is managed. In the face of plans for significant housing growth and changes in weather patterns that influence water supplies into the future, it is critical that local authorities implement water conservation measures through their local plans.

POLICY SP13 Protecting and enhancing water supply and wastewater infrastructure

1. The Council will:

- work with Thames Water in relation to local wastewater infrastructure requirements and support wastewater treatment infrastructure investment to accommodate London’s growth and climate change impacts;**
- promote improvements to water supply infrastructure, particularly within the defined Sustainable Development Locations, to contribute to security of supply in a timely, efficient and sustainable manner taking energy consumption into account;**
- promote the protection and improvement of the water environment in line with the Thames River Basin Management Plan, taking account of catchment plans;**

Crossness Sewage Treatment Works (CSTW)

- support the protection of CSTW as a key infrastructure asset, from the risks of flooding;**
- promote public access to the Thames Path through CSTW and the conservation and enhancement of the Crossness Beam Engine House, including the site and buildings within its curtilage, and seek to affect these by means of planning obligations in the event of substantial planning permissions being contemplated in the vicinity.**

Policy SP13 Protecting and enhancing water supply and wastewater infrastructure

Policy implementation

6.109 River catchment partnerships operating on rivers running partly or fully through the borough include the Tidal Thames also known as Your Tidal Thames, Marsh Dikes and Thamesmead, and the Darent and Cray. The purpose of these partnerships is to develop and deliver catchment plans. Partnerships work to actively involve communities and other stakeholders in restoring their local rivers, tackling pollution, managing invasive species, and improving access to rivers.

6.110 The operational land for CSTW is identified on the adopted [Policies Map](#).



DP29: Water quality, supply and treatment

Related plans, strategies and key evidence – why we need this policy

[The London Plan 2021](#) (Policy SI 5 Water infrastructure)

[Thames River Basin Management Plan](#) (Environment Agency)

[South East Inshore Marine Plan](#) (Policy SE-WQ-1) (Marine Management Organisation)

[Strategic Flood Risk Assessment Level 1](#)

- 6.111 There are many things that can affect the quality of our water supply. Sewers, for example, which have been incorrectly connected to the network, or not connected at all, can allow untreated wastewater to discharge into rivers. Road and rail represent the predominant modes of transport within Bexley and both modes have the potential to contaminate both land and groundwater. Potential leakages, spillages of fuel oils, particulate emissions from vehicle engines and tyre dust generated may form a residue on road surfaces, which may be transferred to land and groundwater via surface water run-off. In addition, potential spillage and leakage of diesel from passenger and freight trains, as well as brake dust generated, can also transfer to pollutants to watercourses and groundwater via surface run-off. Pollutants from industrial land can also run-off into rivers and watercourses.
- 6.112 Groundwater aquifers are porous and permeable, so they are vulnerable to contamination from human activities associated with urbanisation, industrial processes, disposal of waste, fuel and spillages of other chemicals and agricultural practices. Source protection zones (SPZs) are modelled by the Environment Agency around public drinking abstraction points from groundwater aquifers and define the travel time for water or pollutants to reach abstraction.
- 6.113 The potential for climate change to result in more intense rainfall during the summer months and a wetter winter season in the UK is likely to affect the borough's water quality. Currently, water quality in London's rivers is assessed as 'moderate' to 'poor' with only a small number of water bodies classed as 'good.' Surface water run off can cause sewer overflow to the detriment of water quality in the Thames and its tributaries. The potential for rainwater to carry hydrocarbons, metals, dust, litter and organic materials into watercourses as it washes the urban streets and buildings poses a threat to the water quality at local watercourses.

POLICY DP29 Water quality, supply and treatment

Water quality

1. Development proposals should not adversely affect the quality or quantity of water in watercourses or groundwater. New development will be required to protect and/or enhance the water quality of existing water resources, such as watercourses and groundwater.

Water supply and wastewater/sewage infrastructure

2. Where appropriate, planning permission for developments which result in the need for off-site upgrades, will be subject to conditions or obligations to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades.
3. The Council will seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers are encouraged to contact the water/wastewater company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where there is a capacity constraint the Council will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.
4. All development proposals must provide on-site treatment or a connection to the sewerage system at the nearest point of adequate capacity, as advised by the service provider, and should consider future access to the existing sewerage systems for maintenance and upsizing purposes.

POLICY DP29 Water quality, supply and treatment

Development within the vicinity of Crossness Sewage Treatment Works

5. When considering sensitive development, such as residential uses, close to the Sewage Treatment Works, a technical assessment should be undertaken in consultation with Thames Water. The technical assessment should confirm that:
- a. there is no adverse amenity impact on future occupiers of the proposed development or;
 - b. the development can be conditioned and mitigated to ensure that any potential for adverse amenity impact is avoided.
-

Policy DP29 Water quality, supply and treatment

Policy implementation

Water quality

- 6.114 There is increasing concern for the protection of the water environment, which not only serves as a source of water but provides essential habitats and a valued resource for leisure and recreation. New development must ensure that there are no direct or indirect adverse effects on the quality of water supplies, and it will not be permitted unless measures are included which would overcome any threat, to the satisfaction of the Council, in consultation with the Environment Agency (or equivalent) and other appropriate authorities.
- 6.115 Water quality can be improved by protecting and enhancing green infrastructure. Proposals should consider whether measures to improve water quality, for example sustainable drainage schemes (SuDS), can be used to address impacts on water quality in addition to mitigating flood risk. There are a number of source protection zones (SPZs) in the borough that will act as a constraint when considering the suitability of infiltration sustainable drainage. Further guidance is set out in Bexley's Strategic Flood Risk Assessment Level 1.
- 6.116 Measures to avoid polluting the borough's waterways including groundwater resources will need to be included within a scheme where appropriate. Methods to avoid polluted runoff, for example from petrol chemicals and salts into waterways, need to be considered in planning applications adjacent to waterways, along with the use of SuDs.

Water supply and wastewater/sewage infrastructure

- 6.117 Development should improve water quality, addressing issues such as wrong connections and removing pinch-points that can contribute to poor water quality and localised flooding.
- 6.118 The development or expansion of water supply or wastewater facilities will normally be permitted, either where needed to serve existing or proposed development in accordance with the provisions of the Development Plan, or in the interests of long term water supply and waste water management, provided that the need for such facilities outweighs any adverse land use or environmental impact that any such adverse impact is minimised. Flooding can occur away from the flood plain as a result of development where offsite sewerage infrastructure and capacity is not in place ahead of development.

Development within the vicinity of CSTW

- 6.119 Development in the vicinity of Crossness STW will be expected to undertake an odour, noise and vibration impact assessment, where required, and respond with appropriate mitigation, as necessary.
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- 6.120 Where development is being proposed within 800m of a sewage treatment works, the developer should liaise with Thames Water and the local authority to consider whether an odour impact assessment is required as part of the promotion of the site and potential planning application submission. The odour impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in closer proximity to a sewage treatment works.
- 6.121 Where development is being proposed within 15m of the sewage pumping station, the developer should liaise with Thames Water and the local authority to consider whether an odour and / or noise and / or vibration impact assessment is required as part of the promotion of the site and potential planning application submission. Any impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in closer proximity to a pumping station.
- 6.122 The impact assessment would establish whether new resident's amenity will be adversely affected by the sewage works and it would set the evidence to establish an appropriate amenity buffer.

7. Bexley’s climate: adapting to and mitigating the effects of climate change

Related Council overarching strategies

[Bexley Growth Strategy](#)

[Bexley Plan #MakingBexleyEvenBetter](#)

[Bexley Climate Change Statement and Action Plan](#)

- 7.1 Climate change mitigation refers to efforts to reduce or prevent emission of greenhouse gases (GHG). These emissions are altering the composition of the atmosphere and contributing to climate change. Carbon dioxide (CO₂) is the most abundant GHG globally, and concentrations in the atmosphere have risen dramatically.
- 7.2 This chapter sets out the strategic and non-strategic policies to address climate change and how it should be dealt with in a coordinated manner as proposals for new development come forward, taking account of the policies already in the London Plan.
- 7.3 Mitigation can mean using new technologies and renewable energies, making older equipment more energy efficient, or changing management practices or consumer behaviour. Recycling, greater resource efficiency and circular economy business models offer huge scope to reduce emissions. Taking strong action on emissions can deliver substantial net benefits to local communities. Government research has found that such action can improve people’s health, reduce energy costs, create employment, enhance community cohesion and restore local ecosystems.
- 7.4 Climate adaptation refers to the actions taken to manage impacts of climate change by reducing vulnerability and exposure to its harmful effects and exploiting any potential benefits. A wide range of adaptation options are available in urban areas to reduce the risks to natural and managed ecosystems, the risks of sea level rise, and the risks to health, livelihoods, food, water, and economic growth (e.g. green infrastructure, sustainable land use and planning, and sustainable water management).
- 7.5 Climate change is a global issue; the Paris Agreement 2015 brings almost all nations into a common cause to undertake ambitious efforts to limit climate change and adapt to its effects. Under the Paris Agreement 2015 the UK is committed to following a decarbonisation pathway that aims to limit the global average temperature increase to 1.5°C, while ensuring it is held to “well below” 2°C, by taking steps reflecting its “highest possible ambition.” The Intergovernmental Panel on Climate Change (IPCC), representing a large body of reputable, international scientists, has reported for several decades that the global climate is changing.
- 7.6 The Council signed up to the Nottingham Declaration in 2001, stating its commitment to tackling climate change. In 2019, the UK passed legislation to revise the Climate Change Act target to an emissions reduction of “at least 100%” by 2050 (‘net zero’), in line with the advice of the Committee on Climate Change (CCC). The Mayor of London has also committed to making London a zero-carbon city by 2050. Action to help tackle climate change must also be taken a local level in Bexley to help deliver on these commitments.
- 7.7 The effects of this change include rising temperatures and sea levels, retreating ice, and increases in the number of severe weather events, including extended period of dryness and heat in the summer which could lead to droughts: and heightened flood risk due to more intensive and prolonged rainfall, particularly in winter months.

SP14: Mitigating and adapting to climate change

Related plans, strategies and key evidence – why we need this policy

[The London Plan 2021 \(Policy SI 2 Minimising greenhouse gas emissions\)](#)

[Bexley Climate Change Statement and Action Plan](#)

[Local Flood Risk Management Strategy and Action Plan](#)

[Sustainable Drainage Design & Evaluation Guide](#)

[Bexley Green Infrastructure Study](#)

[Strategic Flood Risk Assessment Level 1](#)

[Strategic Flood Risk Assessment Sequential and Exceptions Tests Technical Paper](#)

[Charlton to Crayford Integrated Water Management Strategy \(Greater London Authority\)](#)

[Thames Estuary 2100 \(TE2100 Plan\) \(Environment Agency\)](#)

[South East Inshore Marine Plan \(Policies SE-CC-1, SE-CC-2 and SE-CC-3\) \(Marine Management Organisation\)](#)

- 7.8 The consequences of climate change for the UK includes dangerous flood events, increased deaths due to high summer temperatures, migration of native and invasive species, and habitat loss (UK Climate Projections 2018 (UKCP18)). Such environmental effects may also have significant socio-economic and health implications, particularly for regions across the country less able to adapt.
- 7.9 The geographical location of the borough and population density means that, alongside the rest of London and southeast England, it is likely to suffer from some of the severest impacts of climate change in the UK. One of the effects of climate change is an increased risk of flooding and approximately one quarter of the borough is at risk from tidal or fluvial flooding. The risk is not just from the Rivers Thames, Cray and Shuttle, but includes surface water flooding. As such, even parts of the borough that are outside of the Environment Agency’s flood zones 2 and 3 are at greater risk.
- 7.10 Reducing overall energy consumption and being more energy efficient is vital to reducing GHG emissions and contributing to a secure energy future. Reducing energy consumption through more efficient buildings and appliances can also help to tackle issues of energy affordability and fuel poverty. Applying circular economy principles – reuse, remanufacture and recycle – to the built environment will also reduce GHG emissions.
- 7.11 This will be achieved by mitigating the causes of climate change through reducing emissions and sequestering carbon; and, adapting to the effects of climate change by reducing vulnerability and adjusting to change. Whilst the plan, taken as a whole, is designed to secure that the development and use of land in Bexley contributes to the mitigation of, and adaptation to, climate change, this strategic policy brings a number of key requirements together.

POLICY SP14 Mitigating and adapting to climate change

1. The Council will actively pursue the delivery of sustainable development by:
 - a. supporting developments that achieve zero-carbon and demonstrate a commitment to drive down greenhouse gas emissions to net zero;
 - b. administering the borough’s carbon offset fund, ring-fencing payments to implement projects that deliver greenhouse gas reductions;
 - c. investigating opportunities for the funding and development of decentralised energy networks in the borough; and, supporting the provision of infrastructure, including safeguarding routes and land for such use, where necessary;
 - d. supporting new and enhanced green infrastructure, including greening of development sites such as living roofs, and the contribution green infrastructure can make to managing flood risk and surface water, and to the mitigation of the urban heat island effect;

POLICY SP14 Mitigating and adapting to climate change

- e. supporting integrated water management (IWM) through a coordinated and holistic approach to land and water management, including managing water storage, supply, wastewater, flood risk, quality of watercourses and water bodies and the wider environment;
- f. applying the recommendations of Bexley’s Strategic Flood Risk Assessment, Local Flood Risk Management Strategy, and Integrated Water Management Strategy;
- g. directing new development into the most sustainable locations by applying the flood risk sequential test across the borough and the exception test to the site allocations in this Local Plan;
- h. following the sequential approach to flood risk management advocated in national planning policy and its associated practice guidance;
- i. working with the Environment Agency and others to ensure the recommendations of the TE2100 Plan are implemented in new and existing developments, to keep communities safe from flooding in a changing climate and improving the local environment; and,
- j. supporting the protection of key infrastructure assets from the risks of flooding.

Policy SP14 Mitigating and adapting to climate change

Policy implementation

- 7.12 Proposals for zero carbon and zero carbon ready developments are strongly supported, including the sustainable retrofitting of existing development with provisions for the reduction of carbon emissions. 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, flood risk management and sustainable drainage methodologies, as well as policies in this Local Plan.
- 7.13 Planning for water provides opportunities to design the urban environment to be greener, healthier, more biodiverse and more resilient to climate change. Identifying the best type of and locations for integrated water management measures, such as sustainable drainage systems and rainwater harvesting, should start from the master planning stage, informing the design process. Bexley’s Sustainable Drainage Design & Evaluation Guide provides further details.
- 7.14 Securing appropriate IWM interventions for new developments can provide multiple benefits, including reduced risk from flooding, increased water efficiency and reduced water stress, clean and good quality water environment, enhanced biodiversity, enhanced blue and green infrastructure, improved public spaces and places, contributing health and wellbeing, mitigating and adapting to climate change, using resources more sustainably and effectively, enables new housing and facilitating economic growth and regeneration.
- 7.15 By taking a risk-based approach to the location of development in the borough, the Council will seek to avoid, where possible, flood risk to people and property. The flood risk sequential test has been applied to the whole local planning authority area, and the flood risk exceptions test applied to the site allocations in this plan. The Sustainable Development Locations set out in Policy SP1 and illustrated on the Key Diagram (Figure 1) are the parts of the borough that have passed the sequential test, ensuring that the amount of growth set out in this plan can be accommodated and mitigating risks through design solutions.

DP30 Mitigating climate change

Related plans, strategies and key evidence – why we need this policy

[Climate Change Act 2008](#)

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021 \(Policy SI 2 Minimising greenhouse gas emissions\)](#)

[London Environment Strategy](#)

7.16 New development is required to incorporate design features that help deliver radical reductions in greenhouse gas emissions, particularly CO₂ emissions, and thus help mitigate climate change impacts. This will be achieved using the measures set out below and in the London Plan unless superseded by national policy or legislation.

Energy reduction in buildings

7.17 Reducing greenhouse gas emissions such as carbon dioxide (CO₂) is critical in limiting the impacts of climate change. In 2008, the Climate Change Act set a legally binding target for reducing UK CO₂ emission by at least 80 per cent by 2050. It also allowed for a Committee on Climate Change to be set up to create binding carbon budgets for five-year periods.

7.18 The first three carbon budgets aimed to achieve a 34% reduction by 2020. This target represented an appropriate UK contribution to global emission reductions consistent with limiting global temperature rise to as little as possible above 2°C. However, the findings of the 2018 ‘Special Report: Global Warming of 1.5°C’ from the IPCC concluded global temperature rise should be limited by 1.5, not 2°C. In addition, in the 2015 progress report to Parliament, the Committee on Climate Change acknowledged for the first time that the country was not doing enough to meet its carbon targets and that new, stronger policies would be needed to meet the existing fourth carbon budget and to stay on track for the 2050 target.

7.19 The London Environment Strategy explains that the Mayor of London has re-established London’s position as a leader in tackling climate change by setting an ambition for London to become zero carbon by 2050. Making London zero carbon will require economy-wide decarbonisation. This will involve changes to the way in which Londoners travel, work and live, including how energy is sourced and generated. Energy efficiency will have to increase dramatically, leading to homes and workplaces being highly insulated. This is reflected in The London Environment Strategy.

7.20 The Government’s future homes and future buildings standards set out plans to radically improve the energy performance of non-domestic and buildings and dwellings through changes to building regulations, with all homes to be highly energy efficient, with low carbon heating and zero carbon ready by 2025. With this in mind, and the knowledge that the NPPF states that places should be shaped in ways that contribute to “radical reductions in greenhouse gas emissions,” the urgency for action becomes clear.

Sustainable Design Standards

7.21 The NPPF directs planning authorities to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme and advocates the use of assessment frameworks (NPPF paragraph 133) such as sustainability standards. Many international and national standards are available for use, the best known of which is the Building Research Establishment Environmental Assessment Method, or [BREEAM](#). The BREEAM family of standards include standards for:

- The build, refurbishment and operation of non-residential development;
- The masterplanning of major development (BREEAM Communities);

- Public realm works (CEEQUAL);
- The build, refurbishment and operation of residential development (Home Quality Mark).

7.22 Further standards include [Passivhaus](#) and [Building for Life](#) and detailed guidance by the [Design Council](#).

Water efficiency

7.23 Water is supplied to customers in Bexley by Thames Water, the largest water supplier in London. Water resources are already under pressure in London and the south east with a risk of a drought if there are two consecutive dry winters. Severe droughts may have significant economic social and potentially health implications.

7.24 The Environment Agency has designated the Thames Water region to be “seriously water stressed” which reflects the extent to which available water resources are used. Future pressures on water resources will continue to increase and key factors are population growth and climate change.

7.25 Water conservation and climate change is an important issue. Not only is it expected to have an impact on the availability of raw water for treatment but also the demand from customers for potable (drinking) water. To successfully proceed with housing growth, water efficiency initiatives are vital to reduce people’s daily water use and maintain a supply-demand balance.

POLICY DP30 Mitigating climate change

Energy reduction in new buildings

1. Major development proposals must meet London Plan requirements and calculate whole life-cycle carbon emissions through a nationally recognised Whole Life-Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.
 2. Minor development proposals should aim to achieve net zero carbon; reducing greenhouse gas emissions in operation and minimising annual and peak energy demand in accordance with the London Plan energy hierarchy.
-

Sustainable design standards for all development

3. The Council expects that, where possible:
 - a. new homes be designed to achieve:
 - i. BREEAM Home Quality Mark (HQM), or
 - ii. BREEAM Communities standards (for major housing-led mixed-use development), or
 - iii. Passivhaus, or
 - iv. other appropriate sustainability measures.
 - b. residential conversions, refurbishment, extensions and changes of use should be designed to achieve BREEAM Domestic Refurbishment Excellent or other appropriate sustainability measure.
 - c. new non-residential development, refurbishment of existing buildings, and conversions, over 500m² floor space (gross) must meet or exceed BREEAM ‘excellent’ rating; and
 - d. minor non-residential development achieves a BREEAM ‘Very Good’ rating.
-

POLICY DP30 Mitigating climate change

Water efficiency

4. Development must be designed to be water efficient and reduce water consumption. Residential development must not exceed a maximum water use of 105 litres per head per day (excluding the allowance of up to 5 litres for external water consumption). Refurbishments and other non-domestic development will be expected to meet BREEAM water-efficiency credits.

Policy DP30 Mitigating climate change

Policy implementation

- 7.26 Developments must maximise potential to achieve zero carbon or be zero carbon ready to ensure that buildings can become fully zero-carbon over time as the electricity grid decarbonises without the need for further costly retrofitting.
- 7.27 Compliance with this policy should be demonstrated with a design stage Energy Strategy Report, which is revisited during the construction phase to confirm its predictions are still valid and thus help avoid a ‘performance gap.’ Both submissions should contain adequate information to demonstrate how the energy hierarchy has been followed. The level of detail provided should be proportionate to the size of the development. Energy Strategies and [Whole Life-Cycle Carbon Assessments](#) should contain the information prescribed within the London Plan.
- 7.28 The Building Research Establishment Environment Assessment Method ([BREEAM](#)) provides national sustainability standards for residential and non-residential buildings in order to assess their environmental performance. The [Home Quality Mark](#) is one way of demonstrating the standard of a new residential dwelling, which includes measures for low carbon dioxide (Footprint Quality Indicators), sustainable materials, good air quality and natural daylight. The Council strongly encourages all schemes, including self-contained residential proposals, to use the Home Quality Mark.
- 7.29 Developers must begin work to obtain the required design standard at an early stage in the design process so that benefits can be maximised, and this should be demonstrated in a [Design and Access Statement](#). These standards allow some flexibility in meeting the sustainability policy requirements, which will be assessed on a site by site basis. This may apply, for example, if a developer can demonstrate that the standards would restrict their ability to achieve a truly exceptional or innovative design (as set out in paragraph 134 of the NPPF).
- 7.30 This policy details the circumstances under which sustainable design standards are expected to be met in the borough. Development proposals that exceed the expectations will be strongly encouraged, subject to all other material considerations being acceptable. The Council is aware that design standards are occasionally updated in order to drive up standards. If a developer's chosen design standard undergoes a nationwide uplift in expectations, the equivalent replacement requirements will be applied.
- 7.31 Development must be designed to be water efficient and reduce water consumption. Refurbishments and other non-domestic development will be expected to meet BREEAM water-efficiency credits. Residential development must not exceed a maximum water use of 105 litres per head per day (excluding the allowance of up to 5 litres for external water consumption). Planning conditions will be applied to new residential development to ensure that the water efficiency standards are met.

DP31: Energy infrastructure

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021 \(Policy SI 3 Energy infrastructure\)](#)

[London Environment Strategy](#)

[Thamesmead and Belvedere Heat Network Feasibility Study \(work package 2\)](#)

[South East Inshore Marine Plan \(Policies SE-REN-1, SE-REN-2 and SE-REN-3\) \(Marine Management Organisation\)](#)

- 7.32 The NPPF states that local planning authorities should design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts.
- 7.33 Part C of London Plan Policy SI 3 Energy infrastructure states that development plans should identify: the need for any necessary energy infrastructure requirements; existing heating and cooling networks; proposed locations for future heating and cooling networks; and opportunities for expanding existing networks as well as establishing new networks.
- 7.34 The Council is working closely with partners, including the Greater London Authority (GLA), on the development of a heat network within the borough. This decentralised energy network will capture affordable low carbon heat from waste to energy facilities, supplying it to residential and commercial buildings in the area, in the form of hot water and/or steam through a system of pipes to where it is needed.
- 7.35 The Bexley Energy Masterplan was commissioned to determine the potential for a district heat network in Bexley. The study centred on the north of the borough, with the total level of heat demand and annual consumption determined for all loads modelled for connection to an initial “Core Scheme” network. It was determined that the Belvedere, and Thamesmead and Abbey Wood Sustainable Development Locations (plus limited adjacent existing buildings/sites) could be met via heat offtake from Cory’s Riverside Resource Recovery (RRR) Energy from Waste (EfW) facility. The Secretary of State granted a Development Consent Order for the construction and operation of the Riverside Energy Park in April 2020.
- 7.36 The Thamesmead and Belvedere Heat Network Feasibility Study (work package 2) has considered this further. The best opportunity for a heat network is for the EfW facility to supply heat to estate regeneration schemes in Thamesmead, Abbey Wood and Lower Belvedere, and other new housing or commercial development on the route west along Yarnton Way.
- 7.37 Feasibility work is continuing in regard to this potential heat network, in order to deliver significant economic, environmental and social benefits. These include facilitating inward investment and new jobs, providing affordable lower carbon heat to residents, businesses, industries and the public sector, helping to tackle fuel poverty by reducing heating costs and reducing London’s carbon footprint, in line with London Plan policy.
- 7.38 To facilitate heat transfer for export from Cory’s EfW facility, a heat exchange plant has been identified to be located adjacent to the existing turbine hall (150m² split across 3 levels). New residential development will retain satellite energy centres with back up plans and thermal stores as they connect along the network; therefore, this will not be required in the main distribution plant.
- 7.39 In line with Cory’s proposed annual availability of 90% for heat offtake, the provision of supplementary heat generation and storage is required to meet year-round demand and is proposed to comprise a mix of centralised and distributed plant. The centralised plant will only

provide heat to those buildings that do not have their own localised heat source boilers, and this could be integrated with the heat exchange plant.

Network routing

- 7.40 The network scheme has been designed around minimising the distance travelled by primary transmission pipes between the largest load centres, as well as avoiding the need to cross major obstacles and utilises a combination of Norman Road and Yarnton Way. To connect into Belvedere, a crossing of the railway line could be through either a dedicated bridge, micro-tunnelling under the line or divert to the Picardy Manorway road bridge.
- 7.41 Secondary heat exchange located in the premises of residential development plantrooms. Further hydraulic separation would be introduced via the use of heat interface units within or local to individual flats/properties.

POLICY DP31 Energy infrastructure

1. Developments within heat network priority areas should be designed to facilitate cost-effective connections to the existing or proposed network in accordance with the London Plan.
2. In designated heat network priority areas, proposals for the development of decentralised energy network infrastructure and related apparatus, including the use of low carbon technology, will be supported.
3. Proposals for major developments that produce heat and/or energy should consider how they can contribute to the supply heat in a designated heat network priority area or demonstrate that this is not technically feasible or economically viable.

Policy DP31 Energy infrastructure

Policy implementation

- 7.42 The Mayor of London has identified Heat Network Priority Areas (HNPA), which can be found on the [London Heat Map website](#). These identify where in London the heat density is sufficient for heat networks to provide a competitive solution for supplying heat to buildings and consumers.
- 7.43 The London Heat Map identifies much of the north of Bexley borough, along with areas around Bexleyheath Town Centre, Welling and Sidcup as Heat Network Priority Areas, which therefore qualify as “competitive” opportunities for heat networks. Data relating to new and expanded networks will be regularly captured and made publicly available, therefore additional areas may be added in the future. Developers should refer to the London Plan policy on energy infrastructure for further requirements.
- 7.44 To realise significant emissions reduction using district heating, the heat in the networks must be provided from low carbon sources. As the electricity grid also decarbonises, this presents a potential opportunity to use heat pumps to deliver heat from sources to networks and from networks to buildings. New build networks serving thermally efficient buildings are able to operate at lower flow temperatures, thus increasing the efficiency of heat pumps providing heat to the network. The Government has produced a report on [Heat Pumps in District Heating](#).
- 7.45 Renewable energy schemes will be strongly promoted in the borough and encouraged as part of development proposals where they are effective, viable and practical. Applications for renewable energy generation will be expected to demonstrate how the proposal has been sensitively

designed to integrate into the local environment, minimising any potential negative impacts, both physically and environmentally.

DP32: Flood risk management

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021 \(Policy SI 12 Flood risk management\)](#)

[Local Flood Risk Management Strategy](#)

[Strategic Flood Risk Assessment Level 1 and Strategic Flood Risk Assessment Level 2](#)

[Strategic Flood Risk Assessment Sequential and Exceptions Tests Technical Paper](#)

[Thames Estuary 2100 \(TE2100 Plan\) \(Environment Agency\)](#)

- 7.46 Bexley is prone to flooding from many sources, such as ground water, surface water, sewer flooding and river flooding, and climate change could increase the probability and severity of flooding. The Government has a [flood map for planning](#) including the designation of flood zones, which address tidal and main river flooding.
- 7.47 The area of land in Bexley within Flood Zones 2 and 3 is predominantly in the north of the borough, where the risk is tidal flooding from the River Thames. Other areas include the land around the River Cray, along the eastern part of the borough. There are approximately 13,000 properties in areas at risk of flooding in Bexley, mainly from tidal sources. This equates to 12% of all properties in the borough.
- 7.48 Along with the Royal Borough of Greenwich, Bexley falls within the Thamesmead policy unit in ‘action zone 4’ of the Thames Estuary 2100 (TE2100 Plan), a strategic document produced by the Environment Agency that looks to manage flood risk through London and the Thames Estuary. The TE2100 Plan was approved by the Government in November 2012. The land in this area is low lying, with ground levels typically two to three metres below high water on spring tides. Flood depths in a surge tide event, which would have the ability to overtop or breach flood defences, could exceed five metres (although this would be an extreme event).
- 7.49 Whilst the area is therefore very vulnerable to tidal flood risk, the recommended flood risk management policy for the Thamesmead policy unit is to take further action to keep up with climate and land use change so that flood risk does not increase.
- 7.50 Therefore, the approach will be to manage flood risk through new development opportunities in the area. Planning for flooding brings multiple benefits such as making existing communities more resilient; helping to improve water quality; enhancing biodiversity and recreation opportunities; and helping promote local economic growth through releasing land for development.
- 7.51 Redevelopment of areas provides opportunities to improve flood risk management arrangements including floodplain management to achieve safer floodplains, and defences that enhance the riverfront environment. This might include resilient development and realignment of defences. Existing open space could be further enhanced to provide for tidal flood storage. Bexley’s Local Flood Risk Management Strategy includes an assessment of local flood risk, objectives for managing flood risk and measures for achieving those objectives.
- 7.52 To support the preparation of this plan, a strategic flood risk assessment (SFRA) for Bexley was undertaken 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, whilst the Level 2 SFRA supports the assessment of individual sites.

POLICY DP32 Flood risk management

Planning for flood risk

1. In areas at risk of flooding, as identified in the Bexley Strategic Flood Risk Assessment (SFRA), development proposals must:
 - a. be within a Sustainable Development Location, designated industrial location or the Thamesmead and Abbey Wood Opportunity Area if the site is within Flood Zones 2 and 3a, except for householder development above defined flood levels, and the development type is acceptable within the flood zone, as only these locations have passed the Local Plan sequential test;
 - b. apply the exception test, where required, to sites within Flood Zones 2 and 3a that have met the requirements of part 1a;
 - c. comply with the guidance and recommendations set out in the Bexley SFRA Level 1 and Level 2;
 - d. apply the sequential approach advocated in the NPPF to all sources of flooding, not just tidal and fluvial;
 - e. be used as an opportunity to reduce the causes and impact of flooding;
 - f. make as much use as possible of natural flood management techniques as part of an integrated approach to flood risk management); and,
 - g. provide floodplain storage capacity as close to the development as possible, where the proposed development will reduce this capacity.

Tidal and fluvial flooding

2. Habitable rooms in residential development within the fluvial flood zones, should be set 300mm above the predicted 1 in 100 year plus climate change peak flood water level, and within the tidal flood zones, should be set at the predicted 1 in 200 year annual probability.
3. Development in areas designated as Functional Floodplain (as identified in the SFRA Level 1 and the Policies Map) will not be permitted outside of water-compatible development, as defined in the NPPF.
4. All proposals for development in Flood Zones 2 and 3, and all proposals on sites of 0.25 hectares or larger regardless of what flood zone the site is in, must include a site-specific flood risk assessment (FRA), including a drainage impact assessment.
5. New developments in riverside locations are required to help reduce flood risk now and into the future.
6. Development proposals located within 100 metres of the Thames tidal flood defences should demonstrate consideration of and act on the recommendations of the TE2100 Plan and be designed in such a way as to easily facilitate the raising and re-engineering of the tidal flood defences.
7. Basements will not be permitted in Flood Zones 2 or 3

POLICY DP32 Flood risk management

Surface water, groundwater and sewer flooding

8. Development must not increase flood risk on-site or off-site, and exceedance flows must be considered and appropriately managed.

 9. All basement developments should include, within their proposal, protection to the property by installing, for example, a non-return valve or other suitable device to avoid the risk of backflow at a later date, on the assumption that the sewerage network may surcharge to ground level during storm conditions
-

Safe refuge, access and egress in, to and from development

10. New developments below the predicted flood water level should include a detailed evacuation plan that clearly outlines how people can easily leave to safety or move upwards from the lower floors to safety.

 11. Site design in floodplains must facilitate safe escape, access and egress. Only in exceptional circumstances where this cannot be demonstrated should the emergency plan be to reside in situ and escape upwards in a building.

 12. All development that is intended to be occupied below the predicted flood water level must provide internal safe refuge above the design flood level
-

Policy DP32 Flood risk management

Policy implementation

- 7.53 The Government's [flood risk vulnerability classifications](#) and [compatibility tables](#) are the starting point for understanding whether a development proposal is appropriate for a specific location.
- 7.54 The Bexley SFRA supports the proposed development in this plan. The SFRA Level 1 provides an evidence base to support spatial planning decisions at a borough-wide scale, including application of the sequential test, which has informed the Sustainable Development Locations. These locations are identified in Policy SP1 and illustrated on Figure 1 (the Key Diagram) and the adopted [Policies Map](#).
- 7.55 It also facilitates the application of the exception test for sites located in areas that have passed the sequential test (e.g. within flood zone 1 or Sustainable Development Locations in flood zones 2 and 3a). The SFRA Level 2 applies a sequential approach within the Sustainable Development Locations, and at the site-specific level for sites identified through the site allocations process. It also provides information for windfall sites to establish whether they can be made safe without increasing flood risk elsewhere.
- 7.56 Site-specific FRAs should be supported by evidence set out in Bexley's SFRA (levels 1 and 2). The Bexley SFRA Level 1 Chapter 6 provides guidance on managing the risk through site layout and building design. Flood risk management by design should only be considered after the sequential approach has been applied to development proposals. The sequential approach is applicable both in terms of site allocation and site layout. Site layout should seek to avoid flood risk.
- 7.57 The sequential approach to land use planning on sites can mitigate some of the flood risks, however, there will be instances where a level of risk remains. In these circumstances, flood risk

management through design is required. This would need to be addressed as part of site-specific FRA.

- 7.58 The Bexley SFRA Level 1 Chapter 8 provides clear instruction to developers and Council officers as to when a site-specific flood risk assessment is required to accompany a planning application; and having determined that it is required, the minimum requirements for a site-specific flood risk assessment.
- 7.59 Applicants proposing development within 100m of flood defences should consult with the Environment Agency. New development provides an opportunity to improve the riverside both when defences are raised and when they are repaired or replaced. The Environment Agency has developed guidance and can provide examples for improving the riverside. Significant public access and public amenity improvements, landscape improvements and environmental enhancements can be achieved at modest cost if they are included as part of an integrated riverside design that includes flood defences.
- 7.60 Corridors of land along the existing defence lines should be safeguarded. This should include space for vehicle access for maintenance and repair of the defences. The width of land that should be safeguarded for future flood risk management interventions on the River Thames should be at least sixteen metres. More space may be required especially if wider enhancements are to be achieved, and the Environment Agency should be contacted to discuss specific sites.
- 7.61 New developments in riverside locations are required help reduce flood risk now and into the future and to act on the recommendations of the TE2100 Plan. This could include for example; raising existing flood defences, providing improved access to existing flood defences, safeguarding land for future flood defence raising and maintaining, enhancing or replacing flood defences to provide adequate protection for the lifetime of development.
- 7.62 Where possible and viable, opportunities appropriate in scale should be taken to re-align or set back flood defence walls and improve the river frontage to provide amenity space, habitat, access and environmental enhancements. Financial contributions should be secured towards the anticipated costs of flood risk management infrastructure required to protect the proposed development over its lifetime.

DP33: Sustainable drainage systems

Related plans, strategies and key evidence – why we need this policy

[National Planning Policy Framework \(NPPF\)](#)

[The London Plan 2021 \(Policy SI 13 Sustainable drainage \)](#)

[Strategic Flood Risk Assessment Level 1 and Strategic Flood Risk Assessment Level 2](#)

[Local Flood Risk Management Strategy](#)

[Sustainable Drainage Design & Evaluation Guide](#)

- 7.63 The NPPF states that local planning authorities should adopt proactive strategies to mitigate and adapt to climate change taking full account of flood risk, including from surface water and groundwater. Surface water drainage occurs when rainwater falls on a property and drains away; however, in some cases this can lead to flooding issues and onsite drainage management can help to reduce flood risk.
- 7.64 The London Plan states that boroughs should utilise surface water management plans to identify areas where there are particular surface water management issues and develop actions and policy approaches aimed at reducing these risks.

POLICY DP33 Sustainable drainage systems

1. All development proposals, whether increasing or decreasing the impermeable area of the site, will be required to manage surface water through sustainable drainage systems (SuDS) in line with all national, regional and local policies and related guidance, in order to minimise flood risk, improve water quality and enhance biodiversity and amenity.

 2. In addition, all development proposals will be required to demonstrate that:
 - a. the drainage for the site achieves greenfield runoff rates for flood events up to and including 1 in 100 years plus 40% climate change;
 - b. surface water run-off has been reduced by sustainably managing run-off on site;
 - c. permeable paving has been used for hardstanding areas (e.g. car parks);
 - d. the nature of water flow (both surface water and groundwater) across a steeply sloping site has been considered in order to provide suitable SuDS; and,
 - e. water reuse mechanisms have been included for either indoor or outdoor purposes.

 3. Development proposals on sites of 0.25 hectares or greater require a drainage strategy, which must be accompanied by a suitable maintenance management plan.
-

Policy DP33 Sustainable drainage systems

Policy implementation

- 7.65 SuDs for new major developments have been a national planning requirement since 2015 and are prioritised in the London Plan. Policy DP33 makes this a requirement for all development schemes. All development proposals should incorporate sustainable drainage systems in accordance with the guidance set out below.
- 7.66 Applicants are strongly encouraged to consider the requirements for SuDS at the earliest stages of design as this will enable their more effective integration and provision. Sustainable drainage systems should also be considered alongside the 'living building' requirements as they can provide biodiversity and urban greening benefits as well as practical drainage management.
- 7.67 SuDS features deliver important urban wildlife habitats and plants that encourage invertebrates, birds, bees and other pollinators. Incorporating green features to promote biodiversity will also improve rainwater management. SuDS can help combat the decline in biodiversity by contributing to the delivery of biodiversity net gain in new build or refurbishments.
- 7.68 Areas of the borough that are vulnerable to surface water flooding have different issues that can be addressed through new development and need to be resolved by development proposals. These areas are mapped in Bexley's Local Flood Risk Management Strategy. For most of these areas there are no flood defences in place and opportunities will need to be taken to accommodate sustainable urban drainage measures.
- 7.69 London Plan policy SI 13 Sustainable drainage sets out the well-established drainage hierarchy that helps to reduce the rate and volume of surface water run-off. Applications should follow the hierarchy, and should also refer to sustainable surface water management guidance set out in Bexley's Strategic Flood Risk Assessment.
- 7.70 The [Flood Estimation Handbook \(FEH\)](#) is the industry standard method for assessing flood flows in watercourses in the UK. Applications should follow the [revitalised FEH statistical method](#) to

estimate greenfield runoff rates. Greenfield runoff is usually calculated as the peak rate of runoff for a specific return period due to rainfall falling on a given area of vegetated land.

- 7.71 For smaller, single dwelling sites, the [IH124 method](#) is considered an acceptable approach for assessing greenfield runoff rates. This method was specifically produced by the Institute of Hydrology to address the runoff from small catchments.
- 7.72 Large increases in impermeable areas for a site could contribute to a significant increase in surface water runoff, peak flows and volumes. In turn this could contribute to an increase in flood risk elsewhere. Examples for minimising surface water flooding in all development include maximising the use of soft landscaping, permeable surfacing materials, living roofs and walls and on-site rainwater storage.
- 7.73 For hardstanding areas (e.g. car parks) permeable paving is required unless, in specific cases, there are clear justifiable and compelling reasons why this would be inappropriate. Permeable paving is considered to be a viable and environmentally friendly option that helps to reduce run-off. Pumping in all cases is discouraged without robust evidence that there is no alternative.
- 7.74 All SuDS must protect and enhance water quality by reducing the risk of diffuse pollution by means of treating at source and including multiple treatment trains where feasible. It is the responsibility of the developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding. Schemes should be designed in accordance with Bexley's Sustainable Drainage Design & Evaluation Guide and relevant national standards, and there must be long term operation maintenance arrangements in place for the lifetime of the development. The Mayor has also produced [surface water guidance](#), including a proforma for referable planning applications.

Annex A: Indicators for monitoring Local Plan strategic and non-strategic policies

Planning delivers the Council’s spatial objectives for its place through planning policy and the development management process. The monitoring of local planning policies is essential to demonstrate their effectiveness and identify any potential need for a review of all or part of the Local Plan.

The Council produces a local plan monitoring report on an annual basis to measure this, for which the indicators set out in the tables below will be used as the basis for assessment. During a review of all or part of the Local Plan, indicators may be amended reflecting updated policy content.

Growth

Policy	Indicator	Source
SP1	Advertised departures from Bexley’s Development Plan	Development Management report

Homes

Policy	Indicator	Source
SP1, SP2, DP3	Net additional dwellings, conventional and non-conventional	Planning London Data Hub
SP1, SP2, DP1, DP2	Delivery of housing on small sites	Planning London Data Hub
DP1	Percentage of affordable housing from qualifying residential development (10 or more homes)	Planning London Data Hub
SP2, DP1	Affordable units constructed by type	Planning London Data Hub
SP2, DP1	Dwelling size (gross approvals and completions)	Planning London Data Hub
SP2, DP1	Density of dwellings (approvals)	Planning London Data Hub
SP2, DP1	Number of people on the housing register	Housing team
SP2, DP1	Number of individuals and groups on the Self-Build and Custom Housebuilding Register	Self-Build and Custom Housebuilding Register
SP2, DP1	Average house prices	Land Registry
SP2, DP4	Number of gypsy and traveller pitches and sites	Uniform Access reports
SP2, DP5	Securing appropriate standards for houses in multiple occupation (HMOs)	Uniform Access reports
DP5, DP6	Net loss of housing from developments, including HMOs of a reasonable standard	Planning London Data Hub

Economy

Policy	Indicator	Source
SP3, DP7	Industrial uses – approvals and completions (net)	Planning London Data Hub
SP3, DP7	Industrial floor space pipeline for reporting year	Planning London Data Hub
SP3, DP7	Area of land allocated for industrial use taken up for development	Planning London Data Hub

Policy	Indicator	Source
SP3, DP7	Managed release of industrial land to other uses	Planning London Data Hub/Industrial land baseline report
SP4, DP9	Major retail approvals fulfilling the sequential 'town centre first' approach	Planning London Data Hub
SP4, DP9	Vacancy rate of shops in major district, district and local shopping centres	Shopfront surveys
SP4, DP9	No net loss of culture venues and facilities	Planning London Data Hub
SP4, DP9	Percentage of E class uses within Town Centre boundaries	Planning London Data Hub/Shopfront surveys
SP4, DP10	Vacancy rate of shops in neighbourhood and small parades	Shopfront surveys
DP8	Approvals for any new or upgraded telecommunications and associated equipment	Uniform Access reports team

Character

Policy	Indicator	Source
SP5	Approvals for large developments where delivery will be phased	Development Management report
SP6, DP14	Approvals that would result in the loss of listed buildings or would impact on their settings	Development Management report/ Conservation Officer
SP6, DP14	Approvals that would result in the loss of locally listed buildings or would impact on their settings	Development Management report/ Conservation Officer
SP6, DP14	Approvals that would result in the loss of buildings within a conservation area that contribute to the character of the conservation area, particularly listed or locally listed buildings	Development Management report/ Conservation Officer
DP11	Approvals contrary to designing out crime officer advice	Development Management report
DP12	Approvals for developments with tall buildings	Planning London Data Hub
DP13	Approvals for development that are located within Local Protected Views	Development Management report/ Conservation Officer

Infrastructure and environment

Policy	Indicator	Source
DP1, DP2, DP3, SP3, SP7, SP8, SP9, DP20, SP10, SP11, SP12, SP13	Number and type of planning obligations secured from development proposals	Community Infrastructure Levy/ Section 106 Officer
DP23	Number of development schemes (commercial and major residential) approved exceeding maximum parking standards	Planning London Data Hub/ Transport Development team
SP1, DP22	Percentage of approved dwellings within 800m of public transport	Planning London Data Hub/ Transport Development team
DP16	Number and type of approvals informed by a health impact assessment	Development Management report/ Planning London Data Hub

Policy	Indicator	Source
DP17, DP20, SP8	Area of publicly accessible open space lost and gained	Planning London Data Hub
DP17, DP20, SP8	Area of designated publicly accessible open space lost	Planning London Data Hub
DP17, DP20, SP8	Percentage of approved developments within 400m of Local Open Space (site size 2-20ha)	Planning London Data Hub
DP17, DP20, SP8	Percentage of approved developments within 280m of small local spaces (site size <2ha)	Planning London Data Hub
DP18, DP19, DP29, DP32, DP33	Number of planning permissions granted contrary to Environment Agency or LLFA advice on flooding and water quality grounds	Planning London Data Hub/ Development Management report
DP20	Approvals securing measurable net gains for biodiversity	Planning London Data Hub/ Biodiversity Officer
DP21	Approvals achieving the target urban greening factor (UGF) score	Planning London Data Hub/ Biodiversity Officer
DP27	Production of primary land-won aggregates (tonnes)	Environmental Services team
DP26SP12, DP25	Capacity of new waste management facilities by waste planning authority (tonnes/m ³ /litres)	Environmental Services team
SP13, DP29	Percentage or number of main rivers of good or fair chemical and biological quality	Environment Agency Catchment Data Explorer
DP30	Approvals that include reductions in carbon emissions beyond building regulation standards	Planning London Data Hub
DP14, DP30	Amount of carbon off-set funding for the reporting year	Community Infrastructure Levy/ Section 106 Officer
SP11	Approvals for key transport infrastructure schemes	Planning London Data Hub/ Transport Development team
SP12, DP26	Amount of municipal waste arising and managed (by type), by waste planning authority (tonnes)	Environmental Services team
SP7, DP15	Approvals for new community floorspace (F.1 and F.2)	Planning London Data Hub
SP8	Inappropriate Development on Green Belt/ Metropolitan Open Land (MOL)	Development Management report/ Planning London Data Hub
SP8, DP2	New dwellings on previously developed land	Planning London Data Hub
SP10, DP24	Number of car free developments in the borough	Planning London Data Hub/ Transport Development team
SP8, SP10	Improvements to air quality at monitoring stations	Environmental Health Officers
SP8, SP10	Percentage of approved applications demonstrating that they meet at least air quality neutral standard for emissions (based on a rolling average)	Planning London Data Hub
SP8, SP9, DP20	Net change in area of biodiversity importance and/or protected by nature conservation designations	Planning London Data Hub/ Greenspace Information for Greater London/Biodiversity Officer

Annex B: Glossary of planning terms

This glossary provides guidance on the meaning of terms that are specific to the Bexley Local Plan. Refer to the [National Planning Policy Framework \(NPPF\)](#) and the [London Plan](#) for planning terms not defined here.

Active frontages add interest, life and vitality to the street and public realm. Buildings should have active frontages that have:

- frequent doors and windows without blank walls
- articulated facades with bays and porches
- lively internal uses visible from the outside, or spilling onto the street
- concentrations of activity at particular points.

Alteration Work intended to change the function or appearance of a place.

Amenity A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter- relationship between them, or less tangible factors such as tranquillity.

Amenity Space is a garden or balcony that is used for the day-to day activities of a household, such as clothes drying, relaxation, play and gardening. Communal amenity spaces, including amenity green spaces, may be provided for blocks of flats or within residential areas.

Ancient Woodland has been continually wooded since 1600 and is generally considered to have never been cleared since prehistoric times.

An **Archaeological Priority Area (APA)** is where there is potential for significant archaeological remains. Planning applications within these areas must be accompanied by an archaeological assessment and evaluation of the site, including an assessment of the potential impact of the proposed development on the significance of archaeological remains.

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.

Archaeological interest there will be archaeological interest in a heritage asset if it holds, or potentially may hold, evidence of past human activity worthy of expert investigation at some point. Heritage assets with archaeological interest are the primary source of evidence about the substance and evolution of places and of the people and cultures that made them (NPPF definition). There can be an archaeological interest in buildings and landscapes as well as earthworks and buried remains.

An **Article 4 direction** (from The Town and Country Planning (General Permitted Development) (England) Order 2015, as amended) is made by the local planning authority. It restricts the scope of permitted development rights either in relation to a particular area or site, or a particular type of development anywhere in the authority's area. Where an Article 4 direction is in effect, a planning application may be required for development that would otherwise have been permitted development.

Asset of Community Value is a building or other land which it main used currently or was recently used to further the social wellbeing or social interests of the local community. The Localism Act 2011, Chapter 3 states that 'social interests' include cultural, recreational and sporting interests.

Authority Monitoring Report (AMR) is a report produced by the Council to monitor the performance of planning policies using a range of different indicators, including housing delivery.

Building Research Establishment Assessment Method (BREEAM) measures the environmental performance of commercial buildings by assessing water, waste, energy and travel usage.

Built Heritage means all the heritage places and features that survive as buildings or structures, above or below ground, whether visible or not, and whether visitable or not.

Carbon footprint is the amount of carbon emitted by an individual or organisation in a given period, or the amount of carbon emitted during the manufacture of a product

Circular economy is where materials are retained in use at their highest value for as long as possible and are then reused or recycled, leaving a minimum of residual waste. The end goal is to retain the value of materials and resources indefinitely, with no residual waste at all. This is possible, requiring transformational change in the way that buildings are designed, built, operated and deconstructed.

Climate change is a pattern of change affecting global or regional climate, as measured by average temperature and rainfall, and how often extreme weather events like heatwaves or heavy rains happen. This variation may be caused by both natural processes and by humans. Global warming is an informal term used to describe climate change caused by humans

Climate change adaptation is adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.

Climate change mitigation is action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Community facilities are defined by the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments. Community facilities include:

- Leisure and culture facilities (including arts, entertainment and sport facilities)
- Community centres and meeting places (including places of worship)
- Libraries
- Facilities for children (from nursery provision to youth clubs)
- Education (including adult education)
- Healthcare facilities

Conservation is the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance (NPPF definition).

Conservation Areas are areas of special architectural or historic interest whose character or appearance is protected. They have to be formally designated under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Context refers to the setting of a site or area, including factors such as townscape, built form, land use, activities, heritage and vehicular and pedestrian movement.

Density is the amount of internal floor space of a building in relation to an area of land. Density can be expressed in terms of plot ratio (floor to area ratio (FAR)) for commercial and mixed-use development and number of units or habitable rooms per hectare for residential development.

Designation is the recognition of particular heritage value(s) of a significant place by giving it formal status under law or policy intended to sustain those values.

Designated Heritage Asset is a term used in the NPPF to refer to heritage places that have been selected under a range of relevant legislation or criteria for formal recognition of their heritage value and significance.

Dwelling may be a house, bungalow, flat, maisonette or converted farm building.

Emissions are any release of gases such as carbon dioxide which cause global warming, a major cause of climate change.

Flatted development refers to homes which have neighbouring homes above and/or below. Maisonettes and duplexes are flatted development.

Flood Risk Zones are areas at risk of flooding. Flood Risk Zones are categorized as Zone 1 (low probability), Zone 2 (medium probability), Zone 3a (high probability) and Zone 3b (the Functional Floodplain).

Global warming is the steady rise in global average temperature in recent decades, which experts believe is largely caused by human-produced greenhouse gas emissions.

Green and brown roofs are roofs with vegetation cover and/or landscaping over a drainage layer. They are designed to provide insulation, increase biodiversity and retain rainwater and reduce the volume of surface water runoff.

Green infrastructure is a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic and health wellbeing benefits for nature, climate and local and wider communities and prosperity.

Gross External Area (GEA) is the whole area of a building taking each floor into account.

Gross Internal Area (GIA) is the enclosed area of a building within the external walls taking each floor into account and excluding the thickness of the external walls.

Harm in planning terms means something that may damage a heritage asset or result in a loss of significance. This should not be permitted.

Heritage (asset) goes beyond physical form to involve all of the individual characteristics that can contribute to giving somewhere a distinctive ‘sense of place.’ Certain places hold special meanings for people and a strong ‘sense of place’ that can be deeply felt by local inhabitants and appreciated by visitors. It reflects the knowledge, beliefs and traditions of diverse communities and provides a sense of inclusivity, continuity and a source of identity. It is a social and economic asset and a resource for learning and enjoyment. Understanding the historic character of a place is an essential starting point for deciding its future.

Heritage (natural) includes inherited habitats, species, ecosystems, geology and landforms, including those in and under water, to which people attach value.

Hierarchy of town centres is a ranking of Town Centres based on size and importance. The types of Town Centre in Bexley are Major Centres, District Centres, and Local Centres (all defined in the London Plan) and local designations of Neighbourhood Centre and Small Parades.

Historic Environment is a very general term used to refer to everywhere around us that has something significant about it. It is defined by the NPPF as: ‘all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged and landscaped and planted or managed flora.’

Historic Environment Record (HER/GLHER) is a public, map-based data set, primarily intended to inform the management of the historic environment. This includes information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use. Historic England maintains the Historic Environment Record for Greater London.

Historical interest (buildings) refers to buildings that have important aspects of the nation's social, economic, cultural or military history, such as industrial buildings, railway stations, schools, hospitals, theatres, and town halls.

House is a self-contained residential dwelling. Houses can be detached, semi-detached or terraced. Bungalows are houses.

An **Illustrative design scheme** identifies the functional requirements and the arrangement of space, both within and between development sites and the wider area, based on identified planning requirements, giving an indication of:

- the site boundary
- means of access onto the site
- the general arrangement of uses proposed within the site boundary
- the overall character of the site
- the immediate surroundings and orientation

and, where appropriate:

- uses for each building
- an indication of built form and blocking
- the upper and lower height limits for each building and its position in relation to streets
- landscape structure.

Infrastructure includes educational infrastructure (such as early years facilities, schools, facilities for children and young people), social infrastructure (such as community buildings, faith premises, leisure facilities, cultural facilities), health infrastructure (such as health and emergency services), utilities (power, gas, water, sewerage and telecommunications (digital)), transport infrastructure (such as roads, railways, bridges, cycle routes, walking routes, tunnels) and environmental infrastructure such as (green links (open spaces), sustainable drainage systems (SuDs), Waste Management facilities and consolidation centres).

Integrated Impact Assessment is a method of estimating the potential environmental, social or economic implications of planning policies. Planning documents must be assessed to identify the extent to which they may have any unfair impacts on groups in the community, such as people of different gender, ethnic group, age, religion, belief, sexual orientation, or disability.

Landscape refers to the character and appearance of land, including its shape, topography, form, ecology and natural features.

Layout refers to the way buildings, routes and open spaces are placed in relation to each other.

Listed Building is a building or structure which is considered to be of 'special architectural or historic interest. This includes a wide variety of structures and buildings. There are three grades of listing depending on the importance of the building.

Live/Work Units are units of living accommodation, which are specifically designed to accommodate work facilities for those residing therein.

Local Centres are the smallest Town Centres in the Town Centre Hierarchy. Local Centres have good access and include a small group of shops and services serving the needs of the local community. They typically have shops like newsagents, off-licenses, general grocery stores and post office and occasionally a pharmacy, a hairdresser and other small shops of a local nature.

Local Development Scheme (LDS) sets out the Council's timetable for preparing planning documents over a three-year period and the purpose and scope of each document.

Local Plan is a plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the [Planning and Compulsory Purchase Act 2004](#). A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

Locally Listed Building is a building, structure or feature which is not statutorily listed but is important in the local context owing to its special architectural or historic interest or its townscape or group value. The protection of local heritage is important because it enhances the value of Bexley's built environment, but also maintains a sense of local distinctiveness which can assist with regeneration and place-making.

London Plan is the Mayor's spatial development strategy for London. It forms part of Bexley's Development Plan alongside the Local Plan.

Maintenance includes routine work necessary to keep the fabric of a place in good order

Material (assessment) is relevant to and having a substantial effect on a decision, therefore demanding consideration.

Major development means development involving any one or more of the following:

- a) the winning and working of minerals or the use of land for mineral-working deposits;
- b) waste development;
- c) the provision of dwelling houses where:
 - i. the number of dwelling houses to be provided is 10 or more; or
 - ii. the development is to be carried out on a site having an area of 0.25 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i);
- d) the provision of a building or buildings where the floor space to be created by the development is 1,000m² or more; or
- e) development carried out on a site having an area of one hectare or more.

Massing refers to the combined effect of the height, bulk and silhouette of a building or group of buildings.

Metropolitan Open Land is a designation equivalent to the Green Belt. The designation is intended to protect areas of landscape, recreation, nature conservation and scientific interest which are strategically important.

Mitigation is a measure introduced to avoid or reduce an effect.

Non-designated Heritage Asset places which do not have formal recognition but may nevertheless be demonstrably equivalent in value to formally recognised assets, and in some cases should be treated in the same way. The value of places can change over time and heritage value and significance may become apparent when new evidence or knowledge is revealed.

Preserve is to keep safe from harm.

Protected species are a species of animal or plant which it is forbidden by law to harm or destroy.

Primary shopping area is defined in the NPPF as a 'defined area where retail development is concentrated.'

Private (or market) housing is available to either buy or rent privately on the open market.

Public realm is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.

Public transport includes busses, trains and river boats that operate on fixed routes for fixed fares.

Publicly accessible is accessible from the public realm, including streets, squares, forecourts, parks and open spaces.

Railheading refers to the practice of travelling further than necessary to reach a rail service, typically by car. The phenomenon is common amongst commuters seeking a more convenient journey.

Registered Providers (RPs) are housing providers that are registered with the [Regulator of Social Housing](#). Most RPs are housing associations, but some RPs are trusts, co-operatives and companies.

Renewable energy is energy that is collected from renewable resources, which are naturally replenished on a human timescale, such as sunlight, wind, rain, tides, waves, and geothermal heat. Renewable energy often provides energy in four important areas: electricity generation, air and water heating/cooling, transportation, and rural (off-grid) energy services.

Restoration is to return a place to a known earlier state, on the basis of compelling evidence, without conjecture.

Scale refers to the relationship of the relative size of a building or structure to another.

Scheduled Ancient Monument (SAM) is a legally protected (generally archaeological) site that is considered to be of national importance. Scheduled monuments are described here because of the high level of legal protection that is afforded them.

Scheduled Monument is protected by law, and any development that affects a scheduled monument requires formal written Scheduled Monument Consent (SMC) from the Secretary of State for DCMS. Historic England's Inspector of Ancient Monuments gives advice to the Government on each application and administers the consent system. In assessing applications, the Secretary of State will aim to ensure that the significance of protected sites is safeguarded for the long term.

Setting of a heritage asset is the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Sensitivity is the likelihood of typical development impacts causing significant harm to assets of National, Regional and Local Interest. Sensitivity is closely allied to significance and potential but also takes account of an asset's vulnerability and fragility.

Significance is the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Sites of Importance for Nature Conservation (SINC) provide valuable wildlife habitat and opportunities for experiencing nature. These are important in helping local plant and animal species to survive. Sites are classified according to whether they have London-wide, borough-wide and local importance.

Statement of Community Involvement (SCI) sets out how the Council will consult people on the preparation of planning documents and on planning applications.

Strategic Flood Risk Assessments (SFRA) assess risks from flooding, including from the River Thames, surface water runoff and drainage overflow.

Supplementary Planning Documents (SPDs) explain how current planning policies in the Local Plan will be applied. They also contain background information applicants may find useful when preparing their planning applications.

Sustainable development is a state of being capable of meeting present needs without compromising ability to meet future needs.

Sustainable drainage system is an environmentally friendly way of dealing with surface water runoff to avoid problems associated with conventional drainage practice. These problems include exacerbating flooding. This approach may also be termed “SuDS” (or sustainable urban drainage systems)

Temporary uses refer to a range of temporary uses of vacant buildings of land for social or economic gain until they can be brought back into commercial use, which can include meanwhile housing uses.

Tall Buildings are 25 metres and taller (approximately eight storeys), measured from the ground to the top of any equipment on the roof.

Tenure blind architecture is design of a housing estate so that houses for sale (whether at ‘market’ prices or through a shared ownership agreement) and houses built to be rented (from the local authority, from a housing association or from a registered social landlord) are purposefully made similar in design to mask the tenures. The conviction is that tenure blind design helps social integration without affecting property prices. Whether tenure masking is applied or not, properties will vary in size and sort. They may be ‘buffered’ to appear as a graduated range of different house types within the same street.

Transparency means something is open to public scrutiny.

Town centre uses are defined in the Glossary of the NPPF. Main town centre uses include retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities). For the purposes of policies in this Local Plan, F1(d) public libraries and F2(b) local community halls are considered main town centre uses. Within town centres, residential units, which are also a town centre use, should be located above ground level where possible to allow for more ‘active’ town centre uses at ground level. It would be appropriate for access doorways and entrances to be located at ground floor level for accommodation above.

Urban design involves the design of buildings, spaces and landscapes at a variety of scales. It can involve the establishment of frameworks and processes which facilitate successful development.

Urban Open Space (UOS) refers to a land use designation that, by virtue of its openness, is important to health and wellbeing, and visual amenity, through its contribution to the wider landscape and/or in providing attractive breaks in the built-up area. These benefits are not dependant on size; even small open spaces that are enclosed by buildings along several edges can provide a respite from the urban form of the borough. Once open land is built on it is lost forever.

Value includes an aspect of worth or importance, attached by people to the quality of places.

Waste management facilities are facilities where waste is processed including sorting, composting, recycling, and biological treatment, and recovery of energy from incineration.

Wildlife corridors, including designated Strategic Green Wildlife Corridors, are networks of green and blue spaces that allow some species with specialised habitat requirements to extend their distribution into parts of London where they would otherwise not be present. The rivers, canals road and rail-side land are important components of these corridors and are a great benefit to London’s biodiversity.

Annex C: Local plan policy replacement

Bexley’s Development Plan is comprised of this Local Plan and the London Plan. Policies in these documents replace, in full, the 21 Bexley Core Strategy (CS) policies and remaining 137 extant policies of the Bexley Unitary Development Plan (UDP). Development Plan policies are not necessarily replaced ‘like for like’ and the review of Bexley’s Local Plan (Core Strategy/UDP) confirmed that some policies were no longer relevant and could be deleted. The schedule below sets out the Core Strategy policies and UDP saved policies, provides the Local Plan and/or London Plan policy replacement or sets out the justification for the deletion of the policy where there is no replacement, and provides any other relevant information.

Core Strategy (CS) policy/ UDP saved policy	Local plan and/or London Plan policy replacement (most relevant policies)	Relevant information
Core Strategy policy		
CS01 Achieving sustainable development	Local Plan SP1 Achieving sustainable development – the spatial strategy	
CS02 Bexleyheath geographic region		
CS03 Belvedere geographic region		
CS04 Erith geographic region		
CS05 Crayford and Old Bexley geographic region		
CS06 Sidcup geographic region		
CS07 Welling geographic region		
CS08 Adapting to and mitigating the effects of climate change including flood risk management	Local Plan SP14 Mitigating and adapting to climate change	
CS09 Using Bexley’s resources sustainably	Local Plan SP8 Green infrastructure including designated Green Belt SP10 Bexley’s transport network SP13 Protecting and enhancing water supply and wastewater infrastructure DP8 Telecommunications and digital infrastructure DP19 The River Thames and the Thames Policy Area DP28 Contaminated land and development and storage of hazardous substance DP29 Water quality, supply and treatment DP33 Sustainable drainage systems	
CS10 Housing need	Local Plan SP2 Meeting Bexley’s housing requirements	
CS11 Gypsy and traveller accommodation	Local Plan SP1 Achieving sustainable development – the spatial strategy DP4 Gypsy and traveller accommodation	
CS12 Bexley’s future economic contribution	Local Plan SP3 Employment growth, innovation and enterprise DP7 Appropriate uses within designated industrial areas	

Core Strategy (CS) policy/ UDP saved policy	Local plan and/or London Plan policy replacement (most relevant policies)	Relevant information
CS13 Access to jobs	Local Plan SP3 Employment growth, innovation and enterprise SP4 Supporting successful town centres DP7 Appropriate uses within designated industrial areas DP5 Requirements for HMOs and live/work units	
CS14 Town centre vitality and viability	Local Plan SP4 Supporting successful town centres DP9 Development within town centres	
CS15 Achieving an integrated and sustainable transport system	Local Plan SP10 Bexley's transport network SP11 Safeguarding land for transport schemes DP22 Sustainable transport DP23 Parking management DP24 Impact of new development on the transport network SP8 Green infrastructure including designated Green Belt SP9 The protection and enhancement of biodiversity and geological assets	
CS16 Reducing the need to travel and the impact of travel	Local Plan SP1 Achieving sustainable development – the spatial strategy DP5 Requirements for HMOs and live/work units SP10 Bexley's transport network DP22 Sustainable transport	
CS17 Green infrastructure	Local Plan SP8 Green infrastructure including designated Green Belt DP2 Residential development on backland and infill sites	
CS18 Biodiversity and geology	Local Plan SP9 The protection and enhancement of biodiversity and geological assets	
CS19 Heritage and archaeology	Local Plan SP6 Managing Bexley's heritage assets DP14 Development affecting a heritage asset London Plan HC1 Heritage Conservation and Growth	
CS20 Sustainable waste management	Local Plan SP12 Sustainable waste management	
CS21 Supporting community infrastructure and services	Local Plan SP7 Social and community services and facilities	

Core Strategy (CS) policy/ UDP saved policy	Local plan and/or London Plan policy replacement (most relevant policies)	Relevant information
UDP saved policy		
G18 Road network	Local Plan SP10 Bexley's transport network DP24 Impact of development on the transport network	
G23 Off-street parking	Local Plan DP23 Parking Management	
ENV4, ENV5, ENV7 – ENV10 Metropolitan Green Belt ENV15 Metropolitan Open Land ENV19 Urban Open Space	Local Plan SP8 Green infrastructure including designated Green Belt	
ENV20 Surplus educational land	Local Plan DP15 Providing and protecting social and community infrastructure	
ENV22 Heritage Land	UDP policy deleted	This land use designation is not justified by evidence and monitoring of the policy indicates that it is not needed
ENV28 Local Nature Reserves ENV32, ENV33 Sites of Special Scientific Interest (SSSI)	Local Plan SP8 Green infrastructure including designated Green Belt SP9 Protection and enhancement of biodiversity and geological assets	
ENV35 Trees	Local Plan DP2 Residential development on backland and infill sites DP20 Biodiversity and geodiversity in developments DP21 Greening of development sites	Further guidance to be provided in the Design Guide SPD
ENV38 Horses	UDP policy deleted	Any planning issues arising will be adequately covered by other Development Plan policies
ENV39 Quality of the built environment	Local Plan SP5 Placemaking through good design DP11 Achieving high-quality design DP13 Protecting local views DP23 Parking management	Further guidance to be provided in the Design Guide SPD
ENV40 Contaminated land	Local Plan DP28 Contaminated land and development and storage of hazardous substances	

Core Strategy (CS) policy/ UDP saved policy	Local plan and/or London Plan policy replacement (most relevant policies)	Relevant information
ENV41 Air quality	London Plan SI 1 Improving air quality	
ENV42 Accessible design	Local Plan SP5 Placemaking through good design London Plan D5 Inclusive design D7 Accessible housing	Further guidance to be provided in the Design Guide SPD
ENV43 Advertisements	Local Plan DP11 Achieving high quality design	Further guidance to be provided in the Design Guide SPD
ENV45 Telecommunications	Local Plan DP8 Telecommunications and digital infrastructure	Further guidance to be provided in the Design Guide SPD
ENV46, ENV47 Conservation Areas ENV51, ENV52 Listed buildings	Local Plan SP6 Managing Bexley's heritage assets DP14 Development affecting a heritage asset	
H1, H2 Housing supply	Local Plan SP1 Achieving sustainable development – the spatial strategy DP6 Loss of existing housing Site allocations policies SA1 – SA23	
H3 Residential character and design H6 Residential amenity H7 Residential privacy	Local Plan SP5 Placemaking through good design DP11 Achieving high-quality design	Further guidance to be provided in the Design Guide SPD
H8 Infill and back land development	Local Plan DP2 Residential development on backland and infill sites	Further guidance to be provided in the Design Guide SPD
H9 Extensions and alterations H10, H11 Conversions	Local Plan DP11 Achieving high-quality design	Further guidance to be provided in the Design Guide SPD
H12 Piecemeal development	Local Plan SP5 Placemaking through good design Site allocations policies SA1 – SA23	Further guidance to be provided in the Design Guide SPD
H13 Large residential developments	Local Plan SP1 Achieving sustainable development – the spatial strategy SP2 Meeting Bexley's housing requirements DP1 Providing a supply of housing	
H15 Sheltered housing	Local Plan DP3 Providing housing for older people	
E1 Employment uses	Local Plan SP3 Employment growth, innovation and enterprise	Further guidance to be provided in the Design Guide SPD

Core Strategy (CS) policy/ UDP saved policy	Local plan and/or London Plan policy replacement (most relevant policies)	Relevant information
	DP7 Appropriate uses within designated industrial areas SP5 Placemaking through good design DP11 Achieving high-quality design DP23 Parking management	
E3 Primary Employment Areas E4 Secondary Employment Areas E5, E6 Foots Cray Business Area E7 – E12 Crayford Industrial Area	Local Plan DP7 Appropriate uses within designated industrial areas	
E14, E15 Office development	Local Plan DP7 Appropriate uses within designated industrial areas DP9 Development within town centres DP10 Neighbourhood centres and small parades	
T6 Transport network	Local Plan SP10 Bexley’s transport network DP24 Impact of development on the transport network	
T7 Safeguarded transport schemes	Local Plan SP11 Safeguarding land for transport schemes	
T12 Transport improvements	Local Plan SP10 Bexley’s transport network DP22 Sustainable transport	
T14 Cycle networks T16 Pedestrians	Local Plan SP10 Bexley’s transport network DP22 Sustainable transport DP24 Impact of development on the transport network	
T17 – T22 Parking	Local Plan DP23 Parking management	Further guidance to be provided in the Design Guide SPD
T23 Aviation	London Plan T8 Aviation	
SHO2 Town centres	Local Plan SP4 Supporting successful town centres DP9 Development within town centres	Further guidance to be provided in the Design Guide SPD
SHO4 Core shopping frontage SHO5 Non-core shopping frontage	Local Plan DP9 Development within town centres	Further guidance to be provided in the Design Guide SPD
SHO6 Neighbourhood centres	Local Plan DP10 Neighbourhood centres and small parades	Further guidance to be provided in the Design Guide SPD

Core Strategy (CS) policy/ UDP saved policy	Local plan and/or London Plan policy replacement (most relevant policies)	Relevant information
SHO7 Out of centre retail	Local Plan SP4 Supporting successful town centres	Further guidance to be provided in the Design Guide SPD
SHO8 Late night uses in town and neighbourhood centres	Local Plan SP4 Supporting successful town centres London Plan HC6 Supporting the night-time economy	
SHO9 Food and drink uses	Local Plan SP4 Supporting successful town centres DP9 Development within town centres DP10 Neighbourhood centres and small parades	
SHO10 Car showrooms	Local Plan DP7 Appropriate uses within designated industrial areas DP9 Development within town centres DP10 Neighbourhood centres and small parades	
SHO11 Indoor and open markets	Local Plan SP4 Supporting successful town centres	
SHO15 Servicing of commercial buildings	Local Plan DP23 Parking management	Further guidance to be provided in the Design Guide SPD
SHO17 Shop fronts	Local Plan DP9 Development within Town Centres DP11 Achieving high-quality design DP14 Development affecting a heritage asset	Further guidance to be provided in the Design Guide SPD
SHO18 Upper floor uses in town centres SHO19 Residential upper floor uses in town centres	Local Plan SP4 Supporting successful town centres DP9 Development within town centres DP10 Neighbourhood centres and small parades	
SHO(SID)2, SHO(CRAY)1, SHO(ERI)5, SHO(WEL)1, SHO(BLA)1, SHO(BEL)1, SHO(NOR)1, SHO(BEX)2, BTC2 Setting out specific addresses for core and non-core shopping frontages	Local Plan SP4 Supporting successful town centres DP9 Development within town centres	
SHO(ERI)3 Site specific requirements	Local Plan SA10 ERI01 Erith Western Gateway SP5 Placemaking through good design	
SHO(ERI)4 Erith Strategy and Action Plan	Local Plan Erith Town Centre site allocations (SA10 - SA14) SP5 Placemaking through good design	
TAL1 Hotels	Local Plan DP9 Development within Town Centres	

Core Strategy (CS) policy/ UDP saved policy	Local plan and/or London Plan policy replacement (most relevant policies)	Relevant information
TAL2 Camping sites	UDP policy deleted	Any planning issues arising will be adequately covered by other Development Plan policies
TAL9, TAL10 Public footpaths	Local Plan DP24 Impact of development on the transport network	
TAL11 Golf facilities	Local Plan DP15 Providing and protecting social and community infrastructure SP8 Green infrastructure including designated Green Belt	
TAL12 Water-based activities	Local Plan DP18 Waterfront development and development including, or close to, flood defences DP19 The River Thames and the Thames Policy Area	
TAL15 Use of schools and private facilities for sports	Local Plan DP15 Providing and protecting social and community infrastructure SP8 Green infrastructure including designated Green Belt	
BTC1, BTC3-BTC6, BTC12, BTC13, BTC15 Bexleyheath Town Centre development criteria	Local Plan SP4 Supporting successful town centres DP9 Development within town centres SP5 Placemaking through good design	
TS1 Belvedere employment/ industrial sites identified on the UDP Proposals Map as Site A TS2 Former British Gypsum site identified on the UDP Proposals Map as Site D	Local Plan SP3 Employment growth, innovation and enterprise DP7 Appropriate uses within designated industrial areas	These sites have either been redeveloped or have not been brought forward in the local plan as a site allocation
TS3, TS4 Erith Quarry identified on the UDP Proposals Map as Site E	Local Plan SP1 Achieving sustainable development - the spatial strategy SP7 Social and community services and facilities DP15 Providing and protecting social and community infrastructure DP2 Residential development on backland and infill sites SP8 Green infrastructure including designated Green Belt SP9 The protection and enhancement of biodiversity and geological assets DP20 Biodiversity and geodiversity in developments DP21 Greening of development sites	This final remaining UDP residential site allocation is currently being developed (REF 14/02155/OUTM and all subsequent applications)

Core Strategy (CS) policy/ UDP saved policy	Local plan and/or London Plan policy replacement (most relevant policies)	Relevant information
TS5 Manor Road north-west identified on the UDP Proposals Map as Site F	Local Plan SP3 Employment growth, innovation and enterprise DP7 Appropriate uses within designated industrial areas SA13 ERI04 Erith Riverside	The Erith Riverside site allocation covers the western part of this site, with the rest of the site developed and/or designated as a Strategic Industrial Location
TS6 Belvedere Industrial Area TS7 Europa Estate/Fraser Road, Erith TS8 Manor Road, Erith TS9, TS10 Crayford Ness, identified on the UDP Proposals Maps as Site G TS11 Thames Road, Crayford TS12 Slade Green, identified on the UDP Proposals Map as Site H	Local Plan SP1 Achieving sustainable development - the spatial strategy SP3 Employment growth, innovation and enterprise DP7 Appropriate uses within designated industrial area	The local plan has not identified specific industrial sites and as such these sites will be adequately covered by relevant Development Plan policies including addressing any environmental matters
TS13 – TS15 Thames-side policies	Local Plan DP19 The River Thames and the Thames Policy Area	
TS16, TS17 Crossness Sewage Treatment Works identified on the UDP Proposals Map as Site B	Local Plan DP7 Appropriate uses within designated industrial areas SP6 Managing Bexley’s heritage assets DP14 Development affecting a heritage asset SP9 Protecting and enhancing biodiversity and geological assets SP12 Sustainable waste management SP13 Protecting and enhancing water supply and wastewater infrastructure DP29 Water quality, supply and treatment	
TS18 The Saltings identified on the UDP Proposals Map as Site J TS19 Crayford Marshes identified on the UDP Proposals Map as Site K	Local Plan SP8 Green infrastructure including designated Green Belt SP9 Protection and enhancement of biodiversity and geological assets	
TS21 – TS23 Erith Riverside Redevelopment Area	UDP policies deleted	These sites have either been redeveloped or have not been brought forward in the local plan as a site allocation. Any planning issues arising will be adequately covered by other Development Plan policies

Core Strategy (CS) policy/ UDP saved policy	Local plan and/or London Plan policy replacement (most relevant policies)	Relevant information
COM2 Retention of educational land COM3 Nursery/ crèche development criteria COM5 Health surgeries in residential areas COM6 Community buildings and facilities	Local Plan SP7 Social and community services and facilities DP15 Providing and protecting social and community infrastructure	
MIN1 – MIN5, MIN8 Minerals	Local Plan DP27 Minerals and aggregates	
WAS3 Crayford Marshes landfill site restoration	Local Plan SP8 Green Infrastructure including designated Green Belt SP9 Protection and enhancement of biodiversity and geological assets	

Table 12: Local plan policy replacement

Part 2: Residential and residential-led mixed-use site allocations

Introduction

Bexley is experiencing significant change and population growth – the Mayor’s London Plan 2021 identifies housing need across the whole of London and sets 10-year targets for net housing completions for each London borough. For Bexley, the 10-year target is for 6,850 (net) additional homes in the borough.

Bexley is an attractive and sustainable place for growth; however, there is only a limited amount of land available. Therefore, where development does take place it is important to ensure that the most efficient use of land and buildings is achieved, and that the development responds to local needs and aspirations.

Plan-making authorities carry out land availability assessments for development in order that sites may be identified for the use(s) which is most appropriate. The assessment is an important source of evidence that provides information on a range of sites that have the development potential to meet the plan-making authority’s requirements although it does not in itself determine whether a site should be allocated for development. It is for the plan itself to determine which sites are the most suitable to meet those requirements based not just on the site assessments but on other evidence.

Part 2 of this plan sets out the Council’s site allocations for residential and residential-led mixed-use development (the ‘site allocations’). It builds on the policies in Part 1 of the plan and on the London Plan, following the spatial strategy set out in Policy SP1 and the Key Diagram (Figure 1) ensuring that development areas are planned for in a way that respects the local character of the surrounding area and meets the needs of local communities and businesses. It demonstrates the large sites component of the Local Plan housing trajectory (Annex D), working in tandem with the published 5-year housing land supply and small sites windfall allowance. It can also inform as well as make use of sites in brownfield land registers.

The site allocations set out a level of detail to provide certainty to relevant stakeholders and demonstrate that Bexley’s housing requirement can be met in a sustainable way. The site allocations have been tested through the integrated impacts assessment, the transport assessment and the flood risk assessment.

Each site allocation includes a policy that is unique so that it can respond to local and site-specific issues and opportunities. Policies set out land uses, the minimum number of homes to be delivered, and other site-specific requirements that proposals must meet to be policy compliant. Development proposed on the site allocations may also need to provide improvements to infrastructure to meet the demands of new residents.

In addition to conforming to all other relevant policies in the [Development Plan](#), development proposals should have regard supplementary planning guidance, in particular design guidance, and other strategies where relevant. Development proposals for any of the site allocations can be put forward to the Council at any time for consideration.

The site allocations are defined on the adopted [Policies Map](#).

Abbey Wood Site Allocations

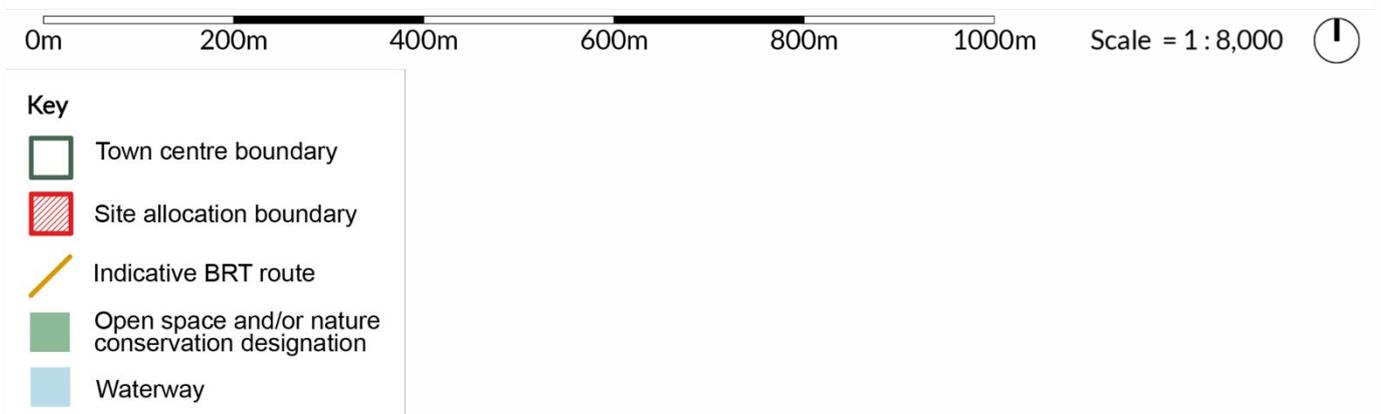
Site allocation policy	Site allocation name
SA1	ABW01 Felixstowe Road Car Park
SA2	ABW02 Lesnes Estate/Coralline Walk

Table 13: List of site allocations in the Abbey Wood Sustainable Development Location

Abbey Wood area based map



Figure 15: Abbey Wood (please refer to the adopted Policies Map for SDL boundaries and other land use designations)



ABW01 Felixstowe Road Car Park

Felixstowe Road, Abbey Wood

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
0.545	5	Flood zone 3a Site ID MS48	Tier 3	Vacant Council car park	Local Centre; Suitable Locations for Tall Buildings

Table 14: Site information

This smaller site is located within the local town centre of Abbey Wood Village. The site lies on the boundary with Royal Borough of Greenwich and is adjacent to Abbey Wood station, which includes the southeastern terminus of the Elizabeth Line.

The site has formerly been a car park and recently been used as a compound for the Crossrail works. The Harrow Manorway flyover, a busy elevated roadway, arches over the site, covering approximately a quarter of its area. A road underneath the flyover provides the connection between the railway station and the residential area to the east, and the flyover provides north/south connections and bus stops.

The site sits to the south of the Abbey Wood and South Thamesmead Housing Zone, which will provide new high-density mixed-use and residential development and extensive public realm improvements, and highlights the opportunity of integrating the site with the housing zone.

Abbey Wood Site of Special Scientific Interest (SSSI) and the ancient woodland of Lesnes Abbey Wood are nearby, along with the scheduled ancient monument of Lesnes Abbey. National Grid underground power cables cross the site, entering near Harrow Manorway and exiting down Rushdene Road. The culverted Great Breach Dyke main river also runs close to the southern boundary of the site.

Redevelopment provides the opportunity to intensify a highly visible site that has one of the highest levels of access to public transport provision in the borough.

POLICY SA1 ABW01 Felixstowe Road Car Park

Land use and capacity

1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 90 new homes, along with the provision of ground and flyover level main town centre uses, is achievable on this site, subject to part 2 below.

Development approach

2. Development of this site should transform the area. As well as meeting other policy requirements, proposals should
 - a. create a gateway that forms part of a legible sequence of public spaces between Abbey Wood Village, Southmere Lake and the wider Abbey Wood and South Thamesmead area
 - b. provide a high-quality public realm and appropriate mix of main town centre uses to create a sense of arrival at both flyover and ground level, reinforcing Abbey Wood station as an important transport hub
 - c. include a bicycle hub within the public realm
 - d. ensure that any parking provision is designed to minimise its functional and visual impact
 - e. provide developer contributions for a potential expansion of the Controlled Parking Zone around Abbey Wood station
 - f. not prejudice policy compliant comprehensive development, either within the site or across the wider area.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

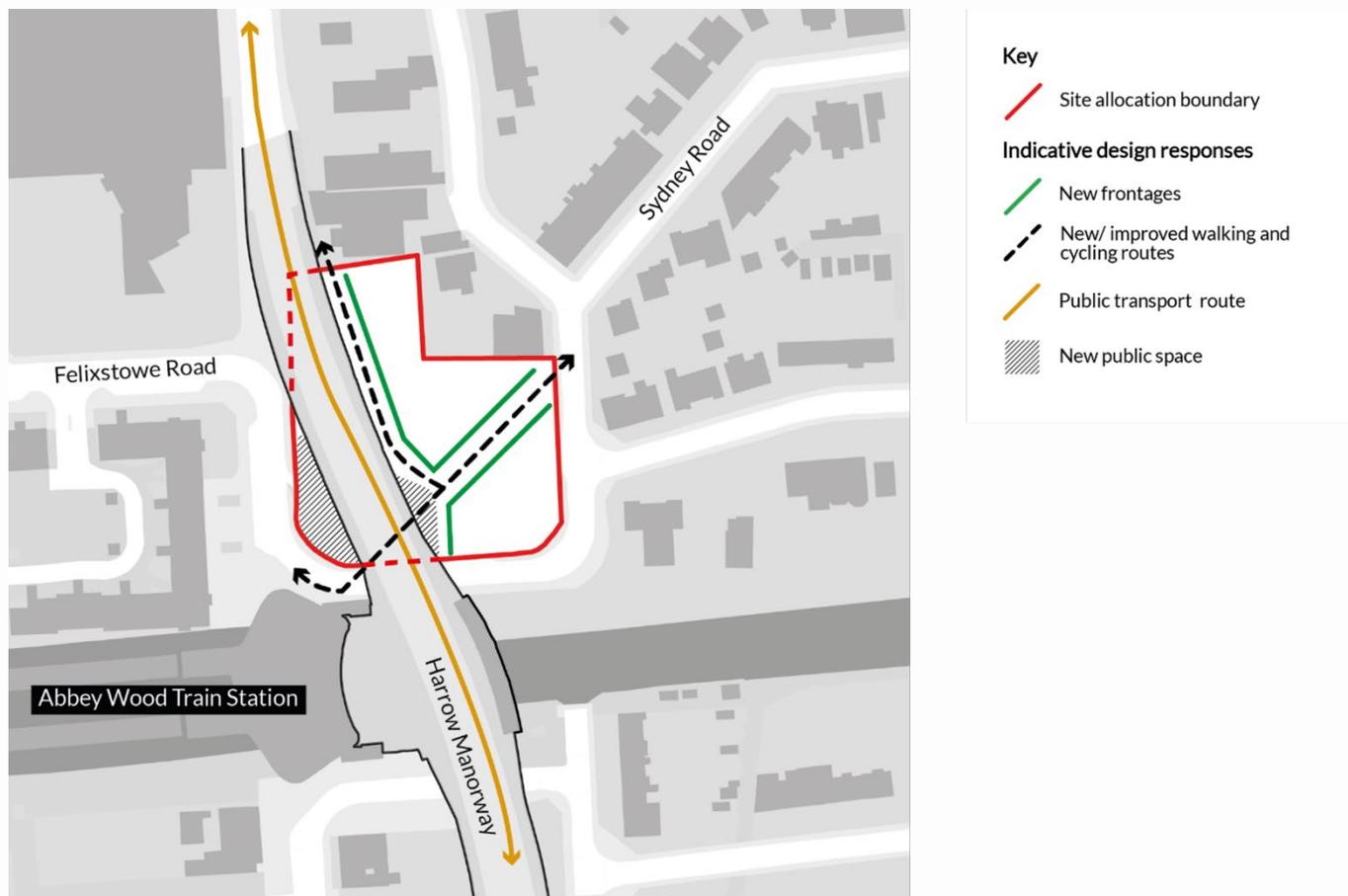


Figure 16: Felixstowe Road Car Park – site features and indicative design responses

0m 100m 200m 300m 400m 500m

Scale = 1 : 4,000

What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA1 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider area is not prejudiced.

Consider the use of a tall building to mark and enhance the setting of Abbey Wood Railway Station, a landmark building in its own right. The design and arrangement of buildings can point the way towards Southmere Lake and the wider Abbey Wood and Thamesmead area.

Consider re-establishing a continuous route, with active frontages and public realm, across the site from Sydney Road and Rusdene Road, under the flyover to Felixstowe Road and the railway station; in addition, a route can be created at ground level, again with an active frontage, which runs alongside the Harrow Manorway flyover. These routes can then allow for the expansion of the site to include the carriageway of Felixstowe Road and other adjacent land to add flexibility to the site’s developable area and establish the potential for creating a block adjacent to the railway.

ABW02 Lesnes Estate/Coralline Walk

Wolvercote Road, Abbey Wood

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeology priority area (APA)	Current use(s)	Principal land use designations
11.037	1b to 5	Flood zone 3a Site ID MS49	Tier 3 Site over 2 hectares	Residential (partially cleared); Open space	Primarily Residential Area; Suitable Locations for Tall Buildings; MOL; Site of Importance for Nature Conservation

Table 15: Site information

The Lesnes Estate and Coralline Walk together form a large site located within 300m of Abbey Wood station and adjacent to the borough boundary with Royal Borough of Greenwich. Harrow Manorway and Yarnton Way, which bound the site to the north and west, currently provide access to many bus routes and a future bus rapid transit is proposed along these roads. Lensbury Way forms the southern boundary of the site, where there are existing low-rise buildings including a school and housing.

The existing estate currently suffers from issues brought about by a lack of active frontages, confusing street layouts, over dominance of cars and poor public realm. A long wall, formed by the existing development along Yarnton Way, creates a barrier. However, the location has many benefits that include good access to community facilities and to green and blue assets at Lesnes Abbey Wood, Abbey Way linear park and Southmere Lake. Part of the Abbey Way linear park is within the site boundary, and this is designated Metropolitan Open Land and also as a Site of Importance for Nature Conservation (SINC).

The site includes part of the Abbey Wood and South Thamesmead Housing Zone, which is the focus of registered housing provider Peabody’s efforts to regenerate the oldest parts of the 1960s/70s Thamesmead estate, including the provision of new high-density mixed-use and residential development and extensive public realm improvements.

POLICY SA2 ABW02 Lesnes Estate/Coralline Walk

Land use and capacity

1. This site is allocated for primarily residential development through estate regeneration, proposed by Peabody, the registered housing provider and landowner, to deliver approximately 1,850 new homes, replacing 746 units of existing housing, subject to part 2 below.

Development approach

2. Development of this site should transform the area. As well as meeting other policy requirements, proposals should
 - a. create active residential frontages along the perimeter of the site, integrating high-quality public open space throughout the proposed scheme with clear definition between public and private spaces
 - b. provide an improved environment for pedestrians, including the creation of a new large public green space, and improve permeability and wayfinding through the site
 - c. establish a key north-south route that connects with the wider quietway network, providing a link between the housing zone sites, Southmere Lake and Abbey Wood Village and station
 - d. enhance the ecological value of Abbey Way linear park to improve its function as a green wildlife corridor and SINC whilst retaining its residential amenity
 - e. not undermine main town centre uses located at Southmere Village neighbourhood centre and Abbey Wood Village local town centre through the introduction of commercial floor space.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

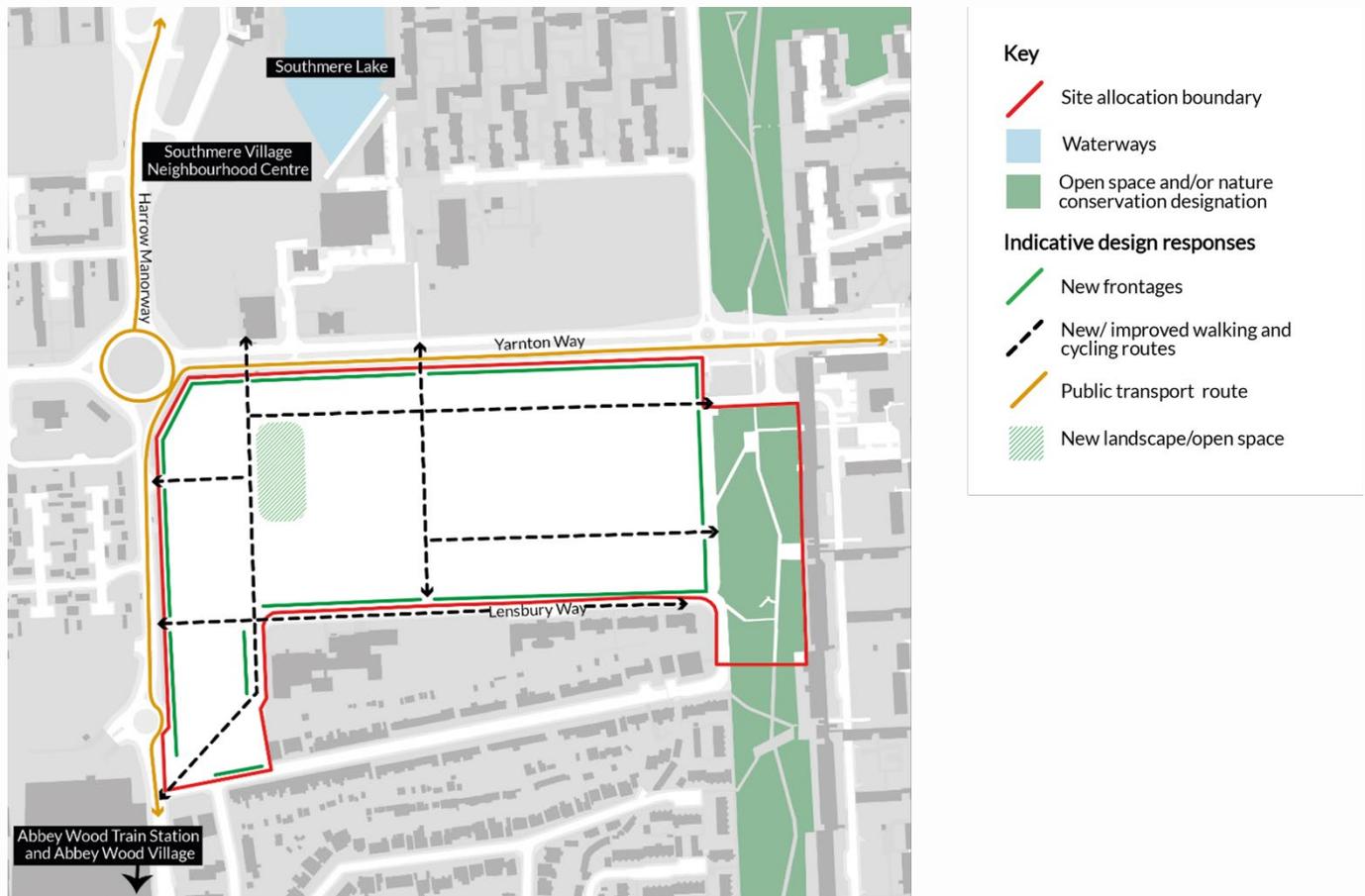


Figure 17: Lesnes Estate/Coralline Walk – site features and indicative design responses

What are considered to be optimum residential development capacities have been established using a designed approach to site capacity in partnership with Peabody. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA2 would be permitted. A phased approach to the regeneration of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider area is not prejudiced.

Consider the creation of perimeter blocks that have clear fronts and backs as well as clearly defined public and private spaces and carefully designed privacy zones. Explore the opportunity to create a varied scale across the site and consider creating two distinct character areas. This can include a carefully distributed cluster of taller buildings to the west of the site, relating to the emerging context along Harrow Manorway, and a redefining of Lensbury Way as an active residential street with homes fronting onto the street, creating an attractive route between Abbey Wood station and neighbouring housing estates.

Consider integrating landscaping into street design and improving accessibility for pedestrians and cyclists in both the north-south, and east-west direction. A further improvement to permeability of the site can be achieved by removing the Yarnton Way wall. The large green open space can act as a key node along a green quietway route from Abbey Wood Village and station to Southmere Village. Wayfinding can be further supported with careful placement of key buildings.

Lower Belvedere Site Allocations

Site allocation policy	Site allocation name
SA3	BEL01 ASDA and B&Q Belvedere
SA4	BEL02 Station Road East
SA5	BEL03 Station Road West
SA6	BEL04 Land adjacent Woodside School
SA7	BEL05 Belvedere Gas Holders
SA8	BEL06 Monarch Works
SA9	BEL07 Crabtree Manorway South

Table 16: List of site allocations in the Lower Belvedere Sustainable Development Location

Lower Belvedere area-based map

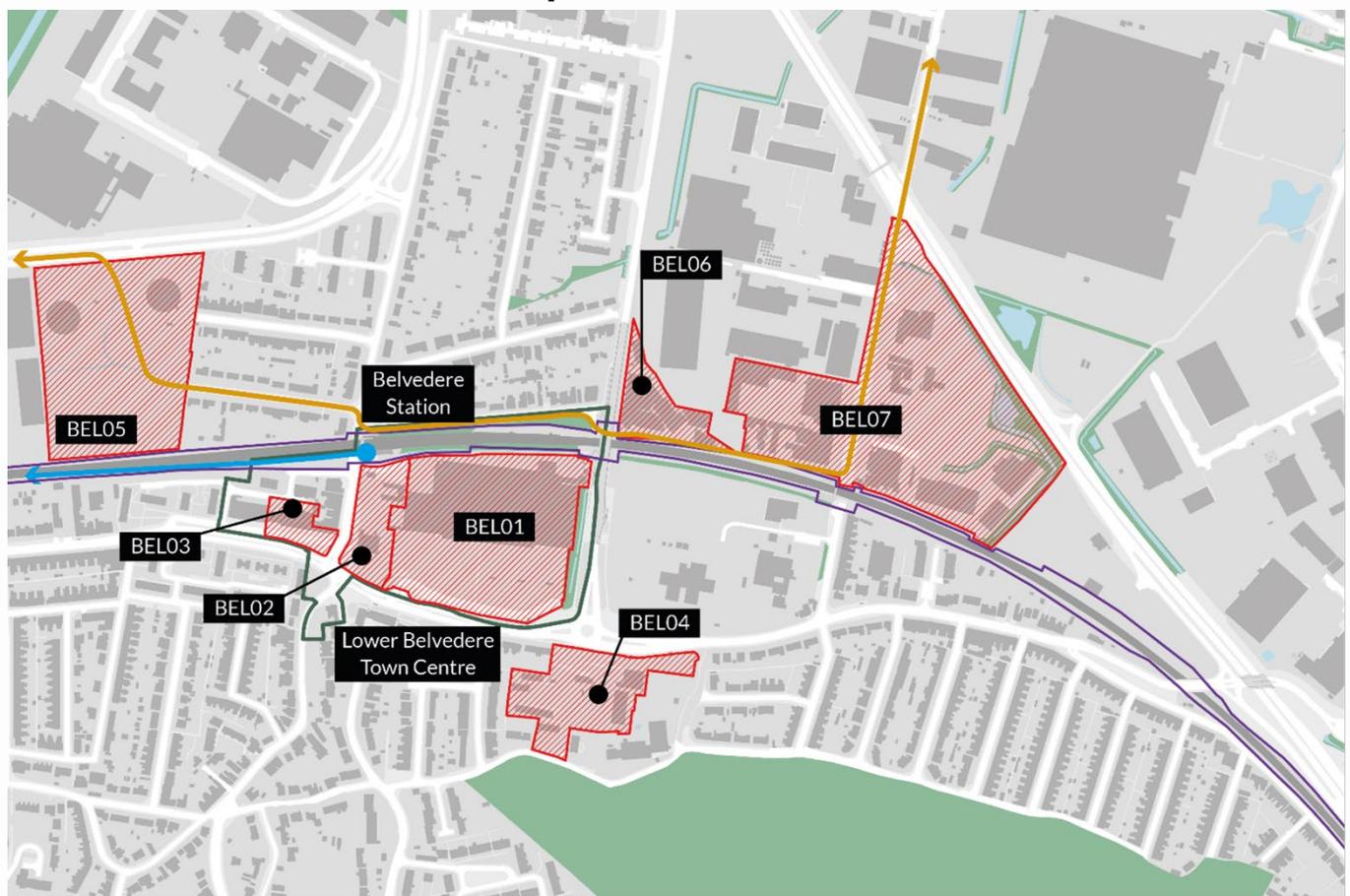
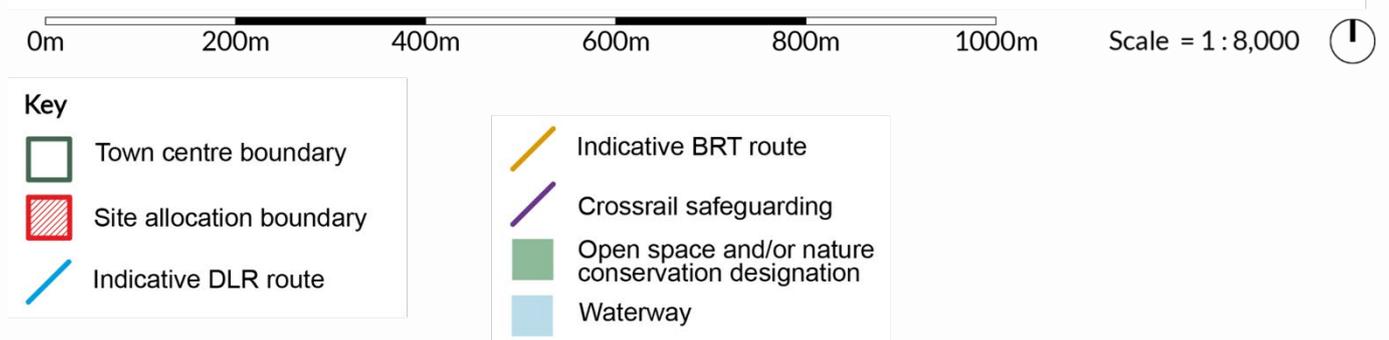


Figure 18: Lower Belvedere (please refer to the adopted Policies Map for SDL boundaries and other land use designations)



BEL01 ASDA and B&Q Belvedere

Lower Road, Belvedere

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeology priority area (APA)	Current use(s)	Principal land use designation(s)
3.338	2 to 3	Flood zone 3a Site ID MS23	Tier 3 Site over 2 hectares	Retail with car parking	District Centre; Suitable Locations for Tall Buildings

Table 17: Site information

This large site forms a significant and central part of newly designated Lower Belvedere Town Centre. The site is adjacent to Belvedere Railway Station with good public transport access. It is currently occupied by a large retail warehouse with approximately 550 car parking spaces surrounding the store, isolating it from the street and creating a large car-dominated void along much of Lower Road. The Picardy Manorway flyover bounds the site to the east. Part of the Belvedere ditches and dykes flood management network and SINC is adjacent to the site to the north and east. The southern and eastern areas of the site are also identified as particularly at risk of surface water flooding. There is no surface drainage currently on site.

Three bus routes (229, 401, 469) also stop directly outside the site boundary. On the south side of Lower Road, a mix of apartment blocks and houses sit in an elevated and set back position opposite the site. In addition, there is potential for future public transport interventions including a DLR terminus, extension of Crossrail and a bus rapid transit system, which will all form part of a public transport hub at the railway station. Redevelopment of this site provides the opportunity to contribute to the creation of a residential-led mixed-use quarter within a town centre with the adjacent site allocation BEL02 Station Road East.

POLICY SA3 BEL01 ASDA and B&Q Belvedere

Land use and capacity

1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 460 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 2 below.

Development approach

2. Development of this site should transform the area. As well as meeting other policy requirements, proposals should
 - a. create a sense of arrival by establishing a new pedestrianised high street from Belvedere station with main town centre uses on the ground floor and residential accommodation above, providing a legible route across the site to a new public square, a key focal point of the site
 - b. provide developer contributions for new pedestrian links across Lower Road and a ramp up to Picardy Manorway to improve access to Franks Park and the wider area
 - c. in addition to part 2.a, establish a legible and permeable internal movement network with active frontages on the ground floor fronting these routes to support wayfinding through the site, providing an improved environment for pedestrians and vehicular access from Lower Road
 - d. introduce landscaped buffers to enhance the adjacent SINC and reduce the risk of flooding
 - e. ensure that any parking provision is designed to minimise its functional and visual impact
 - f. not preclude vehicular access to the site from Station Road across BEL02 Station Road East
 - g. not prejudice policy compliant comprehensive development, either within the site or across the wider urban block.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.



Figure 19: ASDA and B&Q Belvedere – site features and indicative design responses

0m 100m 200m 300m 400m 500m

Scale = 1 : 4,000

What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA3 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider urban block is not prejudiced.

Consider the scheme layout of the site in the context of the adjacent site allocation **BEL02 Station Road East**, working in partnership to ensure this quarter of the town centre is developed coherently and development opportunities are optimised and to create a network of streets and public spaces that establish new legible routes between Belvedere Railway Station, Picardy Manorway and Frank’s Park. This can improve local levels of permeability and better integrate Belvedere station into the wider area.

Establishing built frontage with vehicular access from Lower Road and Station Road to create a street environment defined by buildings can reduce the current car dominated layout. Consider the use of a regular rhythm of massing along the northern boundary to deliver a strong and distinctive sense of arrival at Belvedere Railway Station. Taller buildings could be used to signify the location of station entrances.

BEL02 Station Road East

Station Road, Belvedere

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeology priority area (APA)	Current use(s)	Principal land use designation(s)
0.635	3	Flood zone 3a Site ID MS24	Tier 3	Community facilities; utilities; highways land	District Centre; Suitable Locations for Tall Buildings

Table 18: Site information

This smaller site fronts Station Road and forms a prominent corner with Lower Road in Lower Belvedere Town Centre. It is comprised of two parcels of land, one of which is occupied by the Belvedere Family Centre and the other an electricity substation. A line of mature trees runs along the site’s western boundary and a parade of shops forming site allocation **BEL03 Station Road West** sits opposite. Neighbouring the site to the east is site allocation **BEL01 ASDA and B&Q Belvedere**, a large retail warehouse that gains access for deliveries and servicing from Station Road via a route along the site’s northern boundary. Part of the Belvedere Ditches and Dykes Site of Importance to Nature Conservation (SINC) is adjacent to the site at the northeast corner. To the south of the site is the junction of Picardy Street and Lower Road with Picardy Road and Lower Park Road, the latter two roads rising up the hill to Upper Belvedere.

Belvedere Station sits adjacent to the site at the end of Station Road (the main route to Belvedere Station on the south side of the railway line) and three bus routes (229, 401, 469) also stop directly outside the site boundary. In addition, there is potential for future public transport interventions including a DLR terminus, extension of the Elizabeth Line and a bus rapid transit system, which will all form part of the station as a new public transport hub. Redevelopment provides the opportunity to contribute to the creation of a residential-led mixed-use quarter within a town centre with the adjacent site allocation **BEL01 ASDA and B&Q Belvedere** and a gateway to the station with site allocation **BEL03 Station Road West**.

POLICY SA4 BEL02 Station Road East

Land use and capacity

1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 80 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 2 below.

Development approach

2. Development of this site should transform the area. As well as meeting other policy requirements, proposals should
 - a. provide a high-quality public space outside of Belvedere Railway Station that creates an arrival to the town centre, which is fronted by main town centre uses on the ground floor
 - b. extend main town centre uses on the ground floor along Station Road, incorporating the existing line of mature trees within the design of the scheme
 - c. create a prominent corner at the junction of Station Road and Picardy Street that positively contributes to wayfinding when approaching Belvedere Railway Station and Lower Belvedere Town Centre, whilst ensuring a visual connection to the heritage assets on Lower Park Road from the station
 - d. work with service providers to assess the need to re-provide the family centre
 - e. not preclude vehicular access across the site to BEL01 ASDA and B&Q Belvedere
 - f. not prejudice policy compliant comprehensive development, either within the site or across the wider urban block.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

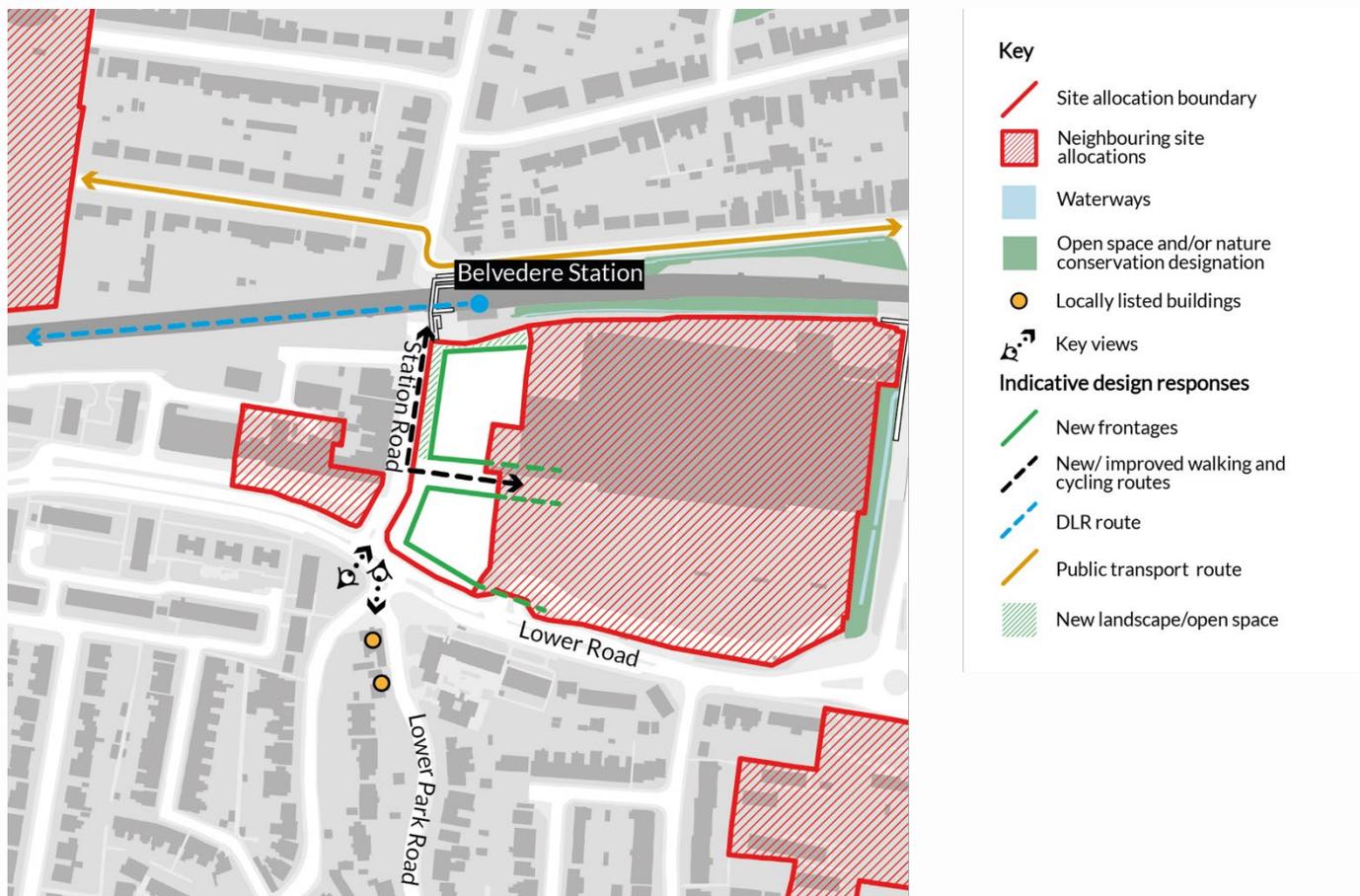


Figure 20: Station Road East – site features and indicative design responses



Scale = 1 : 4,000

What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA4 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider urban block is not prejudiced.

As the site is in multiple ownership, individual landowners working together can unlock the full potential of this site. Through engagement with the Council and the NHS, if the family centre is assessed as being required to be re-provided, then it can be located either on the site or at another suitable location within the town centre. In addition, engaging with neighbouring landowners can produce coordinated development across the town centre. In the context of adjacent site allocation **BEL01 ASDA and B&Q Belvedere**, working in partnership can ensure this quarter of the town centre is developed coherently and opportunities are optimised, which can also improve local levels of permeability and better integrate Belvedere station into the wider area, including how best to incorporate a street network across the site from Station Road. Carefully consider the architectural treatment at the junction of Station Road and Picardy Street to ensure this prominent corner positively contributes to wayfinding when approaching the site along Picardy Street, Lower Road, Picardy Road and Lower Park Road, which can complement similar development on site allocation **BEL03 Station Road West**, with the two creating a visual gateway to the station.

BEL03 Station Road West

Station Road and Picardy Street, Belvedere

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principle land use designation(s)
0.304	3	Flood zone 3a Site ID MS26	Tier 3	Main town centre uses, residential; highways land	District Centre; Suitable Locations for Tall Buildings

Table 19: Site information

This is a relatively small town centre site that sits near to Belvedere Railway Station. The site fronts Picardy Street (a wide main thoroughfare) and wraps around to Station Road (the main route to Belvedere station on the south side of the railway line). The site also has a frontage on Dylan Road at Railway Place. Buildings have commercial uses at ground floor level with residential accommodation above and at the back.

Opposite the site on the south side of Picardy Street sits a large housing estate, with flank walls facing the street and there is no access to this estate from Picardy Street. To the west is a single storey parade of shops with planning consent for residential development with town centre uses at ground floor level. Above the site to the north is a short terrace fronting Station Road with town centre uses at ground level. **BEL02 Station Road East** and **BEL01 ASDA and B&Q Belvedere** sit across Station Road to the east. Three bus routes (229, 401, 469) stop near the site boundary.

Belvedere Railway Station sits at the end of Station Road (the main route to Belvedere Station on the south side of the railway line) and three bus routes (229, 401, 469) also stop near the site. In addition, there is potential for future public transport interventions including a DLR terminus, extension of the Elizabeth Line and a bus rapid transit system, which will all form part of Belvedere station as a new public transport hub within easy walking distance to this site.

Redevelopment of this site proves an opportunity for new residential development as part of a mixed-use scheme within Lower Belvedere Town Centre, contributing to a sense of arrival to the town centre and railway station from the west and south.

POLICY SA5 BEL03 Station Road West

Land use and capacity

1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 40 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 2 below.

Development approach

2. Development of this site should transform the area. As well as meeting other policy requirements, proposals should
 - a. establish a new streetscape along Picardy Street that incorporates a new public open space and turns the corner with Station Road, fronted by active main town centre uses at ground floor
 - b. create a prominent corner at the junction of Station Road and Picardy Street that positively contributes to wayfinding when approaching Belvedere Railway Station and Lower Belvedere Town Centre, reinforcing Station Road as an approach to the station
 - c. establish active frontage along Dylan Road to provide passive surveillance
 - d. not prejudice policy compliant comprehensive development, either within the site or across the wider area.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

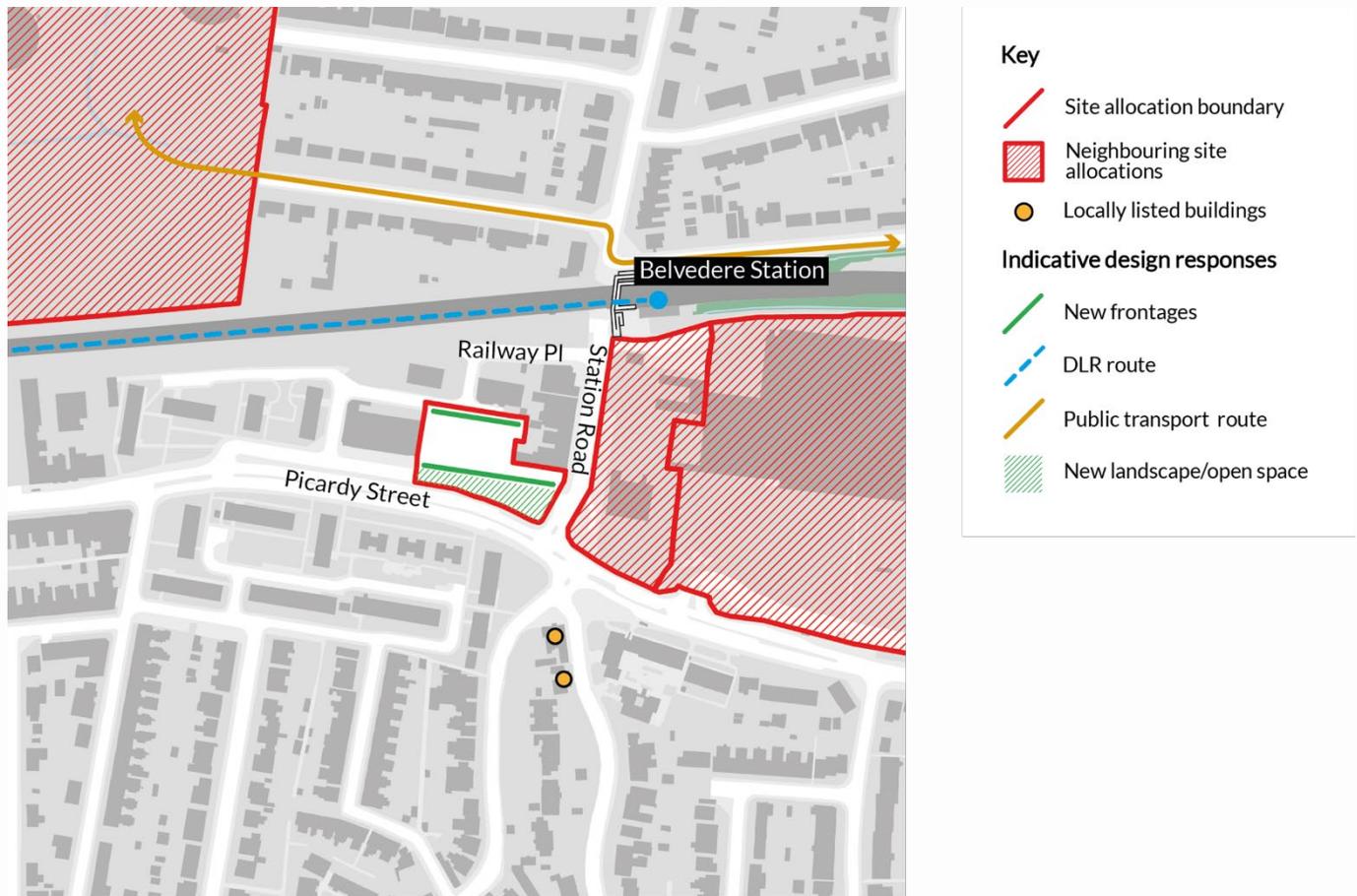


Figure 21: Station Road West – site features and indicative design responses

0m 100m 200m 300m 400m 500m Scale = 1 : 4,000 ⓘ

What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA5 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider area is not prejudiced. As the site is in multiple ownership joint partnership working is encouraged.

Carefully consider the architectural treatment at the junction of Station Road and Picardy Street to ensure this prominent corner positively contributes to wayfinding when approaching the site along Picardy Street, Lower Road, Picardy Road and Lower Park Road, which can complement similar development on site allocation **BELO2 Station Road East**, with the two creating a visual gateway to the station.

Creating an active frontage at Dylan Road can provide natural passive surveillance that can help to address issues such as fly tipping along Railway Place, which has a negative effect on residential amenity and the public realm.

BEL04 Land adjacent Woodside School

Halt Robin Road, Belvedere

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
1.320	2	Flood zone 1 Site ID AS56	Tier 4	Vacant buildings	Primarily Residential Area

Table 20: Site information

This medium sized site sits in an elevated position next to Frank’s Park offering views across Lower Belvedere to the River Thames. Land levels fall across the site towards Lower Road with mature trees and vegetation occupying the bank. The site is occupied by several vacant school buildings and an associated games area, with internal pathways that had served the school leading down through the site towards Lower Road.

To the south east of the site, the main Victorian school building stands outside the site boundary fronting Halt Robin Road and Frank’s Park, which is designated Ancient Woodland. Flatted blocks and town houses back onto the site along its western boundary.

Belvedere Station sits a short distance to the north within the adjacent Lower Belvedere Town Centre and three bus routes (229, 401, 469) also stop near the site. In addition, there is potential for future public transport interventions including a DLR terminus, extension of the Elizabeth Line and a bus rapid transit system, which will all form part of Belvedere station as a new public transport hub within easy walking distance to this site.

Redevelopment provides the opportunity to optimise a site that is surplus to educational requirements for residential use, within an area accessible to both the town centre and public transport provision.

POLICY SA6 BEL04 Land adjacent Woodside School

Land use and capacity

1. This site is allocated for primarily residential development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 140 new homes is achievable on this site, subject to part 2 below.

Development approach

2. Development of this site should enhance the area. As well as meeting other policy requirements, proposals should
 - a. respond positively to the steep and varied topography of the site, using a variety of building typologies and design layouts including for residential amenity
 - b. incorporate changes in levels and varied building heights to enhance views into and out of the site and to help with wayfinding
 - c. introduce a landscaped pedestrian route through the site that is a green link between Lower Road and Halt Robin Road to improve access to Belvedere station and to Frank’s Park
 - d. retain the band of trees that runs along Lower Road at the northern part of the site, and incorporate an appropriate buffer to protect Frank’s Park Ancient Woodland to the south.

Policy SA6 BEL04 Land adjacent Woodside School

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.



Figure 22: Land adjacent Woodside School – site features and indicative design responses

What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA6 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (s see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site is not prejudiced.

Consideration can be given to the adjacent Victorian school building, which can provide a potential focal point around which the site can be developed, in terms of layout and appearance. Although the building is not a designated heritage asset, it exhibits a distinct character to which the development can respond in an appropriate and sympathetic manner.

The varied topography provides unique opportunities in terms of a naturalistic layout, heights and views, with the design of the site embracing grade variations across the site, using changes in land levels to design in servicing and parking and inform street structure. Amenity space and parking can be scattered across the site, particularly where a break between buildings would allow for views across the Thames floodplain. The topography of the site also provides opportunity for taller buildings that would have a greater impact on a flatter landscape, because the relative rise of the land behind the buildings reduces the visual impact.

BEL05 Belvedere Gas Holders

Yarnton Way, Belvedere

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
3.479	2	Flood zone 3a Site ID MS27	Tier 3 Site over 2 hectares	Decommissioned utilities infrastructure	Primarily Residential Area; Suitable Location for Tall Buildings

Table 21: Site information

This large vacant utilities site is currently in the process of being decommissioned and the gas holders dismantled. The remainder of the site is undeveloped and includes a significant area of species rich vegetation, the value of which was determined in [ecological assessments](#) carried out in 2019, setting a baseline for biodiversity prior to the clearance of the site as part of the decommissioning of the gas holders.

The site sits north of the North Kent railway line within walking distance of Belvedere Railway Station and Lower Belvedere Town Centre, fronting Yarnton Way, a main thoroughfare. Two bus routes (180, 401) also stop near the top of the site on Yarnton Way. To the north and west of the site are existing active businesses on designated industrial land, whilst residential streets of Sutherland Road and Maida Road run between the railway line and Yarnton Way up the site’s eastern boundary. The site’s southern boundary is adjacent to a designated Strategic Green Wildlife Corridor running along the North Kent railway line.

In addition, there is potential for future public transport interventions including a DLR terminus, extension of the Elizabeth Line and a bus rapid transit (BRT) system, which will all form part of Belvedere Railway Station as a new public transport hub. Redevelopment of this site can contribute to these wider transportation improvements, although feasibility and testing will be needed along residential streets such as Maida Road to confirm that a BRT route can be accommodated.

Redevelopment of this site provides the opportunity to create a significant new residential quarter with a restored and enhanced ecological area within easy walking distance to Belvedere Railway Station and Lower Belvedere Town Centre.

POLICY SA7 BEL05 Belvedere Gas Holders

Land use and capacity

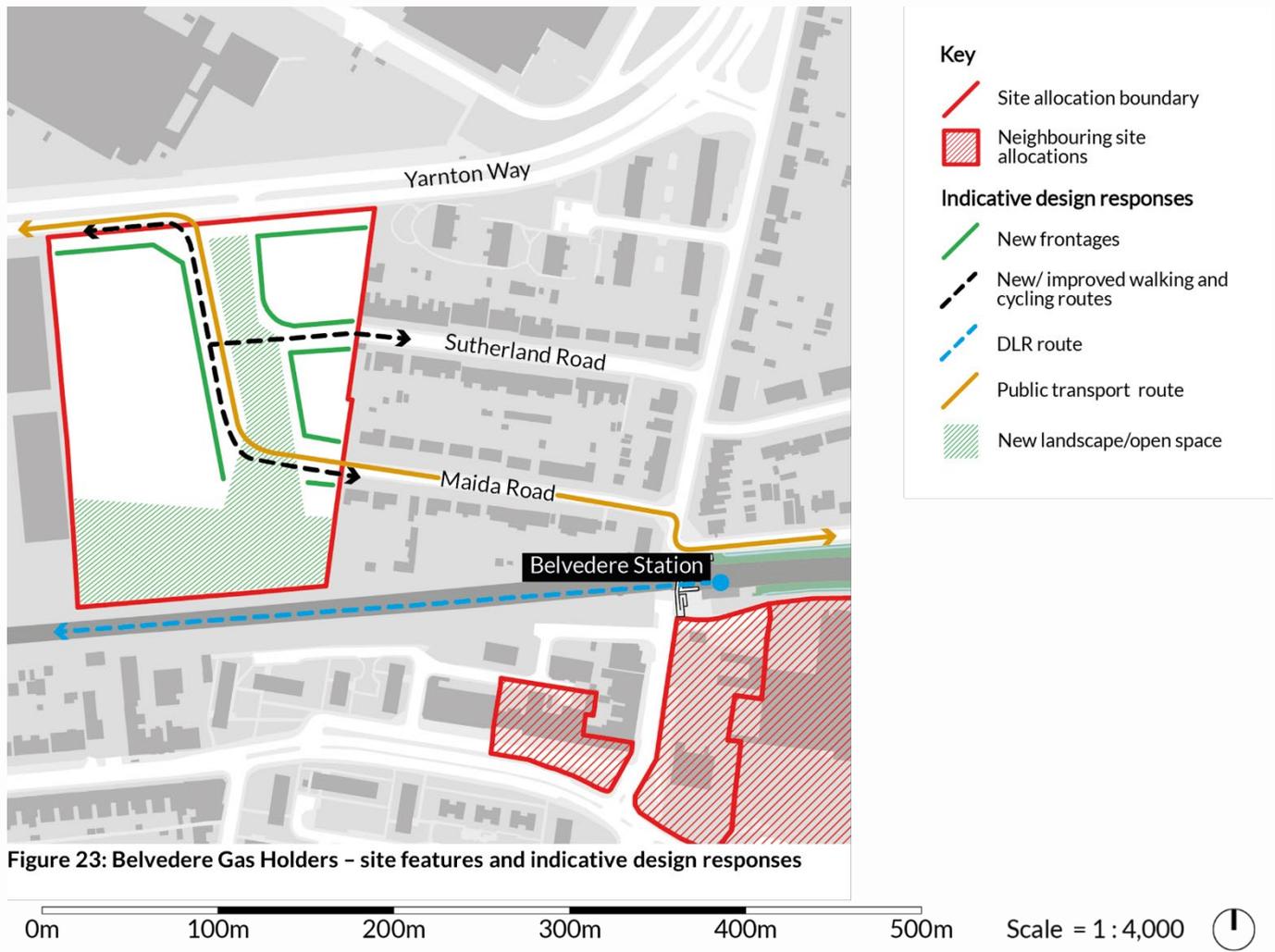
1. This site is allocated for primarily residential development with green, open spaces. The design-led approach for optimising site capacity indicates that the provision of approximately 465 new homes is achievable on this site, subject to part 2 below.

Development approach

2. Development of this site should transform the area. As well as meeting other policy requirements, proposals should
 - a. establish a consistent building line along Yarnton Way to create a strong connection between the built form and the street with clear definition between public and private spaces
 - b. establish a legible and permeable internal movement network with active frontages that connects to adjacent streets
 - c. create a green linear route through the site that provides a high quality environment for pedestrians
 - d. not preclude a public transport route through the site by establishing a street alignment that will enable a future bus-based connection, connecting Yarnton Way with Maida Road
 - e. introduce new, significant habitat on the southern part of the site, in order to restore and enhance its wildlife function, as well as allow for appropriate public access.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.



What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA7 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (s see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider area is not prejudiced.

Development can be focussed onto a new green linear route that would provide a comfortable landscaped street environment capable of supporting a public transport route across the site, with the design maximising opportunities to support, restore and enhance the wildlife function of natural assets. Identifying plans for restoration of woodland habitat at the start of outline design proposals can ensure that layouts can take trees, the location of restored and enhanced species rich woodland habitat, and other green infrastructure into account early on.

Consider how the design and layout of the buildings can ensure the effective, continued function of the neighbouring industrial areas. Explore ways in which architecture and massing can inform the alignment of building lines to provide a reminder of the site’s past industrial use. Consider the use of split-level flats or maisonettes at ground and first floor levels to provide front doors on to the street whilst allowing for an internal arrangement of living space to mitigate any risk of flooding.

BEL06 Monarch Works

Station Road North, Belvedere

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
0.626	2	Flood zone 3a Site ID MS28	Tier 3	Industrial	Primarily Residential Area Suitable Location for Tall Buildings

Table 22: Site information

Monarch Works is a smaller brownfield site on the northern side of the North Kent railway line that occupies a visually secluded corner between Picardy Manorway flyover and industrial land. The site is comprised of a series of industrial buildings and gains access via Station Road North which passes underneath Picardy Manorway flyover. To the north and east is an active local employment area with industrial units.

Belvedere Station is a 300m walk along Station Road North, site allocation **BEL07 Crabtree Manorway South** is located within 15m of the site’s eastern-most tip, and the site is adjacent to Lower Belvedere Town Centre. Two bus routes (180, 401) stop near the site on the Picardy Manorway flyover. In addition, there is potential for future public transport interventions including a DLR terminus, extension of the Elizabeth Line and a bus rapid transit system, which will all form part of Belvedere station as a new public transport hub within easy walking distance to this site.

Redevelopment of this site provides the opportunity to deliver residential development within close proximity to the station and town centre, facilitating new connections and increasing levels of permeability east of Picardy Manorway and north of the railway line.

POLICY SA8 BEL06 Monarch Works

Land use and capacity

1. This site is allocated for primarily residential development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 90 new homes is achievable on this site, subject to part 2 below.

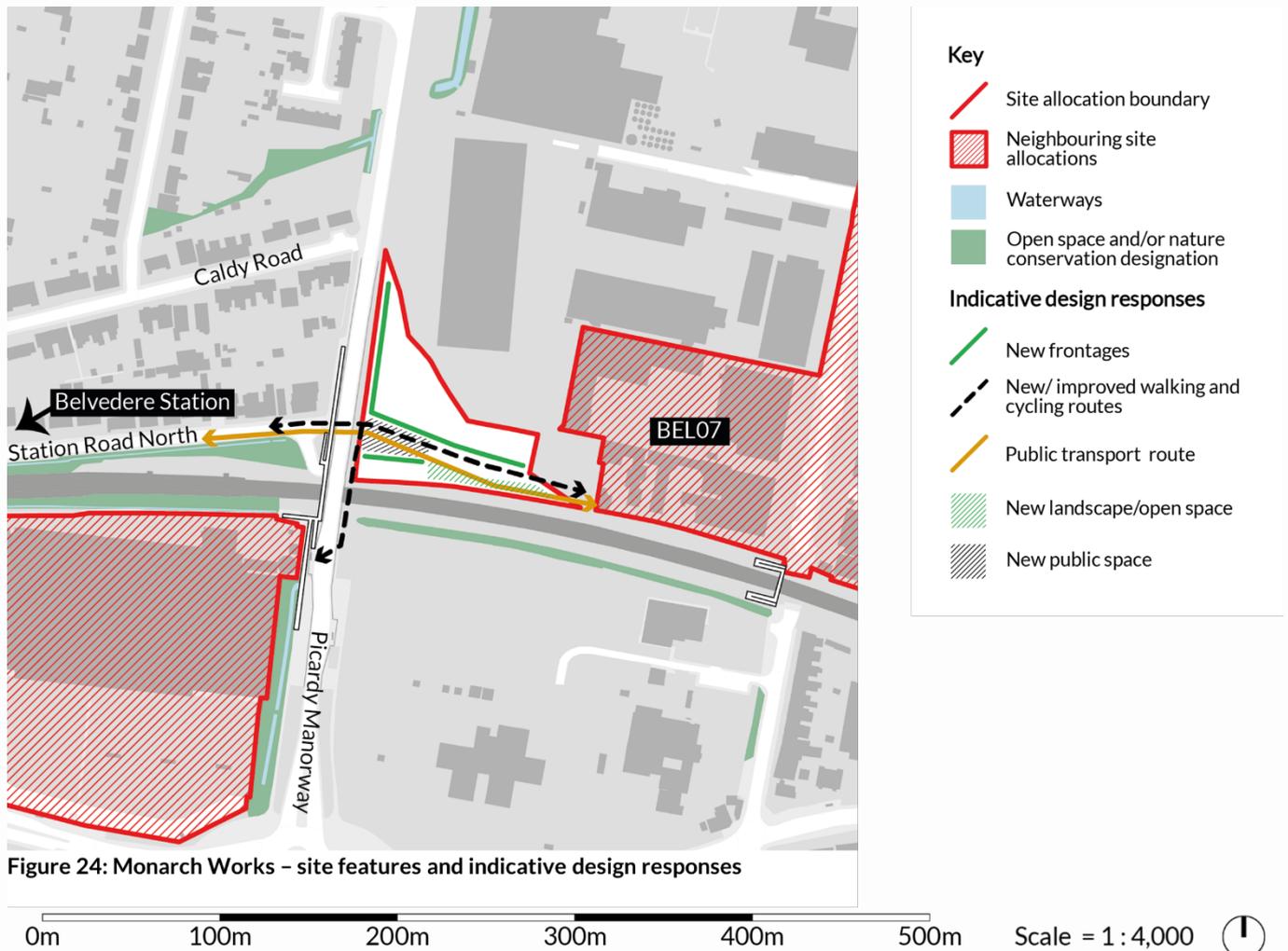
Development approach

2. Development of this site should transform the area. As well as meeting other policy requirements, proposals should
 - a. provide high quality, new and improved pedestrian and cycle routes to create and enhance connections through to Belvedere Railway Station and Lower Belvedere Town Centre and create a sense of arrival
 - b. not preclude a public transport route through the site by establishing a street alignment that would enable a future bus-based connection from Belvedere station and the town centre across the site towards the industrial area and BEL07 Crabtree Manorway South to the east, and beyond
 - c. create a buffer along the southern boundary of the site to enhance the strategic green wildlife corridor that runs along the railway line.

Policy SA8 BEL06 Monarch Works

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.



What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out Policy SA8 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider area is not prejudiced.

Design schemes can consider the use of architecture and an arrangement of buildings to define a new legible west-east route across the site that can connect Station Road North with adjacent industrial land and onwards to **BEL07 Crabtree Manorway South**. To improve wayfinding, consider the use of building heights and massing, and also the interrelationship with Picardy Manorway flyover and its function as a bus stop and an access down to the town centre.

It may also be useful to explore the use of split-level flats and maisonettes at ground and first floor levels to provide front doors on to the street whilst allowing for an internal arrangement of living space that could mitigate against the risk of flooding. Consider opportunities to help connect and improve the strategic green wildlife corridor running along the railway line to the south with the wider network.

BEL07 Crabtree Manorway South

Crabtree Manorway South, Belvedere

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
5.981	0 to 2	Flood zone 3a Site ID MS29	Tier 3 Site over 2 hectares	Industrial	Primarily Residential Area; Suitable Location for Tall Buildings; Urban Open Space; Site of Importance for Nature Conservation (SINC)

Table 23: Site information

Crabtree Manorway South is a large brownfield site (5.03 ha) that is located 500m east of Belvedere Station on the northern side of the North Kent railway line. Bronze Age Way and the railway line form the site’s north-eastern and southern boundaries respectively and industrial land surrounds much of the site to the north and west. The site is comprised of a number of separate land parcels and industrial sheds and is bisected by Crabtree Manorway South. The site has a single point of vehicular access via Bronze Age Way/Crabtree Manorway South that also gives access to the neighbouring industrial area, with the north of the site crossed by a drainage network. The site is within an area of open space deficiency in the borough.

Site allocation **BEL06 Monarch Works** comes within 15m of the site’s western boundary and a footbridge over the railway line puts the site within walking distance to schools, Belvedere Town Centre and three bus routes (229, 401, 469). Redevelopment of the site provides the opportunity to establish a substantial new residential neighbourhood within walking distance of Lower Belvedere Town Centre and Railway Station.

POLICY SA9 BEL07 Crabtree Manorway South

Land use and capacity

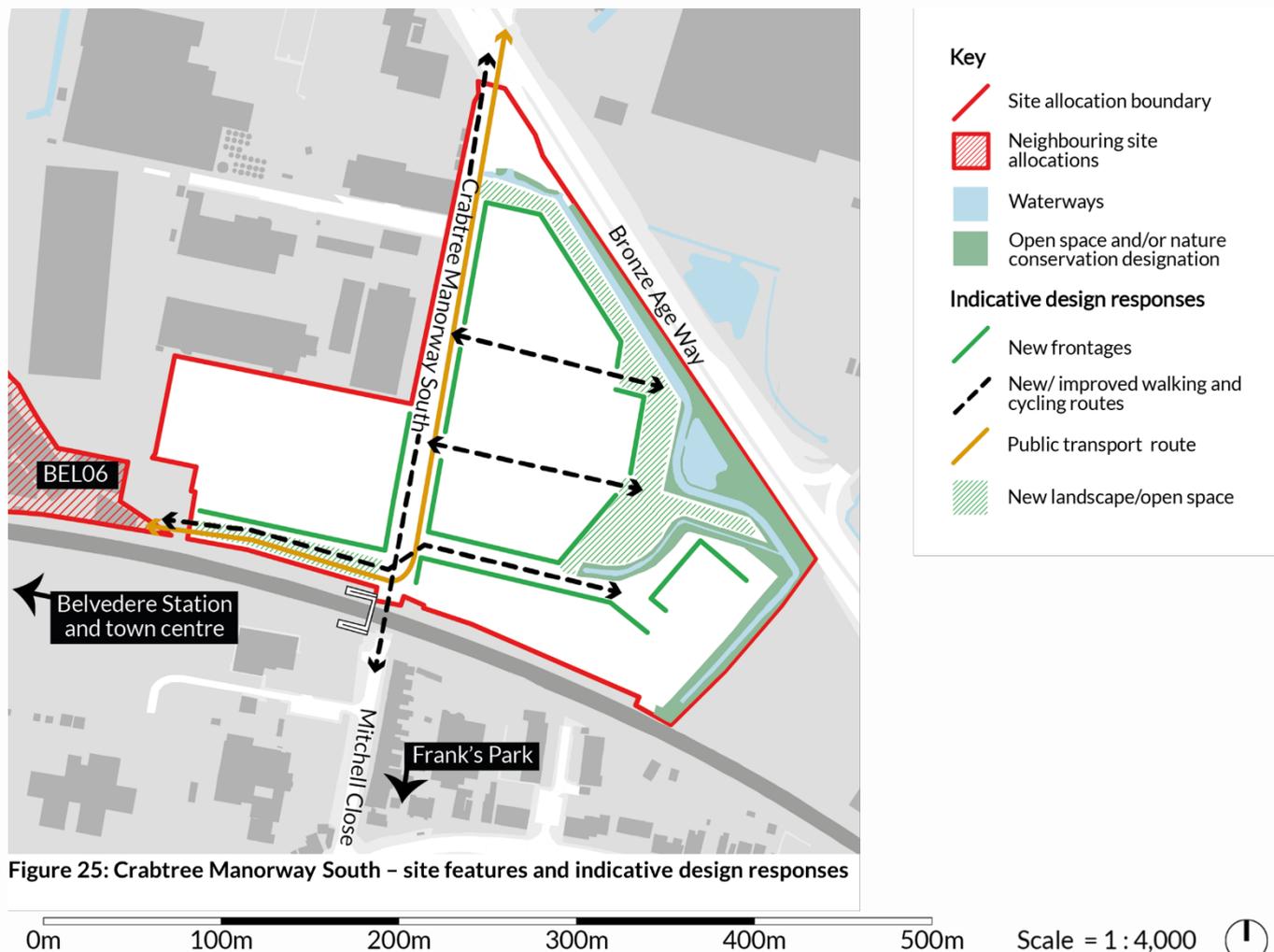
1. This site is allocated for primarily residential development with green, open spaces. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 740 new homes is achievable on this site, subject to part 2 below.

Development approach

2. Development of the site should transform the area. As well as meeting other policy requirements, proposals should
 - a. provide high quality, enhanced pedestrian and cycle routes to create and enhance connections through to Belvedere station, Lower Belvedere Town Centre and Frank’s Park including through developer contributions for an enhanced pedestrian bridge over the railway to Michell Close
 - b. in addition to part 2.a, establish a legible and permeable internal movement network with active frontages that connects to the existing street network, including developer contributions for appropriate junction improvements at Bronze Age Way
 - c. not preclude a public transport route through the site by establishing a street alignment that would enable a future bus-based connection from Belvedere station and the town centre to the industrial area to the north of the site, and beyond
 - d. provide high-quality green open space along Bronze Age Way, bounded by the active frontages of buildings, focussed around the network of drainage ditches (the Belvedere Dykes SINC), which should be restored and enhanced and incorporated as part of the street scene to address the site’s deficiency in access to open space and access to nature
 - e. ensure that any parking provision is designed to minimise its functional and visual impact
 - f. not prejudice policy compliant comprehensive development, either within the site or wider area
 - g. be future proofed to allow for later intensification of the site.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.



What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA9 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider area is not prejudiced.

The introduction of a legible internal movement network to improve permeability can include the establishment of Crabtree Manorway South as a tree lined boulevard and a key north/south movement corridor providing green views towards Frank’s Park. Consider opportunities to help connect and improve the strategic green wildlife corridor running along the railway line to the south with the wider network.

Design proposals can incorporate taller elements at locations within the street network that help to define the public transport route and provide emphasis at site entrances. It may also be useful to explore the use of split-level flats and maisonettes at ground and first floor levels to provide front doors on to the street whilst allowing for an internal arrangement of living space that could mitigate against the risk of flooding.

To optimise development, design any parking provision to be replaced with new residential development in the future when public transport access levels increase.

Erith Site Allocations

Site Allocation policy	Site allocation name
SA10	ERIO1 Erith Western Gateway
SA11	ERIO2 Pier Road West
SA12	ERIO3 Pier Road East
SA13	ERIO4 Erith Riverside
SA14	ERIO5 Morrisons Erith

Table 24: List of site allocations in the Erith Sustainable Development Location

Erith area-based map



Figure 26: Erith (please refer to the adopted Policies Map for SDL boundaries and other land use designations)

0m 200m 400m 600m 800m 1000m Scale = 1 : 8,000

Key

-  Town centre boundary
-  Site allocation boundary
-  Indicative BRT route
-  Crossrail safeguarding
-  Open space and/or nature conservation designation
-  Waterway

ERI01 Erith Western Gateway

Saltford Close, Erith

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
3.007	3	Flood zones 1, 2 and 3a Site ID MS36	Tier 2 Site over 2 hectares	Town centre uses; residential	Primarily Residential Area; District Town Centre; Urban Open Space

Table 25: Site information

Erith Western Gateway is a large, mostly developed site, characterised by a mix of commercial and residential uses. The site is occupied by two locally listed buildings, Erith Town Hall in the south west, and Erith Post Office and former Sorting Office to the south east and is partly within the Erith Riverside Conservation Area. Two residential tower blocks are located near to the centre of the site, surrounded by areas of open space, including an area of designated Urban Open Space. An LEB Substation is within the site, adjacent to the former Carnegie library building to the south which is Grade II listed.

The boundary of Erith Town Centre extends into the eastern edge of the site. A number of projects within the Erith Links Programme are within or adjacent to the allocation, and contribute to improving connectivity and the quality of the public realm across the town. West of the site is Erith Railway Station with direct connections to London Bridge and Abbey Wood; nearby bus stops serve the area and the south of the borough. The River Thames is within 50m of the northern perimeter. The site is located to the north of two other site allocations, which are **ERI02 Pier Road West** and **ERI03 Pier Road East**. Redevelopment of this site provides the opportunity to create a ‘new piece of town’ that facilitates movement throughout the site as well as connections between the station, town centre and the Riverside Gardens, and recreating the historic typology of a high street.

POLICY SA10 ERI01 Erith Western Gateway

Land use and capacity

1. This site is allocated for primarily residential development including estate regeneration, with some town centre uses. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 440 new homes is achievable on this site, subject to part 2 below.

Development approach

2. Development of the site should transform the area. As well as meeting other policy requirements, proposals should
 - a. retain the two existing residential towers and the locally listed buildings, sensitively incorporating these into the design for the site
 - b. improve permeability and legibility through the creation of a new internal network of streets, including a north/south route along the previous Cross Street alignment connecting the town to the River Thames and a new east/west route connecting to the station
 - c. as a minimum, provide the existing amount and quality of designated urban open space, and retain existing mature trees
 - d. define existing streets by new building frontages where appropriate
 - e. provide views over the River Thames from Bexley Road and the urban open space
 - f. deliver onsite public realm improvements along and adjacent to Walnut Tree Road and Erith High Street, whilst not precluding public transport routes through the site
 - g. provide developer contributions where necessary and proportionate to the nature and scale of the development to improve connections from the site to Riverside Gardens and the station, and to fill in the subway under the Queens Road roundabout
 - h. not prejudice policy compliant comprehensive development, either within the larger site or across the wider urban block.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

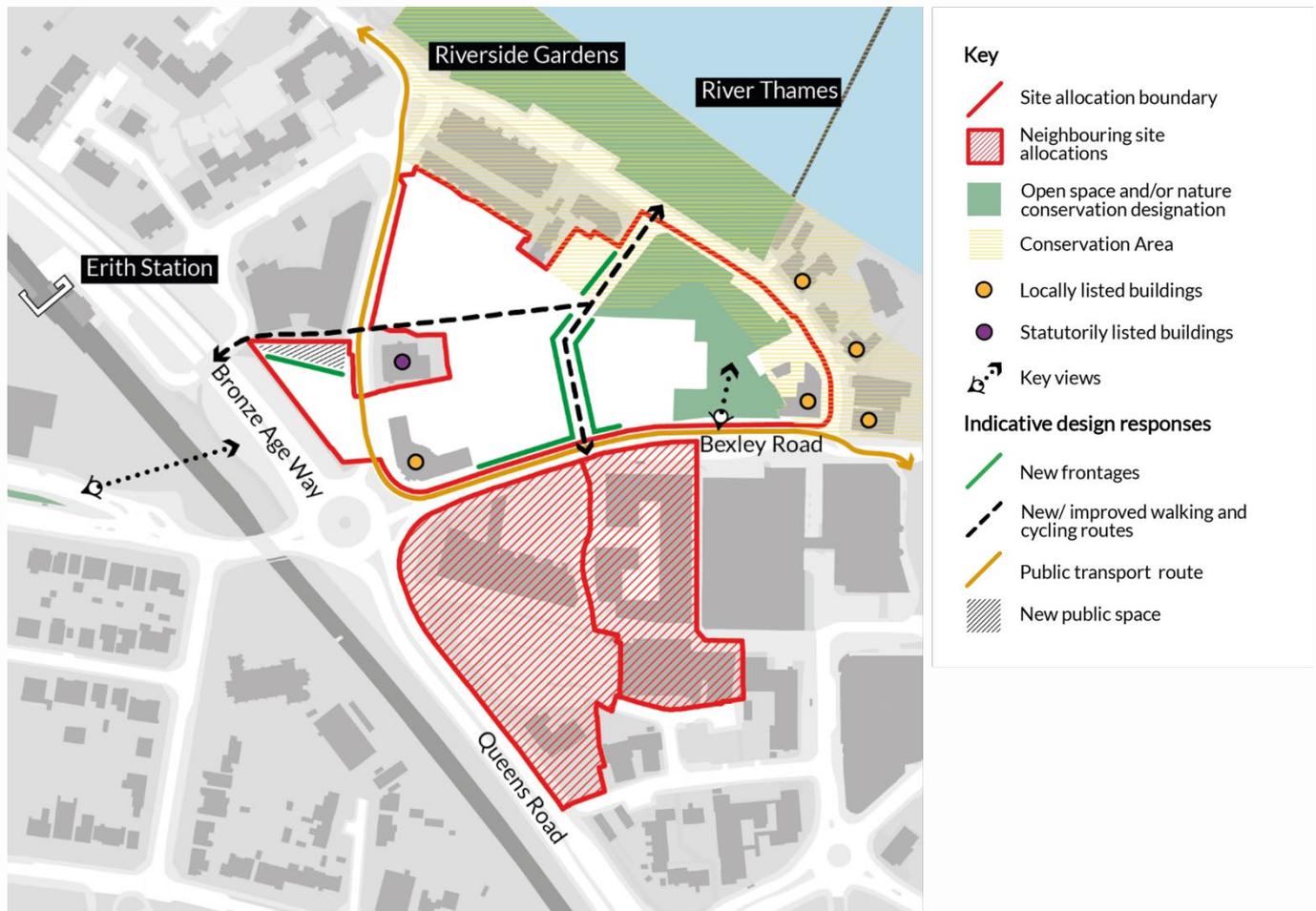


Figure 27: Erith Western Gateway – site features and indicative design responses

0m 100m 200m 300m 400m 500m

Scale = 1 : 4,000

What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG, taking into account the character of this site, including existing housing and designated open space to be retained or re-provided. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA10 would be permitted. A phased approach to the redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the larger site or wider area is not prejudiced.

As the site is in multiple ownership joint working is encouraged, including working with Council departments to coordinate adjacent public realm improvements within the Erith Links Programme, which is detailed within the IDP. Onsite delivery of improvements to Walnut Tree Road, Erith High Street and the public realm adjacent to London South East Colleges (LSEC) are also included within the Erith Links Programme.

Across the site, massing could be designed to maximise views from new homes to the River Thames and longer views across the Thames River valley.

ERI02 Pier Road West

Bexley Road, Pier Road and Queen Street, Erith

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
1.391	3	Flood zone 1 Site ID MS38	Tier 3 Medium risk	Town centre uses; residential; car parking	District Town Centre

Table 26: Site information

Pier Road West is a brownfield site adjacent to **ERI03 Pier Road East** and south of **ERI01 Erith Western Gateway**. The site is characterised by mixed use commercial development to the north, a small office block to the south, and extensive surface level car parking. The site is located within the Erith Town Centre with the shopping parade along Pier Road cutting east-west through the centre of the site. Access to the site from the north is achieved via Bexley Road, and from the south via Elrick Close and Queen Street. The site is a short walk from Erith Railway Station and is well serviced by bus routes to all parts of the borough, whilst a future bus rapid transit is proposed along Bexley Road. Several statutory and local listed buildings, including the Grade II* Christ Church, and Lesney Park Road Conservation Area are located to the west of the site. A number of projects within the Erith Links Programme are within or adjacent to the site, and contribute to improving connectivity and the quality of the public realm across the town.

Redevelopment of this site provides the opportunity to create a gateway to Erith Town Centre, including through landmark buildings framing Pier Road along the Queens Road Roundabout.

POLICY SA11 ERI02 Pier Road West

Land use and capacity

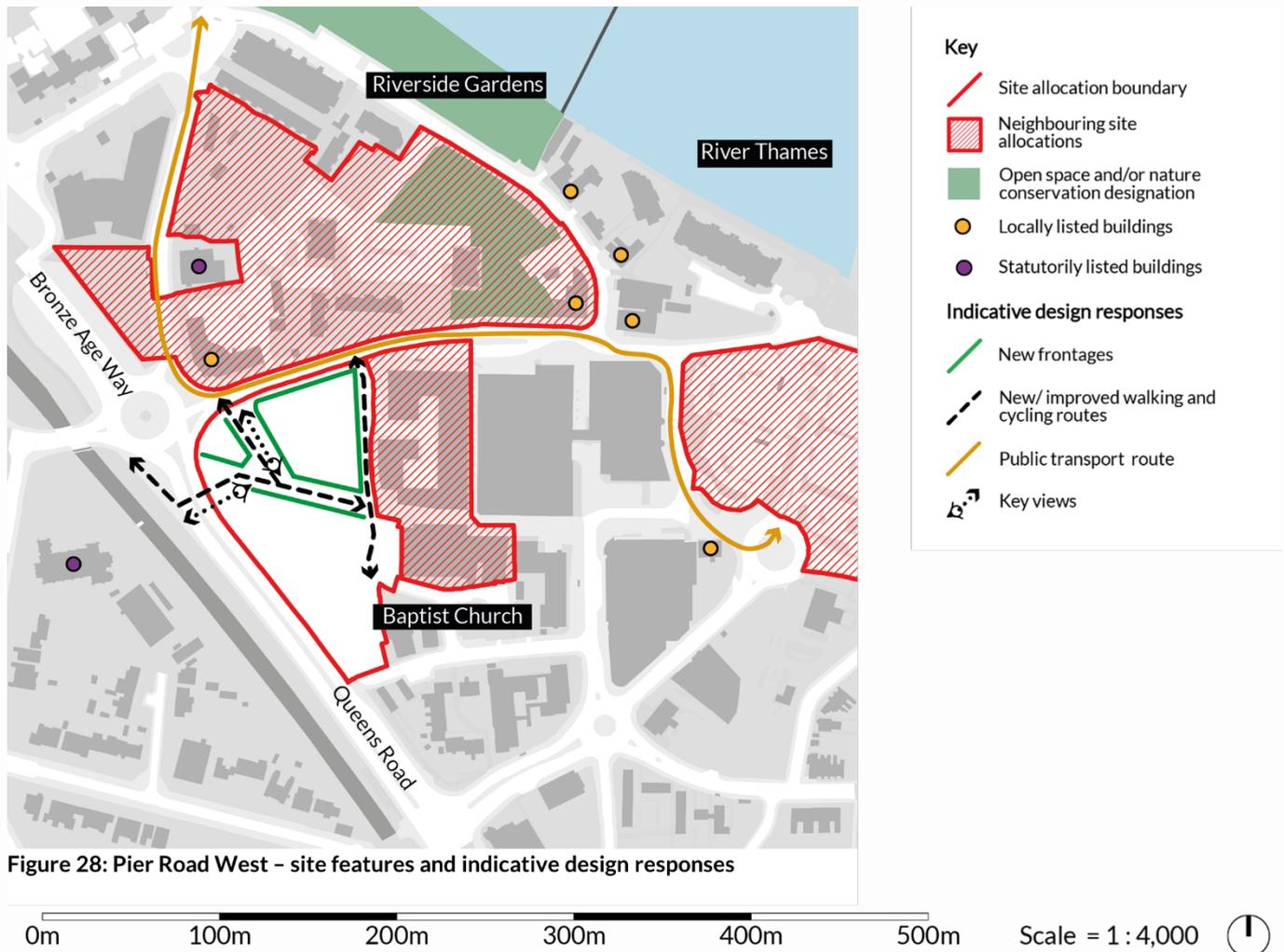
1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 190 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 2 below.

Development approach

2. Development of this site should transform the area. As well as meeting other policy requirements, proposals should
 - a. align blocks along Pier Road to create a sense of place and, where possible, retain views of Christ Church and Erith Town Hall and improve the visibility of Queen Street Baptists Church
 - b. align blocks and position main town centre ground floor frontages to enhance the legibility of Pier Road, the east-west route through the town centre
 - c. improve the sense of arrival in the town from the west through a block structure that locates main town centre uses on the ground floor, primarily addressing routes to the west and along Pier Road
 - d. consolidate main town centre uses at ground floor along Pier Road and Bexley Road
 - e. introduce north/south routes including re-establishing the historic alignment of Cross Street, linking Riverside Gardens and the River Thames, to Queen Street Baptist Church and beyond
 - f. deliver part of the improvements to the public realm at the Queens Road Junction and along Bexley Road
 - g. provide developer contributions where necessary and proportionate to the nature and scale of the development to improve connections between the site and Erith Station and Riverside Gardens, including filling in the subway to the east to unlock additional development potential and improve access to Erith Station
 - h. ensure that any onsite parking provision is designed to minimise its functional and visual impact
 - i. not prejudice policy compliant comprehensive development, either within the site or across the wider urban block.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.



What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA11 would be permitted. A phased approach to the redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the larger site or wider urban block is not prejudiced.

As the site is in multiple ownership partnership working is encouraged. Improvements to the public realm along Bexley Road and Queens Road roundabout and the stopping up of the subway are included within the Erith Links Programme, which is detailed within the Infrastructure Delivery Plan. As the site is adjacent to other projects within the Erith Links Programme along Pier Road, redevelopment should be coordinated with the Council’s relevant departments.

The requirement to minimise the functional and visual impact of parking can be achieved through avoiding areas of surface car parking.

Opportunities can be explored to rationalise the block structure in the context of the stopping up of highway land on Queens Road and Bexley Road associated with the closure of the subway and its incorporation into the site.

ERI03 Pier Road East

Bexley Road and Pier Road, Erith

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
0.881	3	Flood zone 1 Site ID MS37	Tier 3 Medium risk	Main town centre uses	District Town Centre

Table 27: Site information

Pier Road East is a brownfield site adjacent to **ERI02 Pier Road West** and south of **ERI01 Erith Western Gateway**. The site is within the Erith Town Centre boundary and is characterised by commercial development, including the western part of Erith Riverside Shopping centre and the shopping parade along Pier Road. Access to the site from the north is achieved via Bexley Road, and from the south via Elrick Close and Queen Street. The site is well serviced by bus routes to all parts of the borough and is a short walk from Erith Railway Station.

A number of projects within the Erith Links Programme are within or adjacent to the site, and contribute to improving connectivity and the quality of the public realm across the town, along with a future bus rapid transit route proposed along Bexley Road. The site falls within an area identified as being deficient in access to open space (Figure 7).

Redevelopment of this site provides the opportunity to re-establish the late 19th century urban grain through consolidation of Pier Road as the primary east-west walking and cycling route through the town centre, providing continuous, active frontages with main town centre uses on both sides of the road.

POLICY SA12 ERI03 Pier Road East

Land use and capacity

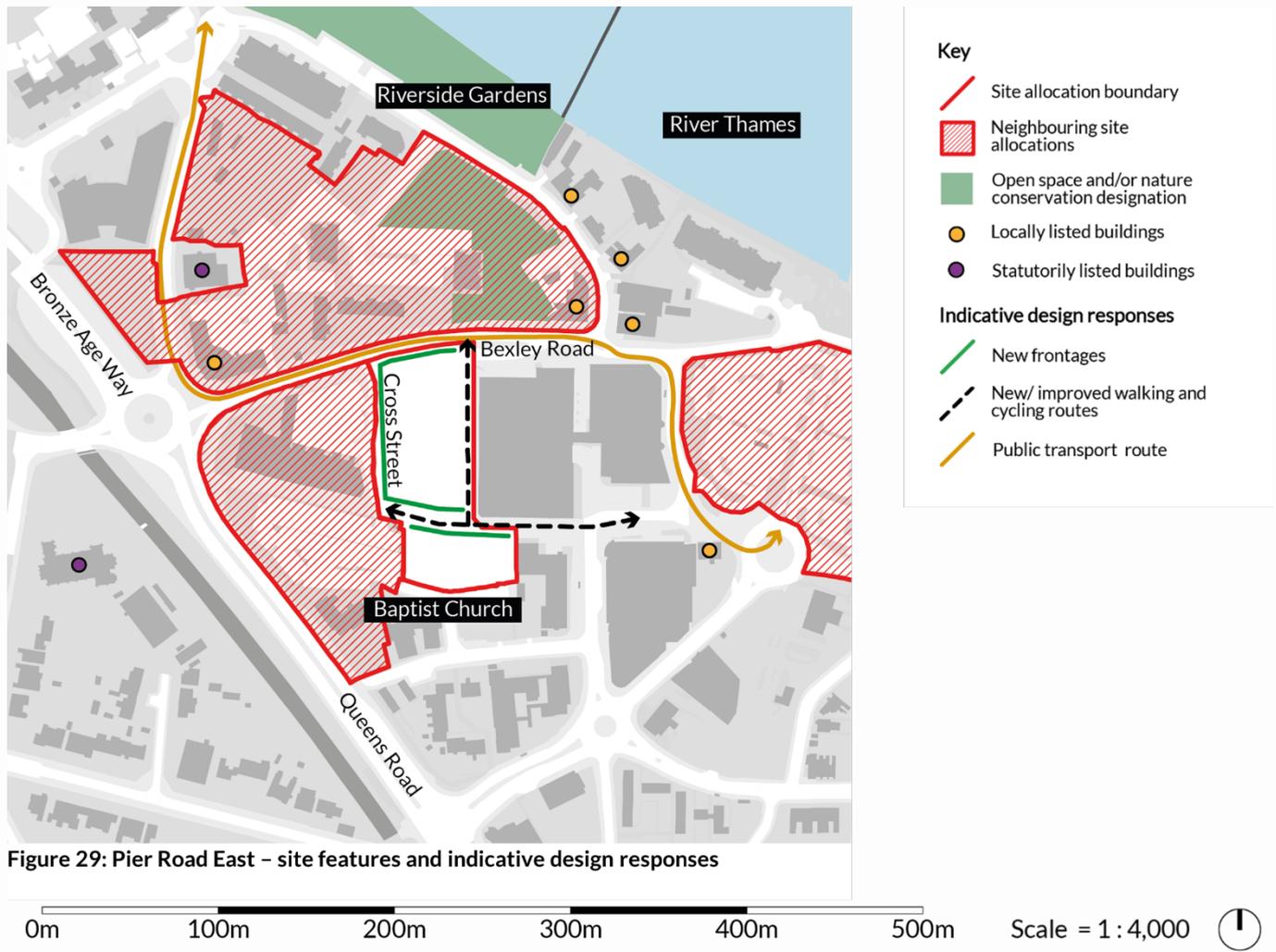
1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 110 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 2 below.

Development approach

2. Development of this site should transform the area. As well as meeting other policy requirements, proposals should
 - a. align blocks along Pier Road to create a sense of place and, where possible, improve the visibility of Queen Street Baptist Church
 - b. align blocks and position main town centres ground floor frontages to enhance the legibility Pier Road, the east-west route through the town centre
 - c. consolidate main town centre uses at ground floor along Pier Road and Bexley Road
 - d. ensure any new east-west routes through the site do not undermine the town centre function of Bexley Road and Pier Road
 - e. introduce north/south routes including re-establishing the historic alignment of Cross Street, linking Riverside Gardens and the River Thames, to Queen Street Baptist Church and beyond
 - f. deliver onsite public realm improvements along Bexley Road
 - g. provide developer contributions where necessary and proportionate to the nature and scale of the development to improve connections between the site and Riverside Gardens
 - h. not preclude public transport routes through the site
 - i. not prejudice policy compliant comprehensive development, either within the site or across the wider urban block.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.



What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA12 would be permitted. A phased approach to the redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the larger site or wider urban block is not prejudiced.

As the site is in multiple ownership joint working is encouraged. Consider the scheme layout of the site in the context of the adjacent site allocation **ERI02 Pier Road West**, working in partnership to ensure this quarter of the town centre is developed coherently, including working with Council departments to coordinate adjacent public realm improvements within the Erith Links Programme, which is detailed within the Infrastructure Delivery Plan.

ERI04 Erith Riverside

Wheatley Terrace Road, Erith

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
2.664	1b to 2	Flood zones 1, 2 and 3a Site ID MS40	Tier 3 Site over 2 hectares	Industrial (with some vacancy); car parking	Primarily Residential Area

Table 28: Site information

Erith Riverside is a brownfield site, bound by the River Thames to the north, **ERI05 Morrisons Erith** shopping centre to the west, heavy industry to the east, and residential to the south. The Erith Town Centre boundary is adjacent to the site to the west. It is in an area of transitional character with a high level of variation; strong edges between industrial, commercial and residential uses characterise the site, as do its views onto the River Thames.

The site itself includes industrial uses served via James Watt Way and Wheatley Terrace Road, which cuts through the site, and from Manor Road to the south. There is an area of car parking on the western half of the site which forms part of the adjacent superstore. The site lacks direct bus services to the south and east of the borough for local employment opportunities. The site falls within an area identified as being deficient in access to open space (Figure 7).

Redevelopment of this site provides one of the few opportunities within the borough for residential development directly adjacent to the River Thames, creating an urban extension to the new residential-led mixed-use quarter in the town centre delivered from the redevelopment of the adjacent site **ERI05 Morrisons Erith**, with a potential future bus rapid transit route crossing the sites.

POLICY SA13 ERI04 Erith Riverside

Land use and capacity

1. This site is allocated for primarily residential development with new public open space. The designed approach for optimising site capacity indicates that as a minimum, the provision of 270 new homes is achievable on this site, subject to part 2 below.

Development approach

2. Development of this site should enhance the area. As well as meeting other policy requirements, proposals should
 - a. introduce attractive residential development with a strong relationship with the River Thames, enhancing the riverside environment
 - b. improve and extend existing routes to establish a legible internal network that connects to the existing street network and riverside, reinstating Wheatley Terrace Road as a key east-west route through the site with **ERI05 Morrisons Erith** and extending the Thames Path public footpath
 - c. provide new public open space within the development to contribute towards addressing the deficiency within the area, as an extension of the new public open space to be provided on site **ERI05 Morrisons Erith**
 - d. not preclude potential public transport routes through the site
 - e. not prejudice policy compliant comprehensive development, either within the site or across the wider urban block.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

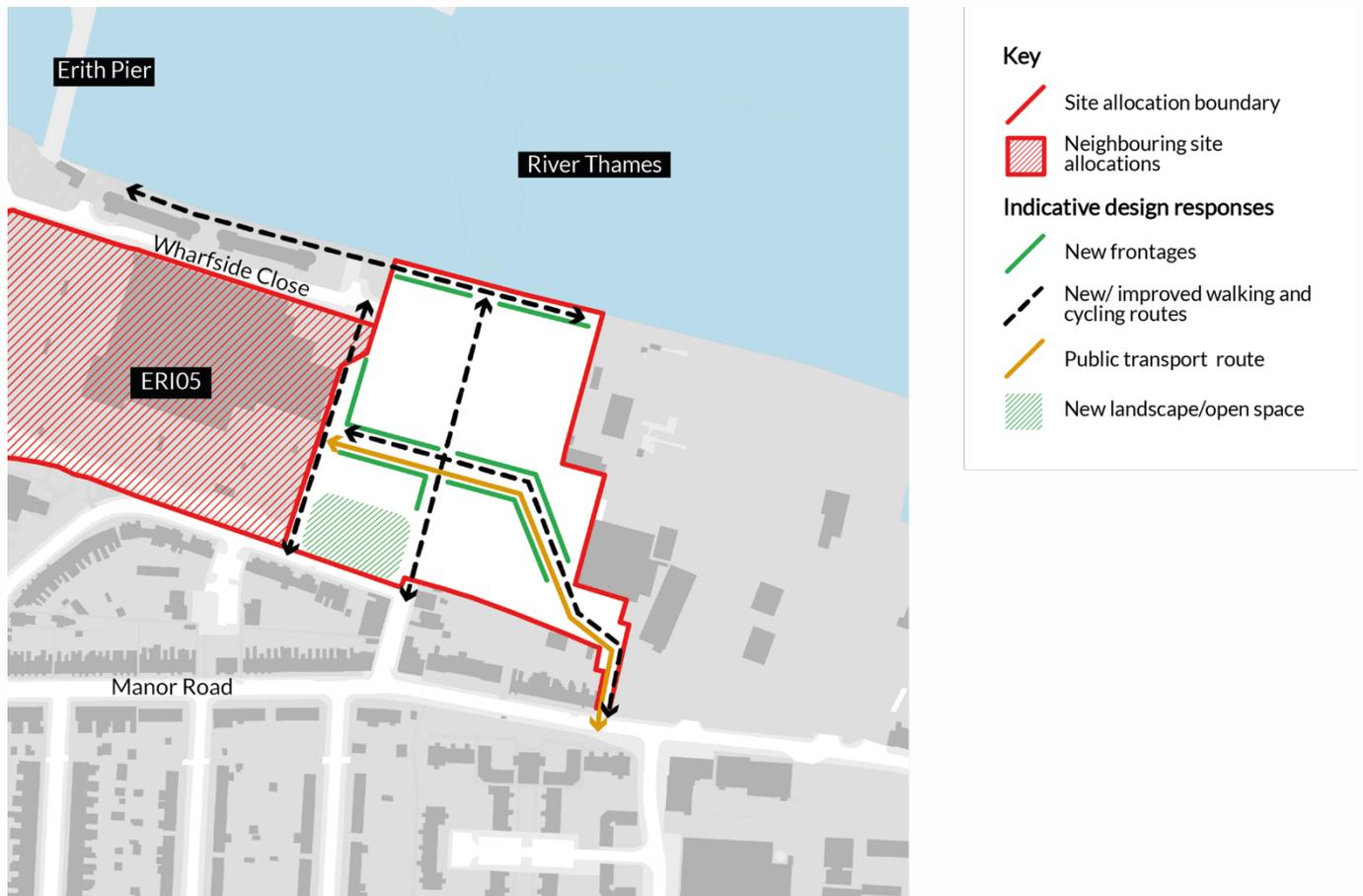


Figure 30: Erith Riverside – site features and indicative design responses

0m 100m 200m 300m 400m 500m Scale = 1 : 4,000 ⓘ

What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA13 would be permitted. A phased approach to the redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider urban block is not prejudiced.

As the site is in multiple ownership partnership working is encouraged. Consider the scheme layout of the site in the context of the adjacent site allocation **ERI05 Morrisons Erith**, working in partnership to ensure this urban extension adjacent to the town centre is developed coherently. Block heights, layout, and orientation can maximise access to and outlook over the River Thames and increase overlooking onto an extended Thames Path.

A variety of building types can be used to create transitions in scale across streets and to address the patchwork of uses and existing context surrounding the site. Taller buildings can front the River Thames to maximise views, whilst to the south of the site reduced heights and a variation in typology can provide a good transition to and strong relationship with the adjacent terraced housing.

The site is appropriate for primarily residential use. Some suitable employment uses can be provided at ground floor in the eastern part of the site to create a buffer with the industrial site to the east.

ERI05 Morrisons Erith

James Watt Way, Erith

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation
3.192	2 to 3	Flood zones 1, 2 and 3a Site ID MS39	Tier 3 Medium risk	Retail with car parking	District Town Centre

Table 29: Site information

Morrisons Erith adjoins **ERI04: Erith Riverside** to the east; and is situated within Erith Town Centre. It is characterised by low density commercial development; a supermarket served by a large car park with vehicular access to the public highway along the southern boundary. Erith Railway Station is approximately 800m to the west of the site, and there are several town centre bus stops within the immediate vicinity. A number of projects within the Erith Links Programme are within or adjacent to the site, and contribute to improving connectivity and the quality of the public realm across the town, along with a future bus rapid transit route proposed along Bexley Road and Colebrook Street to James Watt Way. The site falls within an area identified as being deficient in access to open space (Figure 7).

Key riverside features to the north include Erith Pier, adjoining Pier Square public space. The site is located close to the River Thames, but the river frontage is blocked by the adjacent Wharfside Close development of 3 and 4 storey townhouses and blocks. Redevelopment of a large site within the town centre presents the opportunity for a bold ambition to create a new residential-led mixed-use quarter in the town centre. The western edge of the site has significant placemaking potential fronting Pier Square and linking the town centre core to Erith Pier. This block offers the potential to provide a large format retail offer in a streets-based development.

POLICY SA14 ERI05 Morrisons Erith

Land use and capacity

1. This site is allocated for residential-led, mixed-use town centre development with new public open space. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 420 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 2 below.

Development approach

2. Development of this site should transform the area. As well as meeting other policy requirements, proposals should
 - a. contribute to the realisation of Pier Square as a vibrant public space through creating frontages on to the Square that are designed to frame the space, with main town centre uses on the ground floor and residential accommodation above
 - b. provide new public open space within the development to contribute towards addressing the deficiency within the area
 - c. establish a legible internal movement network, including the provision of an improved vehicular link between Colebrook Street and James Watt Way, and reinstating Wheatley Terrace Road as a key east-west route through the site with ERI04 Erith Riverside
 - d. create active frontages by locating main town centre uses on the ground floor, primarily addressing routes to the riverside and the reinstated alignment of Wheatley Terrace Road, with residential accommodation above
 - e. deliver improvements to the public realm at the junction of James Watt Way and Colebrook Street
 - f. provide developer contributions where necessary and proportionate to the nature and scale of the development to improve James Watt Way junction and the extension of Colebrook Street
 - g. provide views and connections through the site to the River Thames and Erith Pier where possible
 - h. not preclude public transport routes through the site
 - i. ensure that any parking provision is designed to minimise its functional and visual impact

POLICY SA14 ERI05 Morrisons Erith

- j. not prejudice policy compliant comprehensive development, either within the site or across the wider urban block.

Policy SA14 ERI05 Morrisons Erith

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

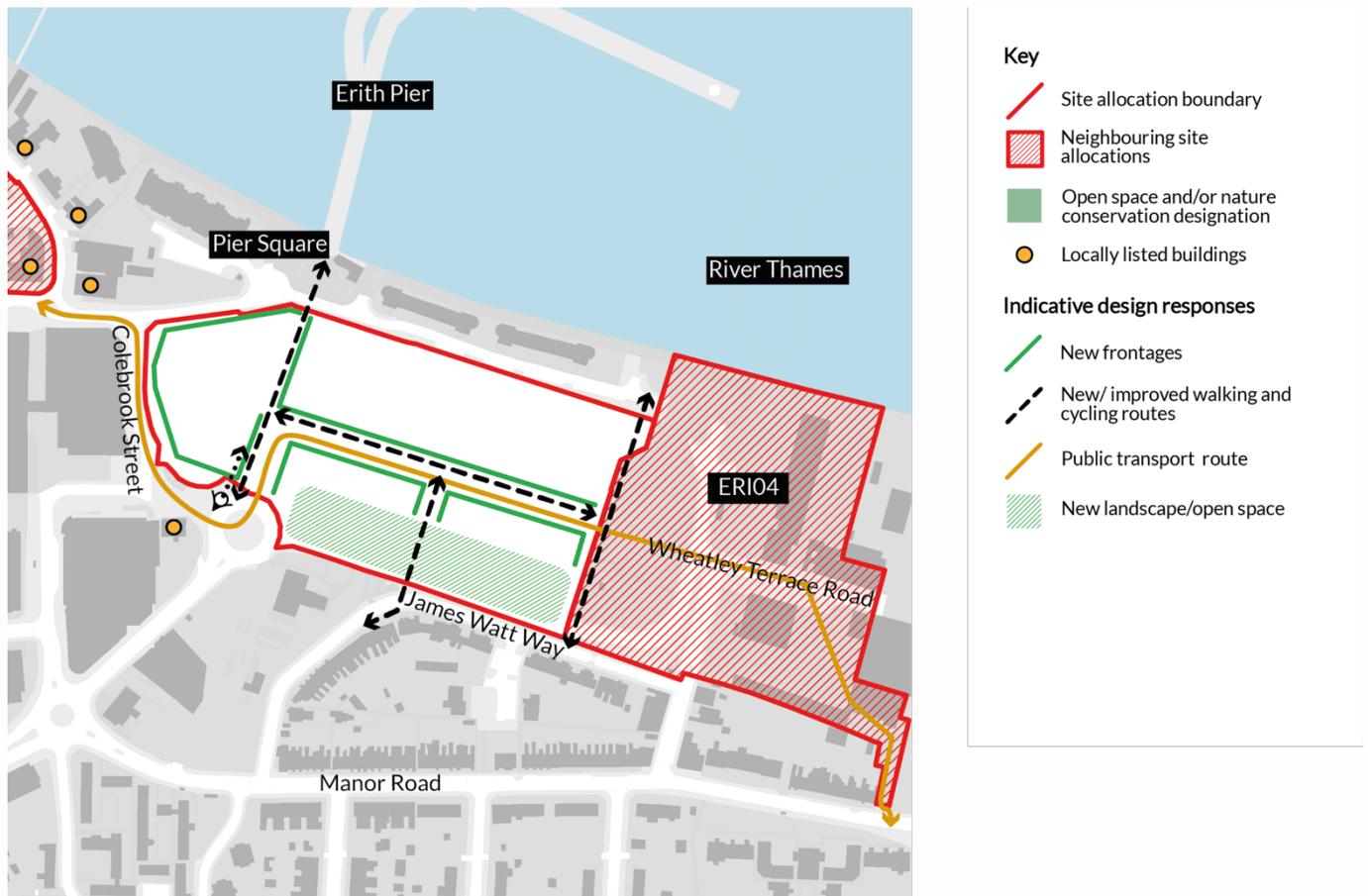


Figure 31: Morrisons Erith – site features and indicative design responses



What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA14 would be permitted. A phased approach to the redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider urban block is not prejudiced.

Consider the scheme layout of the site in the context of the adjacent site allocation **ERI04 Erith Riverside**, working in partnership to ensure this quarter of the town centre is developed coherently, including working with Council departments to coordinate adjacent public realm improvements within the Erith Links Programme, which is detailed within the Infrastructure Delivery Plan, and a new public open space.

Block heights, layout, and orientation can be designed to provide views through and past Wharfside Close to maximise outlook on to the River Thames, without causing adverse impacts to amenity such as daylight. A variety of building types can be used to create transitions in scale across streets and to address the patchwork of uses and existing context surrounding the site.

Bexleyheath Site Allocations

Site allocation policy	Site allocation name
SA15	BXH01 Former Bexley CCG Offices
SA16	BXH02 Bexleyheath Town Centre East
SA17	BXH03 EDF Energy
SA18	BXH04 Buildbase Bexleyheath
SA19	BXH05 Peppers Builders Merchants
SA20	BXH06 Land behind Belvedere Road

Table 30: List of site allocations in the Bexleyheath Sustainable Development Location

Bexleyheath area-based map

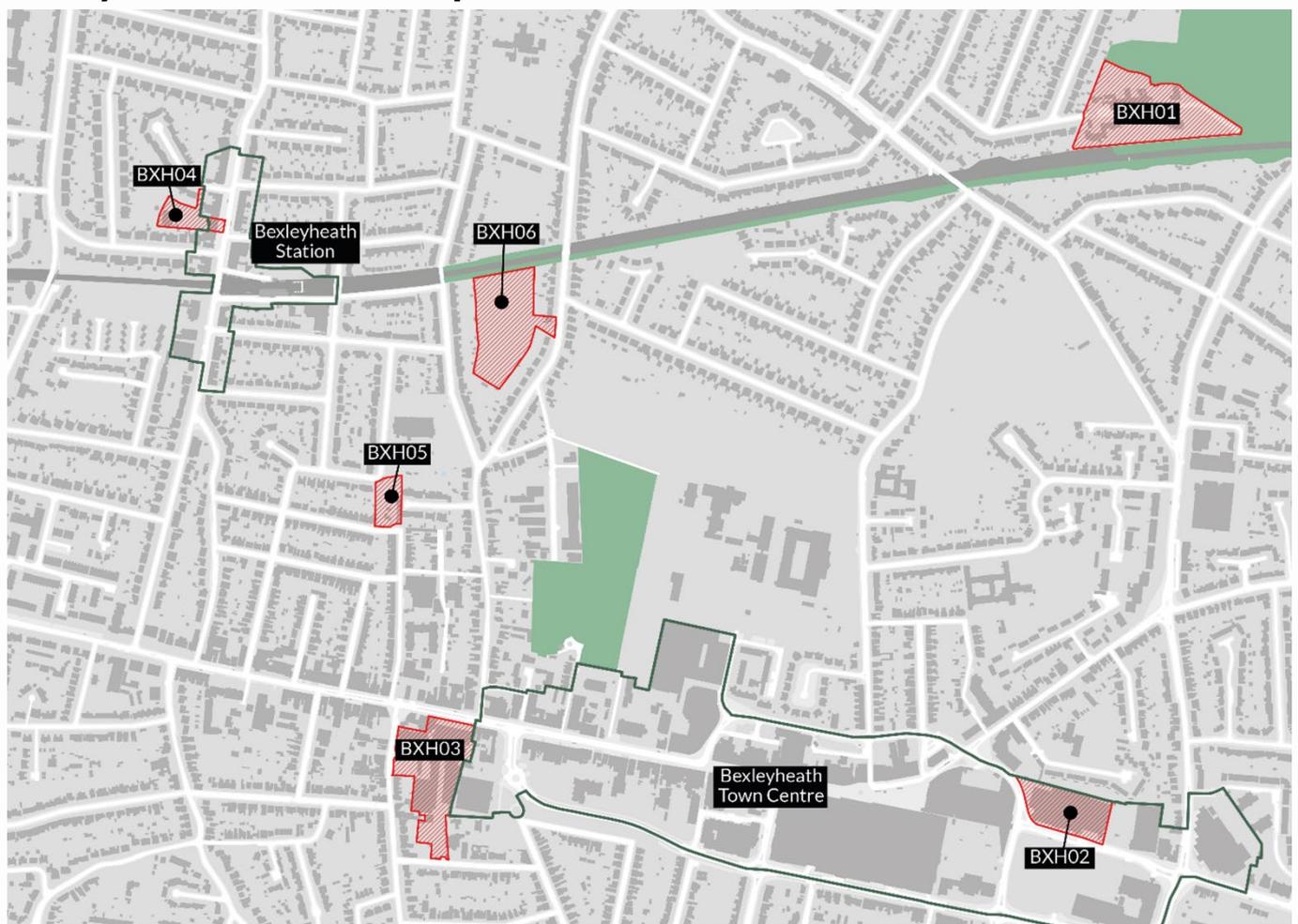
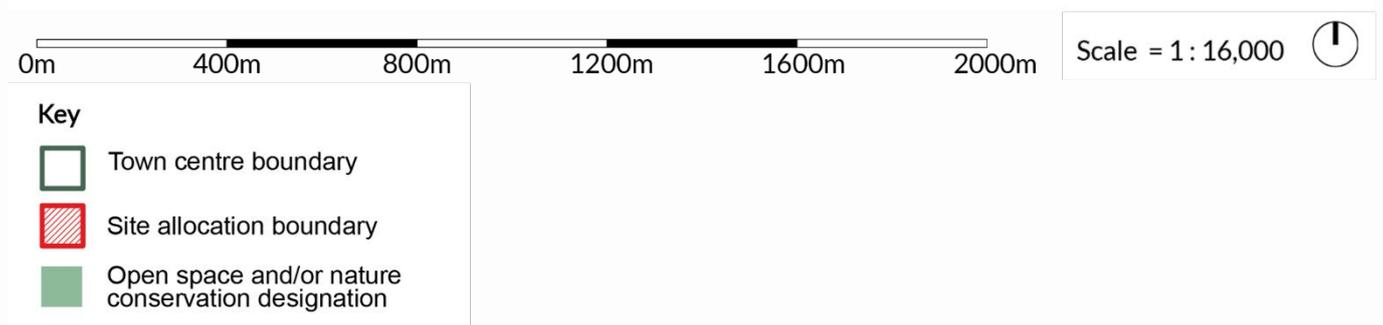


Figure 32: Bexleyheath (please refer to the adopted Policies Map for SDL boundaries and other land use designations)



BXH01 Former Bexley CCG offices

Erith Road, Barnehurst

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
1.853	3	Flood zone 1 Site ID MS12	Tier 4	GP surgery; care home; vacant buildings	Primarily Residential Area

Table 31: Site information

This is a medium sized brownfield site, currently occupied by a GP practice and residential care home along with a number of vacant buildings formerly related to health provision. The existing buildings are arranged around the former Bexley Maternity Hospital, which is locally listed.

This visually secluded site is bounded by residential back gardens to the west; the Bexleyheath railway line to the south; and, Bursted Wood Open Space, an ancient woodland and site of importance for nature conservation (SINC) to the north and east. The railway line is also part of a SINC.

The site is within walking distance to Barnehurst station and has good access to public transport, with bus route 89 and 229 stopping near to the site entrance on Erith Road. There are two neighbourhood centres within a short walking distance at Barnehurst and Long Lane.

Residential-led redevelopment of this site provides the opportunity to bring a vacant locally listed building back into use and update the existing health services in an accessible and attractive setting.

POLICY SA15 BXH01 Former Bexley CCG Offices

Land use and capacity

- 1. This site is allocated for primarily residential development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 180 new homes, along with the provision of the existing GP surgery, is achievable on this site, subject to part 2 below.**

Development approach

- 2. Development of this site should enhance the area. As well as meeting other policy requirements, proposals should**
 - a. retain and convert the locally listed former Bexley Maternity Hospital, incorporating the building into the scheme to anchor the development, provide a focal point and improve the setting of the building**
 - b. respect the current east to west street alignment that integrates the site with Lavernock Road, keeping a single vehicular access and allowing for a pedestrian and cycle connection with the station**
 - c. ensure that street spaces are well defined by built form and that any parking provision is not a dominant street quality**
 - d. create a minimum 15m buffer consisting of semi-natural habitats between the development and Bursted Wood in keeping with its ancient woodland status**
 - e. incorporate a tree lined ecological buffer zone along the southern boundary to support, restore and enhance the wildlife function of the strategic green wildlife corridor running along the railway line.**

Policy SA15 BXH01 Former Bexley CCG Offices

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

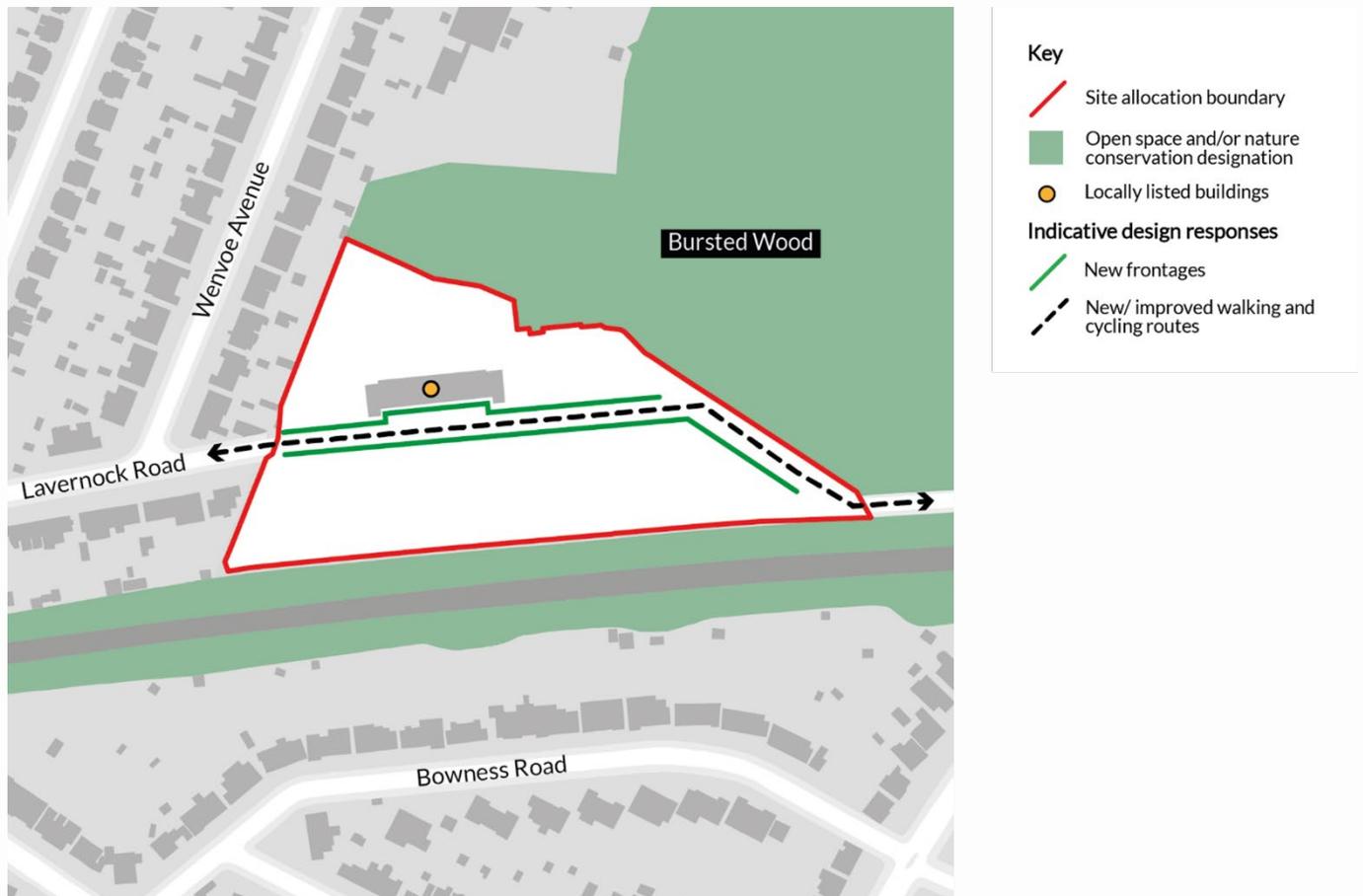


Figure 33: Former Bexley CCG Offices – site features and indicative design responses



What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA15 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site is not prejudiced.

The retained GP surgery can be re-provided, with provision possibly increased, on the ground floor as part of a mixed-use block preferably located close to an entrance to the site. Coordinate the amount of floorspace of the health facility with the NHS.

A high-quality public space in front of the former maternity hospital can respond to the dimensions of the locally listed building, reinforcing it as a focal point within the development and informing the broader design aesthetic across the site. Consider a range of heights of the residential blocks that respect the proximity and orientation of neighbouring dwellings and the former maternity hospital with street spaces that are well defined by the built form. A set of north/south running wings can reinforce the formal symmetrical qualities of the former maternity hospital and create an internal courtyard that could look onto the ancient woodland.

Consider improving pedestrian access to the ancient woodland of Bursteds Woods and responding positively to this significant green asset, drawing upon its character to inform development.

BXH02 Bexleyheath Town Centre East

Broadway, Bexleyheath

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
0.808	5	Flood zone 1 Site ID MS15	Tier 2	town centre E class and sui generis uses; car park	Major Town Centre

Table 32: Site information

This is a smaller town centre site that is located at the prominent junction of Arnsburg Way and Broadway. It is occupied by a large ‘big box’ cinema development as well as other leisure uses, and a car park sits at the eastern end of the site. Whilst these uses make a significant contribution to the town centre’s leisure offer, the building itself is dated and relates awkwardly to the street with blank façades.

Opposite the site, the Eastside Quarter development is emerging as a new mixed-use quarter with over 500 residential flats above town centre uses. Bexleyheath’s bus hub is within walking distance and provides excellent public transport access to the rest of the borough and beyond. Residential development backs onto the site’s northern boundary, with a police station located adjacent to the site to the north-west. There is a locally listed structure in the middle pedestrian crossing immediately to the south of the site on Broadway.

Redevelopment of this site creates the opportunity for a residential-led mixed use development in Bexleyheath Town Centre that is within walking distance to Bexleyheath bus hub and in one of the best-connected areas of the borough, helping to draw the town centre eastwards along Broadway towards the Civic Offices, creating a more positive east-west connection and furthering the improvements made by the neighbouring Eastside Quarter development.

POLICY SA16 BXH02 Bexleyheath Town Centre East

Land use and capacity

1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 130 new homes along, with the provision of ground and first floor main town centre uses, is achievable on this site, subject to part 2 below.

Development approach

2. Development of this site should transform the area. As well as meeting other policy requirements, proposals should
 - a. enhance and activate a prominent corner within the town centre that improves the urban character and incorporates the small pieces of undeveloped land alongside Arnsberg Way
 - b. set building heights that are lower than the buildings heights of Eastside Quarter, which are intended to serve as a point of emphasis and visible landmark
 - c. establish a consistent building frontage along Arnsberg Way and Broadway with main town centre uses, including leisure uses, at ground and lower floors to create a strong connection between internal commercial spaces and the street
 - d. consider the treatment of the shared boundary with the police station
 - e. ensure that any parking provision is designed to minimise its functional and visual impact
 - f. not prejudice policy compliant comprehensive development, either within the site or across the wider area.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

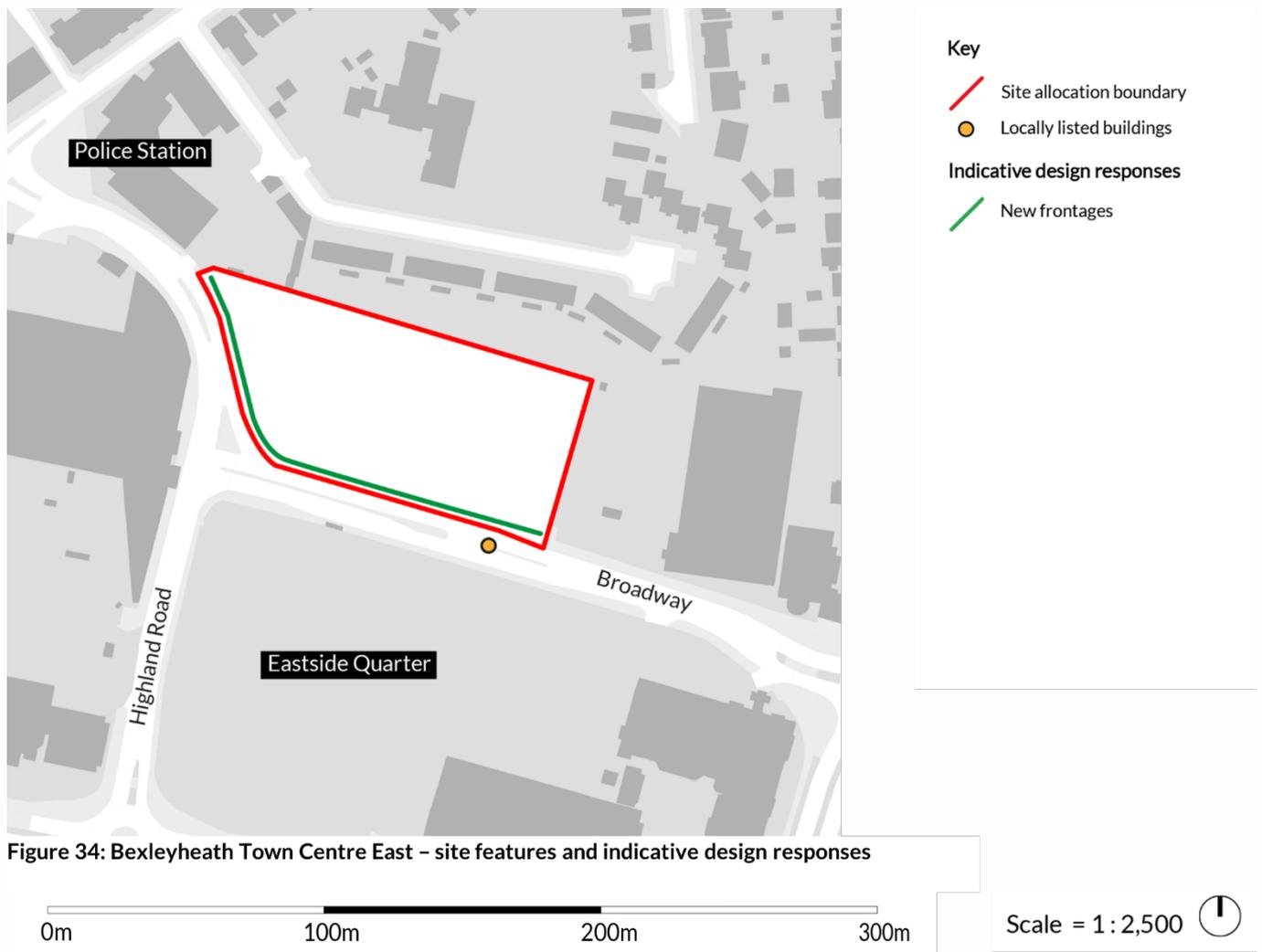


Figure 34: Bexleyheath Town Centre East – site features and indicative design responses

What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA16 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider area is not prejudiced.

Architecture and massing can be used to create a visual and functional emphasis at the corner and a vista at the end of Arnsberg Way that helps people navigate into the town centre.

As the site is adjacent to Bexleyheath police station, the Metropolitan Police Service must be consulted on any proposals. Consider the sensitive use of the adjacent Bexleyheath police station when designing this end of the site.

BXH03 EDF Energy

Heath House, Broadway, Bexleyheath

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
1.462	3 to 5	Flood zone 1 Site ID MS17	Tier 2	Vacant offices, storage and car park	Primarily Residential Area, with some commercial uses

Table 33: Site information

This medium sized site sits currently vacant, having been recently occupied by EDF. There are existing office and storage buildings, with car parking behind. The site effectively occupies the carved-out centre of a residential block and sits between Bexleyheath Town Centre and the Lion Road Neighbourhood Centre. The existing building’s main frontage is on Broadway and is set back from the building line on either side.

Bus routes 89, 96, 422, 486, B11, B12, B14, B15 and B16 all stop on Broadway near the site. Bexleyheath station is within moderate walking distance. Many local services and facilities including restaurants and cafes are located within the adjacent town and neighbourhood centres.

The site’s location adjacent to Bexleyheath Town Centre and on the Broadway makes it an appropriate opportunity for higher density residential development. The site has potential frontage on to four different streets and therefore can play an important placemaking role.

Redevelopment of this site provides the opportunity to restore the residential use in this area and improve permeability, with new connections across the site from west to east and from the south, whilst maintaining the main frontage on the Broadway.

POLICY SA17 BXH03 EDF Energy

Land use and capacity

1. This site is allocated for primarily residential development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 200 new homes is achievable on this site, along with some commercial uses, subject to part 2 below.

Development approach

2. Development of this site should enhance the area. As well as meeting other policy requirements, proposals should
 - a. use changes in building heights and typologies to consider and respond to the character of adjacent buildings and the surrounding townscape
 - b. introduce a legible internal movement network to create better permeability within the area, with active frontages along a main route that crosses the site from west to east
 - c. not preclude a vehicular access to the site from the road that serves the bowling alley car park
 - d. create active frontages on to the three existing streets with vehicular access from the west and south and a pedestrian connection eastwards to the town centre
 - e. reinforce the primary frontage along the Broadway, where main town centre uses at ground level would be appropriate as a connection between Bexleyheath Town Centre and Lion Road Neighbourhood Centre and to reflect the site’s location along the high street
 - f. enhance the setting of the locally listed church that sits adjacent the site’s southeast boundary.

Policy SA17 BXH03 EDF Energy

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

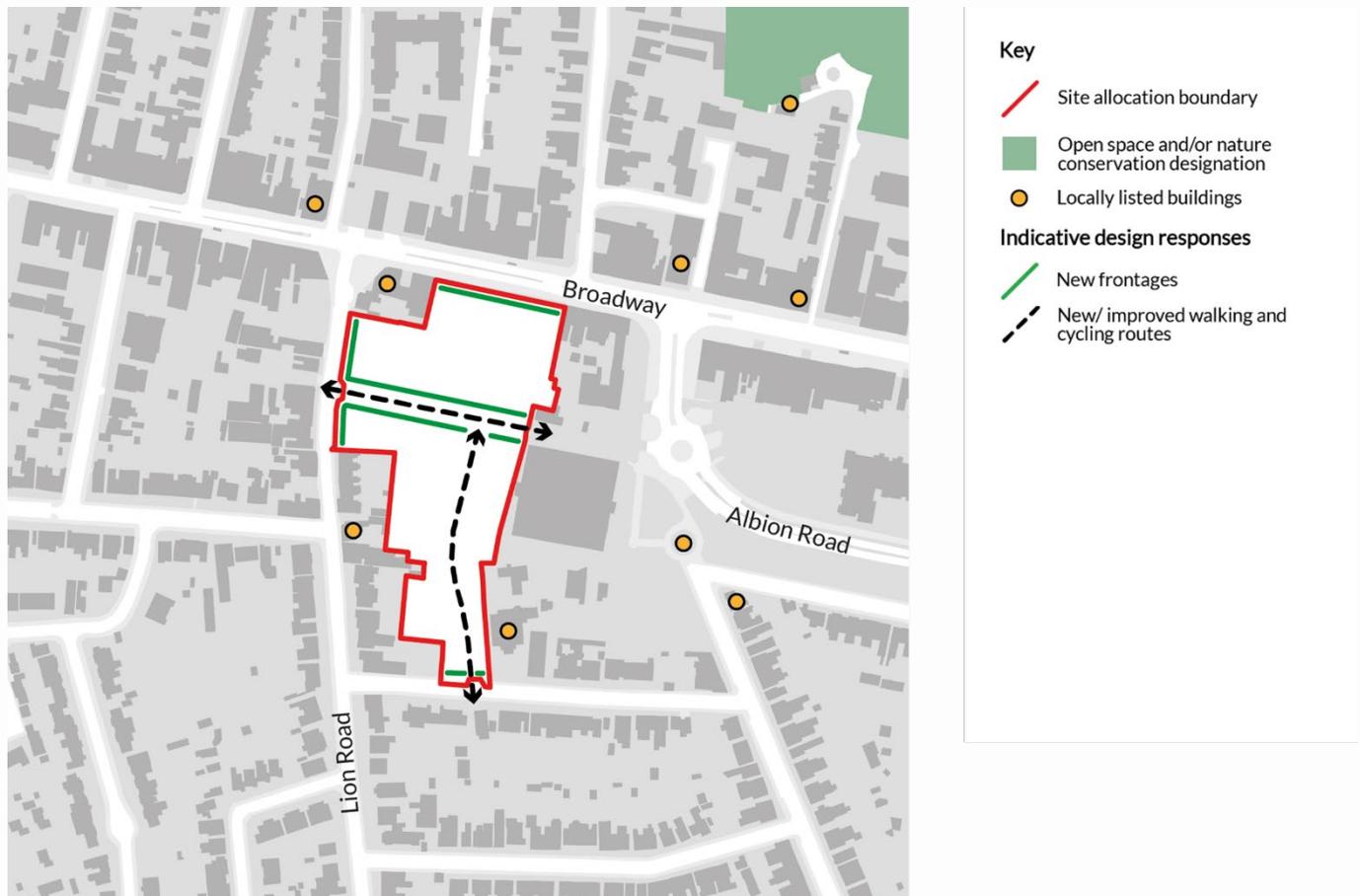


Figure 35: EDF Energy – site features and indicative design responses

0m 100m 200m 300m 400m 500m

Scale = 1 : 4,000 ⓘ

What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA17 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider area is not prejudiced.

Consider bringing forward the development to continue the building line established by neighbouring buildings on Broadway, or alternatively, consider the re-use of the existing building. The site can be ‘opened up,’ with the east/west route in particular enhancing permeability, and the internal movement network reinforcing the existing highway network surrounding the site. The main vehicular routes can be formed by extending existing access points into the site, including an east/west route extending from the current entrance from Lion Road through to the road that provides access to the bowling alley multi-storey car park (addressing the level change).

The size of the site provides opportunities to use differentiations in heights and typologies to optimise development potential, reinforce the movement hierarchy, frame public realm, create visual interest, and enhance the setting of the adjacent locally listed buildings.

BXH04 Buildbase Bexleyheath

Pickford Lane, Bexleyheath

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
0.304	4	Flood zone 1 Site ID MS22	Tier 4	Builder's merchants	Primarily Residential Area; Local Town Centre

Table 34: Site information

The easternmost portion of this brownfield site is within the Bexleyheath station town centre boundary, typically made up of 2 to 3 storey buildings; the north, south and west of the site is surrounded by residential buildings of 1 to 2 storeys high. Most of the site consists of a large builder's yard and there is a large warehouse unit on the western part of the site.

Pickford Lane itself serves as a busy bus corridor providing links between the rail station to the south-east of the site and Bexleyheath Town Centre. Bus stops also offer frequent bus links to Elizabeth Line services at Abbey Wood station and into Bexleyheath Town Centre.

Redevelopment of this site provides the opportunity to accommodate residential development on a back-land plot that is partially within Bexleyheath local centre and within walking distance of Bexleyheath station and improve amenity for immediate neighbours to the north and south by reducing hardstanding, adding soft landscaping and removing activity associated with the use of the site as a builder's yard. The dominance of parked vehicles along Pickford Lane can be reduced by reorganising the way in which the internal shop space relates to the street.

POLICY SA18 BXH04 Buildbase Bexleyheath

Land use and capacity

1. This site is allocated for primarily residential development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 30 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 2 below.

Development approach

2. Development of this site should enhance the area. As well as meeting other policy requirements, proposals should
 - a. maintain a frontage of main town centre uses at ground floor along Pickford Lane, introducing residential units behind and above
 - b. provide a high-quality, landscaped space to the front of the commercial units to reduce the dominance of parked vehicles and to create a pedestrian friendly environment.

Policy SA18 BXH04 Buildbase Bexleyheath

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

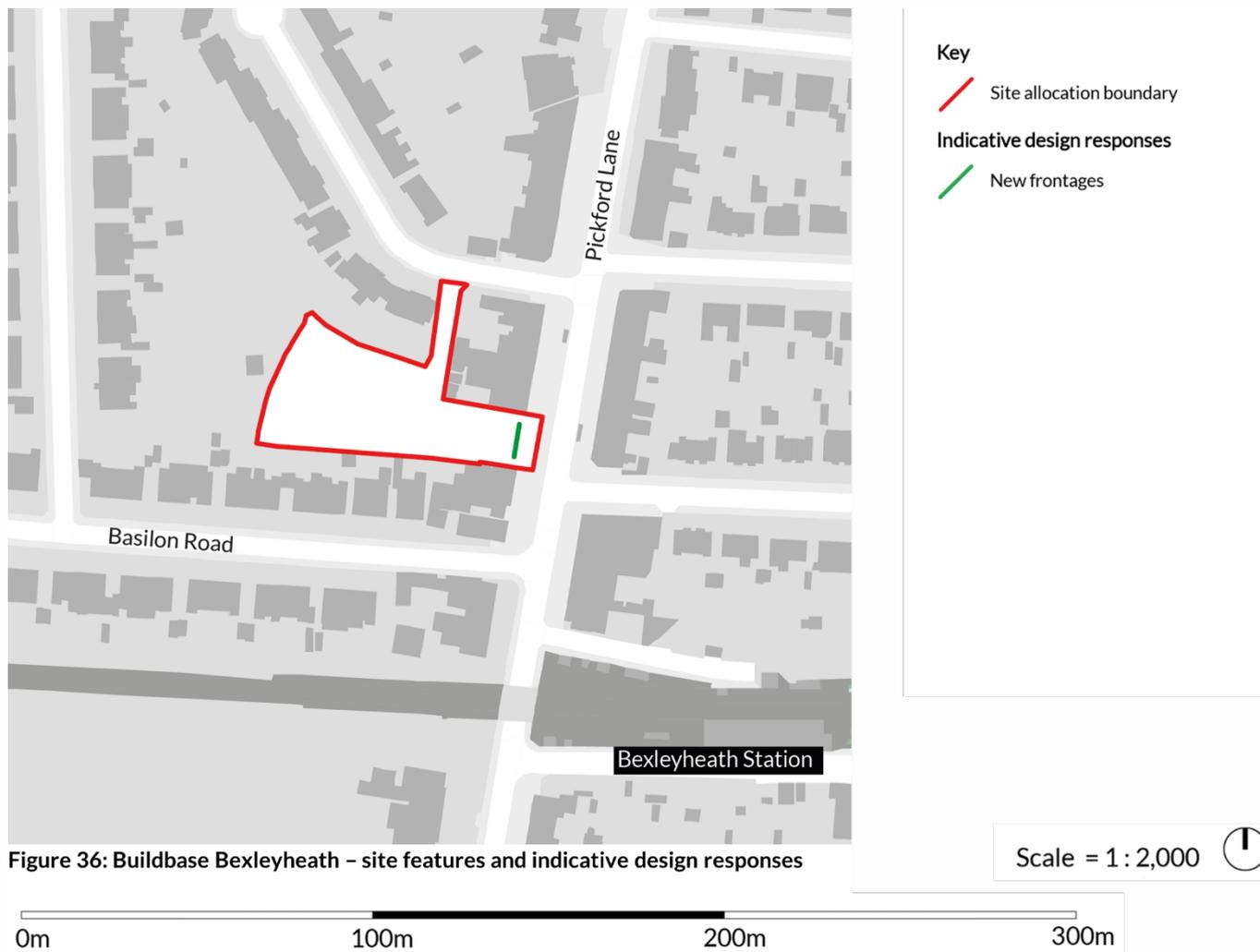


Figure 36: Buildbase Bexleyheath – site features and indicative design responses

What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA18 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site is not prejudiced.

Consider the creation of an east to west running mews street that could terminate with a vista of mature trees. Consider the use of a terraced typology to create a fine grain of development. Explore ways of softening building massing along the site’s southern boundary and ways of visually integrating the development into its surroundings through its roofscape.

Explore ways of incorporating amenity space into the development that could make the most of the mature tree coverage along the site’s western boundary. Consider providing private amenity space between built form and site boundaries to allow for a soft buffer to be established between neighbouring properties.

BXH05 Peppers Builders Merchants

Rowan Road, Bexleyheath

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
0.282	4	Flood zone 1 Site ID MS18	Tier 4	Builder’s merchants	Primarily Residential Area

Table 35: Site information

Peppers is a small brownfield site that fronts and gains access from Rowan Road, a well frequented route between Bexleyheath Town Centre and Bexleyheath Railway Station. The site is within a primarily residential area and forms part of three predominant low-rise residential street scenes, though properties along West Street appear taller due to gabled fronts facing the street. A primary school sits to the north of the site.

The site forms part of several street scenes. Whilst West Street has a larger variety of building types, views along Bynon Avenue and Stratton Road capture development that has a consistency of massing and height.

Intensifying the site and delivering residential development near to Bexleyheath Railway Station and Local Centre, and Lion Road Neighbourhood Centre. Facilitating new connections between surrounding streets and increasing local permeability between the Broadway and Bexleyheath Railway Station can respond positively to long views of the site and reinforce the presence of a new local route.

POLICY SA19 BXH05 Peppers Builders Merchants

Land use and capacity

1. This site is allocated for primarily residential development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 30 new homes is achievable on this site, subject to part 2 below.

Development approach

2. Development of this site should enhance the area. As well as meeting all other policy requirements, proposals should
 - a. create a new pedestrian and cycle route across the site between Rowan Road and Stratton Road/Harlinton Road that is well defined by active building frontages
 - b. create active street frontages within the street scenes of Rowan Road and Bynon Avenue
 - c. establish a pedestrian footpath that leads from the end of Bynon Road to the new street.

Policy SA19 BXH05 Peppers Builders Merchants

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

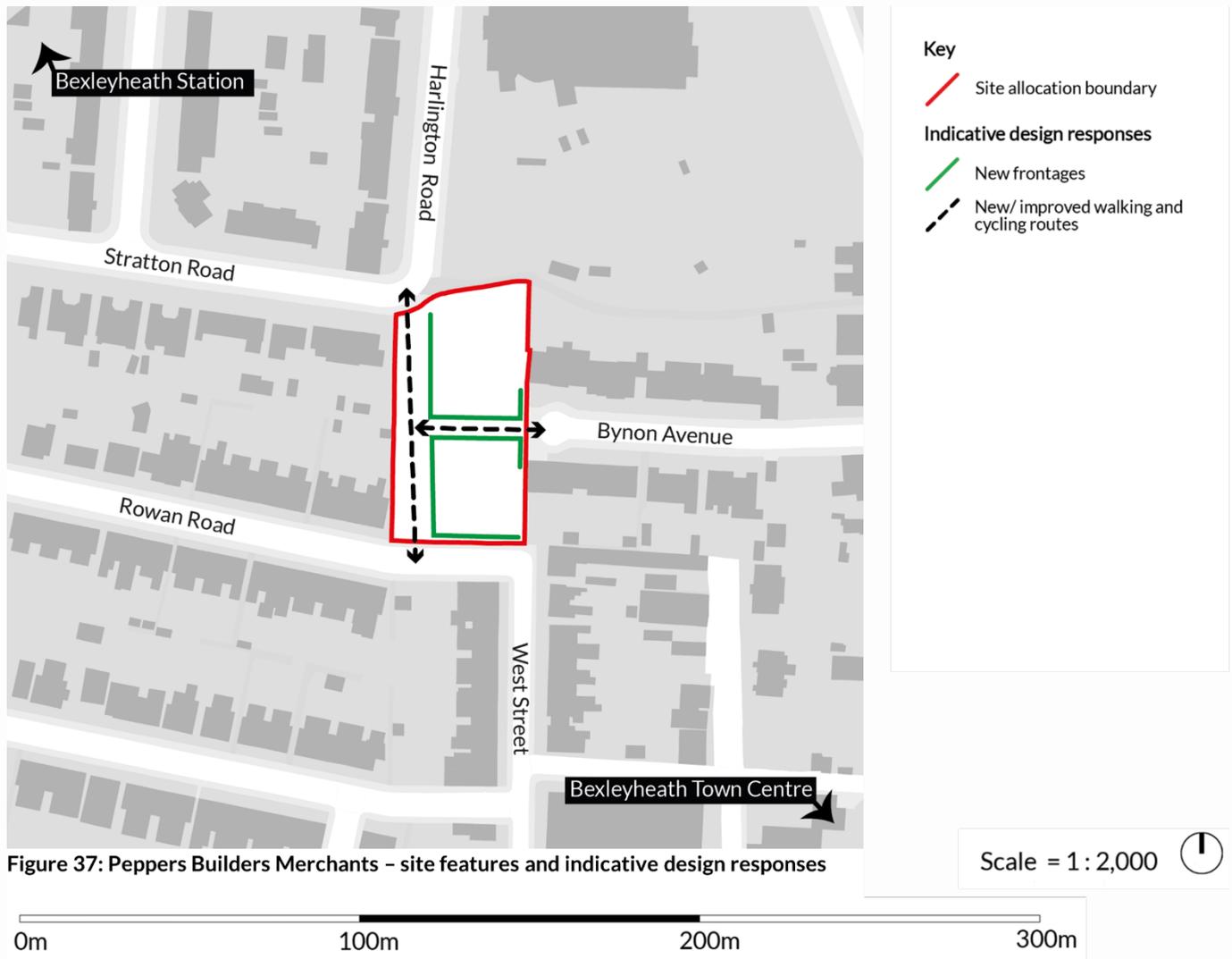


Figure 37: Peppers Builders Merchants – site features and indicative design responses

What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA19 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider area is not prejudiced.

Consider using architecture and massing to create a visual emphasis at the corner of West Street and Rowan Road to help with wayfinding when approaching the site from the town centre.

Explore ways of incorporating opportunities for play within the street space that respond to the proximity of the adjacent school.

BXH06 Land behind Belvedere Road

Belvedere Road, Bexleyheath

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
1.384	2 to 3	Flood zone 1 Site ID MS54	Tier 4	Not in use	Primarily Residential Area

Table 36: Site information

This is a medium back-land irregularly shaped site that sits to the south of the Bexleyheath railway line. It is a former school playing field that has been listed as vacant on the Council's Asset Register for more than ten years.

It is surrounded on three sides by low-rise residential development with the back fences of rear gardens forming the boundary of the site. Its northern boundary is the railway line with a strategic green wildlife corridor, which is designated as a site of importance for nature conservation (SINC) that follows the railway line. Bexleyheath Railway Station and Local Centre is within walking distance to the west, with Bexleyheath Town Centre to the south. This part of the borough is deficient in access to open space and deficient in access to nature.

Redevelopment of this site provides the opportunity to optimise a vacant back-land plot, providing residential development within walking distance of Bexleyheath Station and local centre and in an area with moderate levels of public transport provision. Increasing levels of permeability across the local area and shortening walking distances to surrounding amenities.

POLICY SA20 BXH06 Land behind Belvedere Road

Land use and capacity

1. This site is allocated for primarily residential development with green, open spaces. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 70 new homes, with part of the existing open space retained and made publicly accessible, can be achieved on this site, subject to part 2 below.

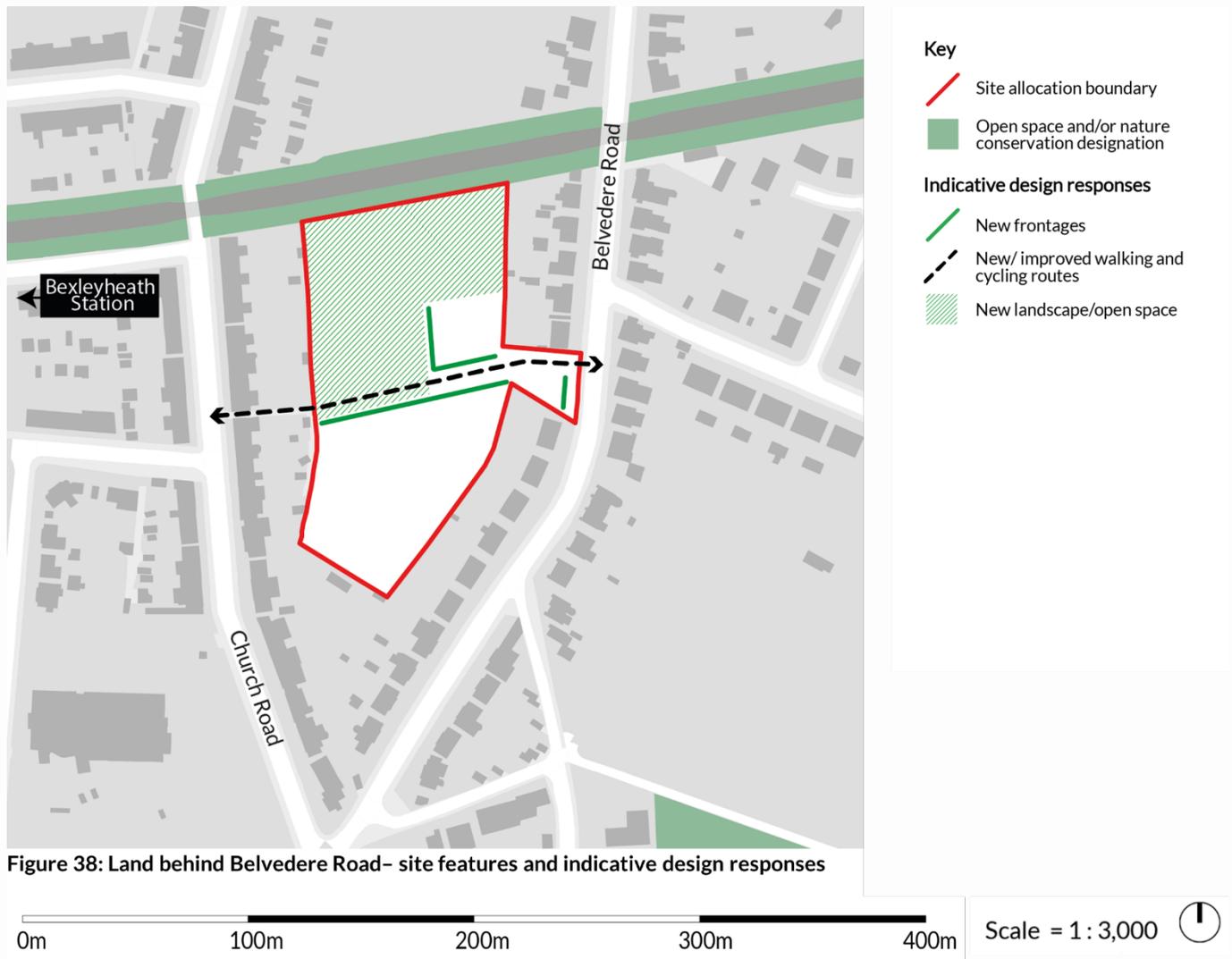
Development approach

2. Development of this site should enhance the area. As well as meeting other policy requirements, proposals should
 - a. create a communal green open space within the site, being at least 0.4 hectares in size, to address the area's open space deficiency, which is well defined by built form with active frontages
 - b. provide an enhanced ecological buffer along the railway on the northern edge of the site
 - c. improve access arrangements onto Belvedere Road for vehicles
 - d. provide developer contributions to improve the quality or quantity of playing fields in more suitable locations within the borough, including through the intensification of existing facilities, in order to provide additional pitches
 - e. explore the possibility of providing a pedestrian link from the residential alleyway on Church Road to create improved connectivity with the railway station and local centre.

Policy SA20 BXH06 Land behind Belvedere Road

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.



What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA20 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site is not prejudiced.

Consider creating a perimeter apartment block at the central north-eastern part of the site to make good use of regular proportions and a less sensitive residential amenity boundary next to the railway whilst retaining the ecological buffer, which can connect to the newly accessible green open space, helping to alleviate the area’s deficiencies in both access to nature and access to open space. Consider using a finer grain of development along site edges and fronting communal green spaces.

Improvements to vehicular access can include securing speed reduction measures along Belvedere Road, such as raised table junctions and speed cushions. Securing the use of the residential alleyway from Church Road provides a better route to Bexleyheath Railway Station and Local Centre.

Crayford Site Allocations

Site allocation policy	Site allocation name
SA21	CRA01 Former Electrobase/Wheatsheaf Works
SA22	CRA02 Tower Retail Park
SA23	CRA03 Sainsbury's Crayford

Table 37: List of site allocations in the Crayford Sustainable Development Location

Crayford area-based map

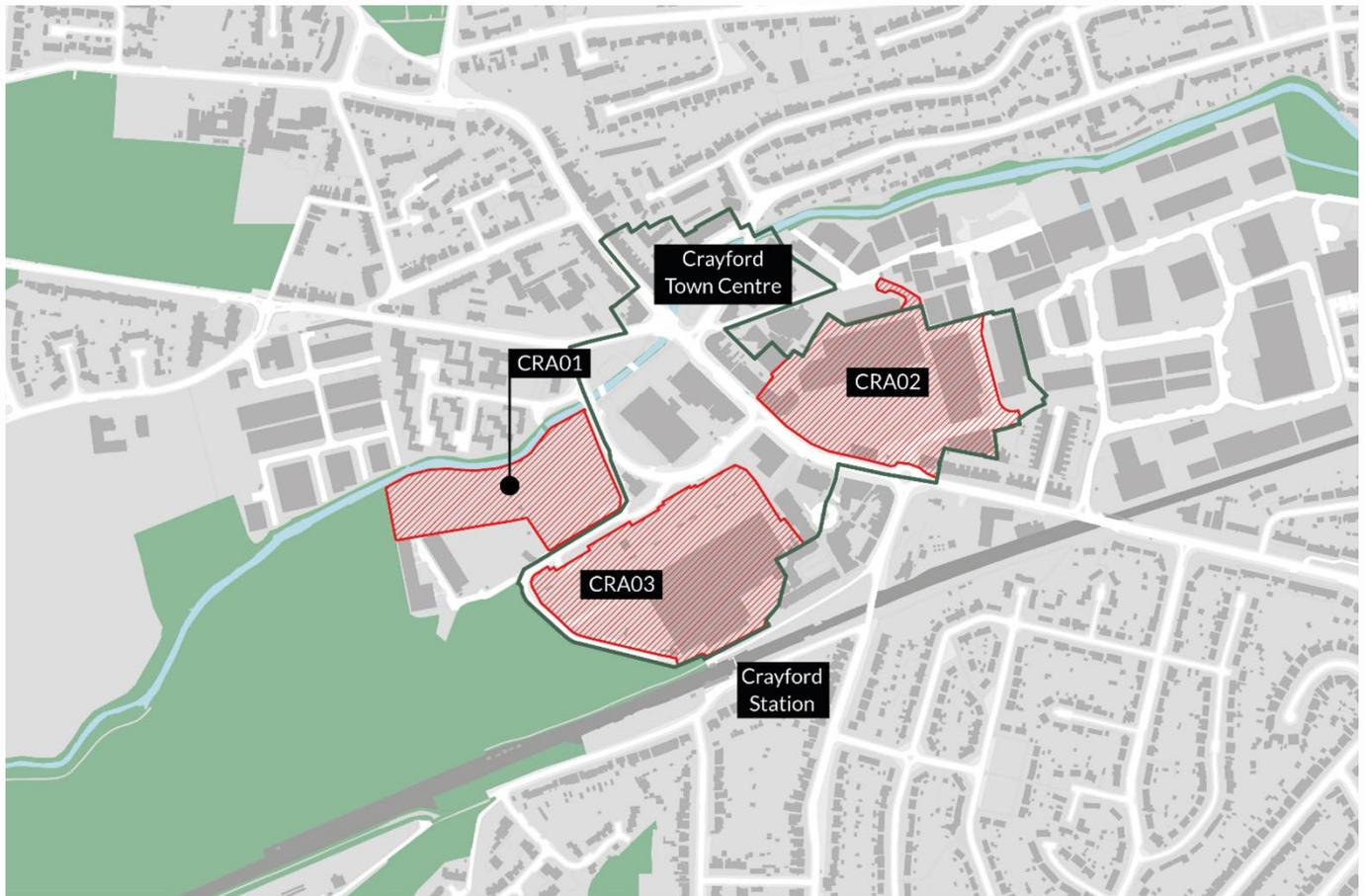


Figure 39: Crayford (please refer to the adopted Policies Map for SDL boundaries and other land use designations)

0m 200m 400m 600m 800m 1000m Scale = 1 : 8,000

Key

-  Town centre boundary
-  Site allocation boundary
-  Open space and/or nature conservation designation
-  Waterway

CRA01 Former Electrobases/Wheatsheaf Works

Maxim Road, Crayford

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
2.164	1b to 2	Flood zones 2 and 3a Site ID MS34	Tier 3 Site larger than 2 hectares	Vacant, cleared site	Primarily Residential Area

Table 38: Site information

This large development site is located adjacent to Crayford Town Centre, with a local employment area to the south that is currently occupied by light industrial units. The site was formerly in manufacturing use and has since been cleared, and includes an area of hardstanding along Stadium Way that allows access to the site. The culverted Wansunt main river bisects this part of the site. The site is cut off from the residential neighbourhood to the north by the River Cray, although there is an historic access over the river from Maxim Road. Site **CRA03: Sainsbury’s Crayford** sits adjacent (across Stadium Road) to the southeast.

Two Sites of Metropolitan Importance for Nature Conservation (SINC) abut the site: the River Cray SINC to the north and Crayford Meadows SINC (also known as the Crayford Rough SINC) to the west, which form part of a more extensive Strategic Green Wildlife Corridor. Much of Crayford Meadows is designated Metropolitan Green Belt, which provides a link to the Grade I listed Hall Place and Gardens. The long river frontage offers opportunities for quality outlook and improved river access, as well as being a significant ecological asset.

The A207 (Roman Way)/Stadium Way, which is part of Crayford’s one-way system, borders the site to the east and offers no facility for pedestrian crossing. Crayford Railway Station is close by, but accessed indirectly, and three bus routes (96, 428 and 492) are located a short distance away within the town centre.

Redevelopment of this site offers the opportunity to deliver a significant amount of homes within walking distance of Crayford Railway Station and town centre, with access to moderate levels public transport provision.

POLICY SA21 CRA01 Former Electrobases/Wheatsheaf Works

Land use, capacity and phasing

1. This site is allocated for primarily residential development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 310 new homes and the creation of an enhanced riverside environment along the River Cray is achievable on this site, subject to part 2 below.

Development approach

2. Development of the site should transform the area. As well as meeting other policy requirements, proposals should:
 - a. introduce a residential neighbourhood, with frontages set well back from the River Cray and introducing frontages along Roman Way and Stadium Way
 - b. create a new riverside walk connecting the town centre with the SINC to the west of the site, including providing developer contributions for a link across Roman Way that connects with the riverside walk to the east
 - c. provide links from the riverside walk through the site, and from Maxim Road to Stadium Way to connect with site CRA03 Sainsbury’s Crayford to improve permeability to Crayford Railway Station
 - d. ensure that any parking provision is designed to minimise its functional and visual impact
 - e. investigate, and, if it is technically feasible, de-culvert the main river where it crosses the site.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

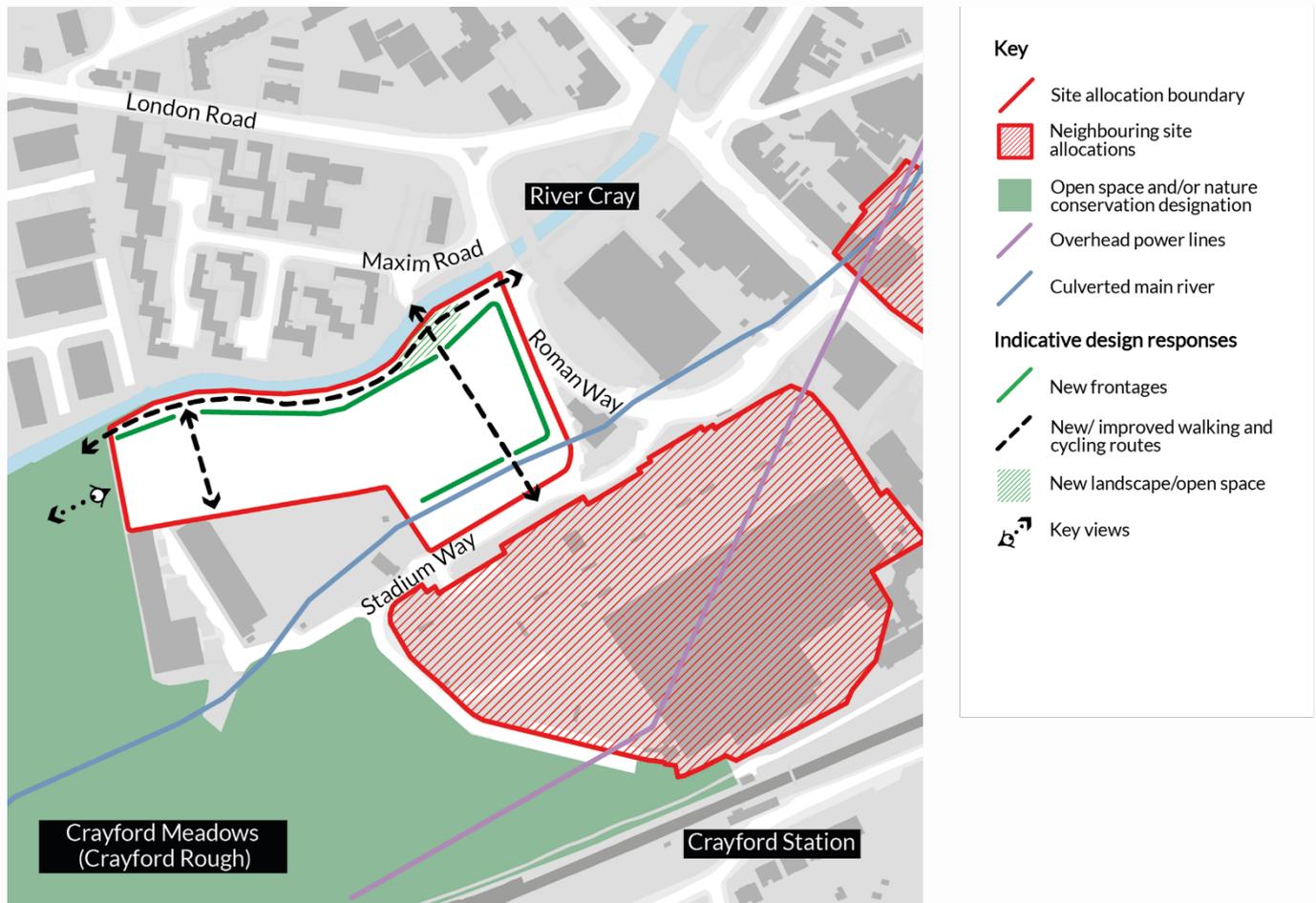


Figure 40: Former Electrobases/Wheatsheaf Works – site features and indicative design responses



Scale = 1 : 4,000

What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA21 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider area is not prejudiced.

The design can be anchored by the two high-quality natural assets adjacent to the site, with block heights, layout, and orientation maximising access and outlook onto this green and blue infrastructure. Canal-style development fronting but set well back from the River Cray can provide the green route with overlooking in an intimate setting. Development can also front the SINC to the west of the site, with design opportunities to support the wildlife function this natural asset provides.

Creating frontage along Roman Way can add definition and a sense of enclosure to a street space currently defined by the presence of vehicular traffic and improve the pedestrian environment in this area, including connecting the river walk to the east. Consider providing a buffer between the new blocks and the industrial site to the south, potentially with amenity space or parking provision.

CRA02 Tower Retail Park

Tower Park Road, Crayford

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
3.454	2 to 3	Flood zone 2 and 3a Site ID AS58	Tiers 2 and 3 Site over 2 hectares	Retail with car parking	District Town Centre

Table 39: Site information

Tower Retail Park is a large brownfield site that is now located within Crayford Town Centre. The site is occupied by several retail warehouses arranged around a large surface level car park. As a result, the current configuration creates a large car dominated void along much of Crayford Road, the town centre’s main thoroughfare.

Opposite the site, new mixed-use development sits alongside Crayford Town Hall (a locally listed red brick building). Parades of shops go on to define the western stretch of Crayford Road whilst a pocket of terraced houses gives form to its southern stretch. Industrial uses on industrial land sit behind the site and adjoin its northern and eastern boundaries. The site has a single point of vehicular access via Crayford Road and gives access to the neighbouring industrial area.

High voltage overhead lines and a culverted main river cross the western corner of the site. Crayford railway station is close by, but accessed indirectly, and three bus routes (96, 428 and 492) stop on the road directly outside the site.

Redevelopment provides the opportunity to intensify this large site for a mix of uses within walking distance of Crayford Railway Station.

POLICY SA22 CRA02 Tower Retail Park

Land use and capacity

1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 360 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 2 below.

Development approach

2. Redevelopment of this site should transform the area. As well as meeting other policy requirements, proposals should
 - a. retain and enhance the public space focussed on the locally listed Crayford Clock Tower
 - b. create active frontages by locating town centre uses on the ground floor, primarily addressing Crayford Road, with residential accommodation above
 - c. establish a legible internal movement network, which connects to the existing street network, with town centre uses on the ground floor fronting these routes
 - d. improve onward access to the station through developer contributions for a new pedestrian link across Crayford Road to support increased densities
 - e. create a new landscaped open space that will connect to the new pedestrian link across Crayford Road establishing a key view towards the locally listed Crayford Town Hall
 - f. ensure that any parking provision is designed to minimise its functional and visual impact
 - g. investigate, and, if technically feasible, de-culvert the main river where it crosses the site
 - h. not prejudice policy compliant comprehensive development, either within the site or across the wider area.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

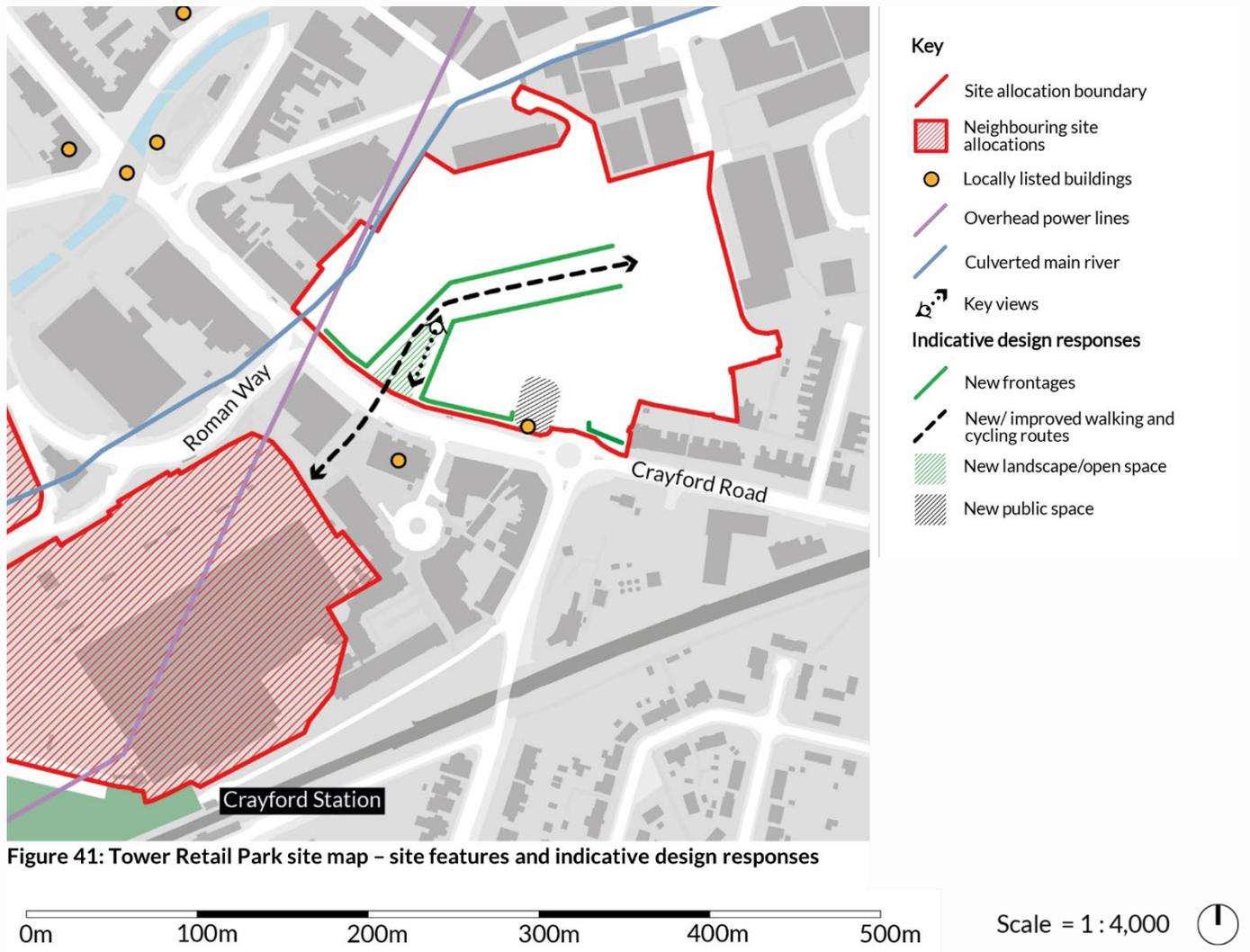


Figure 41: Tower Retail Park site map – site features and indicative design responses

What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor’s Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in Policy SA22 would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the site or wider area is not prejudiced.

The existing floor space of commercial, business and service uses (E use class) can be re-provided in a different configuration on the site, and with any main town centre use, as long as active frontages are created. A differentiation in height can be used along Crayford Road, stepping up from the Crayford Clock Tower.

The public open space at the clock tower can be reconfigured provided that it improves the public realm and enhances the setting of the locally listed building. If appropriate, car parking can be intensified and incorporated within a new block structure, perhaps located as a buffer to neighbouring industrial uses.

The National Grid provides design guidelines for development near pylons and overhead lines at: www.nationalgrid.com/electricity-transmission/network-and-infrastructure/planning-and-development.

CRA03 Sainsbury’s Crayford Stadium Way, Crayford

Site area (hectares)	PTAL (2031)	EA Flood Zone and SFRA Level 2 site ID	Archaeological Priority Area (APA)	Current use(s)	Principal land use designation(s)
3.688	1b to 2	Flood zone 3a Site ID MS32	Tier 3 Site over 2 hectares	Retail with car parking	District Town Centre

Table 40: Site information

This large site is located within Crayford Town Centre and is adjacent to Crayford Railway Station. It is currently occupied by a large retail warehouse set far back from the street with associated surface level car parking. As a result, the current configuration creates a large car dominated void that fails to create the pedestrian-friendly, vibrant sense of place that is appropriate for such a well-connected town centre site.

High voltage overhead lines cross the site. Crayford Railway Station is close by, but accessed indirectly, and three bus routes (96, 428 and 492) stop outside the site on Roman Way and nearby on Crayford Road.

Redevelopment of a large site within the town centre presents the opportunity for a bold ambition to create a new residential-led mixed-use quarter in the town centre. The site can be conceived as an opportunity to build a new place with a new character that can connect Crayford Railway Station with the town centre and to residential areas to the north of the site.

POLICY SA23 CRA03 Sainsbury’s Crayford

Land use and capacity

1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 450 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 2 below.

Development approach

2. Development of this site should transform the area. As well as meeting other policy requirements, proposals should
 - a. establish a new frontage along Stadium Way and Roman Way, with main town centre uses on the ground floor and residential accommodation above, to create a new sense of place in this part of Crayford Town Centre
 - b. create a sense of arrival by establishing a new pedestrianised street from Crayford railway station with main town centre uses on the ground floor and residential accommodation above, providing a legible route across the site to a new public square, and on to Crayford Road
 - c. improve access to the site and therefore allow for increased densities through developer contributions to pedestrian crossings including connecting with site CRA01 Former Electrobases/Wheatsheaf Works, within the town centre and public realm improvements around Crayford Railway Station
 - d. in addition to part b of the policy, establish a legible internal movement network with active frontages on the ground floor fronting these routes to create permeability and wayfinding through the site, providing an improved environment for pedestrians
 - e. respond to the site’s adjacency to designated open space with building heights providing views into Crayford Meadows behind the Greyhound Stadium
 - f. ensure that any onsite parking provision is designed to minimise its functional and visual impact
 - g. not prejudice policy compliant comprehensive development, either within the site or across the wider area.

Policy implementation

The following site map and text provide further information, including indicative design responses. Please refer to the adopted [Policies Map](#) for the definitive representation of Local Plan formal land use designations.

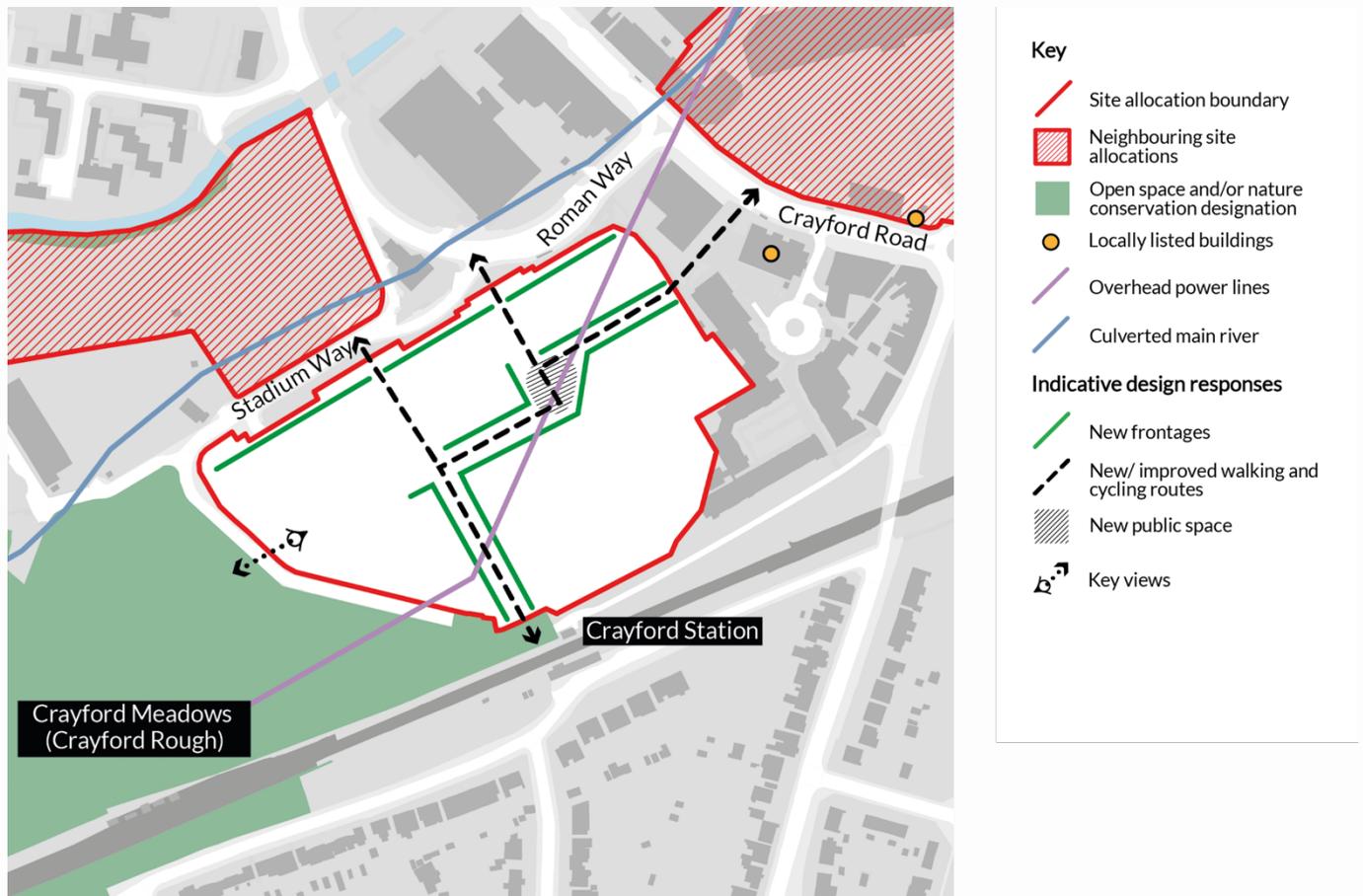


Figure 42: Sainsbury's Crayford – site features and indicative design responses

0m 100m 200m 300m 400m 500m

Scale = 1 : 4,000

What are considered to be optimum residential development capacities have been established using a [design-led approach to site capacity](#) based on the Mayor's Good Quality Homes for All Londoners Consultation Draft SPG. If it can be demonstrated to be acceptable, and considering the policies of the plan as a whole, then a capacity higher than that set out in the policy would be permitted. A phased approach to redevelopment of the site can be taken, provided an acceptable illustrative design scheme (see Annex B: Glossary of planning terms for definition) for the whole site is set out in the planning application to ensure policy compliant comprehensive development of the larger site or wider area is not prejudiced.

Development offers the opportunity to create a strong new character. The northern half of the site can have a strong placemaking ambition along Stadium Way and Roman Way with the other main frontage along the pedestrianised street linking the town centre to the railway station. These blocks and associated public realm can provide a strong sense of arrival from the station and an 'anchor' between the station and town centre. Consider opportunities to use differentiations in heights to optimise development potential, offer local views onto green spaces, reinforce the movement hierarchy, frame public realm, and create visual interest. Fenestration and other design choices can create a sense of activity and reinforce the movement hierarchy.

The site contains two pylons, and an overhead 275kV power cable runs between them. The National Grid provides design guidelines for development near pylons and overhead lines at: www.nationalgrid.com/electricity-transmission/network-and-infrastructure/planning-and-development.

Annex D: Local Plan Housing Trajectory

Summary of Local Plan housing requirements and capacity from housing supply (site allocations, 5-year supply and windfall allowance) over the Plan Period

London Plan housing requirement for Bexley		Total capacity from site allocations, 5-year housing supply and windfall allowance		Breakdown of 5-year housing land supply capacity	
3,425	5-year housing supply requirement	3,775	capacity from 5-year housing land supply (see right-hand column for detailed breakdown)	2,337	units from identified large sites/schemes
7,535	housing requirement during the plan period beyond the first five years	4,976	capacity from site allocations during the plan period beyond the first five years	152	units from other large sites/schemes
10,960	Local plan 16-year housing requirement (2022/23 - 2037/38)	3,355	small sites windfall allowance during the plan period beyond the first five years	314	units approved through PDR legislation
171	NPPF buffer of 5% added to the 5-year supply housing requirement	12,106	Local Plan 16-year housing trajectory (2022/23 - 2037/38)	972	small sites (includes windfall allowance)
685	annualised London Plan housing target for Bexley	757	Local plan housing trajectory average annual supply (2022/23 - 2037/38)	3,775	Five-year housing land supply (2022/23 - 2026/27)

Table 41: Local Plan Housing Trajectory - combined development capacity from site allocations, small sites windfall, and five-year housing land supply, with information provided on Bexley's London Plan housing requirement over the plan period to 2038

Local Plan housing supply capacity from residential and residential-led mixed-use site allocations (set out in Part 2 of the Local Plan)

Count	Local plan site source	Site ID	Development name or site name, and address	existing units	gross site area (ha)	residential site area (ha)	design-led density (dph)	minimum capacity (gross)	minimum capacity (net)	2022/23 to 2026/27	2027/28 to 2028/29	2029/30 to 2033/34	2034/35 to 2037/38	2038/39 to 2040/41
1	2017 SHLAA	SA1-ABW01	Felixstowe Road Car Park, Abbey Wood	0	0.545	0.408	220	90	90	0	90	0	0	0
2	2017 SHLAA	SA2-ABW02	Lesnes Estate (Wolvercote Road) and Coraline Walk, Abbey Wood	746	11.037	9.307	199	1,850	1,104	0	201	502	401	0
3	2017 SHLAA	SA3-BEL01	ASDA and B&Q Belvedere, Lower Road, Belvedere	0	3.338	2.504	184	460	460	0	0	192	153	115
4	LB Bexley	SA4-BEL02	Station Road East, Belvedere	0	0.635	0.476	168	80	80	0	0	80	0	0
5	2017 SHLAA	SA5-BEL03	Station Road West, Belvedere	17	0.304	0.228	175	40	23	0	0	23	0	0
6	LB Bexley	SA6-BEL04	Land adjacent Woodside School, Halt Robin Road, Belvedere	0	1.320	1.229	114	140	140	0	0	140	0	0
7	Call for Sites	SA7-BEL05	Belvedere Gas Holders, Yarnton Way, Belvedere	0	3.479	1.809	257	465	465	0	93	155	124	93
8	Call for Sites	SA8-BEL06	Monarch Works, Station Road North, Belvedere	0	0.626	0.626	144	90	90	0	0	90	0	0
9	Call for Sites	SA9-BEL07	Crabtree Manorway South, Belvedere	0	5.981	5.281	140	740	740	0	148	247	197	148
10	2017 SHLAA	SA10-ERIO1	Erith Western Gateway, Bexley Road, Erith	129	3.007	2.515	175	440	311	0	62	104	83	62
11	2017 SHLAA	SA11-ERIO2	Pier Road West, Erith	8	1.391	1.043	182	190	182	0	68	114	0	0
12	2017 SHLAA	SA12-ERIO3	Pier Road East, Erith	0	0.881	0.661	166	110	110	0	0	110	0	0
13	Call for Sites	SA13-ERIO4	Erith Riverside, Wheatley Terrace Road, Erith	0	2.664	2.664	101	270	270	0	0	90	90	90
14	2017 SHLAA	SA14-ERIO5	Morrisons Erith, James Watt Way, Erith	0	3.192	2.394	167	400	400	0	0	0	200	200
15	2017 SHLAA	SA15-BXH01	Former Bexley CCG Offices, Erith Road, Barnehurst	0	1.853	1.853	97	180	180	0	90	90	0	0
16	2017 SHLAA	SA16-BXH02	Bexleyheath Town Centre East, Broadway, Bexleyheath	0	0.808	0.606	215	130	130	0	0	0	65	65
17	2017 SHLAA	SA17-BXH03	EDF Energy, Broadway, Bexleyheath	0	1.462	1.462	137	200	200	0	100	100	0	0
18	2017 SHLAA	SA18-BXH04	Buildbase Bexleyheath, Pickford Lane, Bexleyheath	9	0.304	0.228	132	30	21	0	0	21	0	0
19	2017 SHLAA	SA19-BXH05	Pepper's Builders Merchants, Rowan Road, Bexleyheath	0	0.282	0.282	106	30	30	0	30	0	0	0
20	Call for Sites	SA20-BXH06	Land behind Belvedere Road, Bexleyheath	0	1.384	0.984	71	70	70	0	0	70	0	0

Count	Local plan site source	Site ID	Development name or site name, and address	existing units	gross site area (ha)	residential site area (ha)	design-led density (dph)	minimum capacity (gross)	minimum capacity (net)	2022/23 to 2026/27	2027/28 to 2028/29	2029/30 to 2033/34	2034/35 to 2037/38	2038/39 to 2040/41
21	2017 SHLAA	SA21-CRA01	Former Electrobases/Wheatsheaf Works, Maxim Road, Crayford	0	2.164	2.164	143	310	310	0	62	103	83	62
22	2017 SHLAA	SA22-CRA02	Tower Retail Park, Tower Park Road, Crayford	0	3.454	2.591	139	360	360	0	0	0	180	180
23	2017 SHLAA	SA23-CRA03	Sainsbury's Crayford, Stadium Way, Crayford	0	3.688	2.766	163	450	450	0	0	0	225	225
				909	53.798	44.081	162	7,125	6,216	0	944	2,230	1,802	1,240

Table 42: Local Plan Housing Trajectory - development capacity from the 23 site allocations (2027/28 to 2037/38)

Local Plan five-year housing land supply capacity from identified large sites and large schemes (2022/23 to 2026/27)

Data extracted from the Bexley Five-Year Housing Land Supply Report 2022 to 2027

Count	Planning reference	permission date	Development name or site name, and address	existing units	gross site area (ha)	residential site area (ha)	design-led density (dph)	proposed units	net capacity	2022/23 to 2026/27	2027/28 to 2028/29	2029/30 to 2033/34	2034/35 to 2037/38	2038/39 to 2040/41
1	20/00908/FULM	28/07/2021	21 Picardy Street, Belvedere	0	0.120	0.120	317	38	38	38	0	0	0	0
2	19/02645/FULM	05/03/2020	Land at the Junction of Macarthur Close and West Street, Erith	0	0.240	0.240	125	30	30	30	0	0	0	0
3	19/02274/FULM	28/01/2020	Hainault House, 35 - 37 Lesney Park Road, Erith	0	0.578	0.578	43	25	25	25	0	0	0	0
4	19/01828/FULM	01/07/2020	Former Lamorbey Swimming Centre, 157 Station Road, Sidcup	0	0.170	0.170	159	27	27	27	0	0	0	0
5	19/00941/FULM	10/03/2020	Land East of Maiden Lane, Crayford	0	0.330	0.330	106	35	35	35	0	0	0	0
6	18/03154/FULM	19/09/2019	Arthur Street Estate, Erith	263	2.254	2.254	142	320	57	57	0	0	0	0
7	18/02578/FULM	13/06/2019	Former Belvedere Police Station, 2 Nuxley Road, Belvedere	0	0.170	0.170	153	26	26	26	0	0	0	0
8	18/02135/OUTM	19/12/2019	Land East of Junction of Yarnton Way and Picardy Manorway, Belvedere	0	0.280	0.280	247	69	69	69	0	0	0	0
9	18/01214/FULM	23/07/2019	Co-op Food, Station Road, Sidcup	0	0.320	0.320	184	59	59	59	0	0	0	0
10	18/00203/FULM	04/10/2019	45 Sidcup Hill, Sidcup	0	0.240	0.240	175	42	42	42	0	0	0	0
11	17/02745/FULM	17/09/2018	Eastside Quarter, Broadway, Bexleyheath	0	1.580	1.580	328	518	518	518	0	0	0	0
12	17/00577/OUTM01	31/05/2017	Old Farm Park, Old Farm Avenue, Sidcup	0	1.430	1.430	42	60	60	60	0	0	0	0
13	16/01287/OUTM	22/12/2016	Southmere Village Phase 2, Binsey Walk, Abbey Wood	70	2.473	2.473	133	329	259	259	0	0	0	0
14	16/01251/FULM	22/12/2016	Southmere Village Phase 1, Yarnton Way/Harrow Manorway, Abbey Wood	0	4.068	4.068	131	533	533	533	0	0	0	0
15	14/02155/OUTM	16/12/2016	Erith Hills, Fraser Road, Erith (all phases)	95	10.766	7.690	78	600	505	505	0	0	0	0
16	08/11096/FULM	04/12/2013	Ballast Wharf, West Street, Erith	0	0.401	0.401	135	54	54	54	0	0	0	0
				428	25.420	22.344	124	2,765	2,337	2,337	0	0	0	0

Table 43: Local Plan Housing Trajectory - development capacity from large sites and schemes in the five-year housing land supply (2022/23 to 2026/27)