

Annex: Schedule of Main Modifications to the Bexley Draft Local Plan (Reg 19)

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MM001	1	9-10	Paragraph 1.18	<p><i>Split paragraph 1.18 into three and amend subsequent paragraph numbers:</i></p> <p>1.18 The <u>Council's ambitions for</u> Bexley Riverside OA <u>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 deliver 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 Government for connectivity improvements.</u></p> <p>1.19 <u>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</u> however unlikely to fulfil its development potential of this OA during the plan period as it is dependent on infrastructure improvements that have not yet been committed. The local plan does identify growth opportunities in appropriate parts of the area but many of the Mayor's aspirations for Bexley Riverside OA that are set out in the London Plan <u>will not be fully realised in the plan period, and the 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.</u></p> <p>1.20 The Council will continue to work with the Greater London Authority, including <u>Government and other partners</u> 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 plan identify and develop opportunities and <u>an early review</u> of the local plan <u>will be undertaken. The form of such a review will be considered by the Council at that stage.</u></p>

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MM002	1	10	Policy SP1 Figure 1 Key Diagram	<p>Achieving sustainable development – the spatial strategy</p> <p>Commitments for sustainable growth</p> <ol style="list-style-type: none"> 1. The Council, through its policies and decisions, will aim to: <ol style="list-style-type: none"> a) positively pursue sustainable development in the borough by providing locally specific requirements in line with the NPPF and the London Plan; and b) <u>work towards achieving</u> achieve 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 and work in line with the vision and objectives of the Council's key strategies and <u>this</u> 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: <ol style="list-style-type: none"> a) Strengthen and diversify the local economy by: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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.

				<p>Bexley's sustainable development locations spatial approach to growth</p> <p>3. The parts of the borough best able to accommodate, at varying densities and amounts, 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, are will be:</p> <p>a) the Sustainable Development Locations within the blue boundaries identified on the policies map and illustrated by the key diagram (Figure 1), which illustrate are:</p> <p>i. areas within 800 metres walking distance of, and including, Bexley's Major and District main Town Centres and 400 metres from Local Town Centres;</p> <p>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,</p> <p>iii. areas with public transport access levels (PTALs) of 3-6;</p> <p>b) designated industrial locations (specifically for industrial growth and intensification); and</p> <p>c) within the remainder of the Thamesmead and Abbey Wood London Plan Opportunity Area not covered in Parts 3.a) or 3.b).</p> <p>4. Development proposals outside of these areas will only be supported where they fully demonstrate compliance with all relevant development plan policies demonstrably contribute to sustainable development, respect local character and are supported by the required infrastructure.</p>
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Key spatial diagram for Bexley

Amend industrial location boundaries and opportunity area boundaries. Amend key as follows:

Designated ~~employment land~~ industrial locations

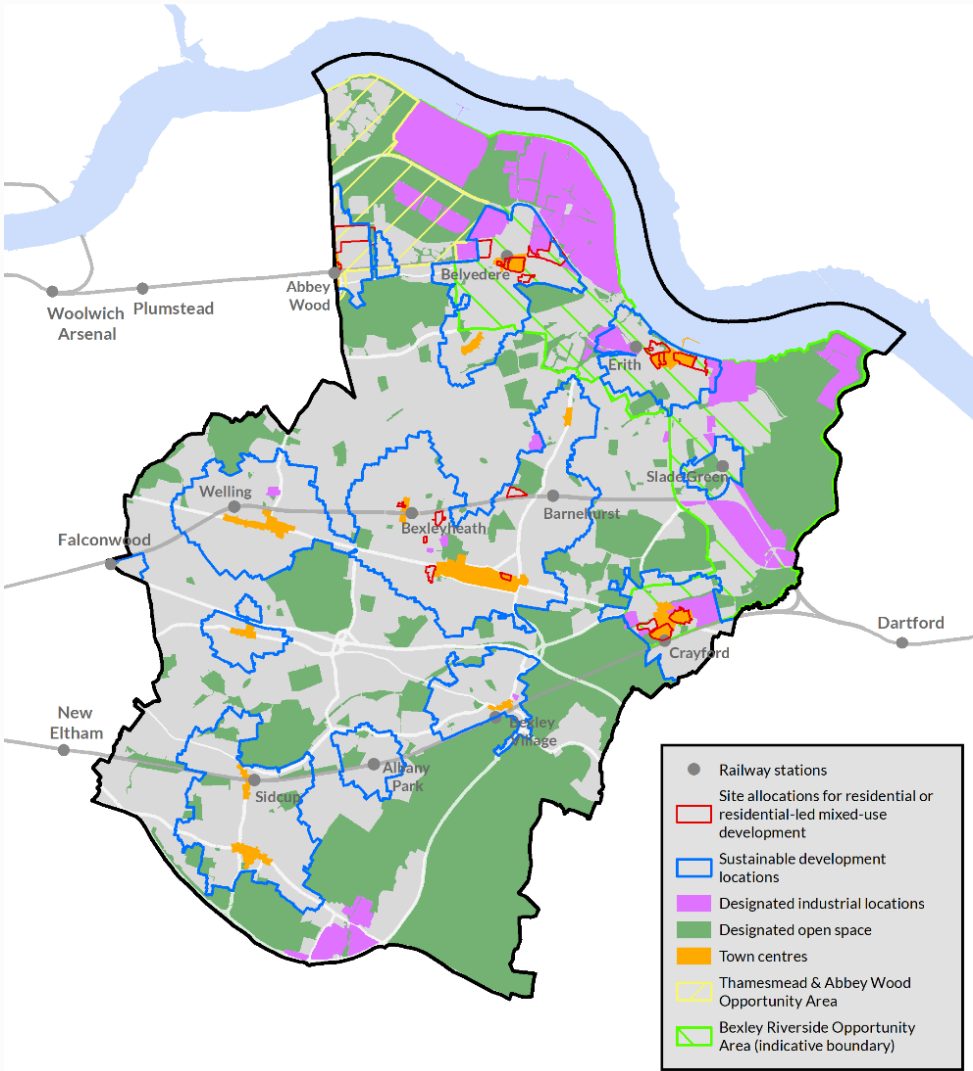


Figure 1: Local plan spatial strategy ~~for the local plan~~

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MM003	2	16	Policy SP2	<p>Meeting Bexley's housing requirements</p> <p>The Council's commitments for mixed and balanced communities</p> <p><u>1.</u> The Council will seek to meet the Mayor's 10-year <u>(2019-2029)</u> housing target for Bexley of 6,850 <u>(net)</u> new homes <u>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.</u></p> <p><u>2.</u> In this context, and reflecting local evidence for housing, it is the Council's aspiration to achieve <u>its strategic target of</u> 50% affordable housing as a proportion of all qualifying provision across the borough over the plan period <u>by application of the threshold approach set out in policy DP1</u>. 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.</p> <p><u>3.</u> 2. 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:</p> <ul style="list-style-type: none"> a) 1,008 <u>55</u> units <u>per annum</u> of specialist older person accommodation (falling within Use Class C3); b) 43 <u>26</u> units <u>per annum</u> of residential care accommodation (falling within Use Class C2); c) 3.2 <u>3.6</u> gypsy and traveller pitches (detailed in Table 4) <u>over the plan period</u> based on a cultural definition of need; and d) 408 <u>24</u> self-build homes <u>per annum</u> (based <u>on</u> the annualised figure from <u>average number of</u> new entries on the Council's self-build register <u>each year</u>). <p><u>4.</u> 3. 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:</p> <ul style="list-style-type: none"> 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; c) <u>encourage</u> consider sensitive residential intensification within the borough's identified Sustainable Development Locations, <u>and permit it outside of these locations subject to part 4 of policy SP1;</u> and

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				<p>d) monitor the demand for self-build or custom build accommodation in the borough and plan accordingly.</p> <p>Housing delivery on small sites</p> <p><u>5.</u> 4. 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 support<u>encourage</u> proposals for appropriate development of small sites within the <u>borough's identified Sustainable Development Locations, and permit them outside of these locations subject to part 4 of policy SP1 set out in policy SP1, illustrated on the local plan key diagram (Figure 1) and defined on the submission policies map.</u></p>
MM004	2	19	Paragraph 2.27	<p>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, <u>and meanwhile housing can also play its part.</u></p>
MM005	2	19-20	Policy DP1	<p>Providing a supply of housing</p> <p>1. Development proposals for new housing should be in the parts of the borough identified as Sustainable Development Locations set out in SP1, and must:</p> <ol style="list-style-type: none"> 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; make the most effective and efficient use of land, seeking to achieve higher densities in the most accessible locations; achieve all relevant <u>London Plan</u> space, accessibility, environmental, and housing amenity standards, <u>having regard to published guidance</u>; and encourage mixed communities through 'tenure blind' architecture. <p>Affordable housing from qualifying developments</p> <p><u>2.</u> 3. For all qualifying schemes, <u>Development proposals, as a starting point, should seek to deliver</u> a mix of dwelling sizes and tenures, including family housing, will be sought in accordance with the Bexley SHMA, as set out in line with Table 3, in order to meet overall need <u>across the borough over</u> throughout the plan period.</p>

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				<p><u>Affordable housing from qualifying developments</u></p> <p>3. 2. For residential development proposals with a capacity of 10 or more (gross) dwellings, the Council will follow a threshold approach <u>to affordable housing in line with London Plan policies H4 and H5</u> and seek 35% affordable housing on-site.</p> <p>4. Development proposals that do not meet the affordable housing threshold will be refused unless justified by a full, normally un-redacted viability assessment that is submitted at the same time that a planning application is submitted.</p> <p>Self-build and custom housebuilding</p> <p>5. Developers are encouraged to provide plots, where appropriate, within residential schemes for individuals or groups to build their own homes.</p>
MM006	2	22	Policy DP2	<p>Residential development on backland and infill sites</p> <p>1. Proposals for new dwellings on small (less than 0.25ha) brownfield sites, including infill and backland sites, will generally be <u>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</u> where:</p> <p>a) the site is located within a sustainable development location as identified on the key diagram (Figure 1);</p> <p><u>a)</u> b) the development capacity of the site is optimised; and,</p> <p><u>b)</u> c) the development provides well-designed housing with a high standard of amenity that makes a positive contribution to the area.</p> <p>2. Proposals for development on residential gardens and/or communal amenity spaces <u>(including green spaces)</u> will be resisted, except where:</p> <p>a) adequate and safe access for vehicles and pedestrians is provided, with no <u>unacceptable</u> adverse effects on the access to adjacent dwellings</p> <p>b) there are no <u>unacceptable</u> adverse effects on the privacy and amenity of residents of neighbouring properties;</p> <p>c) distinctive landscape and nature conservation features, such as trees, hedgerows, and ponds, are retained; and,</p>

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				d) the proposed and existing dwellings retain sufficient private and, if appropriate, communal amenity space.
MM007	2	24	Policy DP3	<p>Providing housing for older people</p> <ol style="list-style-type: none"> Proposals for new specialist housing for older people will be supported where: <ol style="list-style-type: none"> There is an identified <u>continued</u> need in the borough, <u>having regard to part 3 of policy SP2</u>, for the tenure and type of accommodation proposed; standards of HAPPI have been considered, and implemented where appropriate, to ensure the scheme is suitable for the intended occupants; and the scheme is sustainably located near public transport, shops, local services, community facilities and social networks for residents, carers and visitors 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. 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. Specialist housing for older people will be expected to provide an affordable housing contribution in line with policy requirements.
MM008	2	25	Policy DP4	<p>Gypsy and traveller accommodation</p> <ol style="list-style-type: none"> Bexley's existing provision for gypsies <u>Gypsy</u> and Travellers' Sites, listed below and defined on the submission policies map, will be protected, while demand exists. The following considerations should be taken into account in the determination of locations for future gypsies <u>Gypsy</u> and Travellers' Sites: <ol style="list-style-type: none"> complying with the requirements of other relevant policies, including policies that seek to protect designated areas, such as metropolitan green belt, from inappropriate development; avoiding areas of flood risk (Environment Agency Flood Zones 2 and 3), <u>as caravans are considered highly vulnerable to the risks of flooding</u>; and ensuring there are no significant adverse impacts on the locality including: <ol style="list-style-type: none"> the character and appearance of the site and surrounding area;

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				<ul style="list-style-type: none"> ii. the residential amenity of neighbouring properties; and iii. the local highway network. <p>3. Any proposal for a new site, or intensification <u>or extension</u> of an existing site, should:</p> <ul style="list-style-type: none"> 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. <p>4. Proposed improvements to existing pitches and sites will be supported, where appropriate.</p>
MM009	2	26	Policy DP5	<p>Requirements for HMOs and live/work units</p> <p>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:</p> <ul style="list-style-type: none"> a) demonstrating they will not have an adverse impact on the local area; and b) the appropriate quality of the accommodation being proposed. <p>2. Self-contained live/work units will be expected to meet all <u>London Plan</u> living and space standards for <u>applicable to</u> C3 residential accommodation.</p>
MM010	2	27	Policy DP6	<p>Loss of existing housing</p> <p>1. Development resulting in the net loss of all or part of a dwelling will generally be resisted, except where:</p> <ul style="list-style-type: none"> 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. <p>2. The loss of housing units through estate regeneration may be considered acceptable where the overall amount of affordable floorspace or habitable rooms is retained or, ideally, increased.</p> <p>3. Proposals to return vacant homes back into use will be supported.</p>

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MM011	3	29	Policy SP3	<p>Employment growth, innovation and enterprise</p> <ol style="list-style-type: none"> 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 10,000 <u>10,800 (net)</u> new jobs over the plan period, <u>of which approximately 1,900 to 2,700 of these will be located within Bexley's designated industrial locations.</u> 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: <ol style="list-style-type: none"> a) intensify land-uses to optimise the use of land, particularly on those sites identified in Table 7, <u>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;</u> 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 <i>Appropriate uses within designated industrial areas</i>. These designations are defined on the submission 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

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				<p>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:</p> <ul style="list-style-type: none"> 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 parades and other places of employment including education and healthcare; 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.
MM012	3	33-34	Policy DP7	<p>Appropriate uses within designated industrial areas</p> <ol style="list-style-type: none"> 1. Two types of industrial land are designated in the borough: <ul style="list-style-type: none"> 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 submission policies map, the following uses <u>classes</u> for industrial type activities and related functions, including ancillary facilities, will be permitted and safeguarded: <ul style="list-style-type: none"> a) Class B2 and B8 b) Class E(g)(ii) and E(g)(iii), only, where the permitted function cannot change to any other E Use Class 3. Within SIL, Proposals for sui generis industrial uses such as for waste management and disposal installations or utilities functions, will usually be permitted within SIL in designated industrial areas, 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 uses <u>Sui generis uses that can have a detrimental effect on amenity, such as</u>

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				<p>waste facilities or disposal installations, are not considered an appropriate use within LSIS, <u>which is often located adjacent to residential areas.</u></p> <p>4. In designated industrial locations, development proposals should <u>where possible</u> seek to intensify, renew and modernise business uses, including the assembly of land to achieve this.</p> <p>5. Development proposals should not result in a net loss of existing industrial floor space for Class E(g)(ii), <u>E(g)(iii)</u>, 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.</p> <p>6. Non-designated industrial sites should be assessed in line with criteria set out in London Plan policies, particularly E4 and E7.</p> <p>7. The SIL at Crossness Sewage Treatment Works is safeguarded for its strategic utilities infrastructure use and its operational area <u>land</u> identified on the submission policies map.</p> <p>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).</p> <p>Non-conforming uses</p> <p>9. Extensions, alterations, intensification or any other form of development for existing non-industrial uses on designated industrial land will not be supported.</p> <p>Temporary uses</p> <p>10. The Council will support the temporary occupation of empty buildings and cleared sites by temporary uses for a maximum of <u>period that should not normally exceed</u> three years that shall not be renewed, 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.</p>
MM013	3	36	Policy DP8	<p>Telecommunications and digital infrastructure</p> <p><u>1. The Council supports the delivery of full-fibre digital connectivity as set out in London Plan policy SI6.</u></p> <p><u>2.</u> 1. Proposals for new or upgraded telecommunications and associated equipment will be supported, including masts, cabinets and other related equipment, and <u>which</u> should be located so as to minimise any adverse effects ensuring that:</p> <p>a) the installation(s) are kept to a minimum, consistent with the efficient operation of the network;</p>

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				<ul style="list-style-type: none"> 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.
MM014	3	41	Policy DP10	<p>Neighbourhood centres and small parades</p> <ol style="list-style-type: none"> <u>The loss of ground floor</u> Changes of use from Class E <u>uses</u> in designated Neighbourhood <u>Centres</u> and Small Parades will be supported if: <ul style="list-style-type: none"> a) the <u>proposed</u> use positively contributes to the vitality and viability of the parade <u>and</u>; b) the proposed use would include an active frontage immediately accessible from the street <u>and</u>; c) <u>in the case of Neighbourhood Centres</u>, the proposed use would not result in two or more adjoining units of takeaways, betting offices/shops, pay day loan shops, and pawn broker <u>or any other sui generis use considered to be of harm to viability, vitality or wellbeing</u>, with a maximum of one unit or 10% of units (<u>whichever is the greater</u>) with these uses collectively across the neighbourhood centre d) <u>or in the case of Small Parades</u>, the proposed use would not result in more than one unit of takeaways, betting offices/shops, pay day loan shops, and pawn brokers, <u>or any other sui generis use considered to be of harm to viability, vitality or wellbeing</u> across the small parade. 2. Neighbourhood centres are expected to contribute to projected jobs growth over the plan period and commercial, business and services functions within the centre should not be lost to residential uses.
MM015	4	46	Policy SP5	<p>Placemaking through good design</p> <ol style="list-style-type: none"> The Council will continue to expect the highest 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: <ul style="list-style-type: none"> 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;

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				<ul style="list-style-type: none"> 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. <p>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.</p> <p>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.</p>
MM016	4	47	Policy DP11	<p>Achieving high-quality design</p> <ol style="list-style-type: none"> 1. Development proposals within a primarily residential area, as defined on the submission 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. <u>Irrespective of location, all</u> 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: <p>Character</p> <ul style="list-style-type: none"> 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 <p>Landscaping</p> <ul style="list-style-type: none"> b) Provide a high standard of landscaping design, appropriate to the proposal and with regard to the character of the surrounding area <p>Privacy, outlook and adverse impacts</p> <ul style="list-style-type: none"> 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

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				<p>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</p> <p>Quality of residential accommodation</p> <p>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</p> <p>g) meet appropriate internal accommodation standards</p> <p>Crime</p> <p>h) apply the principles of designing out crime whilst maintaining an attractive, connected environment</p> <p>Advertisements</p> <p>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.</p>
MM017	4	49-50	Policy DP12	<p>Tall buildings and building heights</p> <p>Borough-wide building heights</p> <p><u>1.</u> 3. 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.</p> <p><u>2.</u> 1. <u>Subject to Part 1 above.</u> Typically, the maximum height of buildings shall not normally be more than:</p> <p>a) 45 metres within and near the town centres of Abbey Wood Village and Lower Belvedere, as set out in Part 2 <u>5</u> of this policy;</p> <p>b) 25 metres <u>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 as identified on the key diagram (Figure 1) outside of</u> Part 3a <u>2a</u> of this policy; and,</p> <p>c) 15 metres across the rest of the borough.</p> <p><u>3.</u> 4. 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.</p>

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				<p>Tall buildings</p> <p>4. 5. 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 <u>that</u>:</p> <ul style="list-style-type: none"> a) <u>there is</u> sufficient access to public transport; b) <u>there is</u> access to local services and facilities, depending on the number and type of residents expected; c) the proposal will not have an <u>unacceptable</u> adverse impact on local character, including heritage assets; d) the design considers topography; e) the proposal will not create <u>unacceptable</u> adverse environmental impacts, including flood risk, creation of a wind tunnel, loss or lack of daylight and sunlight; f) the design is of the highest architectural quality; and g) the proposal will integrate into its surroundings at all levels, particularly at street level and into the skyline. <p>5. 6. Suitable locations for tall buildings are within and near the town centres of Abbey Wood Village (defined in Figure 4) and Lower Belvedere (defined in Figure 5).</p>
MM018	4	53	Policy DP13	<p>Protecting local views</p> <ol style="list-style-type: none"> 1. Development proposals with the potential to impact a protected local view must meet the following criteria: <ul style="list-style-type: none"> 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 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.

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				<p>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.</p> <p>4. <u>Development proposals that are within London's Protected Vistas must meet the requirements of Part F of London Plan policy HC4.</u></p>
MM019	4	54	Policy SP6	<p>Managing Bexley's heritage assets</p> <p>1. The Council will manage <u>Bexley's</u> its heritage and archaeological assets, whilst seeking opportunities to make the most of these assets; including adapting to and mitigating the effects of climate change. This will enhance the local sense of place and support the revitalisation and development of the borough, including promoting the visitor economy. This will be achieved by:</p> <ul style="list-style-type: none"> 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, e) supporting historic restoration schemes through partnership working and seeking funding to enhance and utilise heritage and archaeological assets in an appropriate and sympathetic manner.
MM020	4	56-57	Policy DP14	<p>Development affecting a heritage asset</p> <p>Impact on asset or setting</p> <p>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.</p> <p>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.</p>

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				<p>Change of use</p> <p>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.</p> <p>Demolition</p> <p>4. There is a general presumption against any proposal for development that demolishes a heritage asset in part or whole, including locally listed buildings.</p> <p>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.</p> <p>Listed buildings</p> <p>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.</p> <p>Locally listed buildings <u>Non-designated heritage assets</u></p> <p>7. Any proposed alteration to a <u>non-designated heritage asset, including</u> locally listed buildings, <u>structures and landscapes</u>, or other non-designated heritage asset must have special regard to the asset's contribution to the streetscape.</p> <p>8. Any proposed alteration to a <u>non-designated heritage asset, including</u> locally listed buildings, <u>structures and landscapes</u>, should conserve the particular characteristics that justify that structure's <u>its</u> identification.</p> <p>Conservation areas</p> <p>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.</p>

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				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.
MM021	5	60-61	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: <ul style="list-style-type: none"> a) 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; b) 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, c) ensuring developers contribute to the reasonable costs of new, and expanded <u>and/or improved</u> services, facilities and open spaces made necessary by their development proposals through the use of planning obligations <u>where appropriate</u> and/or the community infrastructure levy.
MM022	5	61	Table 10	Types of social and community infrastructure <div> Health primary and secondary health care including mental health; hospitals; GPs; dentists and pharmacies </div> <div> Education early years provision, primary, secondary, and further and higher education including adult learning and school playing fields </div>

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				<p>Emergency policy and judicial facilities, ambulance services, fire brigades and any lifeboat or river rescue requirements along the borough's navigable rivers</p> <p>Neighbourhood local shops (under 280m²), community centres, halls and <u>other indoor and outdoor</u> meeting places <u>for community activities</u>; youth, children and family services; play and informal recreation facilities; facilities for the elderly and disable; public houses that are designed as assets of community value; public toilets and Changing Places facilities; water <u>drinking</u> fountains; civic spaces and <u>other</u> accessible <u>local</u> open spaces; <u>allotments and nursery gardens; and cemeteries</u></p> <p>Leisure <u>and wellbeing</u> libraries; sport <u>and physical activity, including playing pitches; accessible open space; leisure; indoor and outdoor</u> recreation; <u>the arts including public sculpture</u>; theatres; places of worship; heritage, <u>tourism</u> and visitor attractions; <u>and accessible nature areas</u></p> <p>Urban Open Space <u>predominantly open-air recreation, leisure, community activities, tourism, sport and physical activity, including playing pitches; allotments and nursery gardens; cemeteries; nature conservation; and educational or community uses in large grounds</u></p>
MM023	5	63-64	Policy DP15	<p>Providing and protecting social and community infrastructure</p> <p>Providing</p> <p>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:</p> <ol style="list-style-type: none"> 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; easily accessible to all by a range of sustainable travel modes, including walking, cycling and public transport; of an appropriate character, size and scale to meet the needs of the community; and, designed to be as flexible, adaptable and capable of multi-use as possible.

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				<p>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.</p> <p>3. Proposals for new or expanded Education facilities should be designed to reflect the community needs assessments <u>school commissioning plan</u>.</p> <p>4. Proposals need to demonstrate that they are supported by the relevant service provider.</p> <p>5. The creation of <u>use class</u> 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.</p> <p>Protecting</p> <p>6. The Council will not permit the loss of existing social and community infrastructure types included in Table 10, or defined on the submission policies map as Education Land, except where:</p> <ul style="list-style-type: none"> a) it can be demonstrated that there is no current or future need for the existing premises or land for any <u>appropriate</u> 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 <u>has been assessed in line with part 6.a) or part 6.b), as is</u> part of an agreed strategy or programme of estate management, <u>which includes changes to the service delivery model</u>. <p>7. For Urban Open Space, it must also be demonstrated that the land has no visual amenity value as a landscape feature in providing breaks in the built-up area.</p> <p>7. 8. Changes of use from individual <u>use class</u> 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.</p>
MM024	5	67-68	Policy DP17	<p>Publicly accessible open space</p> <p>Maximising access to existing open space</p> <p>1. In order to maximise access to existing publicly accessible open space, new developments will be required to:</p> <ul style="list-style-type: none"> a) Provide new or improved access to adjacent or nearby publicly accessible open space, where appropriate;

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				<p>b) not block or hinder existing public access, unless suitable alternative access is provided; and</p> <p>c) promote publicly accessible open spaces as multi-functional spaces that cater for a range of activities, lifestyles, ages and needs.</p> <p>Provision of new open space <u>or new access to existing open space</u></p> <p>2. New open space provided as part of a development <u>or existing open space that a new development can provide new or enhanced access to</u>, should be inclusive and highly accessible to residents of the development and surrounding areas.</p>
MM025	5	70-71	Policy SP8	<p>Green infrastructure including designated Green Belt</p> <p>The Council's commitments to creating a multifunctional network</p> <p>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:</p> <ul style="list-style-type: none"> 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) <u>protecting Urban Open Space, only allowing development where the public benefit of the development clearly outweighs any harm;</u> d) e-resisting harmful development of gardens and other green amenity <u>green</u> spaces; e) d-keeping under review existing allotments and encouraging provision of space for community gardening, including for food growing, within new developments; f) e-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; g) f) implementing the priorities outlined in relevant <u>agreeing proposals for creating or improving habitat, implementing priorities for the recovery of nature outlined in the relevant local nature recovery strategies.</u> borough strategies or studies on open space, green and blue infrastructure including, where appropriate, rivers and waterways restoration;

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				<p>h) g) supporting the role waterways can play as tools in place making and place shaping, contributing to the creation of sustainable communities;</p> <p>i) h) protecting land that forms part of the Southeast London Green Chain, <u>as an important environmental, recreational, and educational resource</u>, 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;</p> <p>j) i) 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;</p> <p>k) j) ensuring all new developments deliver a net increase to green infrastructure;</p> <p>l) k) 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;</p> <p>m) l) protecting new, or existing, amenity space that has been provided as part of a development, including incidental green spaces that add amenity value</p> <p>n) m) 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;</p> <p>o) n) using water spaces for transport, cultural, recreational and leisure activities and other water-related uses <u>where appropriate</u>;</p> <p>p) o) providing opportunities within waterside development for river and waterway restoration and the protection and enhancement of biodiversity;</p> <p>q) p) 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,</p> <p>r) q) 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.</p>

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MM026	5	72-73	Policy DP18	<p>Waterfront development <u>and development including, or close to, flood defences</u></p> <ol style="list-style-type: none"> 1. All development proposals adjacent to rivers and other watercourses such as lakes, ditches and dikes will be required, where appropriate, to: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> i. de-culverting watercourses and naturalising the river channel where practical; 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, <u>protect and enhance biodiversity</u>, and to allow waterside walkways and cycle paths; 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: <ol style="list-style-type: none"> a) the integrity of the waterway <u>or watercourse</u> 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.

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MM027	5	74-75	Policy DP19	<p>The River Thames and Thames Policy Area</p> <ol style="list-style-type: none"> 1. The Thames Policy Area is defined on the submission policies map. 2. 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, and are required to: <ol style="list-style-type: none"> 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. 2. 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. 3. 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. 4. 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. 5. 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.
MM028	5	77	Policy SP9	<p>The protection and enhancement of <u>Protecting and enhancing</u> biodiversity and geological assets</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> a) ensuring development in Bexley does not adversely affect the integrity of any <u>designated</u> European site of nature conservation importance;

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				<ul style="list-style-type: none"> 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 <u>Important Geological sites (RIGs)</u> and Locally Important Geological sites (RIGs and LIGs) and supporting their sustainable conservation and management; 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, and Strategic <u>Green and local</u> Wildlife Corridors <u>and local wildlife corridors</u>, thus securing measurable net gains for biodiversity, <u>recognising and promoting</u> 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 7, through new development and projects that help deliver opportunities for green infrastructure <u>with</u> —preference will be 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.
MM029	6	88	Policy SP10	<p>Bexley's transport network</p> <ol style="list-style-type: none"> 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 9.

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				<p>The Council seeks to ensure a much improved and expanded role for sustainable transport through the following actions:</p> <ul style="list-style-type: none"> 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 <u>potential</u> 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 within the borough's major town centres 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 /or reduce congestion <u>barriers to growth</u>, whilst generally promoting <u>encouraging sustainable travel options, improving road safety and supporting</u> modal shift away from the use of the car;

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				<ul style="list-style-type: none"> 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) resisting <u>ensuring that</u> the <u>proposed</u> change of use or redevelopment of existing railway station <u>or town centre</u> car parks and car parks that perform a wider town centre function unless suitable replacement spaces are provided <u>retains or re-provides an appropriate level of public parking where such provision is:</u> <ul style="list-style-type: none"> i. <u>essential to avoid unacceptable harm resulting from railheading and/or to safeguard the continued viability and vitality of the relevant town centre;</u> ii. <u>the minimum amount necessary; and</u> iii. <u>informed by an appropriate transport assessment.</u> <p>2. The Council will work with Transport for London, and with <u>National</u> Highways, England <u>Kent County Council</u>, <u>and other relevant partners</u>, 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.</p>
MM030	6	92	Policy SP11	<p>Safeguarding land for transport schemes</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> a) walking; b) cycling; c) public transport services;

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				<p>d) traffic on the public highway; and</p> <p>e) e) piers/wharves (and access to them) to enable movement of people and goods on the River Thames.</p> <p>3. Development proposals should support the plans to secure investment in, deliver and operate the following key transport infrastructure:</p> <p>a) an extension of the Docklands Light Rail to Belvedere via Thamesmead;</p> <p>b) Bus Transit route corridor priority measures and related interventions;</p> <p>c) targeted traffic capacity increases <u>interventions</u> on the South Thames Development Route (A206/A2016) <u>to deliver benefits for regeneration and remove barriers to growth as well as improve sustainable transport and road safety where appropriate</u>;</p> <p>d) a crossing of the River Thames between Belvedere and Rainham (likely to be beyond the plan period);</p> <p>e) an upgrading of Erith Pier to accommodate riverbus services; and</p> <p>f) a cycling/walking crossing of the River Darent north of the A206 Bob Dunn Way.</p> <p>Development proposals will not be accepted that prejudice the successful planning and delivery of these schemes, illustrated on Figure 9.</p> <p>4. Land is safeguarded for the following strategic transport infrastructure schemes:</p> <p>a) <u>an</u> 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,</p> <p>b) <u>completion of</u> 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 submission policies map, <u>to deliver benefits for regeneration and remove barriers to growth as well as improve sustainable transport and road safety where appropriate</u>.</p>
MM031	6	93-94	Policy DP22	<p>Sustainable transport</p> <p>1. The Council will expect to see measures in <u>all</u> development proposals that facilitate and promote walking, cycling, public transport and shared mobility. In particular, major development proposals should incorporate where appropriate the below points at an early design or pre-application stage:</p>

Modification reference	DLP Chapter	DLP (Reg 19) Page(s)	DLP (Reg 19) policy, paragraph, figure, table or site reference	Change (deleted text in strikethrough , <u>new text underlined</u> , other changes in <i>italics</i>)
				<p>Walking</p> <ul style="list-style-type: none"> 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; <p>Cycling</p> <ul style="list-style-type: none"> 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 <u>and cycleways</u> network; <p>Public transport network</p> <ul style="list-style-type: none"> j) allocate road space and provide high level of priority on existing or proposed routes; k) ensure good access to <u>public transport</u> and within areas served by networks; l) ensure that all parts of the network can be used safely, easily and with dignity by all; m) ensure direct, secure <u>safe</u>, 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; <p>Shared mobility (smarter travel)</p> <ul style="list-style-type: none"> 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.

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MM032	6	96	Policy DP23	<p>Parking management</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> areas with a PTAL of 2 that are outside of Sustainable Development Locations more than 5 minutes' walking distance from a railway station and town centre (see Figure 11) where, <u>in exceptional circumstances, consideration will be given on a case by case basis for</u> 3 or more bedroom dwellings will to have a maximum standard of <u>up to</u> 1.25 spaces; and 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. 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: <ol style="list-style-type: none"> 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 inside an existing or planned CPZ or RPZ, in which case, <u>where parking surveys suggest issues will arise</u>, the applicant will normally be required to enter into a legal agreement to restrict future occupiers from obtaining on-street parking permits. 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. For specialist housing for older people, a case by case approach will be taken with the 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 should be: <ol style="list-style-type: none"> <u>the public transport access levels in the relevant area; and a maximum of 1 car space for every 6 residents (for visitors);</u> <u>the characteristics of the residential care to be provided including the nature of shift patterns. a minimum of 1 car space for every 2 staff full time equivalents (FTE) for non-resident staff and</u>

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				<p>visiting health care workers. Further spaces may be required to support additional demand, to be determined through.</p> <p><u>Such matters should be informed by a transport statement or assessment and other appropriate information.</u></p> <p>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.</p>
MM033	6	99	Policy DP24	<p>Impact of development on the transport network</p> <ol style="list-style-type: none"> Proposals that reduce the need to travel and improve access to sustainable modes of transport will be supported. 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 <u>and seek to achieve a net positive effect on safety wherever practicable.</u> Proposals should not have a significant <u>cumulative</u> negative impact on the operation or efficiency of the local road network, the Transport for London Road Network or <u>National</u> Highways England's Strategic Road Network, the public transport system or local amenity. Proposals should identify, minimise and mitigate potential negative impacts. Development proposals should not result in: <ol style="list-style-type: none"> 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 submission 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 12, and taking into account the function of adjacent streets; or severe cumulative adverse impacts on the operation of roads or streets in the area.

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MM034	6	110-111	Policy DP29	<p>Water quality, supply and treatment</p> <p>Water quality</p> <p>1. Development proposals should not adversely affect the quality or quantity of water in watercourses or groundwater. New development will be required to <u>protect and/or</u> enhance and protect the water quality of existing water resources, such as watercourses and groundwater.</p> <p>Water supply and wastewater/sewage infrastructure</p> <p>2. Where appropriate, planning permission for developments which result in the need for off-site upgrades, will be subject to conditions <u>or obligations</u> to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades.</p> <p>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.</p> <p>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 ensure <u>should consider</u> future access to the existing sewerage systems for maintenance and upsizing purposes.</p> <p>Development within the vicinity of Crossness Sewage Treatment Works</p> <p>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:</p> <ol style="list-style-type: none"> there is no adverse amenity impact on future occupiers of the proposed development or; the development can be conditioned and mitigated to ensure that any potential for adverse amenity impact is avoided.

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MM035	7	122-123	Policy DP32	<p>Flood risk management</p> <p>Planning for flood risk</p> <p>1. In areas at risk of flooding, as identified in the Bexley Strategic Flood Risk Assessment (SFRA), development proposals, including redevelopment (except minor development), must:</p> <ol style="list-style-type: none"> be within a Sustainable Development Location, <u>designated industrial location or the Thamesmead and Abbey Wood Opportunity Area</u> if the site is within Flood Zones 2 and 3a, <u>except for householder development above defined flood levels</u>, and the development type is acceptable within the flood zone, as only these locations have passed the local plan sequential test; apply the exception test, where required, to sites within Flood Zones 2 and 3a that have met the requirements of part 1a; comply with the guidance and recommendations set out in the Bexley SFRA Level 1 and <u>Level 2</u>; apply the sequential approach advocated in the NPPF to all sources of flooding, not just tidal and fluvial; be used as an opportunity to reduce the causes and impact of flooding; make as much use as possible of natural flood management techniques as part of an integrated approach to flood risk management); and, provide floodplain storage capacity as close to the development as possible, where the proposed development will reduce this capacity. <p>Tidal and fluvial flooding</p> <p>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, <u>and within the tidal flood zones should be set at the predicted 1 in 200 year annual probability</u>.</p> <p>3. Development in areas designated as functional floodplain (as identified in the SFRA Level 1 and the submission policies map) will not be permitted outside of water-compatible development, as defined in the NPPF.</p> <p>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.</p>

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				<p>5. New developments in riverside locations are required to help reduce flood risk now and into the future. 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.</p> <p><u>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.</u></p> <p><u>7.</u> 6. Basements will not be permitted in Flood Zones 2 or 3.</p> <p>Surface water, groundwater and sewer flooding</p> <p><u>8.</u> 7. Development must not increase flood risk on-site or off-site, and exceedance flows must be considered and appropriately managed.</p> <p><u>9.</u> 8. 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</p> <p>Safe refuge, access and egress in, to and from development</p> <p><u>10.</u> 9. 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.</p> <p><u>11.</u> 10. 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.</p> <p><u>12.</u> 11. All development that is intended to be occupied below the predicted flood water level must provide internal safe refuge above the design flood level.</p>
MM036	Part 2	138-141	AW001 Felixstowe Road Car Park	<i>The site allocation as a whole, including policy SA1, has been deleted and replaced by an amended version. See [MM036] ABW01 Felixstowe Road Car Park in Appendix A.</i>
MM037	Part 2	142-144	AW002 Lesnes Estate/Coralline Walk	<i>The site allocation as a whole, including policy SA2, has been deleted and replaced by an amended version. See [MM037] ABW02 Lesnes Estate/Coralline Walk in Appendix A.</i>

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MM038	Part 2	146-149	BEL01 ASDA and B&Q Belvedere	<i>The site allocation as a whole, including policy SA3, has been deleted and replaced by an amended version. See [MM038] BEL01 ASDA and B&Q Belvedere in Appendix A.</i>
MM039	Part 2	150-152	BEL02 Station Road East	<i>The site allocation as a whole, including policy SA4, has been deleted and replaced by an amended version. See [MM039] BEL02 Station Road East in Appendix A.</i>
MM040	Part 2	153-155	BEL03 Station Road West	<i>The site allocation as a whole, including policy SA5, has been deleted and replaced by an amended version. See [MM040] BEL03 Station Road West in Appendix A.</i>
MM041	Part 2	156-158	BEL04 Land adjacent Woodside School	<i>The site allocation as a whole, including policy SA6, has been deleted and replaced by an amended version. See [MM041] BEL04 Land adjacent Woodside School in Appendix A.</i>
MM042	Part 2	159-161	BEL05 Belvedere Gas Holders	<i>The site allocation as a whole, including policy SA7, has been deleted and replaced by an amended version. See [MM042] BEL05 Belvedere Gas Holders in Appendix A.</i>
MM043	Part 2	162-164	BEL06 Monarch Works	<i>The site allocation as a whole, including policy SA8, has been deleted and replaced by an amended version. See [MM043] BEL06 Monarch Works in Appendix A.</i>
MM044	Part 2	165-168	BEL07 Crabtree Manorway South	<i>The site allocation as a whole, including policy SA9, has been deleted and replaced by an amended version. See [MM044] BEL07 Crabtree Manorway South in Appendix A.</i>
MM045	Part 2	170-173	ERI01 Erith Western Gateway	<i>The site allocation as a whole, including policy SA10, has been deleted and replaced by an amended version. See [MM045] ERI01 Erith Western Gateway in Appendix A.</i>
MM046	Part 2	174-177	ERI02 Pier Road West	<i>The site allocation as a whole, including policy SA11, has been deleted and replaced by an amended version. See [MM046] ERI02 Pier Road West in Appendix A.</i>
MM047	Part 2	178-180	ERI03 Pier Road East	<i>The site allocation as a whole, including policy SA12, has been deleted and replaced by an amended version. See [MM047] ERI03 Pier Road East in Appendix A.</i>
MM048	Part 2	181-184	ERI04 Erith Riverside	<i>The site allocation as a whole, including policy SA13, has been deleted and replaced by an amended version. See [MM048] ERI04 Erith Riverside in Appendix A.</i>

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MM049	Part 2	185-188	ERI05 Morrisons Erith	<i>The site allocation as a whole, including policy SA14, has been deleted and replaced by an amended version. See [MM049] ERI05 Morrisons Erith in Appendix A.</i>
MM050	Part 2	190-192	BXH01 Former Bexley CCG Offices	<i>The site allocation as a whole, including policy SA15, has been deleted and replaced by an amended version. See [MM050] BXH01 Former Bexley CCG offices in Appendix A.</i>
MM051	Part 2	193-195	BXH02 Bexleyheath Town Centre East	<i>The site allocation as a whole, including policy SA16, has been deleted and replaced by an amended version. See [MM051] BXH02 Bexleyheath Town Centre East in Appendix A.</i>
MM052	Part 2	196-198	BXH03 EDF Energy	<i>The site allocation as a whole, including policy SA17, has been deleted and replaced by an amended version. See [MM052] BXH03 EDF Energy in Appendix A.</i>
MM053	Part 2	199-201	BXH04 Buildbase Bexleyheath	<i>The site allocation as a whole, including policy SA18, has been deleted and replaced by an amended version. See [MM053] BXH04 Buildbase Bexleyheath in Appendix A.</i>
MM054	Part 2	202-204	BXH05 Peppers Builders Merchants	<i>The site allocation as a whole, including policy SA19, has been deleted and replaced by an amended version. See [MM054] BXH05: Peppers Builders Merchants in Appendix A.</i>
MM055	Part 2	205-207	BXH06 Land behind Belvedere Road	<i>The site allocation as a whole, including policy SA20, has been deleted and replaced by an amended version. See [MM055] BXH06: Land behind Belvedere Road in Appendix A.</i>
MM056	Part 2	209-212	CRA01 Former Electrobases/ W heatsheaf Works	<i>The site allocation as a whole, including policy SA21, has been deleted and replaced by an amended version. See [MM056] CRA01 Former Electrobases/W heatsheaf Works in Appendix A.</i>
MM057	Part 2	213-216	CRA02 Tower Retail Park	<i>The site allocation as a whole, including policy SA22, has been deleted and replaced by an amended version. See [MM057] CRA02 Tower Retail Park in Appendix A.</i>
MM058	Part 2	217-220	CRA03 Sainsbury's Crayford	<i>The site allocation as a whole, including policy SA23, has been deleted and replaced by an amended version. See [MM058] CRA03 Sainsbury's Crayford in Appendix A.</i>

Schedule of Main Modifications to the Bexley Draft Local Plan (Reg 19)

[MM036] 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
0.545	5	Flood zone 3a Site ID MS48	Tier 3	Vacant Council car park	Local Town Centre; Suitable Location for Tall Buildings

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

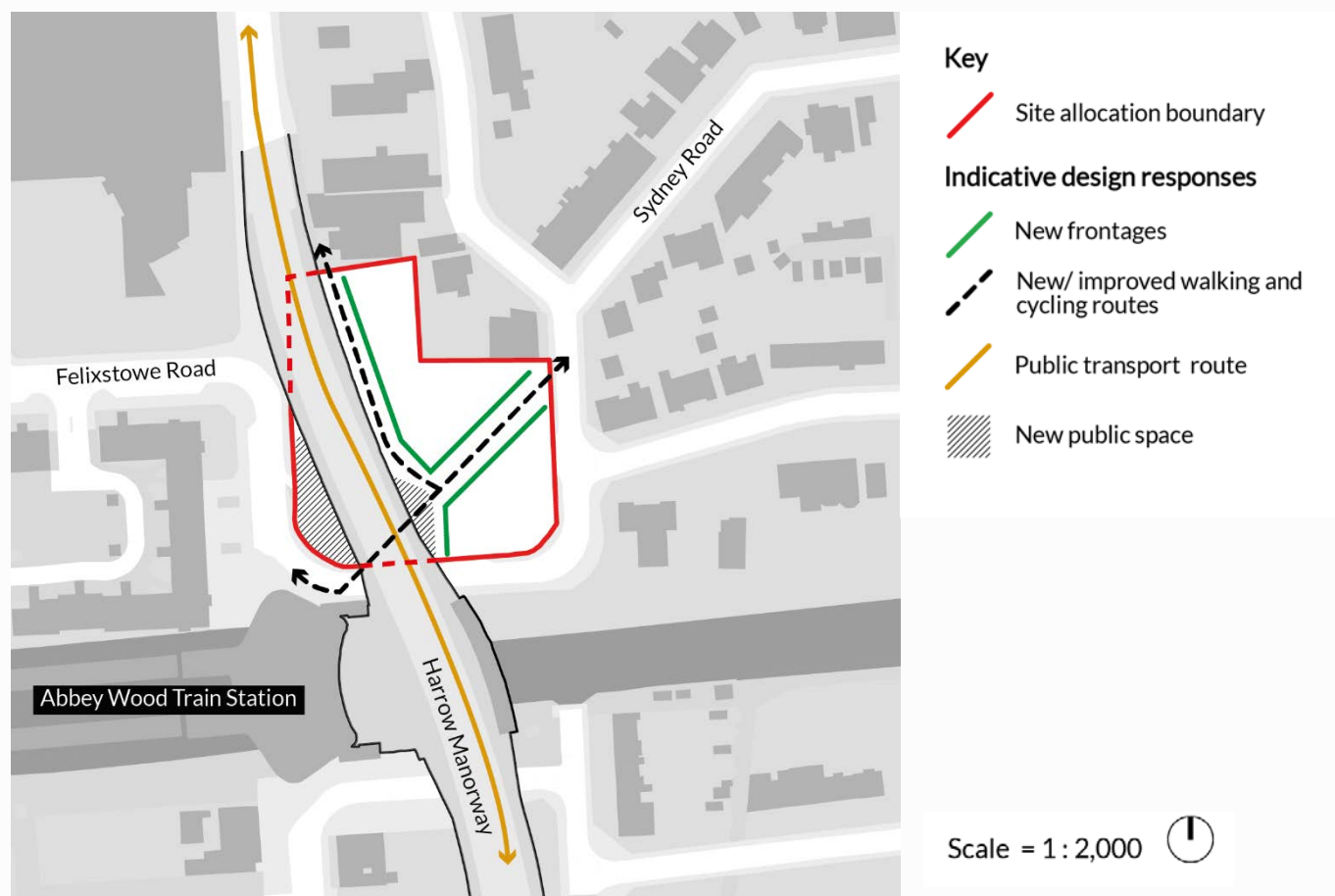
1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 90 new homes, along with the provision of ground and flyover level main town centre uses, is achievable on this site, subject 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 policies map for the definitive representation of local plan formal land use designations.



Felixstowe Road Car Park – site features and indicative design responses

0m 100m 200m

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 Rushdene 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.

[MM037] 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)	Local Plan land use designation
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 Location for Tall Buildings Metropolitan Open Land; Site of Importance for Nature Conservation (SINC)

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 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

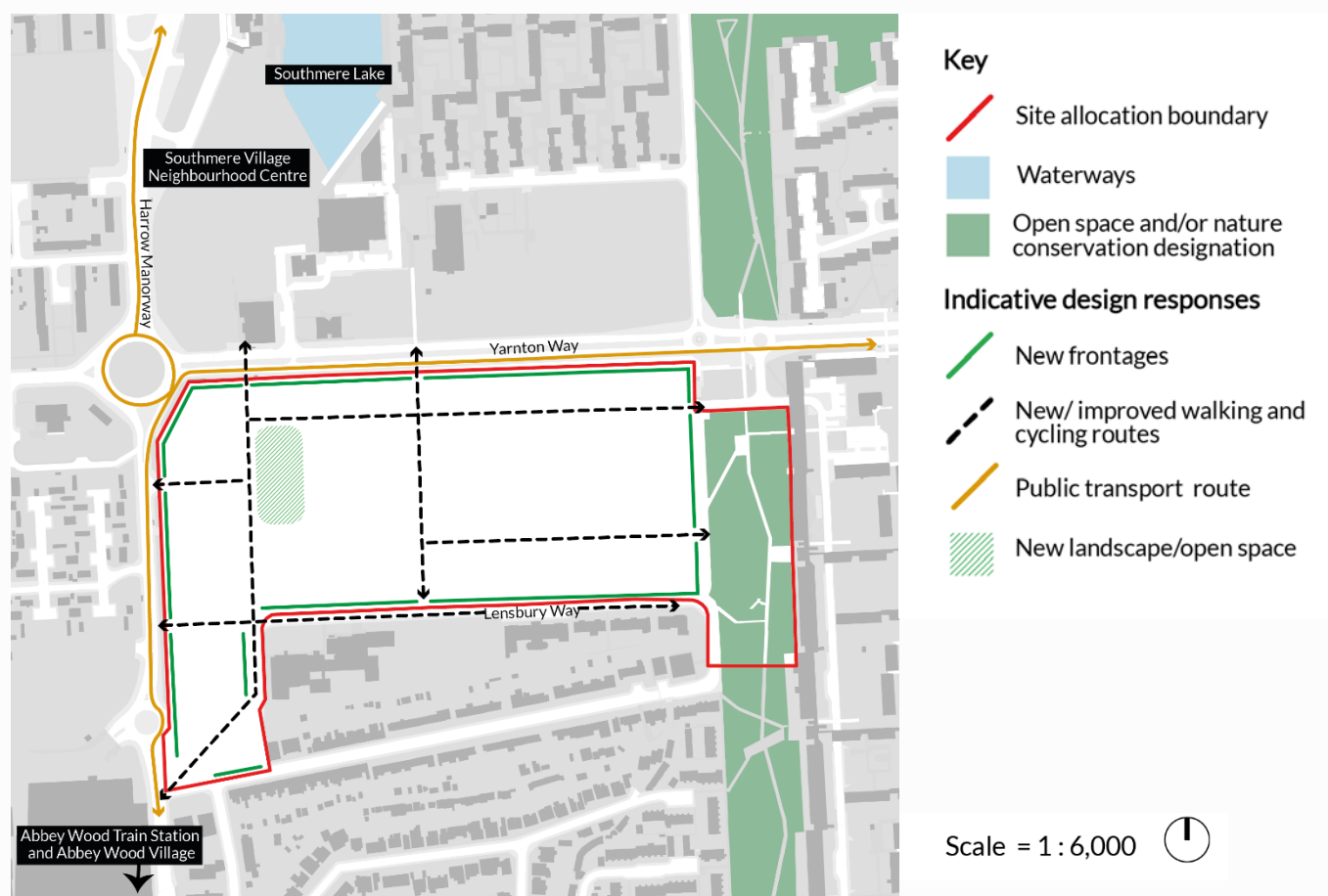
1. This site is allocated for primarily residential development through estate regeneration, proposed by Peabody, the registered housing provider and landowner, to deliver approximately 1,850 new homes, replacing 746 units of existing housing, subject to part 2 below.

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 policies map for the definitive representation of local plan formal land use designations.



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

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

What are considered to be optimum residential development capacities have been established using a design-led 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.

[MM038] 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 Town Centre; Suitable Location for Tall Buildings

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. 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

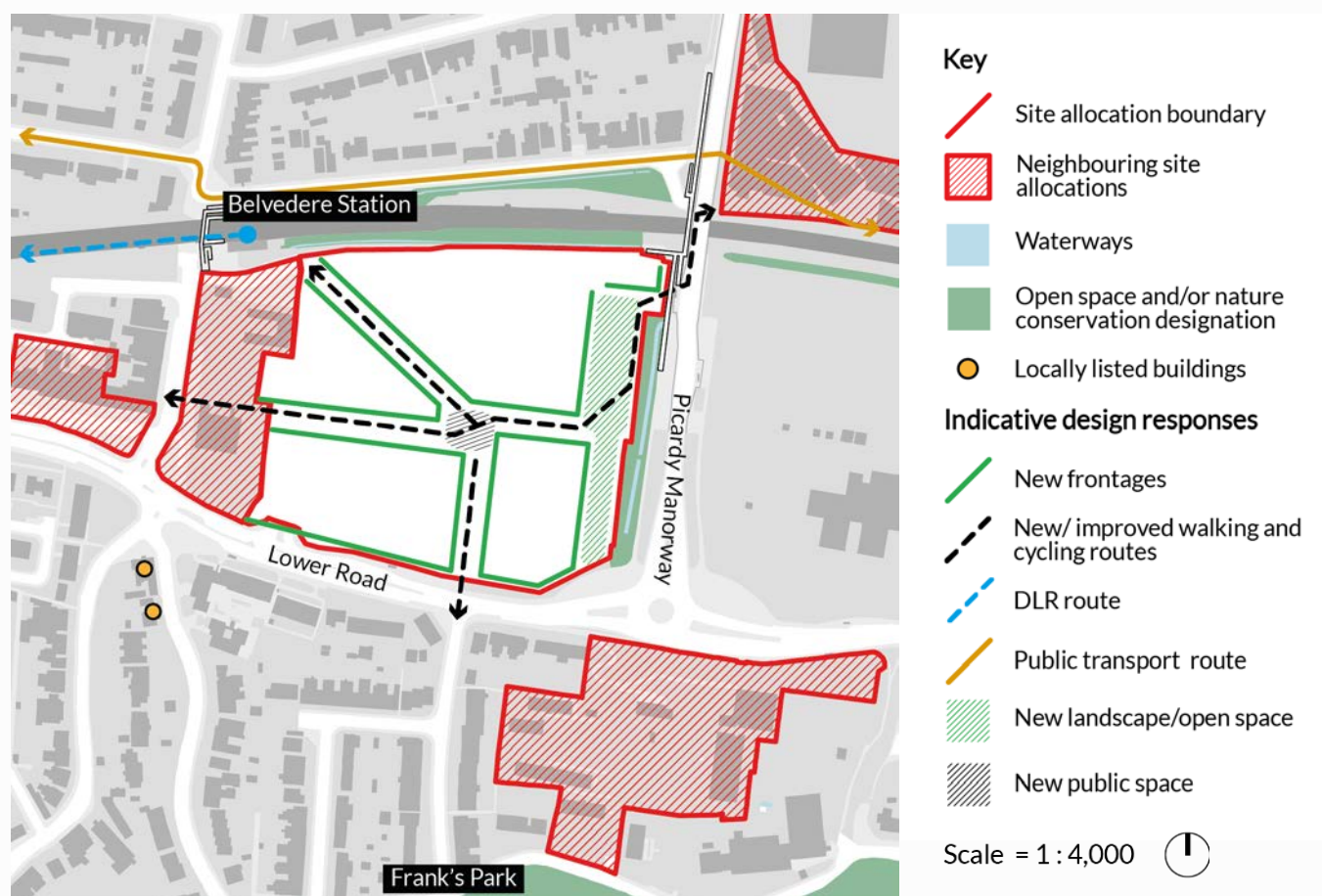
1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 460 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part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



ASDA and B&Q Belvedere site map – site features and indicative design responses

0m 100m 200m 300m 400m

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.

[MM039] 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 infrastructure; highways land	District Town Centre; Suitable Location for Tall Buildings

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, once 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

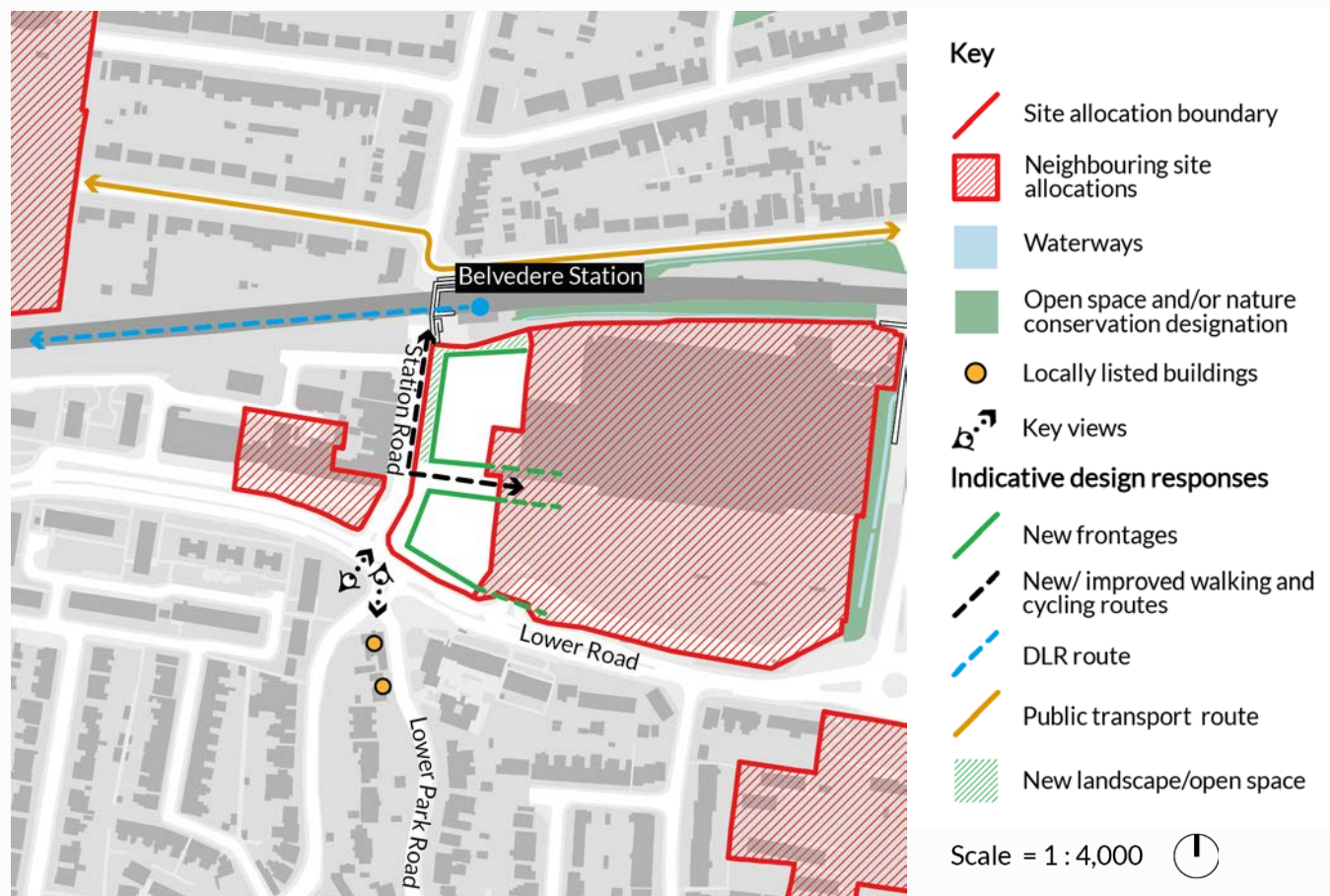
1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 80 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 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 policies map for the definitive representation of local plan formal land use designations.



Station Road East site map – site features and indicative design responses

0m 100m 200m 300m 400m

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.

[MM040] 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 and highways land	District Town Centre; Suitable Location for Tall Buildings

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

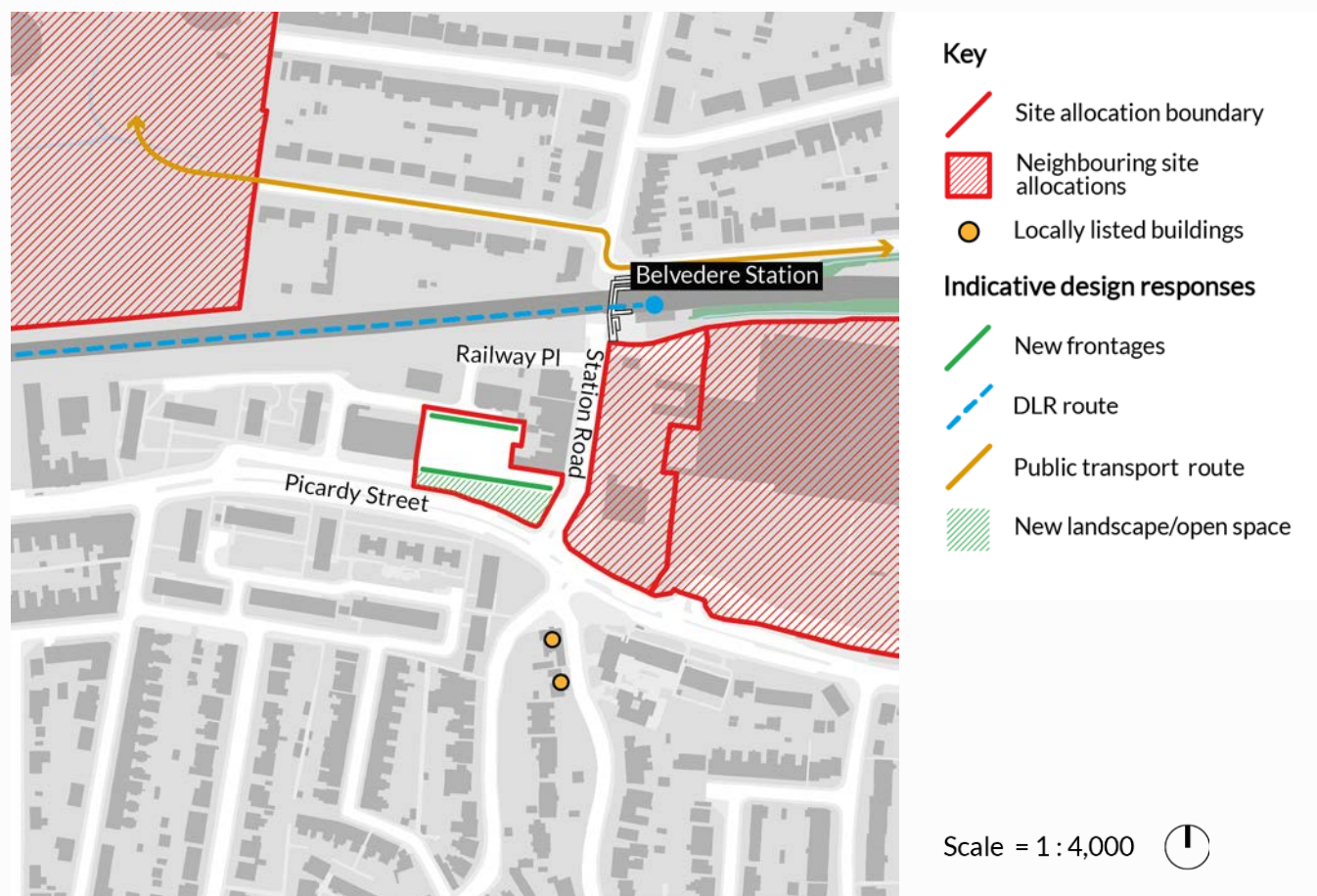
1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 40 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 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 policies map for the definitive representation of local plan formal land use designations.



Station Road West – 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 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 **BEL02 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.

[MM041] 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)	Local Plan land use designation
1.320	2	Flood zone 1 Site ID AS56	Tier 4	Vacant buildings	Primarily Residential Area

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

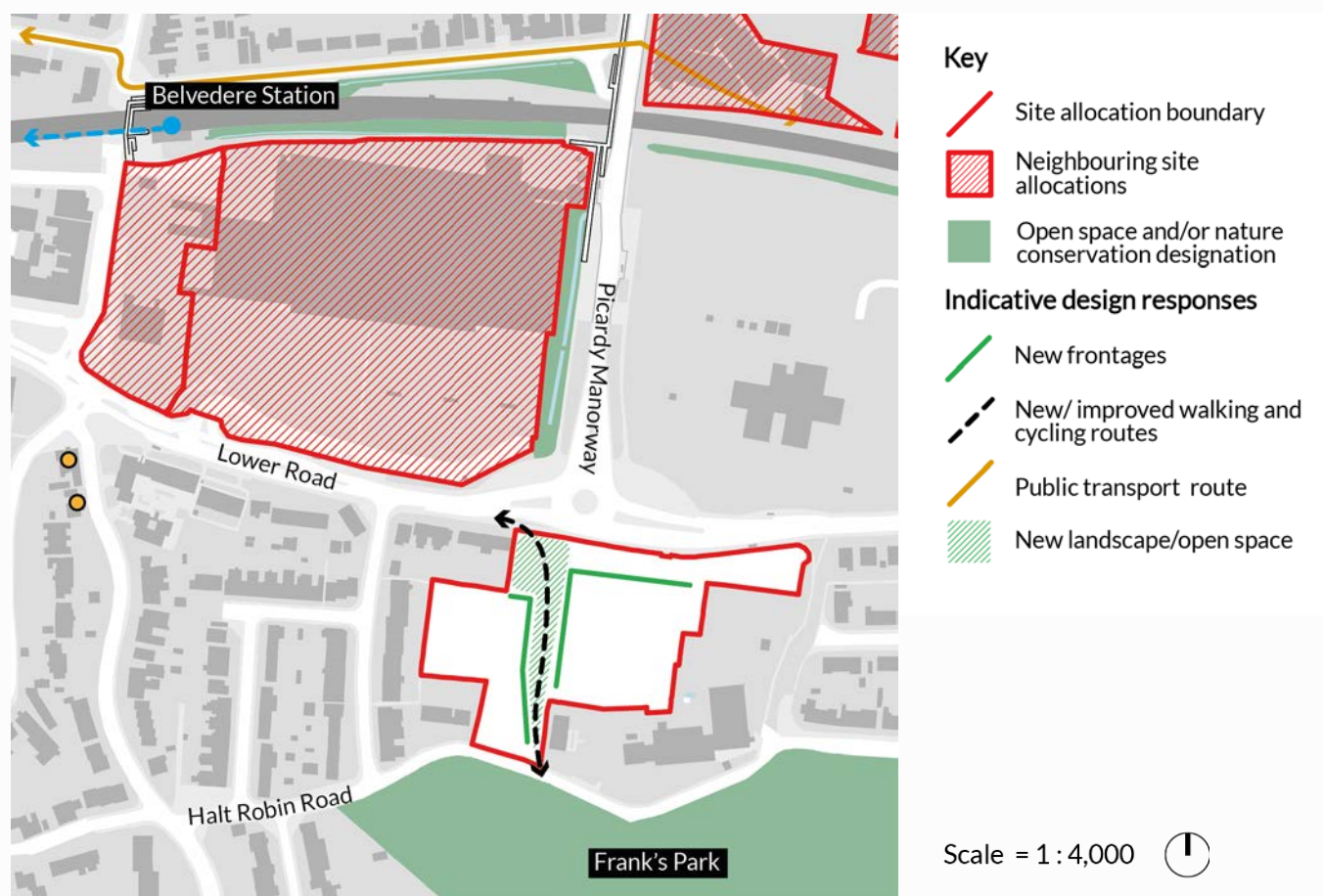
1. This site is allocated for primarily residential development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 140 new homes is achievable on this site, subject to part 2 below.

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 implementation

The following site map and text provide further information, including indicative design responses. Please refer to the policies map for the definitive representation of local plan formal land use designations.



Land adjacent Woodside School – site features and indicative design responses

0m 100m 200m 300m 400m

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 (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.

[MM042] 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

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

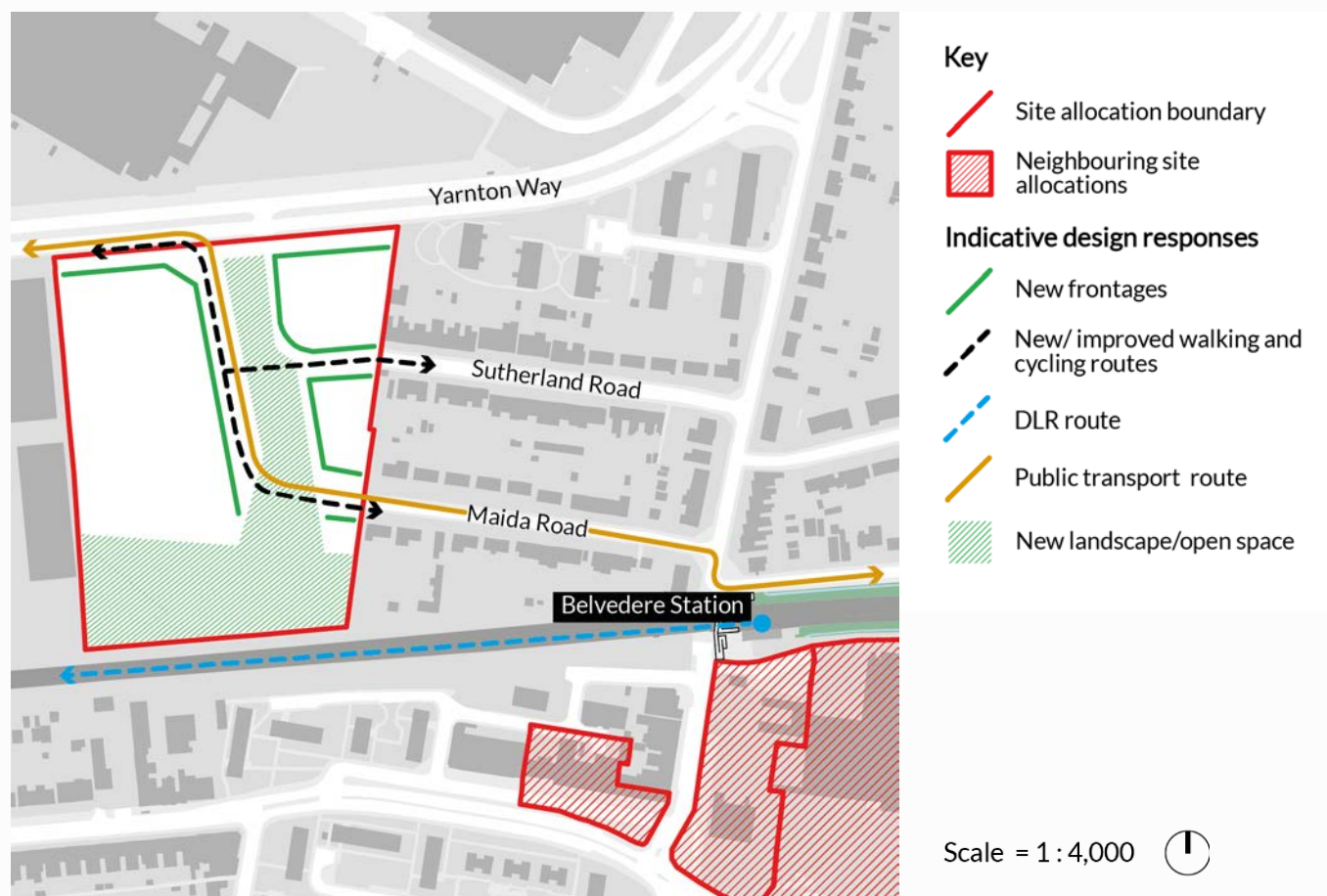
1. This site is allocated for primarily residential development with green, open spaces. The design-led approach for optimising site capacity indicates that the provision of approximately 465 new homes is achievable on this site, subject to part 2 below.

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 policies map for the definitive representation of local plan formal land use designations.



Belvedere Gas Holders – site features and indicative design responses

0m 100m 200m 300m 400m

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 (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.

[MM043] 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

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

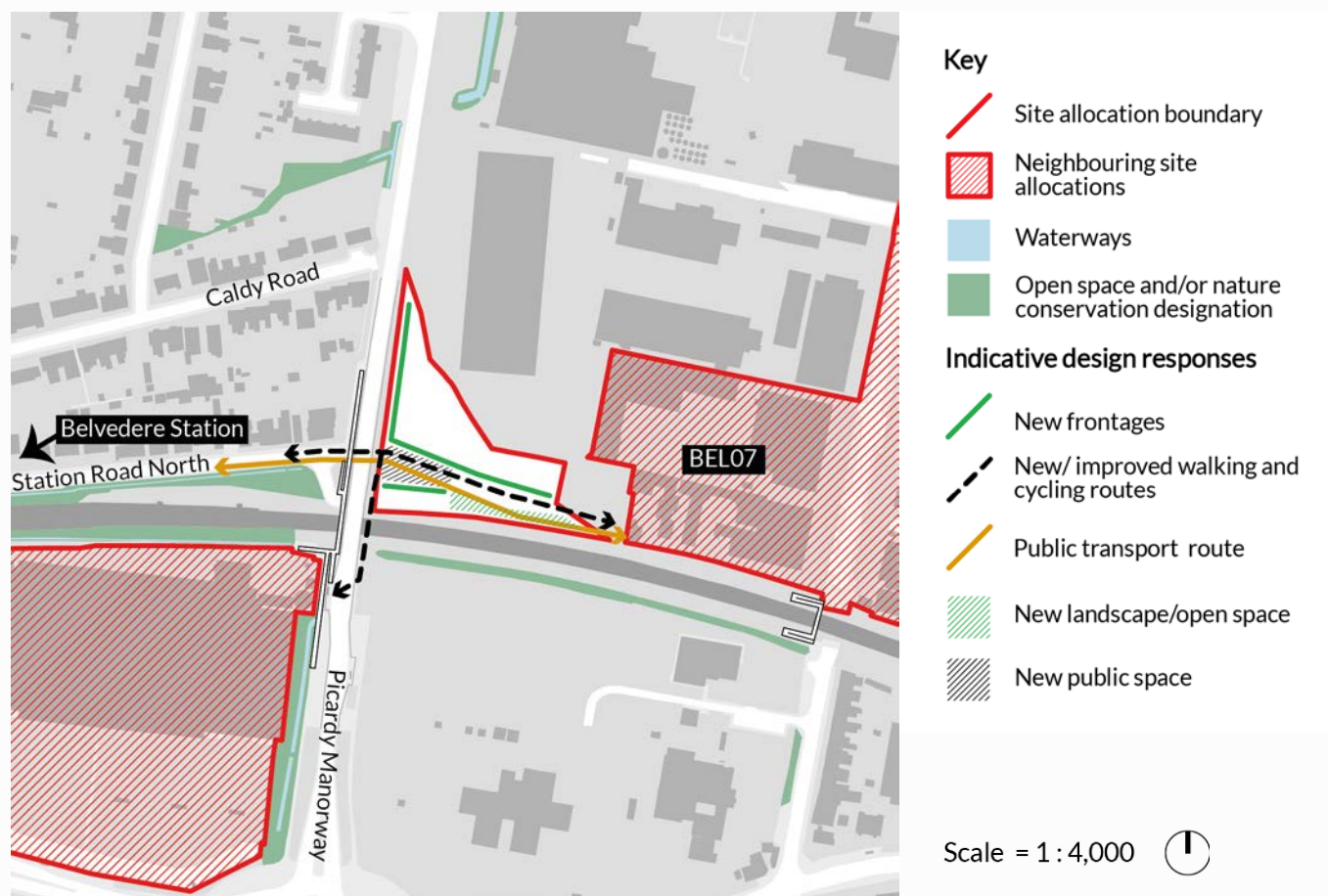
1. This site is allocated for primarily residential development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 90 new homes is achievable on this site, subject to part 2 below.

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 implementation

The following site map and text provide further information, including indicative design responses. Please refer to the policies map for the definitive representation of local plan formal land use designations.



Monarch Works – 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 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.

[MM044] 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)

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

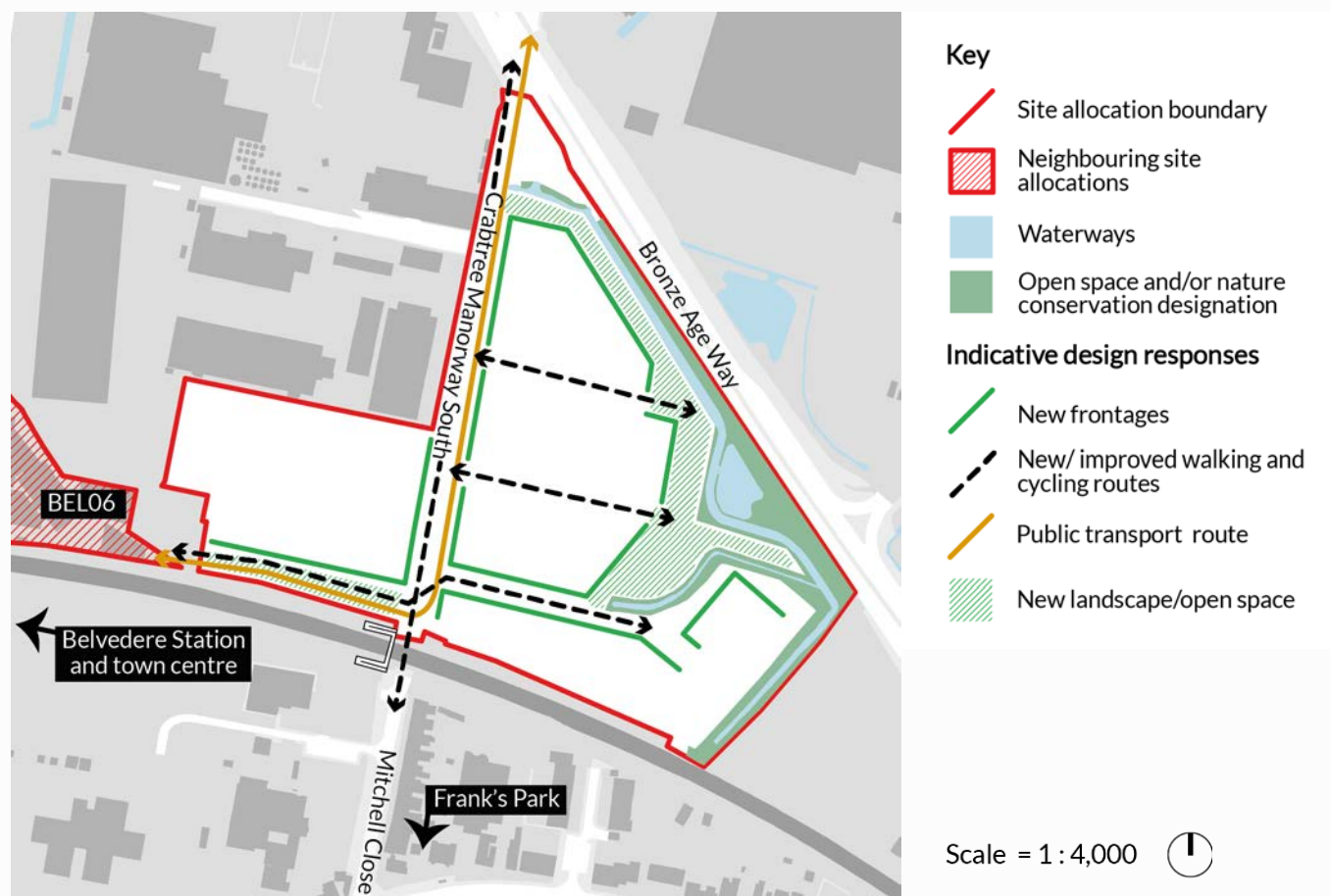
1. This site is allocated for primarily residential development with green, open spaces. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 740 new homes is achievable on this site, subject to part 2 below.

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 policies map for the definitive representation of local plan formal land use designations.



Crabtree Manorway South – site features and indicative design responses

0m 100m 200m 300m 400m

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.

[MM045] 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

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

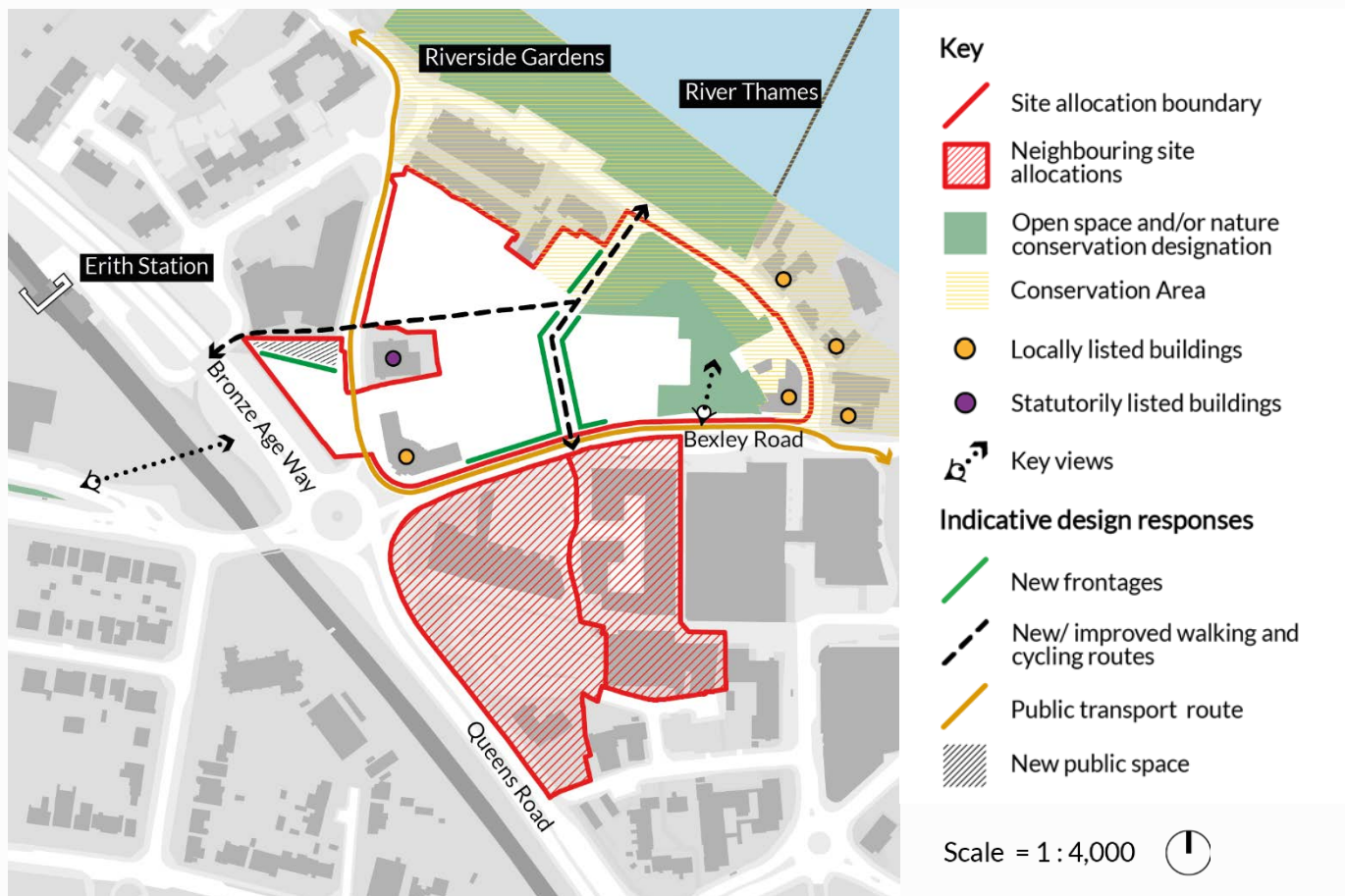
1. This site is allocated for primarily residential development including estate regeneration, with some town centre uses. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 440 new homes is achievable on this site, subject to part 2 below.

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 policies map for the definitive representation of local plan formal land use designations.



Erith Western Gateway – site features and indicative design responses

0m 100m 200m 300m 400m

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.

[MM046] 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

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

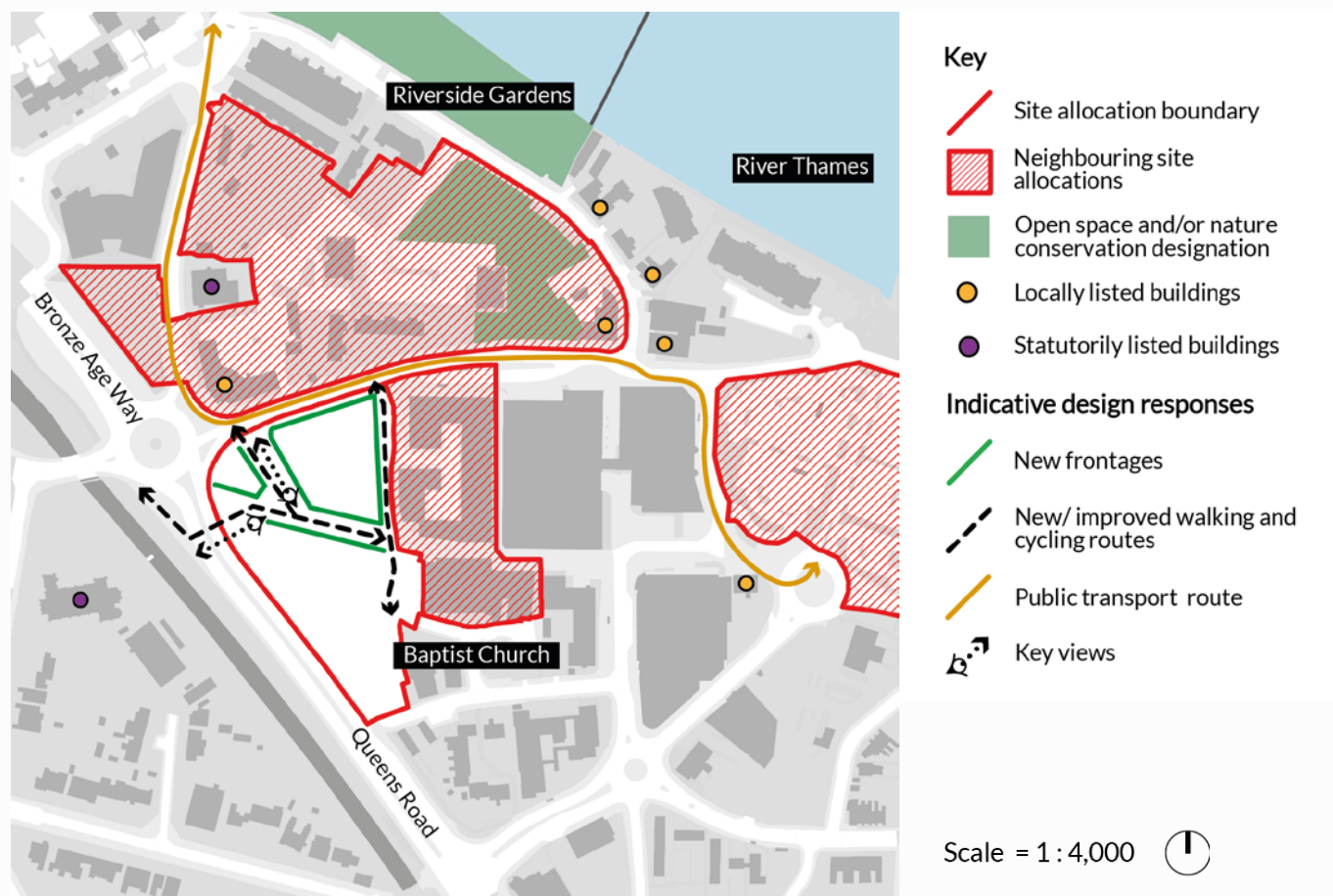
1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 190 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 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 policies map for the definitive representation of local plan formal land use designations.



Pier Road West – site features and indicative design responses

0m 100m 200m 300m 400m

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.

[MM047] 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

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.

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

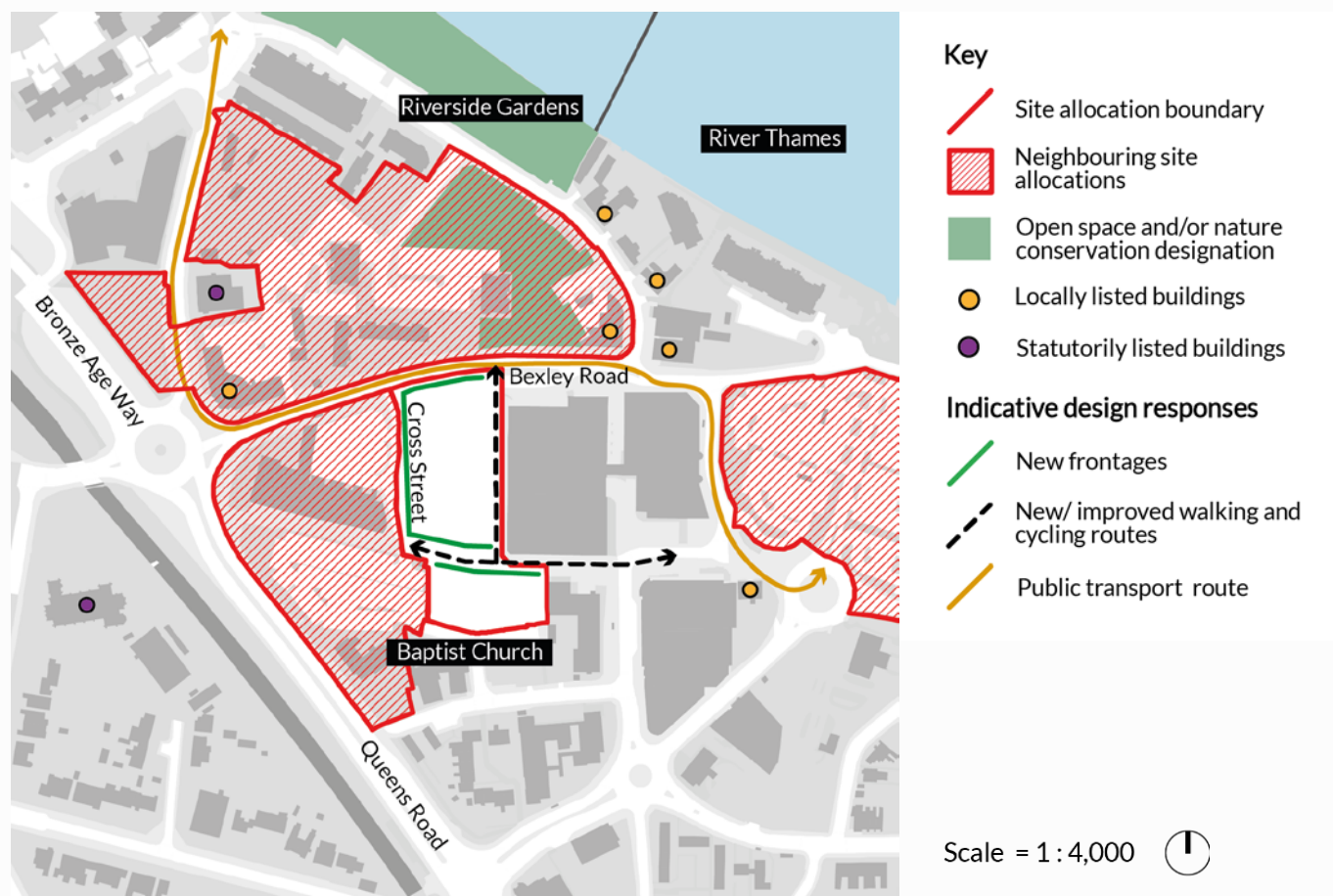
1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 110 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 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 centre ground floor frontages to enhance the legibility of Pier Road, the east-west route through the town centre
 - c) consolidate main town centres 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 on-site 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 policies map for the definitive representation of local plan formal land use designations.



Pier Road East – site features and indicative design responses

0m 100m 200m 300m 400m

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 **ERIO2 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.

[MM048] 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

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.

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 design-led 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 policies map for the definitive representation of local plan formal land use designations.



Erith Riverside – site features and indicative design responses

0m 100m 200m 300m 400m

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.

[MM049] 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

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.

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 4200 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

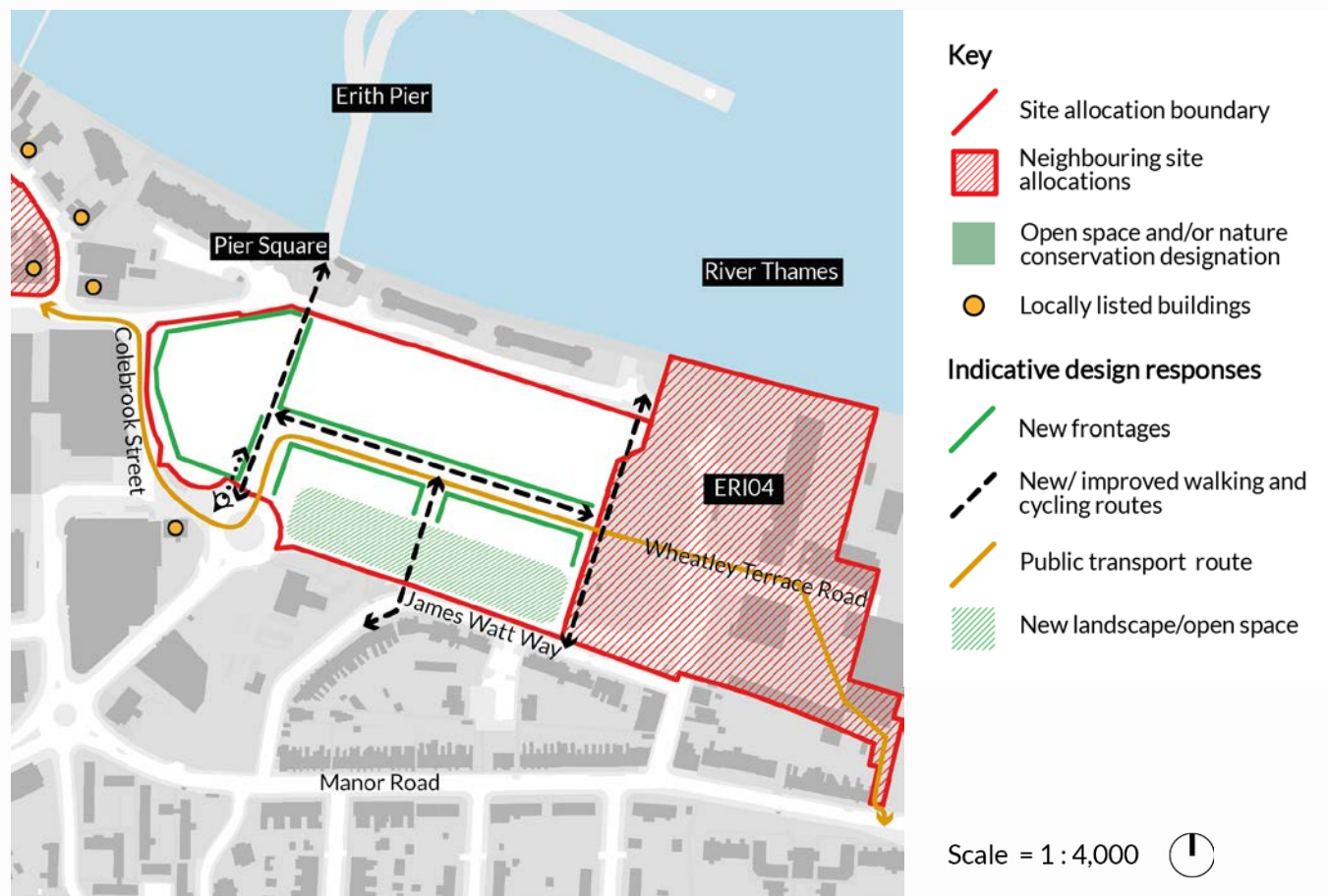
2. Development of this site should transform the area. As well as meeting other policy requirements, proposals should
 - a) contribute to the realisation of Pier Square as a vibrant public space through creating frontages on to the Square that are designed to frame the space, with main town centre uses 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 implementation

The following site map and text provide further information, including indicative design responses. Please refer to the policies map for the definitive representation of local plan formal land use designations.



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.

[MM050] 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

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

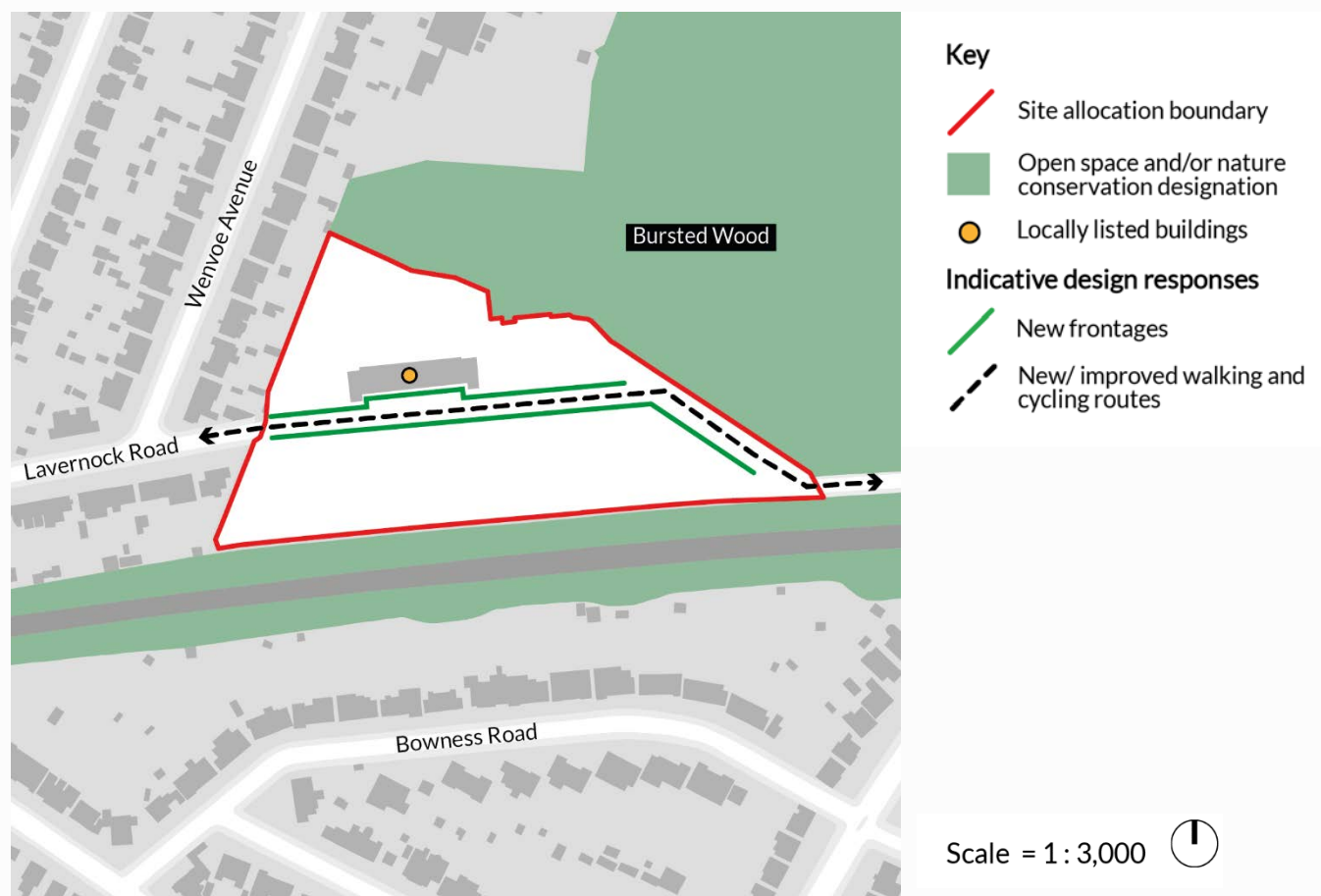
1. This site is allocated for primarily residential development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 180 new homes, along with the provision of the existing GP surgery, is achievable on this site, subject to part 2 below.

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 implementation

The following site map and text provide further information, including indicative design responses. Please refer to the policies map for the definitive representation of local plan formal land use designations.



Former Bexley CCG Offices – site features and indicative design responses

0m 100m 200m

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.

[MM051] 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

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

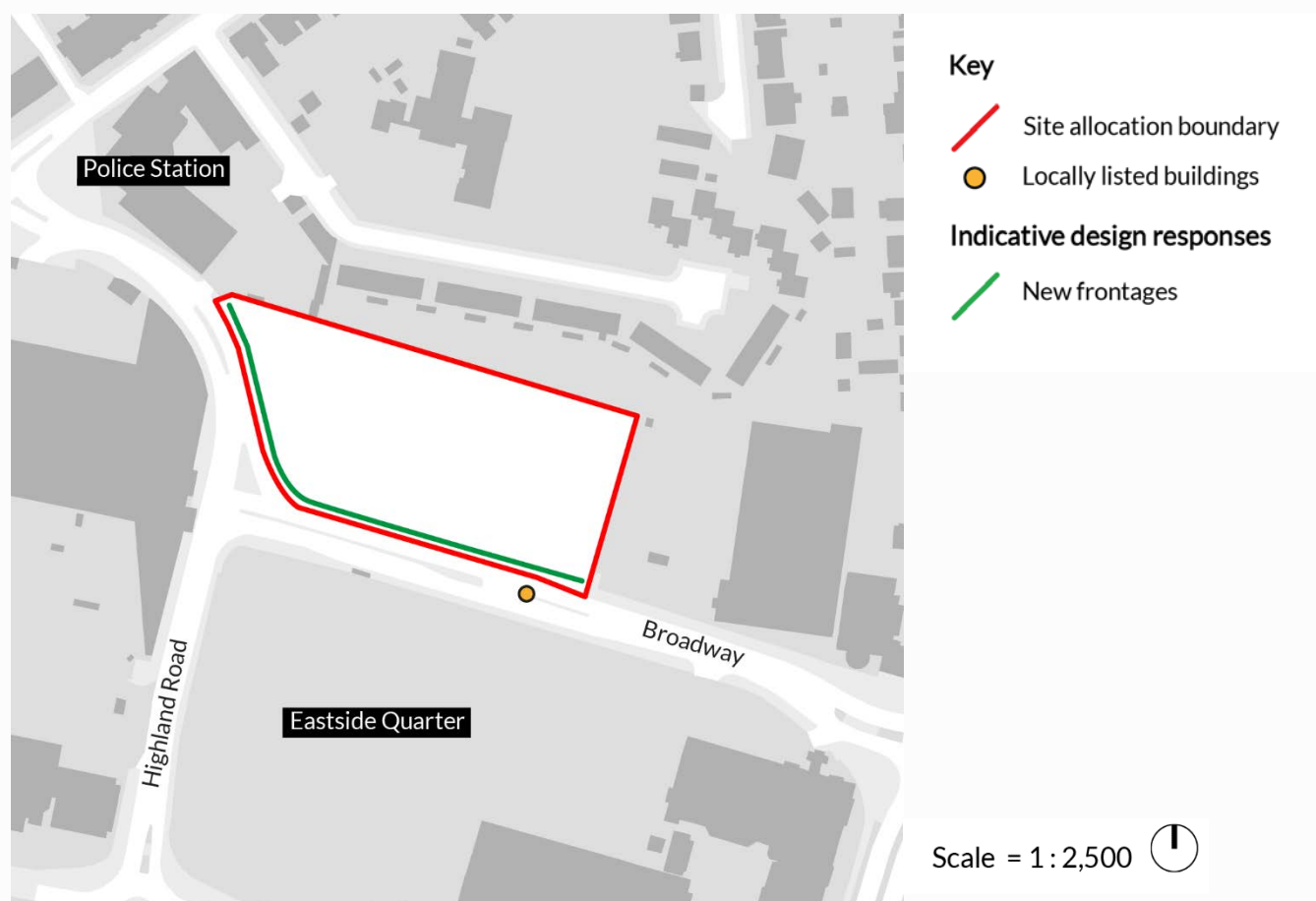
1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 130 new homes along, with the provision of ground and first floor main town centre uses, is achievable on this site, subject 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 policies map for the definitive representation of local plan formal land use designations.



Bexleyheath Town Centre East – site features and indicative design responses

0m 100m 200m

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.

[MM052] 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

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 implementation

The following site map and text provide further information, including indicative design responses. Please refer to the policies map for the definitive representation of local plan formal land use designations.



EDF Energy – 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 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.

[MM053] 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 use designation(s)
0.304	4	Flood zone 1 Site ID MS22	Tier 4	Builder's merchants	Primarily Residential Area; Local Town Centre

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. Reducing the dominance of parked vehicles along Pickford Lane by reorganising the way in which the internal shop space relates to the street.

POLICY SA18 BXH04 Buildbase Bexleyheath

Land use and capacity

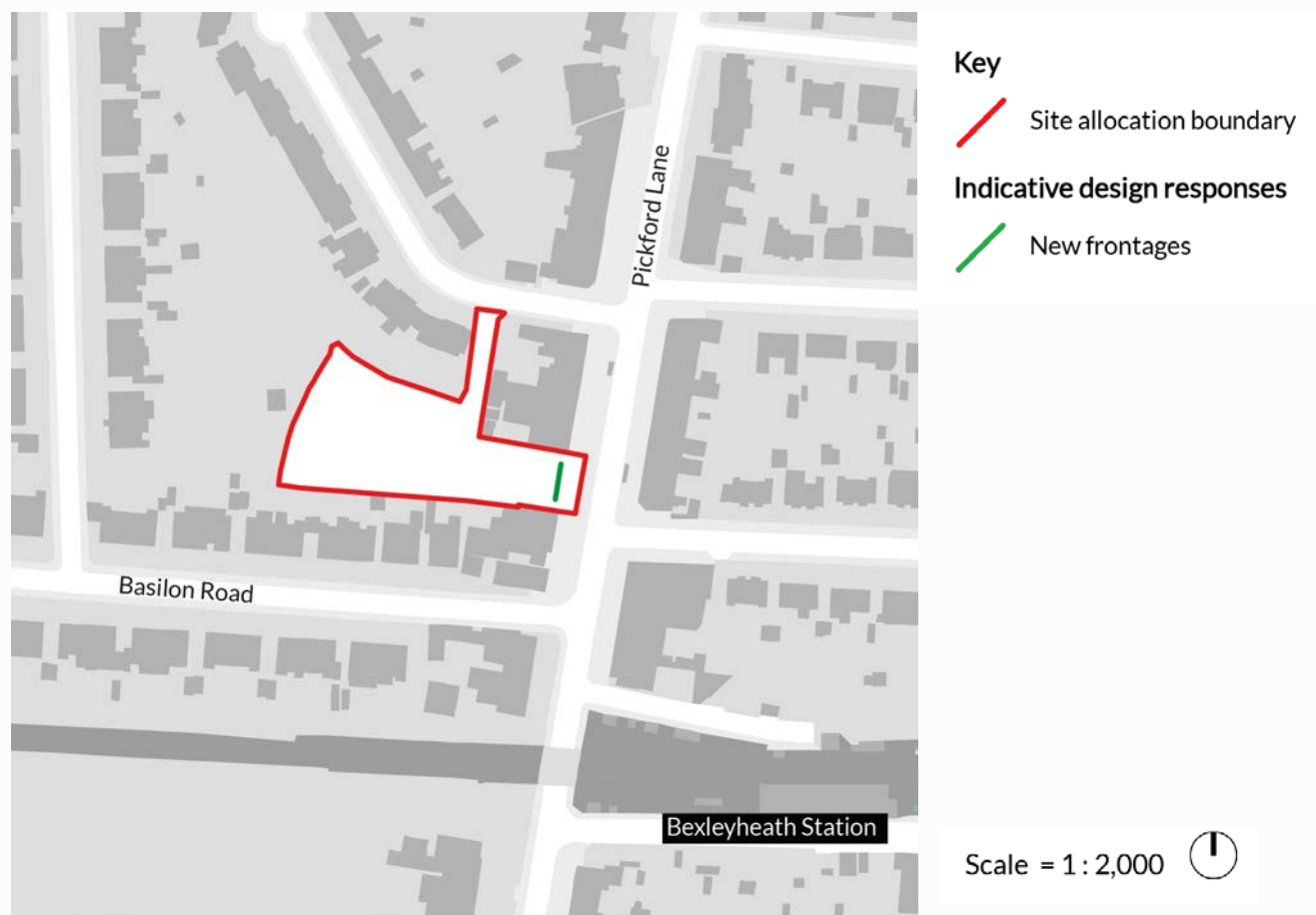
1. This site is allocated for primarily residential development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 30 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 2 below.

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 implementation

The following site map and text provide further information, including indicative design responses. Please refer to the policies map for the definitive representation of local plan formal land use designations.



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.

[MM054] 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

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, which can respond positively to long views of the site and reinforcing the presence of a new local route.

POLICY SA19 BXH05 Peppers Builders Merchants

Land use and capacity

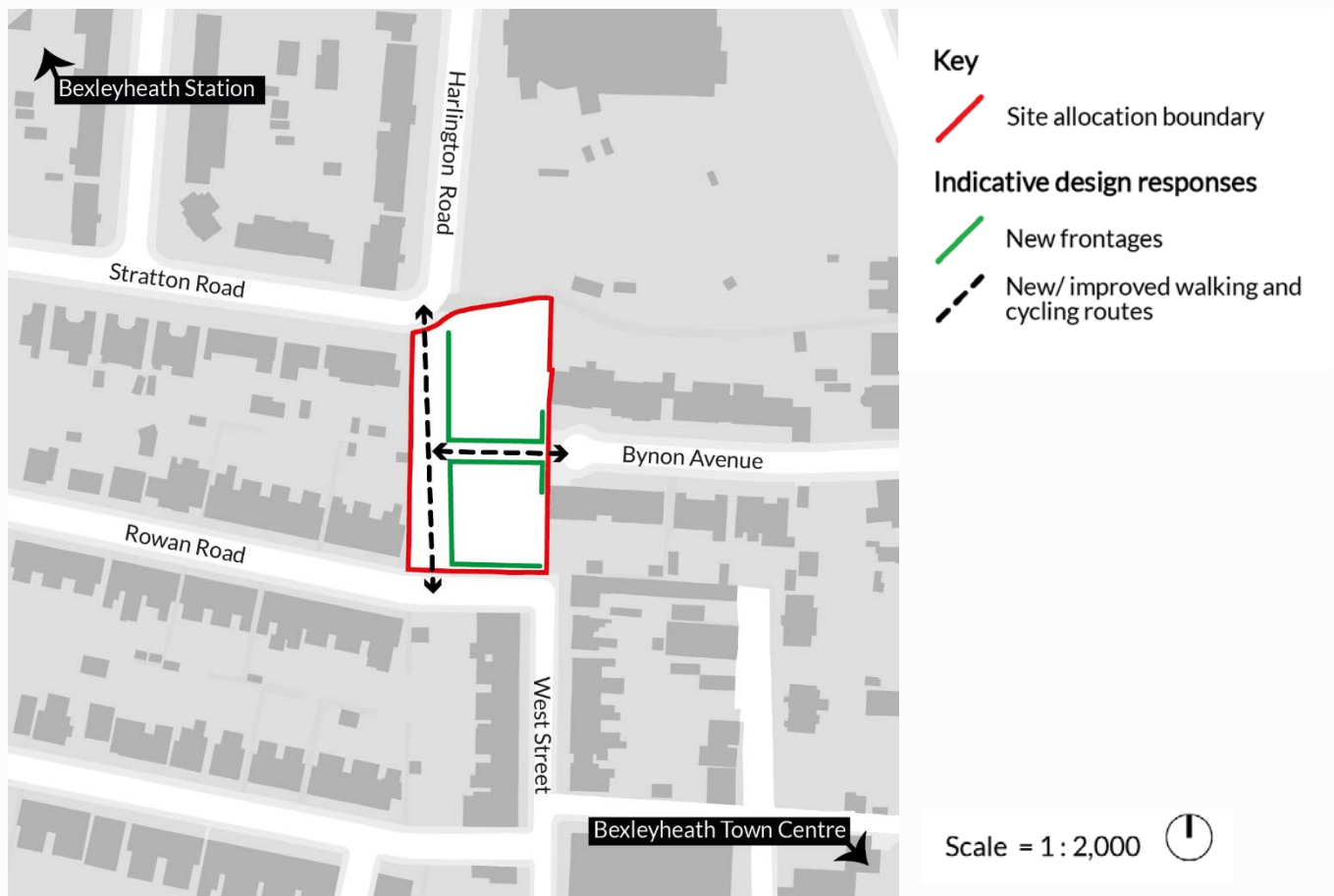
1. This site is allocated for primarily residential development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 30 new homes is achievable on this site, subject to part 2 below.

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/Harlington 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 implementation

The following site map and text provide further information, including indicative design responses. Please refer to the policies map for the definitive representation of local plan formal land use designations.



Peppers Builders Merchants - site features and indicative design responses

0m 100m 200m

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.

[MM055] 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

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 implementation

The following site map and text provide further information, including indicative design responses. Please refer to the policies map for the definitive representation of local plan formal land use designations.



Land behind Belvedere Road– 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 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.

[MM056] 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

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

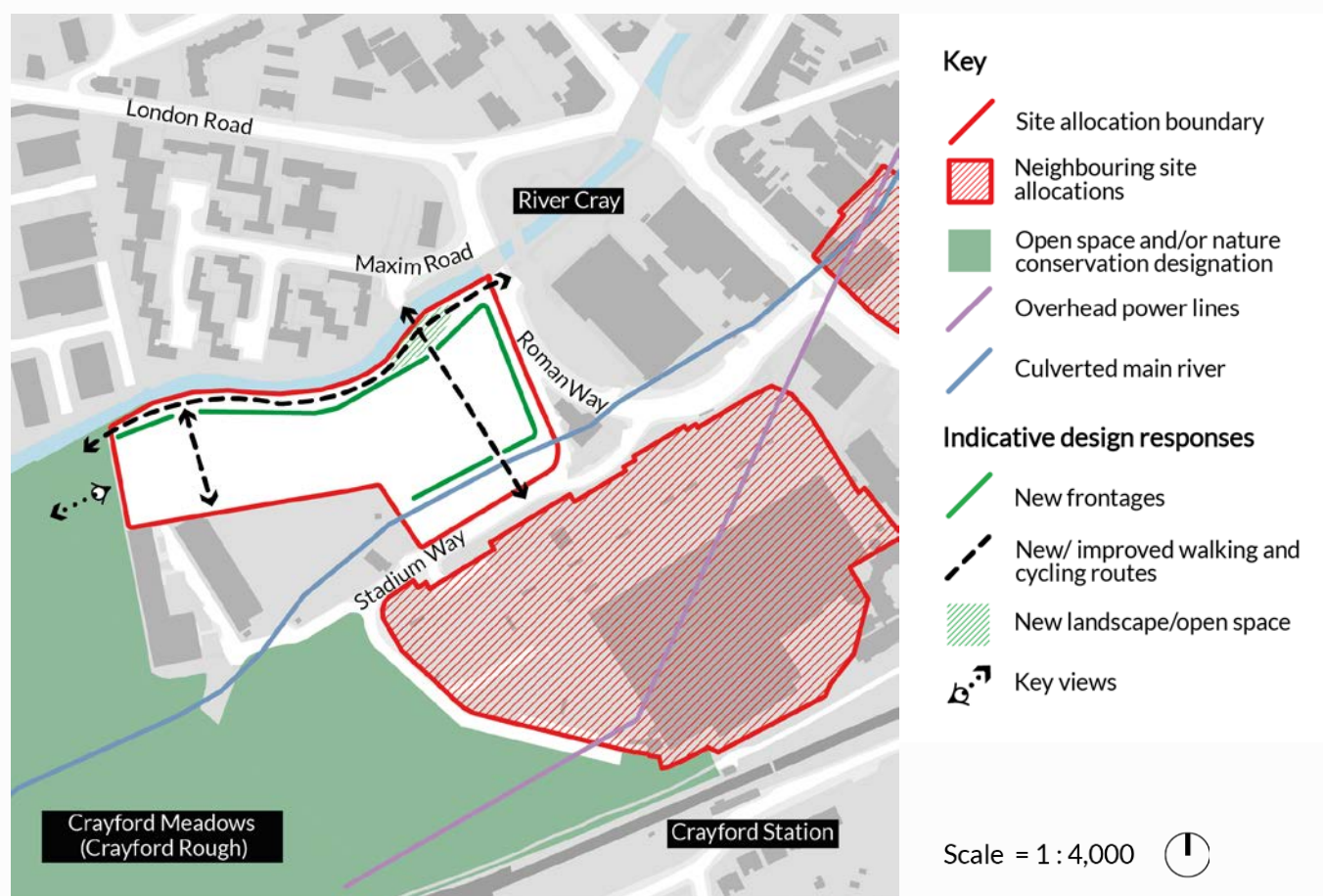
1. This site is allocated for primarily residential development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 310 new homes and the creation of an enhanced riverside environment along the River Cray is achievable on this site, subject to part 2 below.

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 policies map for the definitive representation of formal land use designations.



Former Electrobases/Wheatsheaf Works – site features and indicative design responses

0m 100m 200m 300m 400m

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.

[MM057] 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

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

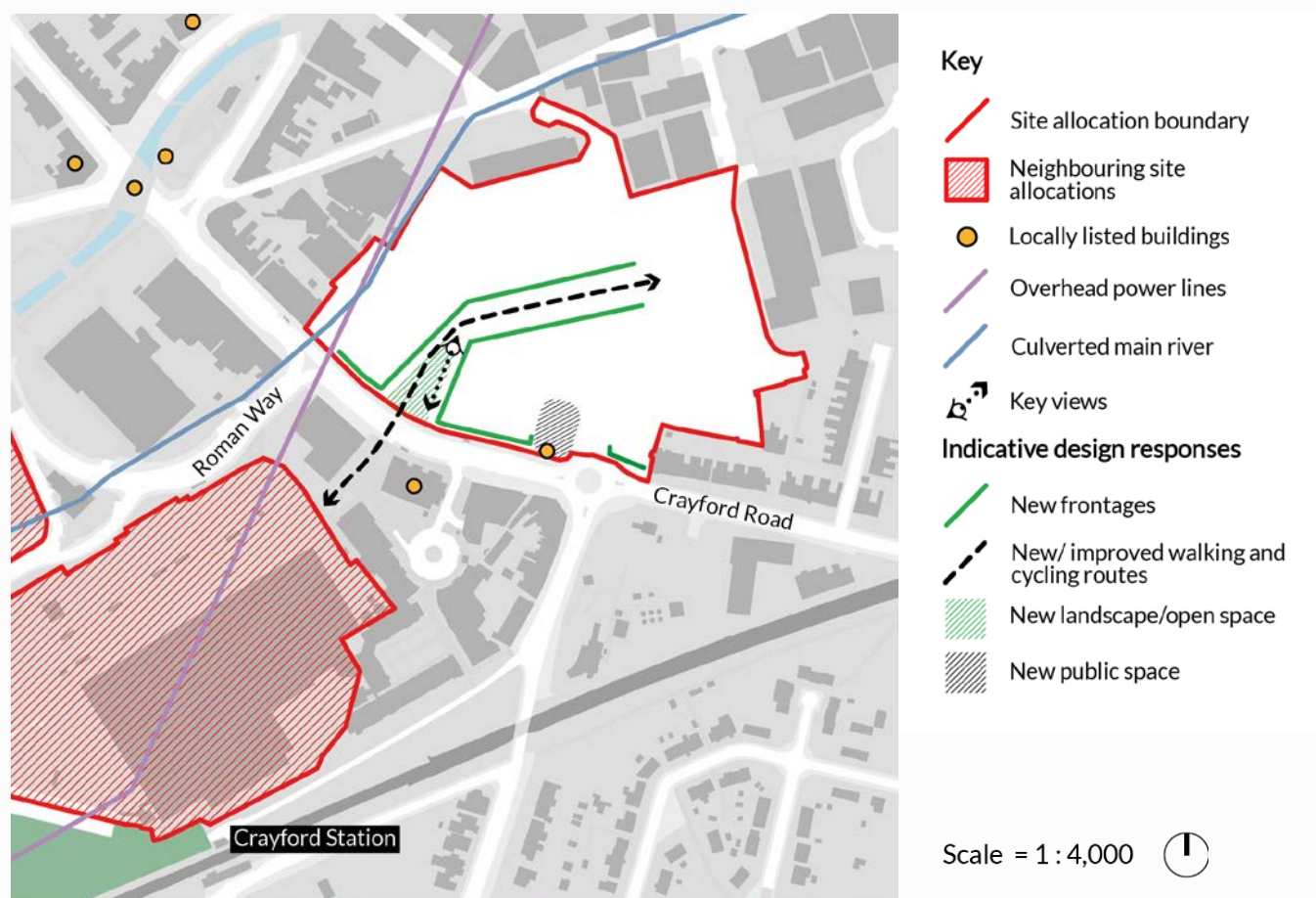
1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 360 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 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 policies map for the definitive representation of local plan formal land use designations.



Tower Retail Park site map - site features and indicative design responses

0m 100m 200m 300m 400m

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.

National Grid provides the following guidance for development within the vicinity of high voltage overhead lines: A sense of place – design guidelines for development near high voltage overhead lines; and National Grid's guidelines for developing near high voltage overhead lines.

[MM058] 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

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

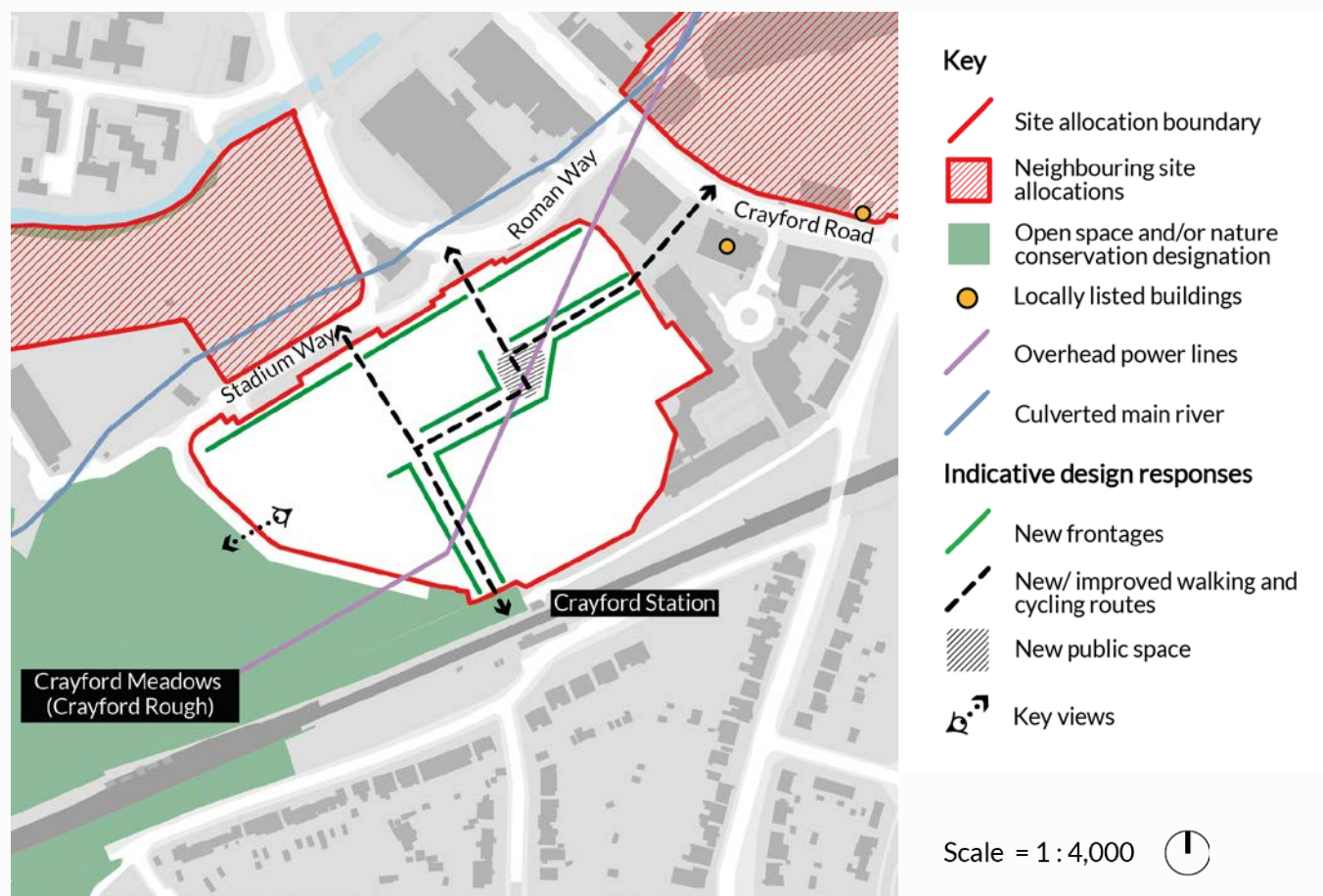
1. This site is allocated for residential-led, mixed-use town centre development. The design-led approach for optimising site capacity indicates that, as a minimum, the provision of 450 new homes, along with the provision of ground floor main town centre uses, is achievable on this site, subject to part 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 policies map for the definitive representation of local plan formal land use designations.



Sainsbury's Crayford – site features and indicative design responses

0m 100m 200m 300m 400m

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.

National Grid provides the following guidance for development within the vicinity of high voltage overhead lines: A sense of place – design guidelines for development near high voltage overhead lines; and National Grid's guidelines for developing near high voltage overhead lines.