BEXLEY COUNCIL



UNITARY DEVELOPMENT PLAN







Adopted 28 April 2004

BEXLEY COUNCIL

UNITARY DEVELOPMENT PLAN

Written Statement
Adopted 28th April 2004

The areas and boundaries to which the policies contained within this statement apply are defined on the accompanying Unitary Development Plan Proposals Map and maps within the text.

CLARIFICATION NOTES:

Some UDP policies were removed by the Secretary of State in September 2007, and some UDP policies superseded following the adoption of the Bexley Core Strategy in February 2012.

Details are set out in addenda to the UDP on the Planning Policy webpage of the Council's website.

Text in this UDP Written Statement ~~has been struck through~~ where polices are no longer extant, with **[clarification provided in brackets where necessary, including references to the Bexley Core Strategy]**.

The table of contents has been expanded and hyperlinked to individual sections in the document.

Some pages in the original UDP had been left intentionally blank for printing purposes. This digital edition has removed the blank pages, and therefore the page numbering has changed.

Preface

This Unitary Development Plan (UDP) was adopted by the Council on 28th April 2004. It replaces Bexley Council's UDP (1996) and is a partial review of that Plan. The UDP contains the Council's intended policies and proposals for the borough.

The review of the UDP (1996), leading to the adoption of this Plan, was the subject of extensive consultation. The stages in the process to adoption are shown in the table overleaf.

UDPs, prepared by boroughs, should be consistent with national and regional planning policies and guidance. Whilst every effort has been made to ensure that the UDP is as up to date as possible at the time of adoption, emerging national and regional policy and guidance has, in some instances, came too late to be incorporated in this Plan.

In particular, the Town and Country Planning Act 1990, as amended by the GLA Act 1999, requires that UDPs are in general conformity with the London Plan before they are adopted. The London Plan was published on 10th February 2004, after consultation on the Post Inquiry modifications to the UDP had taken place. It has not, therefore, been possible to fully reflect London Plan policies in this Plan. The Council has, however, considered the matter of general conformity with the London Plan and is of the view that the Unitary Development Plan meets the test of general conformity as defined by the Minister for Housing and Planning in his statement to the House of Commons on 19th April 2004.

The Council acknowledges that the London Plan is an important consideration in the determination of planning applications and will give due consideration to the appropriate weight to be attached to the London Plan policies in reaching planning decisions. In those instances where there is a difference in policy between the London Plan and the UDP, the Council will, in determining planning applications, attach significant weight to London Plan policies whilst also taking into account UDP policies, local circumstances and other material considerations.

The Council is committed to bringing to an early review those policy areas where there is an inconsistency between the UDP and the London Plan. These will be a priority in the production of the Local Development Framework.

It is, however, the Council's intention to undertake a full review of this Plan, leading to adoption of a new Plan within 3 years.

UDP Consultation and Adoption Timetable

FIRST DEPOSIT
Consultation
April 2000

⇩

SECOND DEPOSIT
Consultation
September 2001

⇩

PUBLIC INQUIRY
July to December 2002

⇩

INSPECTOR'S REPORT OF THE PUBLIC INQUIRY
Published
April 2003

⇩

POST INQUIRY MODIFICATIONS
Consultation
November 2003

⇩

Minor modifications
as result of above consultation and
UDP ADOPTION
28th April 2004

Contents

1. Introduction 7
2. Background to the Plan 9
3. General strategy and Part One policies 18
4. The reasons for the Council's strategy 33
5. Environment 50
   - Metropolitan Green Belt 50
   - Metropolitan Open Land 55
   - Other open spaces 56
   - Surplus operational land 58
   - Heritage land 59
   - Nature conservation 59
   - Sites of Special Scientific Interest 62
   - Trees 63
   - Horses 64
   - Built environment 65
   - The needs of people with disabilities 67
   - Advertisements 67
   - Telecommunications apparatus 68
   - Conservation of the built environment 70
   - Conservation areas 70
   - Listed buildings 72
6. Housing 77
   - Housing supply 77
   - Character 78
   - Infill, backland and similar development 80
   - Extensions and alterations 81
   - Conversions 82
   - Piecemeal development 83
   - Large residential developments 84
   - Sheltered dwellings 85
7. Employment and economic activity 88
   - General policies 89
   - Primary Employment Areas 92
   - Foots Cray Business Area 93
   - Crayford Industrial Area 94
   - Offices 99

8. Traffic and transport 101
Optimising use of the existing transport network 104
Policies to improve and protect public transport 107
Improvement of the safety and convenience of travel 110
Regulation of vehicle parking 112
Other specific transport matters 115
9. Shopping and town centres 123
Bexley's strategy for shopping 123
Bexleyheath Town Centre – the Strategic Centre 126
Promotion of town centres 126
Non-retail uses in town centres 130
Changes to non-retail use outside the defined town centres 133
Late night uses in town and Neighbourhood Centres 134
Policy for all food and drink uses (Use Class A3) 135
Motor vehicle and caravan sales 136
Markets 137
Enhancing shopping centres 137
Use of upper floor accommodation 139
Policies for individual town centres 140
10. Tourism and leisure 158
Tourism 158
Leisure 160
11. Bexleyheath Town Centre 169
Shopping and service uses 170
Accommodation above shops – small offices 173
Offices 174
Housing 176
Transportation 176
12. Thames-side 179
Economic activity 179
Former British Gypsum site (site D on the Proposals Map) 180
Erith Quarry (Site E on the Proposals Map) 181
Manor Road (north-west) (Site F on the Proposals Map) 182
Belvedere Industrial Area 183
Europa Estate/Fraser Road, Erith 184
Manor Road, Erith 184
Crayford Ness (Site G on the Proposals Map) 185
Thames Road, Crayford 186
Slade Green (Site H on the Proposals Map) 186
Environment 187

Crossness Sewage Treatment Works (Site B on the Proposals Map) 190
The Saltings (Site J on the Proposals Map).....191
Crayford Marshes (Site K on the Proposals Map).....192
Housing 192
Erith Riverside Redevelopment Area.....192
13. Community services 198
Community buildings and facilities.....200
14. Minerals and waste processing.....201
Minerals.....201
Waste transfer and processing.....204
Design and Development Control Guidelines 211
2.EXTENSIONS TO HOUSES.....216
3.RESIDENTIAL CONVERSIONS 221
4.CONSIDERATE DESIGN FOR THE LESS AGILE.....224
5.HIGHWAYS CONSIDERATIONS IN DEVELOPMENT CONTROL 229
6.ERITH RIVERSIDE REDEVELOPMENT AREA (ERRA).....233
7.DESIGN GUIDANCE FOR SHOPFRONTS AND ADVERTISEMENTS 240
8.INDUSTRIAL AND COMMERCIAL DEVELOPMENTS.....246
9.TEMPORARY PLANNING PERMISSION 247
APPENDICES **[Note: these are not linked to this digital edition]**
A Glossary 250
B. Local Nature Reserves 257
C. Areas and Sites of Importance for Nature Conservation 261
D1. Statutorily listed buildings 265
D2. Locally listed buildings 268
D3. Scheduled ancient monuments 274
D4. Registered historic parks and gardens 275
E. Conservation Areas 276
F1. Housing provision in Bexley (April 2004) 279
F2. Housing proposals schedule 281
G. Neighbourhood Centres 285
H. Hierarchy of public open spaces 287
I. Business land provision 290
K. Existing and proposed controlled Parking Zones 296
L. Key indicators and targets for the UDP 297
M. Index to policies by subject 298

1

Introduction

Status of the Plan

1.1. This Unitary Development Plan (UDP) has been prepared by the Council under the terms of the Town and Country Planning Act 1990. This is the second UDP prepared by the Council. It is a partial review of the 1996 UDP and supersedes that Plan. It incorporates both structure and local planning policies in one document. Its main purpose is to provide a framework for guiding development. It also shows how land will be used as a resource for achieving the Council's wider objectives.

Timescale of the Plan

1.2. The policies in Part I of this Plan are intended to apply for a period of seventeen years from the Plan's base date of January 1999. The policies and proposals in Part II will apply for a period of ten years from this base date. For the purposes of calculating housing land supply, a base date of 1997 is used in accordance with the Draft London Plan, with an end date of 2016.

Boundary of the Plan

1.3. The Plan applies to the whole of the London Borough of Bexley. Since the adoption of the Borough Plan (1985), the boundaries of Bexley have been amended in accordance with the recommendations of the Local Government Boundary Commission. These changes came into effect on 1st April 1993 and 1994. The borough boundary is shown on the Proposals Map.

Style of the Plan

1.4. The form of this Plan is determined by the Town and Country Planning Act 1990 and the Town and Country Planning (Development Plan) Regulations 1991. These provide that the Plan should include this Written Statement and a Proposals Map.

1.5. The Written Statement is in two parts. Part One is a statement of the Council's general policies for the development and other use of land (including measures for the improvement of the physical environment and the management of traffic). It deals with the major land use policies for the whole borough, based on an overall vision of how the Council sees the borough changing over the next ten years, and sets the framework for the more detailed policies and proposals in Part Two.

1.6. Part Two of the Written Statement begins with the reasoned justification for the policies in Part One. It then sets out more detailed policies and proposals for a range of topics, together with their justifications. Appendices contain supporting material for the policies and their justifications.

1.7. Design and Development Control Guidelines are published as part of Part Two of the Written Statement setting out further descriptive or explanatory matter for policies on matters such as design and layout. These will be taken into account as a material consideration when determining planning applications. They are produced to assist prospective developers submit schemes that are likely to be acceptable to the Council in both principle and detail.

1.8. The Written Statement also contains a schedule of proposals for residential sites for ten or more dwellings (Appendices F1 and F2). This includes known proposals for the development of sites where change may be expected during the Plan period. Other proposals will arise during the Plan's life and these will be judged against the policies in the Plan.

1.9. The Proposals Map shows the locations of development sites and the areas where specific policies apply.

1.10. To clarify the meaning of some of the words, phrases and acronyms used in the Plan, a glossary of terms has been included as Appendix A, at the end of this Written Statement.

2

Background to the Plan

Bexley today

2.1. Bexley London Borough covers an area of 64 square kilometres (25 square miles) in South East London. It consists of several different communities whose physical boundaries mostly disappeared during the 1930's with their rapid growth and consequent merging. There are striking differences between one part of the borough and another – from the rural surroundings and activities of Bexley's Green Belt to the large areas of industry and business in Belvedere and Erith, from late Victorian terraced housing to modern housing development.

2.2. The borough is, however, a predominantly residential suburb. Over half of the houses were built between the wars, mainly for people working in Thames-side industry and central London. One of the key attractions of the borough today is the wide range and choice of parks and green spaces it offers.

2.3. Over many years, Bexley has become closely linked, socially and economically, with adjoining boroughs and districts. A third of Bexley's workforce travel in from outside the borough whilst 60% of employed residents travel to work outside Bexley. Increased car ownership has enabled more Bexley residents to use shops and services provided in centres like Bromley, Eltham, Woolwich and Dartford and for residents of those areas to use shops and services in Bexley.

Trends

2.4. A plan for Bexley looking forward to the early years of the 21st century must take account of the effects on Bexley of national and regional changes over which the Council has little influence. These include:

2.5. **Economy** ♦ After a difficult start, with some 250,000 jobs lost in 1989-91, London's economy grew throughout the remainder of 1990s and unemployment rates fell. From 1991 to 2001, manufacturing industry continued to decline in employment terms across London, although Bexley recorded and 18% gain. A regional trend has been the replacement of jobs lost from manufacturing by increased employment in logistics, distribution and services. Employment has also increased in these sectors in Bexley providing 46% of all jobs in 2004.

2.6. Unemployment trends in Bexley continue to reflect national and regional trends, gradually declining during the 90s, from 8.2% of working age residents in 1994 to 2.6% by 2002 (see Table 7.1). Although there are significant variations in unemployment levels from one part of the borough to another, overall levels in Bexley are lower than for London as a whole. The steady reduction has been the result of local employment generation and diversification. Several new companies have been attracted to the area and approximately 72 hectares of employment land has been developed across the borough since the 1996 UDP, 60% of this being within the Belvedere Employment Area.

2.7. **The European Dimension** ♦ The 1992 European Act has had important consequences for this country's trading relations with continental Europe, possibly with greatest impact, in land use

and development terms, in the south east region. A 4% growth in metropolitan Gross Domestic Product was anticipated by the London Planning Advisory Committee (LPAC) as a consequence of entry into the Single European Market. Completion of the Channel Tunnel in 1994 and the associated Channel Tunnel Rail Link by early in the 21st century could enhance Bexley's role as a gateway to London because of its location on the A2/A20/M11 corridor. This will open up new possibilities for tourism and hotel development with associated recreational pressures. Easy access to the A20 and M25, together with planned improvements to the South Thames Development Route, could also stimulate development pressures for business uses and office development in the borough.

2.8. **Environment** ♦ There is growing importance attached to the quality, attractiveness and protection of the environment both locally and nationally. The Government's Environment White Paper "This Common Inheritance" has drawn attention to fundamental changes taking place in the world environment and the role of local authorities in safeguarding it. Several new pieces of legislation have increased the Council's responsibilities for environmental protection. Bexley is fortunate in having a generally high standard of environment and good amenities, but firm policies are needed for its protection and enhancement. Metropolitan Green Belt and Metropolitan Open Land policies have been successful in restricting development to built-up areas and should continue to be applied, but they have led in turn to development pressures on other land. This has taken the form of proposals for backland development, infill schemes and redevelopment at high densities. In addition Bexley continues to experience problems in the urban fringe such as tipping, despoiled and derelict land and changes in the landscape associated with the decline of agriculture. Illegal activity is not, of course, confined to the urban fringe and the Council is anxious to draw to designers' attention the need to 'design-out crime' whenever possible. Some buildings and spaces do, through their brutal appearance or configuration, invite criminal, anti-social or unsafe behaviour. Greater design sensitivity to this issue is required. Councils have new duties arising from Section 17 of the Crime and Disorder Act 1998.

2.9. **Population** ♦ 2001 Census data compared to mid-year estimates suggests that Bexley's population is no longer increasing. The Office of National Statistics data suggests that the total population has stabilised at around 219, 000. The main increase during the 1990s took place in the north of the Borough, with the Thames-side area seeing growth rates above 6% over the decade. In contrast, most wards in the south of the Borough experienced a small population decline, primarily due to lower occupancy rates. The exception was Lamorbey where the Hollies development helped to generate a 5% rise in population. The 1991 census showed that 6.5% of Bexley's usually resident population was born outside the United Kingdom, over half (3.5%) of whom were born in the New Commonwealth.

2.10. **Housing** ♦ The number of separate households in the borough is expected to increase by around 5,600 between 200l and 2016. The Draft London Plan requires that provision should be made for 5,520 new dwellings during the period 1997-2016. The way in which this is accommodated will need to respect the character of existing housing areas. At the same time there is a continuing need for housing for lower and middle income groups, and housing associated with meeting special housing needs. Housing sites should be laid-out with respect for the everyday needs of their inhabitants. Undeveloped spaces should serve clear amenity or recreational purposes. Landscaping and footpath networks should be designed to meet identified needs with adequate regard being had to ease of maintenance, lighting, durability, personal safety and access by less agile individuals including young children and disabled people. Proper provision for vehicle parking and manoeuvring should ensure that vehicles do not need to encroach onto areas

intended to benefit pedestrian movement or the appearance of a development. Dark or enclosed communal areas above ground level or having single, narrow exit routes should not be proposed.

2.11. **Retailing** ♦ National trends in retailing have shown a boom in expenditure growth up to l988, accompanied by major development growth. These trends have brought an increase in out-of-centre developments, retail warehousing and steadily increasing size of proposals. High interest policy at the beginning of the 1990s has reduced retail expenditure growth, particularly in comparison goods, and in the short term this will result in more selective developments and greater competition amongst retailers as the market contracts. The retail market is expected to recover in the longer term. With the opening of the Lakeside Shopping Centre at Thurrock and the new Bluewater development, Bexleyheath already faces more intense competition. Increased personal mobility will mean that many Bexley shoppers are more discerning in the shopping centres they visit. Others, without the benefit of private transport, will continue to be dependent on local shops.

2.12. **Transport** ♦ The lack of sufficient investment throughout the 90s is evident in congestion and overcrowding. This is especially true of railways, where the promised Thameslink 2000 and Crossrail have yet to be realised. These will be critical to the development of the Thames Gateway and the easterly extension of the city-region. There have been some improvements in road infrastructure. Bronze Age Way has been completed and the dualling of Thames Road will reduce congestion and make a significant contribution to the creation of a high standard route that is the South Thames Development Route. Other proposals that will benefit the area include the Docklands Light Railway extension to Woolwich, the Thames Gateway Bridge, Crossrail and the Greenwich Waterfront Transit.

2.13. **Resources** ♦ Council expenditure is supported by the Government through the system of Standard Spending Assessment Revenue Support Grant and other grants and the redistribution of National Non-Domestic Rates. Specific grants are also given for individual services and projects. Central Government support is determined by reference to local needs in relation to those of other authorities and allocated within national levels of resources. Bexley has been viewed as a relatively low-need authority and as a consequence receives a low level of support. In addition, capital expenditure in particular is influenced by Government policy on public spending.

2.14. The encouragement of private investment in land and buildings will be the key to achieving many of the objectives of the Plan. The Council's limited resources will need to be concentrated on areas of greatest priority. Subject to the availability of resources, it will take a constructive approach to public/private sector partnership initiatives, which further the aims of the plan.

General considerations

2.15. Rapid changes are taking place, which could have important consequences for the pattern of land use change and development in Bexley into the 21st century. The following have been taken into account in preparing this Plan.

- ♦ Growing public awareness and concern for the environment and environmental issues and new responsibilities falling to the Council to care for the environment.
- ♦ Britain's membership of the European Union and the prospect of increased competition for domestic and European investment, following the introduction of a single European market in 1992.

- The development of major new employment centres in areas such as Docklands, Rainham Marshes and North Dartford during the 1990s.
- London City Airport and proposed London river crossings.
- The opening of the Channel Tunnel and improvements to the Strategic Roads leading to the Tunnel and Channel ports.
- Changes in shopping patterns increased competition between shopping centres, particularly at a strategic level, impact of out-of-town regional shopping centres at Lakeside in Thurrock and Bluewater near Dartford.
- The high cost of housing in most parts of Bexley and the difficulties of those in low and middle-income groups to enter the housing market especially for the first time.
- Statutory responsibilities for the Council under the Care in the Community Programme.

National and regional policy

2.16. The Government's planning policies are set out in Regional Planning Guidance Notes (RPGs), Planning Policy Guidance Notes (PPGs), Minerals Planning Guidance Notes (MPGs), White Papers, Ministerial Statements and Departmental Circulars. These are all material considerations, which the Government requires the Council to take into account in this Plan.

Regional guidance

2.17. in addition to national policies, the Plan has regard to Regional Planning Guidance, both for the South East and for London. Regional Planning Guidance for the South East (RPG9) was published jointly by the Government Offices for the South East, East of England and London in 2001. It sets out a vision of "encouraging economic success throughout the Region, ensuring a higher quality of environment with management of natural resources, opportunity and equity for the Region's population and a more sustainable pattern of development. The focus is on enabling urban renaissance, promoting regeneration and renewal, concentrating development in urban areas, promoting a prosperous and multi-purpose countryside and promoting wider choice in travel options, thereby reducing reliance on the private car."

2.18. The main principles to govern the continuing development of the Region are set out in RPG 9 as follows:

- urban areas should become the main focus for development through making them more attractive, accessible and better able to attract development;
- greenfield development (namely on previously undeveloped land) should normally take place only after other alternatives have been considered, and should have regard to the full social, environmental and transport costs of location;
- the pattern of development should be less dispersed with more sustainable patterns of activity, allowing home, work, leisure, green spaces, cultural facilities and community services to be in closer proximity;
- London's World City role and the South East's international connections should be developed as a basis for the enhancement of the Region's attractiveness in Europe and the world;

- economic opportunities should be increased by raising skills levels and reducing the disparities between different parts of the Region. In particular, by positive investment strategies for the Thames Gateway and Priority Areas for Economic Regeneration to improve the performance of poorer parts of the Region and by managing the localised impacts of development in economically buoyant areas;
- sufficient housing, and in particular affordable housing, should be provided for all who need to live and work in the Region, to encourage social inclusion and avoid pressure for housing in adjoining regions;
- the development of housing should be more sustainable, providing a better mix of sizes, types and tenures, having regard to the structure of households and people's ability to access homes and jobs;
- development should be located and designed to enable more sustainable use of the Region's natural resources, in the supply of food, water, energy, minerals and timber, in the effective management of waste, the promotion of renewable energy sources and to assist in reducing pollution of air, land and water;
- there should be continued protection and enhancement of the Region's biodiversity, internationally and nationally important nature conservation areas, and enhancement of its landscape and built and historic heritage;
- the life of the countryside and rural communities should be sustained through economic diversification which respects the character of different parts of the Region and enables sustainable agriculture and forestry;
- access to jobs, services, leisure and cultural facilities should be less dependent on longer distance movement and there should be increased ability to meet normal travel needs through safe walking, cycling and public transport with reduced reliance on the car; and
- transport investment should support the spatial strategy, maintaining the existing network, enhancing access as part of more concentrated forms of development, overcoming bottlenecks and supporting higher capacity and less polluting modes of transport.

2.19. In this Guidance, the regeneration of the Thames Gateway is seen as a regional and national priority. It emphasises the potential for the Thames Gateway to make a vital and major contribution to the growth of the regional economy and the enhancement of its environment. Extensive areas of derelict land, the availability of surplus labour and its proximity to Central London, international transport hubs and continental Europe are some of the factors which combine to make this area a unique opportunity for the Region.

2.20. **t**he Government also published supplementary guidance in RPG9a Thames Gateway Planning Framework (1995) and RPG9b/3b Strategic Planning Guidance for the River Thames (1997). Whilst RPG9a is becoming more dated, the principles remain valid, setting the objectives for the Thames Gateway as follows:

- to improve economic performance, enhancing London's position as a major World and European city;
- to maximise the opportunities for new economic activity and jobs, created by the improving transport connections to continental Europe;

- to work with the market; building on existing economic and community strengths, reinforcing the economic base, and at the same time attracting new economic investment; strengthening existing communities as well as attracting new residents;
- to encourage a sustainable pattern of development, optimising the use of existing and proposed infrastructure and making the fullest possible use of the many vacant, derelict and under-used sites, which previously supported other activities; and
- to safeguard and enhance natural and man-made environmental assets and, where necessary, raise the quality of the local environment; to encourage the highest quality in the design, layout and appearance of new developments.

2.21. Strategic Planning Guidance for London Planning Authorities (RPG3) [replaced by the London Plan 2004 as planning guidance for London. However, the London Plan was not available at the time of UDP preparation and therefore RPG3 has been used as a starting point for this UDP] provides a regional strategy for planning in London, as a framework for preparing and reviewing Unitary Development Plans. This had regard to LPAC's Advice on Strategic Planning Guidance for London (1994). RPG3 sets out the Government's objectives for London, which are to:

- promote London as a world city, recognising its role as a world class business, commercial, educational and heritage centre;
- maintain and enhance the competitiveness of business, including encouraging manufacturing, services, tourism, culture and the arts;
- encourage a pattern of land use and provision of transport which minimises harm to the environment and reduces the need to travel, especially by car, consistent with the principles of sustainable development;
- promote urban regeneration particularly in areas requiring physical improvement or the enhancement of employment opportunities, within the objectives of the South East Region as a whole;
- enhance the vitality, viability and character of town and other local centres as shopping and community facilities that are accessible to all;
- maximise housing provision in London, consistent with maintaining environmental quality, to meet the changing needs of the population;
- maintain and improve the natural and open environment, including the Green Belt, Metropolitan Open Land and areas of national and international significance including the River Thames;
- improve the quality and attractiveness of London's urban environment to benefit those who visit, live, work and do business in London;
- facilitate the development of transport systems which are safe and efficient, and which contribute to the achievement of competitiveness, regeneration and environmental quality; and
- seek to improve air quality, to reduce waste, pollution and the use of energy, and to encourage recycling.

2.22. The London Planning Advisory Committee subsequently published 'LPAC's Endowment to the Mayor and to the Boroughs' based on a four-fold vision of a strong economy, quality of life, sustainable future and opportunities for all. This document reiterated their policies as advice to the Mayor who thereafter had responsibility for producing the Spatial Development Strategy for London (the London Plan), the draft of which has evolved during the review of this Plan. The London Plan (2004) has now been published and replaces RPG3 as the regional strategy for planning in London. It was not, however, in time to influence the preparation of this Plan.

2.23. Regard has been paid to the Regional Planning Guidance for the South East and for London, and to the evolving planning strategies for London, including the Mayor's draft Spatial Development Strategy (the London Plan) and the Transport Strategy. In summary the Plan responds to London-wide objectives in the following ways.

- Recognition of the role of Bexley as part of Thames Gateway and the identification of sites to assist further economic growth.
- The stimulation of an expanding and balanced economy commensurate with the longer term needs of the borough.
- The revitalisation of Thames-side housing areas.
- The improvement of the South Thames Development Route through this borough and traffic calming measures.
- The continued promotion of Bexleyheath Town Centre as the Strategic Centre of the borough and the improvement of other major town centres.
- Policies and guidelines to ensure new residential development respects the character of established housing and the protection of open spaces of recreational and amenity value.
- Policies to encourage a range and choice of new housing in the borough, including affordable housing.
- Policies to ensure that environmental concerns and objectives are given due weight in the balancing of planning considerations in individual planning decisions.

Policies of adjoining authorities

2.24. With the exception of Bromley and Sevenoaks, where restraint policies apply associated with the Metropolitan Green Belt, the policies of adjoining authorities reflect their location within Thames Gateway, with major new development initiatives planned. These include:

Greenwich Waterfront ♦ Greenwich's UDP seeks redevelopment or re-use of the remaining redundant land and buildings, this being a major area for regeneration. It includes the Greenwich Peninsula and the Dome site. Proposals include business and employment uses, housing, open spaces, tourism (including a cruise liner terminal) alongside improvements to the public transport network;

Romford Town Centre ♦ Significant investment is planned to provide new retail opportunities;

Dartford/Gravesham ♦ Approved alterations to the Kent Structure Plan have prepared the way for proposals in North Dartford for the development of former hospital land for housing and business park development and sections of the South Thames Development Route. Additionally, a long-term comprehensive development framework is being pursued for some

1,700 hectares of derelict and under-used land between the built-up areas of Dartford and Gravesham. Both Districts are also committed to promoting Ebbsfleet as an M25 eastern gateway station for the Channel Tunnel rail link;

Chafford Hundred, Thurrock, covering 232 hectares, is one of the largest residential development sites in the southeast. Development in this area has included schools, shops and community facilities alongside the ongoing residential development;

Royal Docks ♦ Some 200 hectares of land is being developed for a range of uses including housing, business, university campus, hotel, and leisure uses, with an additional spur of the Docklands Light Railway via City Airport to North Woolwich and a planned link crossing under the Thames to Woolwich; and

Barking Reach ♦ Development of a major power station and 6,000 homes.

In general, current policies and proposals in the adjoining authorities are compatible with the plan for Bexley, where a combination of restraint and development policies will apply in different parts of the borough.

UNITARY DEVELOPMENT PLAN

PART ONE



Bexley COUNCIL

3

General strategy and Part One policies

3.1. This chapter sets out in broad terms the general intentions of the Council in its planning and development policies and its expectations of how the borough would change in response to those policies. Whilst much of the Unitary Development Plan is organised on a topic basis, the strategy deals primarily with cross-topic issues showing how the various strands of Council policy fit together into a cohesive strategy. **[The 21 strategic policies in the Bexley Core Strategy, adopted in February 2012, have replaced most of the Part One policies]**

The starting point - the future role of London

3.2. The future of Bexley needs to be considered both within its context as part of London and also as part of the wider South East of England. In this respect, a planning strategy for Bexley has to acknowledge its role in London, as a world city, and the South East Region with its growing links to Europe. In this it responds to the Government's Regional Planning Guidance, both for London and for the South East of England. It also reflects the Strategic Planning Advice from the former London Planning Advisory Committee. In future, greater emphasis will be placed on the Mayor of London's Spatial Development Strategy (The London Plan 2004).

3.3. This Unitary Development Plan was originally based on the four main themes set out by the former London Planning Advisory Committee in their advice of 1988. This has subsequently been superseded, and this Plan's first review has taken the opportunity to more closely align with the key aims and visions for London as set out in Regional Planning Guidance, which are set out in detail at paragraphs 2.17 to 2.22 above

3.4. Strategic Guidance acknowledges that one of London's particular strengths is the distinctive identity and character of the many localities and communities which together constitute London. London boroughs are encouraged to reflect this local diversity and vitality in their plans. It also recognises that there will be many aspects of essentially local importance which will need to be covered in UDP's. In parallel with this, there are aspects of wider significance affecting a number of boroughs or London as a whole. In this respect, this Plan takes account of the plans of neighbouring areas and sub-regional strategies, notably that for the Thames Gateway.

Bexley's role in London

3.5. From the objectives of Regional Planning Guidance and Strategic Guidance set out in Chapter 2 above, together with LPAC's London-wide themes, the four themes originally identified as describing Bexley's future role in London were:

- Bexley as part of Thames Gateway, where economic growth and regeneration should be encouraged;
- Bexley as a place providing good quality residential neighbourhoods and community facilities for those living and working in London and northwest Kent;
- Bexley as a borough providing opportunities to live, work and play; and

- Bexley as a place where importance is attached to environmental protection and improvement and to the safeguarding of environmental standards.

These four themes still remain appropriate.

Elaboration of the Bexley themes

3.6. **As part of Thames Gateway, the Council will seek to**:

- encourage employment and economic growth in suitable areas;
- make Primary Employment Areas more accessible and attractive, safer and cleaner;
- secure a broader range of service industry and office employment opportunities, including the development of tourism;
- encourage an efficient and competitive labour supply;
- stimulate the growth of suitable enterprise in the borough and encourage small businesses; and
- improve the image and attractiveness of the borough by means of environmental improvement, regeneration of outworn areas and protection and enhancement of the best features.

3.7. **As a place providing good quality residential neighbourhoods, the Council will seek through its policies to**:

- provide a wide choice of good quality housing;
- revitalise older housing areas so that they become more pleasant places to live;
- safeguard or improve the character and amenity of residential districts by giving priority to good design in new developments; and
- ensure that all borough residents have good access to good quality shops and town centres, recreation and community services.

3.8. **Bexley as a 'borough of opportunity'** draws together several different aims with the common aim that, through the exercise of its planning powers, the Council will seek to improve the quality of life of all sections of the community. More specifically, the Council will seek to:

- create opportunities for local employment for those unable to commute to central London and elsewhere or choosing not to do so;
- increase choice available and access to the housing market;
- encourage good, efficient, safe and reliable public transport to assist those without the use of personal transport, as well as for wider, environmental objectives;
- ensure that disadvantaged groups, such as disabled persons, can obtain safe and easy access to shops, offices and other buildings used by the general public through considerate design in new development; and
- secure a range and choice of local opportunities for recreation and leisure within easy travelling distance of every home.

3.9. **Bexley, as a place where importance is attached to environmental protection and improvement and the safeguarding of environmental standards**, draws together two themes. Firstly the need both to enhance the quality of life and public health and secondly wider

environmental concerns about global warming, energy conservation and conservation of natural resources. Under this heading, the Council will aim to:

- conserve and enhance open land including areas designated as Metropolitan Green Belt and Metropolitan Open Land and other open spaces of importance;
- protect trees of special amenity value and encourage new tree planting in suitable locations;
- give high priority to conserving the built and archaeological heritage, good design, environmental improvements and making the borough safer and more secure;
- conserve the borough's ecology and natural environment;
- pursue high standards of environmental protection in terms of air, water and noise pollution and traffic management; and
- encourage energy-efficient development and reduce emissions of greenhouse gases by guiding new development to locations which reduce the need for car journeys and the distances driven, or which permit the choice of more energy-efficient public transport, cycling and walking.

Reconciling conflicts

3.10. The four themes described above are largely complementary, but policies put forward in this Plan seek to reconcile conflicting priorities where they arise. The key relationships are:

Housing and the environment ♦ The need to make provision for 5,320 new dwellings in a way that does not unduly erode environmental standards. By comparison, some 376 dwellings were completed between March 1997 and January 1999 and another 437 dwellings were then under construction. The issue the Council has sought to tackle in meeting the remainder is where to achieve the right balance between generally higher densities within the built-up area in order to save open land and maintaining and improving the environment of existing housing areas.

Jobs and the environment ♦ The key issue is to what extent provision should be made in the UDP for employment. Bexley is a net exporter of labour with some 60% of employed residents in 1991 working outside the borough. It is not expected that this will change significantly during the coming decade. New employment opportunities are opening up elsewhere in areas like London Docklands, but they bring with them the prospect of increased commuting flows, traffic congestion and removal of support for the local economy. Most industry in Bexley is compatible with a good environment. The Council believes there need be no inherent conflict between economic development and the environment, since a good quality environment is important in attracting investment to an area and helping employers to recruit successfully. Workplaces in the borough are all relatively accessible by public transport, a benefit that can rarely be attained in Green Belt or more rural locations. The Council is also able to influence the location and operation of new industry and employment uses and the quality of existing industrial areas upon their redevelopment. The emphasis of local economic development is, therefore, to provide good quality jobs in the borough and to sustain the local economy.

Land use and transport ♦ There is a need to balance the demand for travel arising from land use change and development with the capacity of the road network and the need to reduce unnecessary car journeys and the distances travelled.

A planning strategy for Bexley

3.11. The four themes outlined in paragraphs 3.5 to 3.9 are important to the planning of the future of Bexley, and they find expression through the policies and proposals of the Plan. At the same time, the Plan also reflects the broader objectives of the Council which have evolved over the Plan period to set a more coordinated, corporate approach to planning the future of the Borough across all its services. This sets six key objectives for the Council:

- Caring for our Environment
- Extending opportunity and promoting prosperity
- Making our community safer
- Promoting education for life
- Improving health and well-being
- Making the most of our leisure time

3.12. This broader approach to coordinating Council services and relating them to key objectives, was also carried forward into formulating Bexley's Regeneration Strategy titled 'Sustaining Prosperity, Extending Opportunity' (1999). This looks at the wider picture of achieving regeneration through all aspects of the Council's work and focuses attention on areas of priority for regeneration, notably Bexley Thames-side, the Cray Valley and town centres. This review of the UDP has taken account of those new objectives and the way that planning can help to secure their achievement.

3.13. The Council has set up a Local Strategic Partnership, which will be responsible for formulating the Borough's first Community Plan. In due course, this will be reflected in any future review of the development plan.

3.14. The Council has to consider the balance of a range of planning considerations in arriving at individual planning decisions and has to give appropriate weight to those considerations. In this, the Council recognises the growing public awareness and concern for the environment; particularly the national and international concerns about the consequences of global warming and the need to reduce emissions of greenhouse gases. This has led to increasing importance being placed on achieving sustainability, which is reflected in this Plan through policies such as those aimed at reducing the need to travel. The importance of environmental considerations was recognised in the Plan as published and carried forward in the first review. The Plan has an important role to play in helping to achieve all of the Council's objectives and those for London and the South East. In this respect, through its policies and through decisions on individual applications, the planning process seeks to balance social, economic and environmental considerations, to secure the well-being of the area and the quality of life of its residents and visitors.

General principles

3.15. Land is a finite resource, and a balance must be struck between providing land for homes, jobs, transport and other purposes, and the need to protect valued open spaces and countryside and protecting the heritage of historic buildings, areas and landscapes and other areas of special character. This need is at the heart of town planning and the challenge this Plan addresses is to strike a balance that also makes a positive contribution to the achievement of wider environmental aims.

3.16. The strategy for Bexley embodied in this Plan follows the general principles listed below.

- Each new development should be judged in terms of its contribution towards maintaining and improving the quality of the built and natural environment.
- Land use and development decisions should be co-ordinated with transport policies and programmes to minimise the adverse effects of traffic on the environment, in terms of avoiding congestion and associated nuisances, encouraging energy efficient transport, reducing the necessity for travel and increasing choice.
- All development should make positive contributions to the quality of life of those who live, work in and visit the borough.
- Urban land, currently or formerly occupied by buildings or other structures and no longer needed for its former use, will generally be used for development purposes in preference to other sites.
- Open land should only be considered for development or change of use where it does not fulfil a local amenity, nature conservation or recreational need or does not contribute to the urban structure of London in terms of defining and separating built-up areas and avoiding urban sprawl.
- Conservation of the built and natural environment and good designs appropriate to their context should be encouraged.
- Careful account should be taken of the needs of all potential users of a development and potential dangers to life and property including the risk of flooding.

Sustainable development

3.17. In the course of preparing this Plan, it has been recognised nationally that ways of living must be devised that meet today's needs, without compromising the ability of future generations to meet theirs. The Earth Summit in Rio de Janeiro in 1992 produced a global sustainability plan called 'Agenda 21'. It's principles will be the foundation of a future enhanced environmental strategy for Bexley. Policies in this Plan contribute to achieving sustainable development objectives, although these are not the Plan's principal focus.

Resources

3.18. The Plan attaches importance to the more efficient use of resources, to the attraction of private sector funding for some community or infrastructure schemes, to public/private sector partnership schemes and to the achievement of community benefits from development through planning agreements.

Economic development

3.19. The emphasis of local economic development policy in this Plan is on retaining employment, sustaining the local economy and the provision of additional, good quality local job opportunities, which provide an attractive alternative to longer distance commuting. Development will need to satisfy specified environmental criteria and have regard to local traffic and environmental conditions. This approach will contribute to environmental objectives by reducing air, water and noise pollution and seeking to locate new development, wherever practicable, so as to minimise transport of people and resources.

3.20. Existing land for business use, in designated Primary Employment Areas, will be safeguarded for that purpose. Redevelopment for another appropriate use may be acceptable outside the Primary Employment Areas, where there are clear environmental advantages in doing so which could not be secured by a continued business or industrial use of the site.

3.21. Provision is made for new business and office development in suitable locations.

3.22. Efforts will be made to secure for borough residents improved transport access to jobs both within and outside Bexley.

Housing

3.23. Housing policies in this Plan are aimed at:

- protecting or enhancing the character of existing housing areas,
- ensuring that new housing is built to high standards of design and layout; and
- increasing provision of affordable housing.

3.24. Density controls will be applied in a way that safeguards local character and amenity as well as ensuring efficient use of land. New controls are introduced on backland and infill development.

3.25. Extraneous traffic will be discouraged in residential neighbourhoods in order to make roads and footways safer.

3.26. Improvements to leisure, social and community facilities will be sought to support residential neighbourhoods and town centres.

Shopping

3.27. Bexleyheath will continue to be developed as the commercial heart of the borough.

3.28. Policies will be pursued in support of other appropriate town centres, including development to complement and support their shopping and service centre role.

Transport

3.29. Road traffic can have a detrimental impact on the quality of life in the borough and London as a whole, through noise, fumes, destruction of valuable open spaces and danger to other road users. Congestion adds to the overhead costs of firms and businesses, wastes energy and adds to greenhouse gas emissions. Bexley will remain heavily reliant on road transport (particularly private car transport) during the period of this Plan because of inadequacies in London's public transport system serving this borough. Nevertheless, policies in this Plan look to the future in terms of reducing the effects of road traffic, offering the choice of public transport, reducing the need for car journeys and the distances driven and improving cycling and pedestrian facilities.

3.30. Policies are included to make the best use of existing roads, to reduce additional road traffic generation, to regulate parking and reduce congestion, to improve road safety and to provide facilities at a level appropriate to everyone, including those without access to private vehicles.

The built and natural environment

3.31. Policies in this plan aim to encourage greater diversity and avoid urban sprawl whilst protecting or enhancing the best features of the built and natural environment and revitalising areas of poor or indifferent environment.

Policies, which apply to all developments

3.32. The strategy set out in the preceding section has been developed and restated as a set of general policies applying throughout the borough. The general policies in turn provide a framework for the more detailed policies and proposals contained in Part Two of the Plan.

3.33. The overall aim is to guide development and land use change in such a way as to maintain and improve the character and quality of the different kinds of environment in the borough, both built and natural, in a way that is consistent with both economic and wider environmental objectives. The Council does not believe that development is necessarily incompatible with a good quality environment. Good quality design and carefully sited, accessible development can serve to enhance and enrich the environment. But it is vital that this Plan sets high standards.

3.34. **Policies G1 toG9** will, therefore, apply to all proposals for development and change of use.

Policy G1 **The Council will seek to protect, maintain and improve the quality of the built and natural environment for the economic and social well-being of the borough whilst making efficient and effective use of the borough's land resources. In particular, proposals for development which would detract from the overall environmental quality of an area will not be acceptable.**

Policy G2 **The Council will seek to avoid adding to the demand for infrastructure or services beyond the ability of the Council and other statutory bodies to provide them. In particular the Council will not normally permit development unless the infrastructure requirements of that development can be met, or standards of service can be maintained without unacceptable cost to the Council or other statutory bodies or to the environment. Where increased capacity is required and this cannot be provided straight away, the Council may require that development be phased to take into account the necessary works to increase capacity.**

Policy G3 **Where appropriate, the Council will, by way of planning obligations or other legal agreements or otherwise as part of a scheme, seek appropriate benefits and/or commitments from a development including, for example: affordable housing; environmental improvements; improvements to the public transport system and/or to highway infrastructure; nature conservation and new tree planting; leisure, social and community facilities, including waste recycling facilities, to meet the needs of future occupiers or users and to minimise disturbance or adverse impacts on the local community.**

The requirements of this policy for large development sites may be identified in Planning Briefs.

Policy G4 **The Council will, within available resources, seek to provide adequate means and opportunities for all sections of the borough's population to have access to housing, jobs, leisure, social and community facilities. In particular and wherever possible, proposals relating to special housing needs will receive favourable consideration.**

~~***Policy G5***~~ ~~**In the exercise of its planning functions the Council will take into account the needs of people with disabilities and less agile people.**~~

~~***Policy G6***~~ ~~**The Council will ensure that:**~~

~~**1. sufficient land is available to increase the borough's housing stock by 5,320 dwellings in the period 1997-2016. A proportion of this should be housing to meet the needs of key workers and those people whose incomes are insufficient to enable them to afford adequate housing locally on the open market or who have special housing needs; and**~~

~~**2. within available resources, sufficient land is available for:**~~

~~**(a) industrial and commercial development to sustain a buoyant local economy and meet the needs of small businesses,**~~

~~**(b) the recreational, social, educational, cultural and environmental needs of the borough's residents; and**~~

~~**(c) the future operational requirements of statutory undertakers and other public services.**~~

~~***Policy G7***~~ ~~**All development, including conversions, extensions and alterations of existing buildings will be required to:**~~

~~**1 meet high standards of design, construction and layout;**~~

~~**2 make adequate provision for vehicle parking;**~~

~~**3 have regard for safety;**~~

~~**4 incorporate open space where appropriate; and**~~

~~**5 relate sympathetically to and be in scale with the existing built and natural environment.**~~

~~***Policy G8***~~ ~~**Development, including the raising of the level of land, will not be acceptable where it would be at direct risk of flooding or likely to create or increase the risk of flooding elsewhere or likely to affect adversely the quality of underground or surface water. The Council will have regard to the Environment Agency's advice on flooding and water pollution. All development must safeguard existing tidal defences and land drainage facilities.**~~

~~***Policy G9***~~ ~~**In accordance with Section 71 of the Race Relations Act 1971, the Council will exercise its functions under the Town and Country Planning Act 1990, including its enforcement powers, with due regard to the need to promote equality of opportunity and good relations between persons of different racial groups.**~~

Policies relating to the physical structure of the borough

3.35. **Policies G10 to G23** are intended to promote a clear concept of the physical structure of the borough based on Strategic Planning Guidance for London (RPG3). This structure will be used to help guide development and change to the locations that will best serve the Council's strategic purposes. The principal features are:

Thames Gateway covering the part of the borough to the north of the A207/A2, and includes one ward, which has been granted Assisted Area status.

Town centres which will be the main focus for shopping and services for the surrounding communities.

Metropolitan Green Belt and Metropolitan Open Land, which give definition and contrast to built-up areas.

Primary Employment Areas which will be the main locations where the Council will seek to meet the changing needs of business and opportunities for good quality employment.

Areas for primarily residential use which constitute existing and proposed housing areas where the emphasis of policy will be to protect and enhance their character or appearance, allowing necessary community facilities and preventing development of other uses that are unacceptable environmentally.

Policy G10 **The Council will support the promotion of the Thames Gateway initiative and will seek to play an active part in the formulation and implementation of the strategy for the future development of Thames Gateway.**

Policy G11 **The Council will ensure that town centres maintain their primary role of providing for the shopping and service needs of the communities in which they are located. To this end, the Council will:**

1 continue to promote Bexleyheath as the Strategic Centre, a centre for major new retail, office and leisure development and for civic and community uses;

2 promote Erith, Sidcup, Welling and Crayford as Major District Centres for growth and enhancement;

3 consolidate and enhance the roles of Belvedere, Bexley, Blackfen and Northumberland Heath as District Centres and enhance and protect Neighbourhood Centres and local shops; and

4 make provision for food superstore and retail warehouse development, possibly out-of-centre. (The council will only support out-of-centre shopping proposals provided the proposal, either alone or cumulatively with other development, will not seriously threaten the continuing vitality and viability of existing town centres so as to threaten their role or result in the loss of land or sites in the Primary Employment Areas.)

Policy G12 **The Council will protect and seek to enhance all land identified as Metropolitan Green Belt on the Proposals Map. There will be a strong presumption against permitting development other than that which accords with Policies ENV2 and ENV3.**

~~***Policy G13***~~ ~~**The Council will protect and seek to enhance all land identified as Metropolitan Open Land on the Proposals Map. There will be a strong presumption against permitting development other than that which accords with Policy ENV15.**~~

~~***Policy G14***~~ ~~**In the Primary Employment Areas, Secondary Employment Areas and Preferred Office Locations defined on the Proposals Map, the Council will support proposals for industry and commerce which assist the development of the local economy provided they comply with Policies G1 to G9 and are appropriate in scale and type of development for their location.**~~

~~**New industrial or office development may be permitted on land outside these areas provided it is for the erection or use of a small-scale building and complies with Policies G1 to G9 above and other relevant policies.**~~

~~***Policy G15***~~ ~~**The Council will seek to protect or enhance the character and amenities of areas for primarily residential use shown on the Proposals Map and, where appropriate, seek to encourage the improvement of housing and its environment. Development for other uses will only be acceptable where it provides community, social, leisure facilities or employment compatible with a residential area.**~~

Transport and accessibility

3.36. ~~**Policies G16 to**~~ **[Policy G18 and] G23** set out the Council's broad policies for transport and movement within the borough

~~***Policy G16***~~ ~~**Within the framework of the adopted London Plan, the Council supports the principle of containing road traffic growth in the borough and in the longer term reducing road traffic growth. This will take into account the need to balance environmental, traffic and regeneration objectives. Specific targets, time-scales and baseline data will be set out in a Road Traffic Reduction Plan to be prepared in due course.**~~

~~***Policy G17***~~ ~~**The Council will seek to promote more sustainable transport choices and reduce the need to travel, especially by car, by:**~~

~~**1 encouraging development, including mixed use developments, at locations, particularly town and local centres, which offer genuine and easy access by a range of transport modes, especially public transport, walking and cycling, or reduce the need to travel; and**~~

~~**2 encouraging people to walk, cycle and use public transport and making it safer and easier for them to do so.**~~

Policy G18 **The Council will manage or improve the borough's network of roads according to their function in the hierarchy of roads shown on the proposals map and in accordance with the following road classification.**

Strategic Roads: National or regional routes - Transport for London Road Network in this borough (formerly Trunk Roads) - A2 and A20; serving mainly longer distance vehicle movements and connecting all parts of Greater London to the national road network.

London Distributor Roads: Most other `A' classified roads in the borough, other than Strategic Roads and some other roads; providing through traffic movements and links to Strategic Roads.

Borough Distributor Roads (local distributors): `B' classified roads other than London Distributor Roads, 'C' classified roads and some unclassified roads; catering primarily for movement within the borough.

Local Access Roads: Roads, the principal purpose of which is to provide access to land and buildings in the immediate vicinity; primarily for use by residents and pedestrians.

~~Policy G19~~ **~~The Council supports and, where appropriate, will promote the earliest possible completion of the following improvements to the major road network:~~**

~~1 the improvement of the A206 Thames Road to complete the dualling of the South Thames Development Route west of the M25; and~~

~~2 a direct north-south link between the A2 and A20 trunk roads via the A223, North Cray Road and the proposed Bexley bypass.~~

~~Policy G20~~ **~~The Council will support or promote minor improvements to the road network where there are clear environmental or road safety benefits in doing so.~~**

~~Policy G21~~ **~~The Council will seek to make the best use of existing transport infrastructure by:~~**

~~1 Encouraging the maintenance and improvement of existing public transport services within and serving the Borough to establish high quality and efficient networks and interchanges with easy and convenient access;~~

~~2 introducing traffic management measures to reallocate road space in appropriate circumstances and to improve safety for all road users and especially for pedestrians and cyclists, assist public transport services, and reduce the impact of traffic and parking on the environment, particularly in sensitive areas such as residential and shopping streets or near schools; and~~

~~3 directing through traffic and lorries onto Strategic Roads, London Distributor Roads and other appropriate routes.~~

~~Policy G22~~ **~~The Council supports and will promote, where appropriate, the earliest possible completion of the following major schemes:~~**

~~1 the Channel Tunnel Rail Link including section 2 to St. Pancras (as announced on the 22 March 1993) and international passenger stations at Ebbsfleet and Stratford;~~

~~2 Crossrail (previously the Thames Gateway Metro proposal), linked to the international passenger stations at Ebbsfleet and Stratford, subject to further~~

~~feasibility studies of supporting infrastructure and that it will not prejudice the further development and improvements to existing levels of service to central London from this area; and~~

~~3 new and improved river crossings in the Thames Gateway, including in particular new public transport links, subject to the inclusion of measures to minimise adverse traffic and environmental impacts on this borough.~~

Policy G23 **The Council will coordinate the provision of on and off-street parking in the borough with parking controls and charging policies and the location of development in order to:**

~~1 promote sustainable transport choices, in particular walking, cycling and public transport;~~

2 protect and enhance the environment and amenity, particularly of shopping and residential areas and open spaces;

3 encourage the shared use of parking, particularly in shopping centres and as part of major proposals;

4 ensure no more parking spaces are provided as part of a development than a Transport Assessment may justify or where a Transport Assessment is not required, no more parking spaces are provided than prescribed in the Council's parking standards; [and]

~~5 promote the orderly flow of traffic and the safety of pedestrians, wheelchair riders and other road users; and~~

6 sustain the development of the local economy and access to jobs, services, shops and recreational facilities in accordance with the Local Implementation Plan.

~~Other strategic policies~~

3.37. ~~**Policies G24 to G34** are concerned with the Council's approach to other matters that apply to the borough as a whole, which may impact on other parts of London or are important to London as a whole.~~

~~***Policy G24*** **Subject to Policies G1 to G9 [G2 to G5, G7 and G8] and other relevant policies, the Council will promote the borough as a centre of industrial and business growth by encouraging the provision of:**~~

~~1 modern accommodation and the renewal of older business estates to create a better working environment; and~~

~~2 modern workspace for expanding small and medium businesses.~~

~~***Policy G25*** **The Council recognises the need for telecommunications equipment and will seek to ensure that such equipment is located so as to minimise any adverse effects on the character of an area or the visual amenity of the local environment.~~

~~***Policy G26*** **The Council will protect and seek to conserve and enhance those features of the built and natural environment, which contribute to the special character of London or of this part of London. This will include:**~~

~~**1 Conservation Areas and buildings of architectural and historic interest;**~~

~~**2 sites of archaeological interest;**~~

~~**3 the protection of important views;**~~

~~**4 the River Thames and Thames-side, including the Thames Marshes and associated watercourses;**~~

~~**5 the River Cray and Cray valley;**~~

~~**6 the Abbey Ridge;**~~

~~**7 Sites of Special Scientific Interest;**~~

~~**8 Sites of Nature Conservation Importance;**~~

~~**9 Green Chains and corridors;**~~

~~**10 high quality agricultural land; and**~~

~~**11 Heritage Land.**~~

~~***Policy G27*** **The Council will seek to avoid the loss of any public or privately owned open land, including water, trees and woodland, that:**~~

~~**1 fulfils a recreational, amenity or nature conservation function; or**~~

~~**2 is capable of satisfying an identifiable need for a suitable alternative use that would retain the generally open or wooded appearance of the land; or**~~

~~**3 is otherwise an important visual amenity to the area.**~~

~~***Policy G28*** **Subject to Policies G1 to G9 the Council will promote the borough as an attractive area to visit and, in particular, encourage the development of tourism, promote the level and variety of accommodation in suitable locations required for visitors, co-ordinate tourist related activities within the borough and publicise its attractions.**~~

~~***Policy G29*** **Subject to Policies G1 to G9 and other relevant policies the provision of new leisure and recreational facilities will be encouraged, particularly where there are shortfalls of provision on a local, regional and national scale.**~~

~~***Policy G30*** **Proposals for mineral extraction will not normally be permitted where it would result in the loss of areas of high agricultural land quality or high recreational/amenity/nature conservation value or which would otherwise conflict with Policy G1.**~~

Policy G31 **Subject to Policy G30, areas proven to have workable mineral reserves will be safeguarded against surface development and proposals to extract those reserves considered having regard to the demand for the mineral and the impact on the locality.**

Policy G32 **Proposals for waste management developments will be considered within the context of national sustainable development principles of best practicable environmental option, the waste hierarchy and the proximity principle.**

Policy G33 **The Council will liaise closely with the Environment Agency, the relevant regional planning bodies and neighbouring waste planning authorities on waste management proposals. Closer liaison with the relevant bodies will ensure that any proposals are in accordance with the Mayor's Municipal Waste Management Strategy.**

Policy G34 **In considering proposals for development, the Council will have regard to matters of pollution, hazardous substances and energy efficiency and will oppose development which would give rise to unacceptable levels of air, ground or surface water pollution, including pollution to underground water resources, excessive noise or the contamination of land or put occupiers at risk from hazardous substances. The Health and Safety Executive will also be consulted on applications to site new development where hazardous substances are to be used or stored and on applications to develop at, or within the vicinity of, existing establishments where hazardous substances are present.**

Monitoring and review

3.38. It will be necessary to ensure that the Plan is being implemented correctly and remains up-to-date and effective. The following policy provides for the regular monitoring and periodic review of policies.

Policy G35 **The Council will keep under review matters which may affect the development of the borough or the planning of its development.**

Departures from the Plan

Policy G36 **The Council will resist any application that consists of or includes development, which in its opinion as local planning authority, would substantially conflict with or prejudice the implementation of the policies and proposals of the Plan**

UNITARY DEVELOPMENT PLAN

PART TWO



Bexley COUNCIL

4

The reasons for the Council's strategy

Purpose of the strategy

4.1. **[The Bexley Core Strategy, adopted in February 2012, replaced all but two of]** the policies in Part One of this Plan **[that had not already expired on 27 September 2007]** ~~comprise a strategy, a set of interrelated aims and actions covering the main areas of planning policy, for this borough over the next decade. The relationships between these policies are particularly important since together they represent what the Council sees as the best balance between potentially conflicting aims and objectives. It follows that none of these policies should be pursued in isolation. Each must be considered in the context of the strategy as a whole. The policies numbered G1 to G36 are fundamental to this overall strategy~~.

~~4.2. The strategy describes the main thrust of the Council's planning policies, the direction in which the Council will steer the borough in the period to 2016 or until replaced by a new development plan. It deals with the following key issues.~~

- ~~The quality of life of borough residents, expressed in terms of the quality of the environment in which they live, the leisure, community facilities, shops and services which they use and the freedom of access they have to employment, housing, public transport and services.~~
- ~~Bexley's role within Thames Gateway and the contribution it can make to meeting the objectives of regional strategy.~~
- ~~Bexley's role in the London economy, expressed in terms of the location, scale and type of economic activity and development the Council will pursue and encourage.~~
- ~~The adequacy of infrastructure and services in the borough to cope with new demands for development and the means by which any deficiencies are overcome.~~
- ~~Bexley's role in meeting London's housing needs.~~

~~The Council's strategy has emerged from careful examination of these issues and the interaction between them.~~

~~The vision for Bexley~~

~~4.3. The starting point for the strategy described in Chapter 3 is the role it has in London as a whole. From this, four themes are developed, each describing a different aspect of Bexley's role within London.~~

~~4.4. The principal theme is one of concern for the environment and of quality of life in Bexley. This sets the tone of the policies in Part One of the Plan. Bexley is a place to live and Bexley residents value high environmental standards, parks and open spaces, good design and good quality shops and services. Moreover, the theme is compatible with economic development objectives since a good quality environment is becoming increasingly important in attracting investment to the borough in the face of growing competition. The Council can also meet its housing objectives within this overall vision.~~

4.5. With the increased emphasis on Best Value in public expenditure, importance is attached to making the most efficient use of resources and of regulating development in a way that does not overburden infrastructure and meets a share of the costs of improving infrastructure and community facilities to meet new demands. This, too, is consistent with an environment-led vision for the borough since, without adequate infrastructure and services, development would add to congestion on roads and pressure on services affecting the quality of life of all who use them.

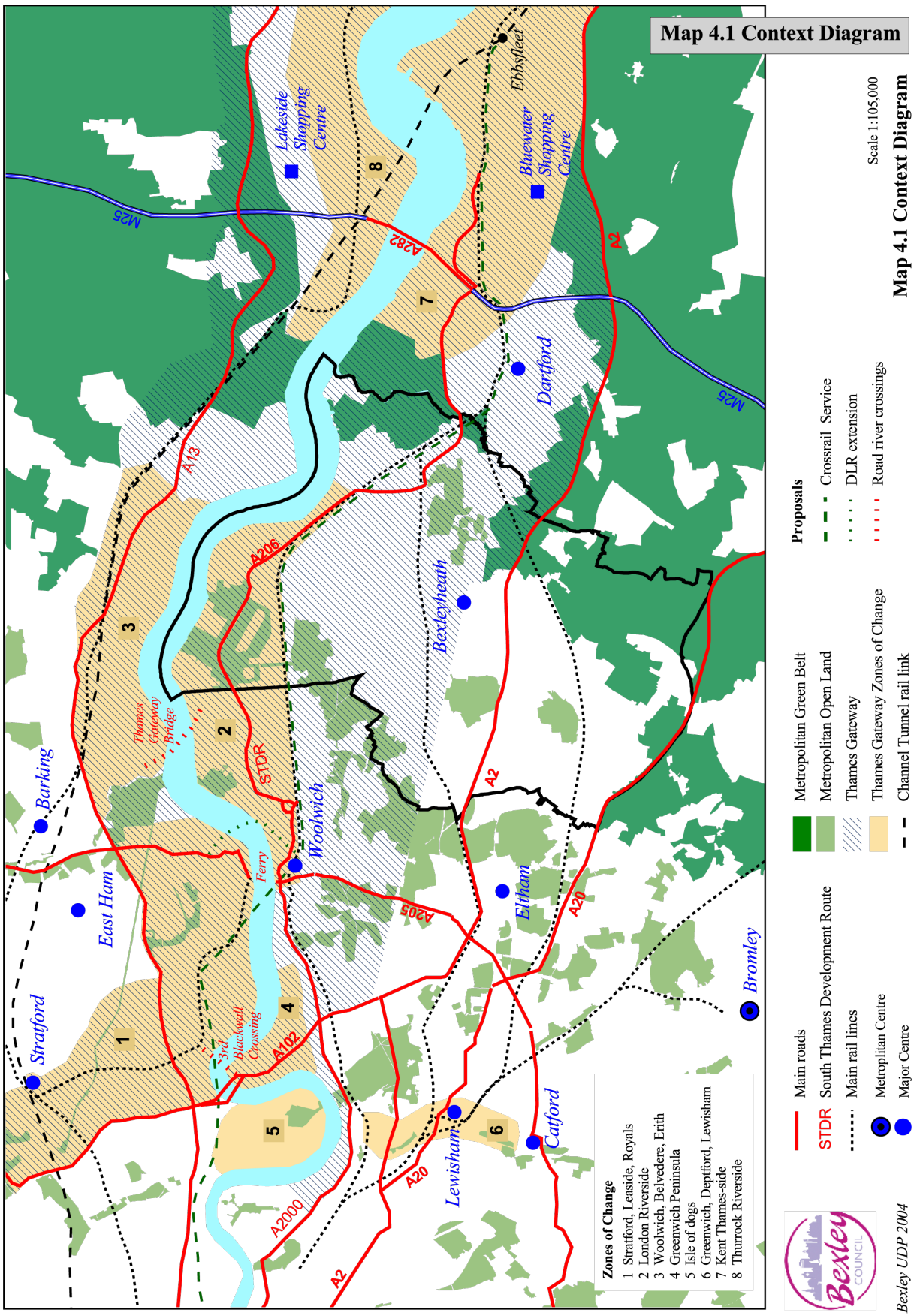
The strategy

4.6. Its position on the outer edge of southeast London means that Bexley looks towards both south and east London and to northwest Kent for its strategic context. The planning strategy in Bexley needs to be consistent with both. The context diagram shows the wider picture of development and constraint policies in this part of the southeast. It illustrates a clear division between the policies of constraint that apply to much of the area, associated with the Metropolitan Green Belt and Metropolitan Open Land policies, and the corridor of major development opportunities, shown as Zones of Change and Opportunity Areas that exists along both banks of the Thames between Greenwich and Gravesend. This area forms part of Thames Gateway.

4.7. In Bexley, this is manifested in a corridor of opportunity in the north of the borough between Thamesmead and Erith. This is associated with planned improvements to road access, surplus statutory undertakers' land and the need to continue the process of revitalising older riverside industrial areas.

4.8. The Council's strategy has the following elements:

- a backcloth of policies to ensure that new development will not detract from the environmental quality of the borough as a place to live and work and, in areas of poorer surroundings, makes a contribution towards improving the environment;
- the protection and enhancement of those features of the built and natural environment which are important to the character and quality of the borough;
- the encouragement and support of new investment and economic activity in suitable locations and the revitalisation of older housing and industry, particularly within the Thames-side area;
- the identification of good quality sites for new housing, industry and commercial development in accordance with the requirements of Strategic Guidance;
- the scale and location of new development to be related to the capacity of existing roads and infrastructure, together with planned improvements; and
- provision for the shopping and service needs of the borough's residents based on existing town and Neighbourhood Centres.
- Strategic policies G1 to G36 provide the basic planning framework for Bexley combining the different elements of the strategy and applying them in a consistent way.


Map 4.1 Context Diagram
Barking
Stratford
East Ham
Woolwich
Thames Gateway Bridge
3rd Blackwall Crossing
STDR
Ferry
Bexleyheath
Eltham
Bromley
Lewisham
Catford
Dartford
Ebbsfleet
Lakeside Shopping Centre
Bluewater Shopping Centre
A13
A2
A20
A102
A206
A2000
A282
M25
1
2
3
4
5
6
7
8
Zones of Change
1 Stratford, Leaside, Royals
2 London Riverside
3 Woolwich, Belvedere, Erith
4 Greenwich Peninsula
5 Isle of dogs
6 Greenwich, Deptford, Lewisham
7 Kent Thames-side
8 Thurrock Riverside
Main roads
STDR South Thames Development Route
Main rail lines
Metroplitan Centre
Major Centre
Metropolitan Green Belt
Metropolitan Open Land
Thames Gateway
Thames Gateway Zones of Change
Channel Tunnel rail link
Proposals
Crossrail Service
DLR extension
Road river crossings
Scale 1:105,000
Map 4.1 Context Diagram
Bexley UDP 2004

Policies that apply to all development

4.9. **Policies G1 to G9** apply to all proposals for development and change of use and establish important principles relating to the protection of the environment, the co-ordination of development with infrastructure, access to housing and community facilities, the supply of land for development, design and layout and the need to safeguard against flooding.

4.10. The Regulations require local planning authorities to have regard to environmental considerations in preparing their general policies and proposals. Strategic Planning Guidance for London states that UDPs should give high priority to the environment and this theme runs throughout this Plan. Bexley is fortunate in enjoying a generally high standard of environment and good amenities, but firm policies are needed for its protection and enhancement. The Plan contains policies for specific areas such as the Metropolitan Green Belt, Metropolitan Open Land, Conservation Areas and for specific topics such as conservation of the natural heritage. Important as these areas are, every part of the borough should enjoy good environmental quality and every planning decision needs to be judged against its effect on the environment.

4.11. **Policy G1** is intended to discourage any development that would reduce the quality of the environment, including its safety, and encourage development that would help to enrich it and the quality of life of those who live or work in the borough. In part, it also addresses sustainable development objectives by seeking to conserve natural resources, make the best use of land and safeguard environmental quality in the broadest sense. Many of the policies and proposals in Part Two of this plan will have environmental implications. **Policy G1** is needed to ensure that environmental considerations are taken into account consistently and comprehensively and given due weight. In this way environmental improvement and protection can be planned and individual development decisions taken against an overall strategic framework that reflects environmental priorities. This policy applies to all forms of development, including changes of use and public transport schemes and to all locations including residential, industrial, commercial, shopping areas, open spaces and leisure.

4.12. The quality of life and the environment will be affected by congestion and the demands made on services and community facilities available to those living and working in the borough. An important function of the planning process is to ensure that development and land use change are related to the capacity of infrastructure and services and to proposals for their improvement. To this end **Policy G2** provides that all development proposals should be assessed for their effects, both individual and cumulative, on infrastructure and services. With greater emphasis placed on Best Value in public expenditure, it is important to make the most efficient use of limited resources and to regulate development so that it does not overburden infrastructure. Where appropriate, developers will be asked to meet a share of the costs of improvements to meet reasonable needs arising from development.

4.13. This will be achieved through the normal process of development control where in granting planning permission, or in negotiations with developers and other interests, the Council will seek modifications or improvements to proposals. In certain circumstances, it may not be possible to overcome a planning objection to a proposal by means of planning conditions. In these circumstances, Section 106(1) of the Town and Country Planning Act 1990 provides that an applicant may enter into a planning obligation by agreement with the Council which would be associated with any permission granted. Similar provisions apply under other legislation. Circular 1/97 requires that where it is intended that planning obligations are to be sought regularly, the Council's policy on this should be made clear in the Unitary Development Plan.

Policy G3 accordingly provides that the Council will, where appropriate, seek provision by way of planning obligations or other agreements where this would assist towards securing the best use of land and a properly planned environment. Policies in Part Two set out the particular circumstances in which planning obligations will be sought. In applying **Policy G3**, the Council will have regard to the tests of reasonableness and relationship in scale and kind to the proposed development as set out in Circular 1/97.

4.14. The Regulations require planning authorities to have regard to social considerations in preparing their general policies and proposals in UDPs. Planning Policies will have impacts on different groups in the population. The Council is keen to sustain and, where possible, improve the quality of life of all sections of the community. This means that all sections of the borough's population should have access to housing, jobs, community and recreational facilities. **Policy G4** establishes an important general principle that the Council will use its powers to influence land use change and development to create opportunities for those on low and middle incomes to obtain low cost housing, those seeking local employment or starting their own businesses to be able to do so and for all sections of the community to have good access to shops, services and community facilities. Part Two of the Plan sets out detailed policies for the achievement of this aim. **Policy G5** refers in particular to the need to ensure that Council policies take account of the needs of people with disabilities and other less agile individuals. This is consistent with advice given in Planning Policy Guidance Note 12.

4.15. An important task of this Plan is to ensure that sufficient land is available to meet future housing needs, the needs of industry and commerce and the provision of recreational, social, educational facilities and the future requirements of other public services. This is reflected in **Policy G6**. Strategic Guidance requires the Council to ensure that there is sufficient land available for industry and commerce and that the variety of sites is sufficient to meet the differing needs of employers. The Council has sought to adopt a positive, flexible and realistic approach to business development in the borough and this is reflected in this Plan. Part of Bexley is situated within Thames Gateway and the Council is well placed in terms of potential land availability and access to the major road network to contribute to the major objective of redressing the imbalance between east and west London. Through its own road building programme and in conjunction with those of the Government and Kent County Council, access to the northern industrial areas of the borough should be greatly improved during the next decade and, in anticipation of this, the Plan identifies nearby sites for job creating development. The Plan takes into account the importance of sport and recreational facilities, including playing fields.

4.16. Nearly all the land available for development for industry and commerce in the borough during the Plan period is situated in Thames Gateway. Taking into account national and regional policy guidance, the Council reviewed the supply of industrial land in relation to the anticipated demand during the life of the Plan both prior to the adoption of the 1996 Plan and again as part of the 2000 review of the Plan. This was in order to reconcile the anticipated need for industrial land with the competing demands for other forms of development and for the protection of the environment. Five areas originally allocated as sites within preferred industrial locations in the Bexley Borough Plan were reallocated for other uses in the 1996 Plan and have subsequently been redeveloped, or in the case of land at Erith Marshes, preserved for open land and nature conservation. No further industrial land was reallocated for other uses following the 2000 review, except for boundary updates to reflect developments that have already taken place. This is because surveys showed a strong demand for land for industry and warehousing which would mean that current available land would be taken up before the end of the Plan period. Including

previously developed industrial land that has come forward for redevelopment, approximately 69 hectares of industrial land were taken up for development between 1992 and 2002. Some 25 hectares of this was previously undeveloped land allocated for industrial purposes. Much of the new development has taken place since 1997 and based on these recent take up rates current land allocations will be exhausted before 2012.

4.17. **Appendix I** to this Plan gives details of land available for development for industry and commerce as of 2002. It shows that 26 hectares of previously undeveloped land in 1992 remained available for development ten years later. It also shows that land available for industry and commerce has been supplemented as previously developed land became available for redevelopment and intensification of use. This process is likely to continue throughout the Plan period, but the remaining large, undeveloped sites present a rare opportunity to create modern business park developments. Most of the land remaining to be developed is in the Belvedere Employment Area, identified by the Government as part of a zone of change within Thames Gateway with potential for employment growth. Taken together this land is sufficient to meet the needs of industry and commerce in the borough. The development of this land should also contribute to the goal of reducing the need for longer distance commuting to work, in the interests of the conservation of energy resources and as encouraged by Government policy.

4.18. These areas are mostly far enough away from housing to avoid any significant environmental impact and, with planned road improvements, will be well served by primary and secondary roads. Consequently the policies in this Plan make sites in Thames Gateway available for a wide range of employment uses with only local limitations where it is necessary to protect residential amenities or where there are local access difficulties.

4.19. There is a limited supply of land for industry and commerce in the southern end of the borough compared with the north, it being located primarily at the Foots Cray Business Area and Sidcup Town Centre. At Sidcup Town Centre the priority given in the Plan to retail uses and the character of the area act so as to constrain the scope for industrial and commercial development. The Council notes the area's locational advantages, having ready access to the A20 with good links to the strategic road network serving London, the M20 which links directly to the Channel Tunnel and the M25 serving the Home Counties and beyond. The Foots Cray Business Area does, however, adjoin residential areas. **Policy E6** in Part 2 of this Plan sets out the limited circumstances where storage and distribution and general industry may be allowed, so as to protect residential amenity.

4.20. The London Planning Advisory Committee's Housing Capacity Study (1998/1999) showed that London has capacity for 579,000 dwellings in the period 1992 to 2016. The LPAC Study identified Bexley Borough as contributing 5,320 dwellings towards this capacity in the period 1997-2016. The LPAC Study capacity figures for London as a whole have been adopted in Regional Planning Guidance for the South East (2001). The local element of the London-wide capacity is, therefore, an appropriate dwelling figure to adopt.

4.21. Progress towards achieving additional dwellings in the borough is shown in **Appendices F1 and F2**, which form part of this reasoned justification. This statement of 'dwelling provision' is derived from an ongoing assessment of dwelling numbers in terms of completions, under construction, planning permissions and Development Plan allocations. Only dwellings completed since 1997 or reasonably capable of completion by 31st December 2016 are included.

4.22. **Appendix F1** shows totals for the main types of dwelling provision described above, together with allowances for the contribution from conversions and smaller sites (fewer than ten dwellings). The allowances are based on historic completions.

4.23. **Appendix F2** details site by site the land supply elements of **Appendix F1** for the large (10 or more dwellings) sites, that is planning permissions and development plan allocations. No such site by site details are provided for dwellings completed or under construction as these are matters of fact rather than policy, but where a site is only partially complete or under construction, the other elements are included in **Appendix F2**.

4.24. It is anticipated that land for additional dwellings will become available as 'windfalls', perhaps as a consequence of school land being declared surplus to requirements or through the resolution of constraints on sites excluded from **Appendix F2**. These sites should be the subject of regular monitoring and future reviews of the Plan.

4.25. From the above analysis, the Council is confident that a further 5,320 dwellings can be accommodated in the Borough in the period 1997-2016 whilst giving adequate protection to the character of established residential areas and without unsatisfactory incursions into open land. There is a range of sizes and the types of location identified and this, together with the overall quantity of dwelling provision, should adequately meet the needs of the local economy. The Council estimates that over 70% of additional dwellings have been and will be developed on previously developed land and progress will be monitored.

4.26. The Plan takes into account the importance of sports and recreational facilities, including playing fields. In accordance with PPG17, policies are included to safeguard against development land of recreational value where a demand for recreational use can be demonstrated. In this connection, the Council has carried out an assessment of local user requirements and revised its recreational policies in the light of new evidence.

4.27. The design, construction and layout of new development will have an important influence on the appearance and convenience of people's surroundings and decisions made now will have implications lasting well into the century. The Council attaches high priority to the environment and is determined that standards of design and layout in the borough are set at a high level and applied to all development. **Policy G7** establishes this general policy. The scale and character of new development in relation to existing development and the natural environment are material considerations, which the Council must take into account when determining planning applications. Planning Policy Guidance Note 1 encourages good design and advises planning authorities to reject obviously poor designs, which are out of scale or character with their surroundings.

4.28. **Policy G8** is intended to safeguard flood defences against unsuitable development and minimise the risks of flooding from the Thames and its tributaries. Floods, even when limited in depth or extent, can cause rapid and severe damage to homes, streets and workplaces. They can bring about personal hardship, disrupt travel and increase danger to public health and safety. Unless carefully sited and detailed with attenuation or storage run-off, new developments can exacerbate problems of flooding through an increase in surface water run-off and reduction in floodwater storage. The effectiveness of the River Thames flood defences could also be prejudiced by development next to the river wall. The Council will consult the Environment Agency and have regard to its advice on run-off control and flood defences.

4.29. **Policy G9** reiterates the responsibility of the Council under the Town and Country Planning Act and the Race Relations Act, to have regard to the need to promote equality of opportunity and good race relations, in carrying out its functions. This is in accordance with Government Guidance and represents one of the fourfold visions for London set out in Section 3.3 of this Plan.

Policies relating to the physical structure of the borough

4.30. **Policies G10 to G15** are concerned with the physical structure of the borough and should enable the Council to guide development or land use change to the areas where it can best meet the Council's strategic objectives.

4.31. **Policy G10** refers to the Thames Gateway initiative and is included in the emerging strategic and regional policy for the South East. Bexley has an important role to play in contributing to the potential to achieve a balance of development and environmental enhancement. The Thamesmead East ward has retained its Assisted Area status. On certain sites, achieving successful development can be hindered or considerably lengthened by relatively minor land interests. It is therefore suggested that limited powers, possibly on a site-specific basis, would be appropriate to help facilitate the kinds of development that the Thames Gateway strategy will require if it is to achieve its objectives.

4.32. The environment of the Bexley part of Thames Gateway varies. However there is clearly a need for further resources to be directed at programmes of environmental enhancement and improvement to ensure the overall image of the Gateway is improved if significant amounts of investment are to be achieved. Bexley's award-winning Environmental Improvements in Industrial Areas scheme continues to show what can be achieved. Accordingly, it is important that selective development incentives, together with other funding, especially from the European Union, should be sought to help fund the range of environmental and infrastructure improvements that are fundamental to the achievement of the Thames Gateway strategy.

4.33. National policy and Strategic Guidance affirms that existing town centres should continue to be the main focus for the provision of shopping facilities. Town centres and neighbourhood centres also provide a focus for other services catering for the surrounding communities. In reviewing its shopping and town centre policies, the Council has taken the view that the needs of the borough can best be met by promoting Bexleyheath as the borough's strategic centre, four other centres, Erith, Sidcup, Welling and Crayford as major district centres and other district and neighbourhood centres. **Policy G11** identifies these centres and detailed policies for them are elaborated in Part Two. The Government recognises the importance of maintaining the vitality and viability of existing centres because they are accessible both to drivers and their passengers and to other road users, including people who use public transport. Ongoing investment and enhancement are required if town centres are to maintain their role. In addition to the role of retailing activity in contributing to economic regeneration, there are economic benefits in clustering facilities so that local businesses gain benefits of competition and mutual support. The following uses that will normally be considered appropriate in town centres include:

- Shops (UC Class A1)
- Restaurants, public houses and take-away hot food shops (UC Class A3)
- Financial and professional services (UC A2)
- Business class (UC Class B1)

- ~~Assembly and leisure (UC Class D2)~~
- ~~Residential (UC Classes C2 and C3)~~
- ~~Non-residential institutions (UC Class D1)~~

~~This list is not prescriptive nor is it exhaustive. The Council will seek to retain existing uses in these centres, whether or not the use falls within the Use Classes identified, provided that the use contributes positively to the function and character of any individual town centre.~~

4.34. **Policy G11** ~~accordingly states the Council's intention to resist any out-of-centre proposals that would undermine them. The Council nevertheless recognises the need to provide for some out-of-centre retailing to give shoppers choice and to accommodate those kinds of outlet that cannot easily be provided in a town centre. Provision for these is made in the Plan. In assessing the impact of shopping proposals on the vitality and viability of existing centres, the Council will be concerned with the impacts on the centres as a whole, except where developments are likely to lead to the disappearance of food retailing. In those circumstances the Council will have regard to the implications for maintaining the quality and accessibility of shopping, particularly for the less mobile.~~

4.35. **Policies G12 and G13** ~~provide for the safeguarding, against inappropriate development, of the Metropolitan Green Belt and Metropolitan Open Land. The Metropolitan Green Belt is a long-standing and essential element of planning policy to which the Government has attached great importance. Its functions are:~~

- ~~to check the unrestricted sprawl of London;~~
- ~~to prevent the merging of settlements within the Green Belt;~~
- ~~to safeguard an area of mainly open countryside around London, for the enjoyment of its residents and those of settlements within the Green Belt; and~~
- ~~to assist urban regeneration.~~

~~In Bexley, the Green Belt is particularly important in maintaining the break between the outer edge of London's built up area and the settlements of Joyce Green, Dartford, Joydens Wood and Swanley. It also enhances the setting of Bexley Village. It is the Government's intention, as set out in Planning Policy Guidance Note 2, to strictly restrain development within the Green Belt and this is reflected in Policy G12 and Policies ENV2, ENV3 and ENV4 in Chapter 5.~~

4.36. ~~The functions of Metropolitan Open Land are:~~

- ~~to contribute to the physical structure or character of London by providing attractive breaks in the built-up area;~~
- ~~to accommodate open air facilities (especially for leisure, recreation and sport) for the people of the whole of London or this part of it; and~~
- ~~to safeguard features or landscape of historic, recreational, nature conservation or scientific interest worthy of protection on account of their value nationally or to the whole or part of London.~~

~~RPG3 states that the presumption against development within the Metropolitan Green Belt applies equally to Metropolitan Open Land. Policy G13 and Policy ENV15 in Chapter 5 reaffirm the accepted uses on and status of Metropolitan Open Land.~~

4.37. The Council is fully committed to the Government's policy of preserving and enhancing both Metropolitan Green Belt and Metropolitan Open Land and the policies in this Plan are consistent with this objective. In each case, the boundaries have been reviewed and minor, detailed changes made aimed at giving a permanent, logical and defensible boundary. In accordance with RPG3, the Plan sets out acceptable uses and the policies that would normally apply to development in these areas.

4.38. RPG3 calls upon boroughs to adopt a positive, flexible and realistic approach to business development in London. It considers it important to foster economic growth and development while taking careful account of the impact on the environment and on transport and encourages London boroughs to ensure a wide range of well serviced and accessible accommodation is available for job creating development. **Policy G14** sets out the Council's approach to this, which is amplified in Chapters 7 and 12 of this Plan. Primary Employment Areas include the main industrial areas of the borough and the main locations where land has been identified as available for employment creating uses. By encouraging existing firms to expand in situ in these areas and other firms to locate in them, the most effective use can be made of planned road and infrastructure improvements. By this means the environment of shopping, recreational and residential areas can be protected.

4.39. Secondary Employment Areas are defined in recognition that local, easily accessible employment opportunities are required in addition to the main employment areas, where businesses need to be close to their customers.

4.40. The Preferred Office Location notation applies to sites that are suitable for office development in the borough. This policy is consistent with PPG12, which requires local planning authorities to provide for choice, flexibility and competition, to enable the market to work efficiently. By providing for a number of acceptable office locations, the opportunity is presented for more jobs whilst having regard to environmental safeguards. For the purposes of this policy and Policy E15 in Part Two of the Plan, a small scale office building is defined as one which is compatible in design, scale and layout with its surroundings.

4.41. PPG12 requires that development plans must include land use policies and proposals for the improvement of the physical environment. Policies should aim to protect and enhance those aspects of the environment regarded as being of high quality and improve areas of poor environment. In a suburban borough such as Bexley, housing is the predominant land use and policies for the protection, enhancement or improvement of housing areas will play an important part in the overall strategy. The Council's approach to this, set out in **Policy G15**, is to define areas for primarily residential use, wherein only uses and development appropriate to a residential district will normally be accepted. By this means, the future housing needs of the borough may be met without compromising the quality of housing areas both now and in the future. Uses appropriate to a residential district will normally include uses such as recreational open space, allotments, schools, local shops and services and local community facilities, as well as housing. New business and commercial uses will only be acceptable in areas designated for primarily residential use where they are of a scale appropriate to a residential area and they would not adversely affect residential amenity or the character of an area. Policy E1 sets out specific criteria that will need to be satisfied by industrial and commercial proposals.

Policies relating to transport and accessibility

4.42. The Road Traffic Reduction Act 1997 places a statutory obligation on the Council to undertake a review of the existing and forecast levels of traffic on local roads and to prepare a report. This

report will be prepared when the Mayor of London issues directions or guidance on its preparation, in accordance with the Greater London Authority Act 1999. The report will specify targets and timescales and will define the baseline data to be used and the action to be taken to achieve the targets. These may relate to the whole or parts of the borough, particular time of day, classes (vehicle) of traffic and particular types (commuter, school journeys, etc) of traffic. The criteria to be considered will include: making roads safer; improving local amenity; reducing congestion; benefiting the local economy; or improving air quality.

4.43. **Policy G16** sets out the Council's approach to road traffic reduction. The Council supports the principle of traffic reduction and the need to reduce traffic congestion and pollution. However it recognises that this will not be easy in the short term for an outer London Borough like Bexley in view of its high and growing car ownership, relatively poor public transport and its proximity to competing areas outside London that are not subject to the same targets or standards. Policies set out in this UDP will contribute to a reduction in the rate of growth of traffic but current Council policy on traffic reduction is: "Initially the Council aims to stabilise road traffic in the borough and will consider proposals for achieving actual reductions in road traffic levels in the longer term."

4.44. **Policy G17** indicates how the Council will adopt Policies which contribute to the transport strategy set out in the White Paper "A New Deal for Transport: Better for Everyone" and the Revision to Planning Policy Guidance Note (PPG) 13: Transport. The road network will be unable to cope with unrestrained growth of traffic in addition to new traffic from development. It will therefore be necessary to reduce the need to travel and to encourage the use of more sustainable means of transport. Development will need to provide the opportunity to easy access by a range of transport modes and will have to make adequate provision for all means of transport.

4.45. The Council will implement strategies that will maximise the choice of modes available and will introduce measures to make it safer and easier to use them. Particular emphasis will be given to public transport, walking and cycling.

4.46. PPG12 stipulates that Part One of a UDP should specify the network of major roads of more than local importance. This should include all roads, including Strategic Roads, in the national Primary Route Network agreed with the Department for Transport. It should also set out any major improvements to the network proposed by the Council as local highway authority and its broad policy on priorities for minor improvements. This is in order that the need for strategic local road schemes can be investigated as part of the preparation of the Plan. Strategic Guidance also recommends that in preparing UDPs, London boroughs should classify roads according to their function in the local hierarchy of primary, secondary, local distributors and local access roads. The classification has been reviewed and is set out in **Policy G18**. The road network shown on the Proposals Map takes account of planned road proposals and improvements. It may be necessary to change the status of some parts of the network if and when other schemes go ahead. In addition, traffic studies have shown that traffic and environmental problems in Crayford are, in part, a consequence of a designated road, the A223/A2000, passing through Crayford town centre. The Council intends to investigate measures to overcome these problems and it will seek the removal of the current designated road status of the A223/A2000 from Bourne Road to Perry Street.

4.47. Under the Road Traffic Act 1991, a network of priority routes was designated for London. Roads designated in Bexley were the A2 Rochester Way and that part of the A20 Sidcup bypass between the Bexley/Greenwich border and Crittall's Corner.

4.48. **Policy G19** reinforces the strategic London road network by supporting improved Strategic and designated roads and, in so doing, aids the efficient functioning of London's road hierarchy. Strategic Guidance encourages the fullest use of the strategic road network in preference to alternative routes through unsuitable streets and residential areas and acknowledges that private cars predominate as the main means of travelling in outer London. Strategic Guidance recognises the beneficial effect of good transport systems for economic growth. This includes providing through traffic with good alternative routes around London linking national and international networks. As selective improvements of the strategic London road network, the schemes supported by Policy G19 encourage use of the network and improve access from east London to and from the M25, so reflecting the above terms of Strategic Guidance.

4.49. Strategic Guidance recognises that policies aimed at improving the attractiveness of east London can help redress the imbalance of development pressures between west and east London. All the identified improvements in Policy G19 act in support of this objective. The Council is also seeking to support, through this policy, SERPLAN's strategy for the East Thames Corridor (now known as Thames Gateway). SERPLAN identified the East Thames Corridor as the principal area in the east of the region in need of and with scope for urban renewal and development. They went further in specifying the London end of the East Thames Corridor as the focus for infrastructure development and for the encouragement of economic development, given that this area has the greatest need for regeneration and offers the main development opportunities. SERPLAN pick out the improvement of the South Thames Development Route between Thamesmead and the M25 at Dartford as being a transport scheme of particular strategic importance, given the development opportunities in the vicinity, the need for a further crossing of the Thames to link areas of the East Thames Corridor and the significance of this route relative to the A13.

4.50. **The South Thames Development Route (STDR):** The improvement of the STDR between the M25 and Thamesmead consists primarily of the construction of dual carriageways. Recently completed sections include Bronze Age Way, Queens Road and University Way, leaving only the Thames Road section in Crayford to be completed. This will then become a high quality route for traffic from Thamesmead, Belvedere, Erith and Crayford, both to the M25 and to central, southeast and north east London. It is thus an important connection for existing industrial areas with considerable growth potential. The proposed London river crossings and STDR are vital elements of the Council's planning strategy for the northern part of the borough, where the major industrial and residential development opportunities are located. Aside from their other benefits, they have been and will continue to be an important incentive to the development and revitalisation of this part of Thames Gateway.

4.51. **Thames Road improvements:** The Council has commissioned studies into the future capacity of Thames Road between Northend Road and University Way and investigated the need for it to be dualled. Planning permission has been granted for the improvement of the road to dual carriageway and a junction improvement has already taken place, associated with redevelopment of the adjacent site.

4.52. Although the proposed London river crossings will provide a high quality north-south route to the west of the borough, there remains a need to complete a route to a similar standard on the

~~east side. The A223 north-south link between the A2 and A20 through the Cray Valley is of a high standard, except through Old Bexley. The construction of the Bexley bypass will facilitate north-south movement in the borough by completing the improved route between the A2 and A20. It will also relieve Old Bexley Conservation Area of much heavy traffic enabling environmental improvements to take place.~~

~~4.53. In accordance with PPG12, **Policy G20** sets out the Council's broad approach to minor road improvements, consistent with their function in the road network defined in Policy G18. In general and in accordance with Government guidelines, road improvements will be concentrated on secondary roads in order to secure their effective use or to relieve the burden on local roads. In the case of local traffic routes, local congestion and traffic hazards will be removed by implementation of minor improvements and junction works.~~

~~4.54. The Council is also required to indicate its policies for the management of the road network in this Plan. These are stated in **Policy G21** and are consistent with Government objectives as set out in Government Guidance.~~

~~4.55. In accordance with Government announcements in March 1993, **Policy G22** sets out the general principle of support for the Channel Tunnel Rail Link on its eastern approach to London St. Pancras. However, it is considered that an eastern gateway international station close to the M25 would be of considerable benefit to the economic and development potential of this central part of Thames Gateway, which includes Bexley. The Council also supports the Crossrail proposal (previously Thames Gateway Metro), based on heavy rail, which would link the North Kent line (Dartford - Erith - Abbey Wood - Woolwich Arsenal) to the Royal Docks and Stratford via a Thames crossing between Woolwich Arsenal and Silvertown / North Woolwich. The additional accessibility for the Thamesmead / Belvedere / Erith area, arising from additional use of this North Kent line and its stations affords the opportunity to link areas of Bexley closer to the recent and planned developments in the Royal Docks and Stratford. Equally, it will improve the accessibility of employment areas in this part of Bexley to potential recruitment from a wider labour market area, thereby improving their attraction for existing and future employers making their investment and location decisions. Of the various station location options, a station at Ebbsfleet on the Dartford/Gravesham boundary is favoured as it offers the best opportunity for direct benefit to parts of Bexley with economic and employment opportunities. Furthermore, this station offers the prospect of the Crossrail proposal feeding into an international rail interchange and thereby providing improved connections between the north of this borough and continental Europe.~~

4.56. **Policy G23** sets out the general principles and aims of the Council's parking policies. Levels of parking provision can have a significant influence on the means of travel that people choose to make their journeys, particularly for journeys to work. It can also affect traffic congestion and environmental standards. By regulating the number of available parking spaces, the Council will play its part in encouraging: more people to use public transport, walking and cycling, in preference to the car; development to be located in more accessible locations; and helping to improve public transport. Developers will not be expected to provide more spaces than they themselves wish unless exceptionally, circumstances suggest otherwise. The approach to parking policy in Bexley is consistent with the Government's national policy guidance. It has regard for local regeneration priorities and the relatively low level of public transport accessibility in much of the borough when compared with other parts of London.

4.57. The Government requires Councils to describe in Unitary Development Plans their policies for traffic management and parking. The policies in the two previous local plans have been reviewed and substantially developed in line with Government policy. A major achievement of the Council is in developing and, where appropriate, implementing traffic and environmental management schemes to reduce road accidents in residential streets and improve their environment by removing or discouraging through or extraneous traffic and reducing traffic speeds. All schemes for traffic management in areas designated for primarily residential use will be developed after a period of local public consultation. Parking policies and standards, too, have been modified in the light of recent experience and the enforcement of parking regulations has become more effective since powers were transferred to the Council from the Metropolitan Police.

~~Other strategic policies~~

4.58. ~~**Policy G24** is concerned with the promotion of the borough as a centre of industrial and business growth. Most of the Primary Employment Areas identified on the Proposals Map are located within Thames Gateway and can contribute to redressing the imbalance between economic growth in the east of the southeast region compared with the west. These areas are well placed to benefit from planned road, railway and infrastructure improvements that will foster economic growth, in particular the proposed river crossings and associated approach roads and the South Thames Development Route. Besides this sub-regional dimension, Policy G24 will contribute to the objectives of sustaining the local economy and providing jobs for those seeking to work locally and, by this means, should reduce the need for commuting.~~

4.59. ~~Associated with the promotion of local employment is the growing dependence of businesses and households on telecommunications. This is addressed in **Policy G25,** which recognises the need or desire for telecommunications equipment to support individual businesses or households and to improve wider services, e.g. to mobile phone users. Whilst accepting the need or desire for such equipment, the Council also recognises that it could be visually intrusive, particularly if located insensitively. It is therefore necessary to balance the impact on the environment with the need for the equipment and to consider all possible solutions, which may serve to minimise any adverse effects.~~

4.60. ~~A large number of features contribute to the special character of the built and natural environment. **Policy G26** identifies the most important of these in Bexley. These cover natural features such as the River Thames, the Cray Valley and Abbey Ridge and areas of ecological importance and built elements such as the borough's heritage of archaeological sites and buildings of architectural and historic interest. Whilst the Council is concerned to protect the environment as a whole, these elements make a special contribution or are especially vulnerable or sensitive to land use change and development. They, therefore, require special treatment in the Plan. Part Two of the Plan sets out detailed policies for these features.~~

4.61. ~~Open spaces and playing fields that are developed for housing and other built development are generally lost forever. These are often important to the environmental quality of the borough and very careful consideration needs to be given before a decision is made to release open land for other uses. The policies for the Metropolitan Green Belt and Metropolitan Open Land safeguard open land of importance to London as a whole. **Policy G27** aims to safeguard other open spaces, which are important at the borough level both as recreational resources and in terms of their environmental value as areas of open land.~~

4.62. Tourism is an important industry in London. The completion of the Channel Tunnel and the removal of political and legal obstacles to trade and travel throughout Europe will place particular pressures on Kent and southeast London. **Policy G28** recognises that Bexley has a part to play in providing for the predicted increase in tourism activity in this part of London. The Government favours the development of new hotel accommodation; tourist facilities and attractions in appropriate locations and boroughs are urged to make provision for this in UDPs. Bexley is well placed to provide for some of London's tourist needs located, as it is, on the closest edge of London to the A2 and A20 trunk roads from the channel ports and Channel Tunnel and only a short distance from the M25. In doing so, regard will be paid to the effects of tourist related facilities on residential areas to ensure that new development is consistent with maintaining high standards of residential amenity and protecting the character of an area.

4.63. **Policy G29** acknowledges the need to encourage the provision of new leisure and recreational facilities in the borough, particularly where there are existing shortfalls. This is supported by Strategic Planning Guidance for London and is required both to contribute to the quality of life in the borough and in order to provide opportunities for better access to these facilities.

4.64. **Policies G30 and G31.** Minerals Planning Guidance Note 1 requires that UDPs should, where appropriate, set out the authority's strategy for mineral working and related development taking account of national and regional policy and of Strategic Guidance issued by the Secretary of State. Most workable mineral reserves in the borough have been exhausted and those that remain are mainly in areas of higher grade agricultural or recreational land. Mineral workings can have widespread effects on public amenity and safety and on the appearance of the countryside. The purpose of **Policy G30** is to minimise the impacts of mineral working in accordance with the overall objectives of the Plan. **Policy G31** accords with Strategic Guidance, which calls upon local authorities to identify areas for mineral working or where mineral resources are to be safeguarded against surface development.

4.65. **Policy G32** The National Waste Strategy and PPG10 stress the importance of close liaison between WPAs and the Environment Agency to ensure that the Government's sustainable waste management principles are met. Waste strategies for London and for the southeast will provide the regional overview, which WPAs should take into consideration when determining applications and in preparing and reviewing waste management policies in development plans. The National Strategy for Waste for England and Wales 2000 sets out the Government's vision for changing the way waste and resources are managed, reducing waste and increasing recycling and waste recovery. Policy G32 reflects the principles of the national strategy as they apply to new development for waste management facilities in Bexley. All proposals should take account of the need to demonstrate the best practicable environmental option, the proximity principle and the waste hierarchy as set out in the National Waste Strategy 2000.

4.66. **Policy G33** The Council is a waste collection and waste disposal authority responsible for disposing of the municipal waste arising in the borough. In addition, the Council is a Waste Planning Authority (WPA), with responsibility for planning control over waste management. It is the responsibility of the WPA to ensure that there is an adequate planning framework to facilitate the establishment by the waste management industry of appropriate facilities and to balance this provision with the need to protect the environment. Policy G32 sets the broad framework for planning and development control locally, in accordance with PPG10. Detailed policies in Part Two provide the means by which proposals may be assessed to be in accordance with the Government's sustainable waste management principles of Best Practicable

Environmental Option (BPEO), hierarchy of waste management options and the proximity principle.

4.67. The proximity principle states that waste should be dealt with as near as practicable to its place of production. The waste hierarchy suggests that the most effective environmental solution is to reduce the amount of waste generated but where further reduction is not practicable, waste should be recovered to use again. If this is not possible, the hierarchy suggests waste should be recycled or composted or used for energy recovery. Only if none of these options is possible should it be disposed. In London, the Mayor has prepared a Municipal Waste Management Strategy (2003), but this was not available to inform the review of this UDP in 2000. IT is the Mayor's intention to develop the land use requirements of his Waste Strategy through the Sub Regional Development Frameworks. Until these are produced the Council will need to liaise closely with national bodies such as the Environment Agency and regional interests such as the Mayor and Greater London Authority to ensure a co-ordinated approach across the region.

4.68. **Policy G34** The Council recognises that a range of air, noise, land and water pollution issues are of increasing concern to borough residents. The Council will, therefore, in general, not permit developments that will have an adverse impact on the environment in terms of pollution of all kinds, to such an extent that there is risk to the quality of life and public health. It is important that full regard is had to the cost to the community of pollution in its various forms. Careful consideration will also be given to the effects on proposed developments of polluted or contaminated land to ensure there is no danger to public safety or health. It is also important that the borough's energy needs are met in an efficient, safe, secure and environmentally acceptable way. The Council will seek to ensure that proposals for development achieve energy efficiency and conservation with the use of appropriate technology. The conservation of energy is a key Government objective which local planning authorities are asked to address in their development plans.

Monitoring and review

4.69. **Policy G35** Local planning authorities are required to keep under review the matters which may be expected to affect the development of their area and or its planning. The former London Planning Advisory Committee (LPAC) established an annual monitor of trends in London, bearing particularly on strategic planning policy for London as a whole. This responsibility has now passed to the Mayor and Greater London Authority. It is the Council's intention to prepare an annual monitoring report to assess the degree to which the Plan's objectives have been achieved at any point in time and to monitor local conditions against London-wide trends and issues identified by the GLA's monitoring. This will enable the Council to respond quickly to changing circumstances. In particular, the following matters will be monitored:

- the implications for the plan of any developments or updates of strategic planning guidance in London, Regional Strategic Guidance and Government circulars and Planning Policy Guidance Notes;
- any future Government initiatives to encourage regeneration in Thames Gateway;
- the implications for housing policy of new forecasts in the number and type of households and changing demands for housing;
- trends in the local economy arising from London's national and international role, structural changes in London's economy and the implications of the single European market;
- trends in retailing and the implications for the borough's shopping centres;

- ~~the supply and take up of land for housing and employment generating uses, and in particular progress towards the target of an additional 5,320 dwellings between 1997-2016;~~
- ~~progress towards the achievements of the environmental objectives of the Plan; and~~
- ~~the need for and provision of affordable housing, by type of affordable housing, number of units, size and as a percentage of total number of units built.~~

~~Departures from the Plan~~

4.70. ~~In 1991 Parliament underlined the role of development plans in providing guidance, incentive and control by amending the Town and Country Planning Act 1990. The amendment requires all development control decisions to accord with the development plan unless material considerations indicate otherwise. This Plan, therefore, provides the main component in the plan-led planning system introduced by the amended 1990 Act. This Council is firmly committed to the strategy set out in this Plan and to the policies for its achievement, which have been arrived at after a long period of public debate and scrutiny.~~ **~~Policy G36~~** ~~accordingly states that the Council will not normally grant planning permission for developments that would substantially conflict with the Plan.~~

4.71. ~~All proposals substantially in conflict with the Plan must be advertised locally for public comment. In exceptional circumstances, the Council may be minded to set aside the Plan where a policy is no longer relevant because of changed circumstances or where there are significant benefits to the community in allowing a development to proceed, with no significant disbenefits. Where these are also in conflict with Government guidelines, Regulations provide for their referral to the Secretary of State.~~

5

Environment

5.1. In recognition of the growing importance attached by Government and the general public to the quality, attractiveness and protection of the environment, this Plan gives particular weight to environmental considerations and the need for any new development to respect and contribute to the environment.

5.2. This is to be achieved through three strands of action: to conserve the higher quality features of the borough, ensuring that new development does not detract from the character or appearance of its surroundings and by the improvement of areas of poorer quality environment. The policies below seek to translate the general policies in **[the Bexley Core Strategy]** ~~Chapter 3 and in particular Policies G1, 12, 13, 26, and 27,~~ into the local level in order to achieve the overall strategy for Bexley.

Metropolitan Green Belt

~~Policy ENV1~~ **~~The boundary of the Metropolitan Green Belt in Bexley shall be as defined on the Proposals Map.~~**

~~5.3. The boundary of the Green Belt was originally defined in the Initial Development Plan for Greater London. The Bexley Borough Plan later introduced minor amendments to the Green Belt boundary to reflect changes in the situation since the approval of the Initial Development Plan.~~

~~5.4. A detailed review of the boundary was carried out prior to the adoption of the UDP in 1996 and some revisions were considered necessary in order to make it more defensible and permanent in the long term. No further changes to the Green Belt boundary have been made in this partial review of the Plan.~~

~~Policy ENV2~~ **~~The Other than in very special circumstances, there will be a strong presumption against permitting the construction of new buildings inside the Metropolitan Green Belt for purposes other than:~~**

~~1 agriculture and forestry;~~

~~2 essential facilities for:~~

~~(a) outdoor sport and outdoor recreation,~~

~~(b) cemeteries or~~

~~(c) other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in the Green Belt; or~~

~~3. the limited extension, alteration or replacement of existing dwellings (subject to Policies ENV5-ENV7 below.~~

~~***Policy ENV3*** **Other development will be regarded as inappropriate inside the Green Belt and, therefore, not in accordance with this plan, unless it maintains openness and does not conflict with the purposes of including land in the Green Belt.**~~

~~5.5. Policy G12 indicates that the Council will protect and seek to enhance land identified as Metropolitan Green Belt on the Proposals Map. The reasoned justification to Policy G12 sets out the purposes of including land within the designation.~~

~~5.6. In accordance with PPG2, there is a general presumption against inappropriate development. Inappropriate development is, by definition, harmful to the Green Belt. PPG2 sets out which kinds of development are inappropriate inside the Green Belt. Any such development will be treated as a departure from this Plan and referred to the Secretary of State under the Town and Country Planning (Development Plans and Consultation) Direction 1992.~~

~~5.7. Policy ENV2 identifies the nature of the new buildings that are generally compatible with the character and appearance of, and therefore appropriate within, the Green Belt. Within the terms of Policy ENV2, essential facilities for a limited number of uses, which will generally preserve the open nature of the land, may be acceptable. Examples of such development include small changing rooms or unobtrusive spectator accommodation for outdoor sports. Whilst the limited extension, alteration or replacement of existing dwellings in the Green Belt may be appropriate, such proposals will be strictly controlled in order to protect and enhance it. Policies ENV5-7 specifically address the control of this form of development. In accordance with the advice in PPG2, all other new buildings inside the Green Belt will be regarded as inappropriate, unless they are essential to uses of land in the Green Belt, preserve its openness and do not conflict with the purposes of including land in it.~~

~~5.8. For the purposes of Policy ENV3 "other development" includes engineering and other operations and the making of any material change in the use of land. PPG2 provides that such development is also to be regarded as inappropriate development, unless it maintains the openness and is not in conflict with the purposes of including land in the Green Belt.~~

Policy ENV4 **Proposals for development within the Metropolitan Green Belt ~~which accord with Policy G12~~ must~~, in addition,~~ comply with the following criteria:**

1 the proposed development should not detract from the function and appearance of the Green Belt;

2 any buildings or structures should be appropriate in bulk and appearance to the open nature of the Green Belt, and their materials should be sympathetic to the landscape;

3 wherever possible, new building should be carefully sited in relation to existing buildings on or near the site;

4 the proposed development should retain sufficient space around the building, within the site, to maintain the contribution the site makes to the character of the Green Belt by virtue of its open and spacious nature;

5 a high standard of landscaping and design will be required, reflecting the character of the surrounding area; and

6 habitats and features of landscape or nature conservation importance will be protected.

5.9. Whilst a particular land use might be acceptable in principle in the Green Belt, there is still a need to ensure that new development associated with that use does not detract from its function, appearance and open character. Generally, ancillary buildings essential for the functioning of acceptable land uses within the Green Belt should be of the minimum size to serve the main use. For the purposes of this policy the term 'predominantly open air' is used to describe a situation where a particular area of land is almost exclusively in open use and where any associated built development is ancillary to that open use. Ancillary buildings must be essential for the functioning of the main open use and applicants will need to justify the siting of any new built development on open land rather than within the existing development area.

Policy ENV5 **Replacements of existing permanent dwellings in the Metropolitan Green Belt will be considered on their merits, but complete rebuilding of existing dwellings will be unacceptable where the number of individual dwelling units is increased, or where the increase in living accommodation exceeds the cubic capacity of the original dwelling to the detriment of the openness of the Green Belt or the purposes of including land in the Green Belt.**

~~***Policy ENV6*** **Alterations and additions to existing dwellings in the Metropolitan Green Belt will be considered on their merits but any increase in living accommodation, beyond permitted development rights will not be allowed where this is detrimental to the openness of the Green Belt or the purposes of including land in the Green Belt.**~~

Policy ENV7 **Sub-division of existing dwellings to increase the number of individual dwelling units will be unacceptable where this is detrimental to the openness of the Green Belt or the purposes of including land in the Green Belt.**

5.10. In order to protect the function of the Green Belt it is essential to retain the existing open character of the area. Whilst there is a general presumption against new housing development in the Green Belt, the Council also wishes to ensure that there is no significant intensification of existing residential uses. Each application will also be subject to the considerations contained in Policy ENV4.

Policy ENV8 **The reuse of buildings in the Green Belt may be appropriate provided that:**

1 it does not have a materially greater impact than the present use on the openness of the Green Belt or the purposes of including land in the Green Belt;

2 any extension or reused buildings and associated uses of land surrounding the building preserve the openness of the Green Belt and the purposes of including land in the Green Belt (for example external storage, hard standing, car parking, boundary walling or fencing);

3 the buildings are of permanent and substantial construction and are capable of conversion without major or complete reconstruction; and

4 the form, bulk and general design of the buildings are in keeping with their surroundings.

5.11. Applications are received from time to time for the reuse of buildings in the Green Belt. In determining such applications, the main consideration will be the effect of development on the openness and function of the Green Belt. Strict control will be exercised to ensure that the openness of the Green Belt is preserved. In respect of applications for the reuse and/or conversion of agricultural buildings, the Council will have regard to the advice given in Planning Policy Guidance Note 7 "The Countryside, Environmental Quality and Economic and Social Development" and other Green Belt policies.

Policy ENV9 **The Council will oppose any form of development which will cause a loss of productive, or potentially productive, agricultural land classified as Grade 1 or 2 or 3a land, as defined by the Department of the Environment, Food and Rural Affairs (DEFRA), or which reduces the viability of farm holdings.**

5.12. While recognising the continuing need to protect the countryside for its own sake, the Council also recognises the need to protect higher quality agricultural land from development. In protecting the best and most versatile land the Council will have regard to the DEFRA's Agricultural Land Classification system. Strategic Guidance for London indicates that boroughs should, in line with PPG7, protect high quality agricultural land from development, recognising it as a national resource for the long term

---

Policy ENV10 **The Council will encourage recreational uses of a predominantly open nature to locate in suitable parts of the Metropolitan Green Belt. Special consideration will be given to open-air recreational proposals, which would result in the improvement of under-used or damaged land.**

5.13. The positive role of the Green Belt in providing access to the countryside and other recreational facilities is highlighted in RPG 3 and recent Planning Policy Guidance. In order to fulfil this important function, the Council wishes to encourage open-air recreational uses in the Green Belt particularly where this involves the improvement of under-used or damaged land. The development of recreational facilities should not be to the detriment of the character, appearance or ecological value of the Green Belt. Recreational facilities must not conflict with other policies applying in the Green Belt.

Policy ENV11 **The Council will oppose residential development in the Metropolitan Green Belt, except in the case of a dwelling for an agricultural worker, which may be permitted if all the following criteria are satisfied:**

1 the holding is commercially viable;

2 it can be demonstrated that the agricultural worker must be resident on the holding and there is not suitable alternative accommodation available in the locality; and

3 the development meets the criteria set out in Policy ENV4.

5.14. In accordance with national guidelines, there is a general presumption against residential development in the Green Belt. However, circumstances may arise in which a new residential unit is required in connection with an agricultural use, i.e., to house an agricultural worker who must live on site. The Council will apply the criteria contained in Policy ENV4 in considering such applications, to ensure that the impact of agricultural dwellings in the Green Belt is minimised and they are only permitted where it is essential to do so.

5.15. Where it can be shown that a new residential unit is justified on this basis, the Council will attach conditions to any permission, or enter into legal agreements, to ensure it is occupied by persons employed in the operation on which the development was justified.

Policy ENV12 **Garden centres and farm shops will be acceptable in principle in the Metropolitan Green Belt only where:**

1 a local need can be demonstrated;

2 the major proportion of merchandise is produced on site;

3 they are of a scale and character which blends in with the surrounding landscape; and

4 there is no detrimental impact on areas or features of nature conservation importance.

5.16. Farm shops are sometimes necessary to the continued economic viability of an agricultural holding. It is not the Council's general practice to allow the establishment of retail uses in the Green Belt. Garden centres and farm shops may, however, be acceptable if they help to support a horticultural or agricultural enterprise accounting for the main part of the site on which the garden centre or farm shop is situated and producing the major proportion of the merchandise. The purpose of these restrictions is to ensure that the Green Belt is kept free from intensive forms of retail use more appropriately located in built-up areas.

~~***Policy ENV13***~~ ~~**The Council will seek to protect the visual amenities of the Green Belt by opposing proposals for development that are conspicuous from the Green Belt and which are visually detrimental by reason of their siting, materials or design.**~~

~~5.17. Although development might not be sited in the Green Belt, it can nevertheless have detrimental effects on the Green Belt, particularly where it is proposed near the boundary. The height, massing, elevational treatment and materials of such developments will be particularly important in this respect.~~

Metropolitan Open Land

~~***Policy ENV14***~~ ~~**The boundaries of Metropolitan Open Land (MOL) in Bexley shall be as defined on the Proposals Map.**~~

Policy ENV15 **Within Metropolitan Open Land, there will be a presumption against permitting the construction of new buildings, or the change of use of land or buildings for purposes other than:**

1 agriculture and forestry;

2 predominantly open air recreation;

3 nature conservation;

4 educational and institutional uses in extensive grounds;

5 cemeteries; or

6 other uses which would maintain the open character or visual amenities of Metropolitan Open Land.

5.18. ~~Policy G13 indicates that the Council will protect and seek to enhance all land defined as Metropolitan Open Land on the Proposals Map~~. In accordance with RPG3, the presumption against development in the Green Belt (as set out in PPG2) applies equally to Metropolitan Open Land. Approval will not be given for land uses other than those listed above, which are considered to be compatible with the character and function of Metropolitan Open Land.

5.19. The uses listed in Policy ENV15 are considered to be appropriate within the Metropolitan Open Land so as not to compromise its open nature. The Council will normally allow development of Thames Water Utilities Limited operational land at Crossness where this is a necessary part of its functions as a statutory undertaker and which would result in environmental improvement. The Council will seek to ensure that any development is designed to minimise the impact on the open character of the land and incorporate landscaping works where appropriate.

5.20. The boundaries of Metropolitan Open Land as defined in the Bexley Borough Plan were reviewed prior to the adoption of the UDP in 1996. As a result, some changes were made. No further changes have been made in this partial review of the Plan.

~~***Policy ENV16***~~ ~~**The Council will seek to enhance recreational opportunities and take appropriate action in areas shown as Metropolitan Open Land to conserve and enhance the landscape, promote nature conservation, and secure suitable screening and landscaping for built development.**~~

~~5.21. In addition to the need to restrict development in Metropolitan Open Land, the Council also recognises the need to promote its positive recreational use, public access and landscape and nature conservation value in order that the maximum benefit is derived from this valuable resource. The positive use of Metropolitan Open Land is the most effective way of securing its long-term preservation.~~

~~South East London Green Chain~~

~~Policy ENV17~~ **~~The Council will protect land that forms part of the South East London Green Chain as defined on the Proposals Map and promote it as a recreational resource and visual amenity in conjunction with other parts of the Green Chain in southeast London.~~**

~~Policy ENV18~~ **~~Subject to Policy ENV17 above, the Council will take appropriate action in the Green Chain to conserve and enhance the landscape, to promote nature conservation and to ensure suitable screening and landscaping for built development.~~**

~~5.22. Strategic Guidance recognises the valuable role green chains serve in the urban environment by providing extended pathways for the public and wildlife corridors, in natural surroundings. Boroughs are urged to consider this role, consulting with neighbouring authorities as appropriate. The South East London Green Chain, as shown on the Proposals Map, forms part of a virtually continuous arc of public and private open spaces, largely in recreational use, that extends through the boroughs of Bexley, Bromley, Greenwich and Lewisham. These boroughs have adopted a number of objectives relating to this Green Chain, which are as follows:~~

- ~~to improve and encourage the provision of suitable recreational facilities, with an emphasis on those serving a wide area of south east London and/or requiring open land;~~
- ~~to safeguard the open land from built development and maintain its structural contribution in providing a visual break in the built up area of London;~~
- ~~to conserve and enhance the visual amenity and ecological aspects of the landscape;~~
- ~~to improve public access to and through the area;~~
- ~~to promote an overall identity for the area in order to increase public awareness of available recreational facilities; and~~
- ~~to encourage the collaboration and co-operation of the various public and private agencies, owners, organisations, clubs, etc. in the area to achieve the above objectives.~~

Other open spaces

5.23. Strategic Guidance acknowledges that open spaces, other than Metropolitan Green Belt or Metropolitan Open Land, will often be a valuable amenity to an area, be part of the urban structure and provide breaks in the built-up area. It is left to individual boroughs to decide the appropriate provision of local open space and to identify and make proposals in the UDP for such spaces. In addition, Planning Policy Guidance Note 17 on Sport and Recreation attaches great importance to the retention of adequate recreational open space in urban areas. Within the urban context, playing fields, whether owned publicly or privately, are of special significance. When not required for their original purpose they may be able to meet the growing need for recreational land in the wider community.

5.24. The following policy sets out the Council's approach to determining proposals for land use change affecting open land other than that covered by the Metropolitan Green Belt and Metropolitan Open Land notations.

Policy ENV19 **The Council will seek to retain land defined as urban open space on the Proposals Map for uses that would retain the open appearance of the land, such as:**

- **predominantly open air recreation, leisure, tourism or sport**
- **allotments and nursery gardens**
- **cemeteries**
- **nature conservation**
- **educational or community uses in large grounds**

except where all of the following criteria are satisfied:

1 there is adequate provision of public open space within the area in which the site is situated (as defined by Policy TAL5);

2 need cannot be identified for its use for open air recreation, leisure or sport or other appropriate use of open land;

3 the land has no significant or important visual amenity value as a landscape feature in providing attractive breaks in the built-up area;

4 distinctive features of the open land, such as mature trees and woodland, are preserved as part of any development of the site; and

5 there is no conflict with any other policies in this Plan.

5.25. Open land is important to the borough in terms of its contribution to the landscape and in providing attractive breaks in the built-up area. It is also important because it accommodates a wide range of open-air recreational, leisure, educational, institutional and other uses within easy reach of residential areas. Once open land is built on it is lost forever. Where open land is no longer needed for its current or former use the Council will favour alternative uses that would retain the generally open appearance of the land, such as those identified in Policy ENV19.

5.26. At the same time the Council recognises that some open spaces will have little importance as a visual amenity within an area and, when they become surplus to requirements in their present use, there may be no identifiable need for an alternative use that would retain it as open land. In these circumstances, the Council considers it important that a beneficial alternative use of the land is considered that avoids the land falling into disuse and dereliction. The criteria in Policy ENV19 are a checklist of the matters that will be taken into account when determining proposals for development affecting urban open space and should ensure that other open space needs within an area are met and special landscape features are preserved before development is allowed to take place. In exceptional cases, a change from a recreational use may be allowed where these criteria are not fully satisfied, provided suitable alternative recreational provision is to be made either for new or replacement facilities or the enhancement of existing recreational facilities.

Surplus operational land

Policy ENV20 **Should land designated as educational buildings and playing fields on the Proposals Map become surplus to longer term operational requirements, planning proposals for the future use of that land will be assessed against the following criteria:**

1 the need to relieve any deficiencies in the provision of public open space within the area ~~(as defined by Policy TAL5)~~;

2 requirements for its use during the plan period for open air recreation, leisure or sport or other appropriate use of open land should be considered, and land safeguarded where a need is identified;

3 the need to meet other land use requirements during the plan period in accordance with policies in the plan subject to the need to maintain and enhance the high quality of the environment;

4 the significance of the land in providing attractive breaks in the built-up area; and

5 the need to preserve distinctive landscape features of the open land, such as mature trees and woodland, as part of any development of the site;

6 provided the future use does not conflict with policies in this plan for the Metropolitan Green Belt or Metropolitan Open Land or any other relevant policy.

~~***Policy ENV21***~~ ~~**The Council will keep under review the demand for and supply of allotments and rationalise the use of sites where there is a continuing lack of demand or replace them in more suitable locations. In the event of land becoming surplus to requirements as allotments, the Council will assess proposals for its alternative use against the criteria set out in Policy ENV20 when making planning decisions on the future use of that land.**~~

5.27. As a public authority and a major landowner in the borough, the Council has a duty to keep its landholdings under review and to dispose of land not needed for operational purposes or other statutory requirements. It is anticipated that, with changing school rolls, the need to achieve economies in future running costs ~~and changes in the demand for allotments~~, some ~~allotment and~~ education land could become available for other uses. **[Policy]**~~Policies~~ ENV20 ~~and ENV21~~ make**[s]** special provision for this. In the event of land becoming surplus to operational requirements, the Council will prepare a planning brief to consider alternative uses of the land taking into account the adequacy of public open space in the area and other potential uses in accordance with the policies in this Plan as well as the importance of the land as a landscape feature. The planning brief would be subject to public consultation before the Council decides on the future use of that land.

5.28. Criterion 4 of Policy ENV20 will be relevant when the whole or a major part of a school site is being considered for redevelopment. Because of their size, school sites are often valuable amenities and provide definition and relief to the built-up area. Trees can also make a significant contribution to the street scene and character of an area and help to soften the appearance of new buildings. Criterion 5, therefore, seeks their retention, together with other distinctive site

features. Account will also be taken of the requirements of PPG17 Planning for Open Space, Sport and Recreation (2002).

Heritage land

Policy ENV22 **The Council will protect the individual quality and character of and promote access to the areas of heritage land as indicated on the Proposals Map.**

5.29. Heritage land comprises primarily open areas of land of particular strategic importance to London, being a combination of areas of nature conservation, high landscape quality and historic importance, often including opportunities for outdoor recreation. The quality and character of these areas are deserving of protection and enhancement, both for local residents and visitors.

5.30. The Thames Estuary marshes provide views of the tidal Thames from the sea walls, relics of low-lying grazing marsh dissected by a network of drainage dikes, and the vast, flat, treeless grassland landscape of the Thames-side marshes.

5.31. Shooters Hill Ridge offers wood-clad high ground at Shooters Hill and Lesnes Abbey, historic parks and gardens at Eltham Palace and remains of a 12th Century Augustinian Abbey at Lesnes. The area is also characterised by large tracts of ancient oak woodland, surviving remnants of the once extensive southeast London heathlands, open grassland and secondary woodland.

5.32. The Cray Valley is characterised by attractive valley landscape along the River Cray where networks of lanes, copses and rolling hills provide a good example of traditional Kent countryside. There are also ornamental grounds at Hall Place and Foots Cray Meadows.

Nature conservation

~~***Policy ENV23***~~ ~~**The Council will resist development, including changes of use, which would damage or destroy habitats in any statutory local nature reserve or in the following Areas of Metropolitan Importance for Nature Conservation:**~~

- ~~**Crayford Marshes;**~~
- ~~**Erith Marshes;**~~
- ~~**the River Thames, including its banks, foreshore and tidal creeks;**~~
- ~~**Lesnes Abbey Woods;**~~
- ~~**Joydens Wood / Chalk Wood and Gattons Plantation; and**~~
- ~~**the River Cray and adjacent lands at Foots Cray Meadows, Hales Field, land to the east of Bexley recreation ground, Crayford Rough and Barnes Cray Pastures;**~~

~~**as shown on the Proposals Map.**~~

~~5.33. Strategic Guidance requires London boroughs to have regard to the national policies on nature conservation contained in PPG9 "Nature Conservation" (et.94) and to include in UDPs land-use policies on nature conservation.~~

5.34. Policy ENV23 is intended to ensure that the borough's most valuable and sensitive sites for nature conservation, which may contain scarce or irreplaceable habitats, are protected from damage or destruction due to the effects of development and land use change whilst the impacts on sites of lesser importance are kept to a minimum. Areas of Metropolitan Importance for Nature Conservation (AMINC) are of the highest priority for protection. They contain the best examples of each major habitat type in London or contain an especially varied or rare fauna or flora or are otherwise of particular importance for wildlife and its enjoyment from a London wide perspective. It is not the Council's intention by this policy to prevent any development within AMINCs. In some circumstances, particularly along the industrial riverside, this would be inappropriate. The policy indicates that nature conservation will be a prime consideration in the determination of planning applications and the need to protect valuable wildlife habitats will be given due consideration. Where necessary, further ecological advice will be sought on the impact of proposed developments on the ecology of the River Thames.

5.35. The areas listed in Policy ENV23 above have been identified by the London Ecology Unit as of importance to London as a whole. A wildlife survey of the borough has been carried out and the list has been reviewed in the light of its results. A description of the areas covered by Policy ENV23 is set out in Appendix C.

Policy ENV24 **In the Sites of Borough Importance for Nature Conservation, defined on the Proposals Map and listed at Appendix C, the Council will have particular regard to the effects of development on wildlife habitats, or the need to protect rare species. Planning permission may be refused if development is likely to cause the loss of a valuable habitat or conditions will be used, where appropriate, to protect, enhance, create or restore habitats.**

5.36. Appendix C contains a list of sites, which have been identified as being of borough importance for nature conservation. Although these are of less regional importance than those listed in Policy ENV23, they are nevertheless important habitats at borough level and may contain ancient semi natural habitats or particular species with a limited distribution either nationally or within London. The effects of development on these areas will need to be considered in determining planning applications. The list of sites identified in Appendix C is not intended to exclude other sites from consideration and will be periodically reviewed and updated in relation to both habitats and species present.

Policy ENV25 **In Sites of Local Importance for Nature Conservation, defined on the Proposals Map and listed in Appendix C, the Council will have regard to the effects of development on wildlife habitats. Conditions may be used, where appropriate, to protect, enhance, create or restore habitats.**

5.37. A Site of Local Importance for Nature Conservation is one, which is or may be, of particular value to nearby residents or schools. Some of these sites may already be used by schools for nature study. Local sites are particularly important in areas otherwise deficient in wildlife sites.

~~***Policy ENV26*** **The Council will seek to enhance the value of linear routes in the borough, such as railways, riverside footpaths, Strategic Roads and the Green Chain Walk, for nature conservation, amenity or landscape interest.**~~

~~5.38. The Council recognises the importance of maintaining a network of open space to assist animals and plants to thrive in the developed parts of the borough, conserve and enhance valuable landscape and amenity features and relieve the journey of commuters by providing a green view from their route through the built environment. The margins of linear routes, such as way-marked footpaths, railways and, in Bexley, the A2 and A20 Strategic Roads, constitute green corridors leading through the built-up area and may link to each other and to Metropolitan Green Belt or Metropolitan Open Land. The Secretary of State's Strategic Planning Guidance for London refers to the value of such land as wildlife corridors.~~

~~***Policy ENV27*** **The Council will encourage the creation of other sites for nature conservation where appropriate, particularly in areas deficient in sites of nature conservation importance.**~~

~~5.39. In addition to protecting established sites for nature conservation it is important to identify and fill gaps or missing links in the network of wildlife habitats. The Council has gone some way towards this through its School Ecology Areas Project. There is scope to promote habitat creation within housing developments, around industrial uses, and other locations for the benefit of people using them, and to foster the wildlife network. Derelict land or vacant sites awaiting development can offer opportunities for the creation of new wildlife habitats. Habitats identified within the Bexley Biodiversity Action Plan will be considered as a priority for any habitat creation schemes.~~

Policy ENV28 **The Council will declare and manage as Local Nature Reserves (LNR) sites in which it has a legal interest, that are of special importance to the local community for wildlife and nature conservation. Within these areas development will be resisted that would endanger the preservation of those special characteristics that lead to designation.**

5.40. The National Parks and Access to the Countryside Act 1949 contains powers for local authorities, in consultation with English Nature, to declare Local Nature Reserves. The Council recognises the contribution Local Nature Reserves make to nature conservation and the opportunities for the public to see, learn about and enjoy the flora and fauna of the borough. Four Local Nature Reserves have been declared since the adoption of the UDP in 1996 (see Appendix B) and opportunities will be sought to declare further ones where appropriate.

~~***Policy ENV29*** **The Council will, in consultation with appropriate organisations and subject to the availability of resources, prepare, implement and monitor a wildlife strategy for the borough.**~~

5.41. The Council recognises the widespread interest in wildlife, and the valuable resource that an area's species and habitats can hold. Pursuant to this policy, the Council, in consultation with relevant organisations, has prepared and adopted the Bexley Biodiversity Action Plan. The Council considers the BBAP as representing a practitioners' guide and will treat it as a working document that can be easily updated, identifying habitats and species in the borough that are of national, regional and local importance and as a plan of action for their conservation. It will be a consideration in planning decisions affecting the natural and semi-natural environment, and the Council will take it into account as a material planning consideration in respect of proposals contained in planning applications that have a significant impact on biodiversity.

Countryside management

Policy ENV30 **The Council will, in consultation with appropriate organisations, including the local Groundwork Trust, review and extend countryside management schemes in order to preserve and enhance the accessibility, landscape, nature conservation and environmental qualities of open spaces within the borough, including woodlands and water courses.**

5.42. Bexley has participated in the North West Kent Countryside Project for a number of years and this countryside management scheme has enabled various sites in the borough to be significantly improved. Countryside management schemes have been used in this and other boroughs to enhance both the wildlife and amenity value of sites by improving under managed woodlands, stagnating ponds, deteriorating hedgerows, poorly maintained footpaths and fencing in countryside areas. The Council wishes to ensure that the successes achieved through such schemes are sustained. It will work in association with Groundwork Trust Thames Gateway London South and other organisations such as the management board of the Crossness Nature Reserve to secure this.

Policy ENV31 **The Council will seek to conserve and enhance the landscape by the encouragement of natural vegetation and wildlife.**

5.43. The protection of the appearance of open land and of the natural flora and fauna should be mutually beneficial, and the Council will aim to achieve both objectives in a co-ordinated fashion.

Sites of Special Scientific Interest

Policy ENV32 **Development will not be permitted within Sites of Special Scientific Interest as indicated on the Proposals Map, and which may be notified from time to time by English Nature, unless it can be shown that there would be no damage to scientific or nature conservation interests.**

Policy ENV33 **Development of land adjoining Sites of Special Scientific Interest will be resisted unless it can be shown that there would be no damage to scientific or**

nature conservation interests.

5.44. Sites of Special Scientific Interest are protected under the Wildlife and Countryside Act 1981 because they contain features of special interest by reason of any of their flora, fauna, geology or physiography. They are important because these features are rare and irreplaceable or are representative examples of their type. It is the Government's policy to ensure, as far as possible, that these sites are protected from damage or destruction, and conserved by appropriate management. Part of Lesnes Abbey Woods, Belvedere and Wansunt Pit, Bexley are designated Geological Sites of Special Scientific Interest.

Trees

~~***Policy ENV34*** **The Council will, resources permitting, prepare and implement a Trees and Woodlands Strategy and a Parks Strategy.**~~

~~5.45. In recent years there has been an increasing awareness, both politically and publicly, of trees in the environment and the benefits they provide. The Government acknowledged this when it set up Task Force Trees, a special unit of the Countryside Commission.~~

~~5.46. Since 1993, this awareness has gained additional momentum from many initiatives such as the Task Force Trees "Survey and Action Plan of London's Trees" and a research report, "Trees in Towns", published by the Department of Environment. A principal conclusion of the "Trees in Towns" report was the need for local authorities to examine the tree stock within its boundary, both public and private and formulate a long-term strategy for the maintenance of existing trees, their replacement and the planting of new trees.~~

~~5.47. The Council adopted a Trees and Woodlands Strategy in 1998 which coordinates action to secure the well-being of the borough's trees. The strategy is an integral element of the Council's environmental agenda and will contribute to the objectives of sustainable development and biodiversity.~~

~~5.48. The Bexley Parks Strategy, adopted in 1999, is a statement of aims, objectives and key issues relating to the borough's parks and open spaces. The strategy seeks to plan, develop and promote, diverse and balanced leisure uses, maximise benefits to park users within available resources and take account of the sustainable needs of the environment and wider community. Action Plans covering these matters are included in Bexley's Biodiversity Action Plan.~~

Policy ENV35 **The Council will seek the protection and long term retention of trees of amenity, nature or landscape conservation value on development sites or elsewhere where they might be at risk and, in appropriate cases, will require new tree and hedge planting as part of a landscaping scheme for development proposals.**

~~***Policy ENV36*** **The Council will serve Tree Preservation Orders on significant trees where development pressures present abnormal risks or where the presence of trees as a group makes an important contribution to the character of the surrounding area.**~~

~~***Policy ENV37*** **The Council will encourage private or voluntary initiatives for new tree planting.**~~

5.49. Trees make a major contribution to the borough's appearance. They relieve the general conformity of large suburban areas and soften the harsh appearance of modern building lines. They may also be important to the ecology of an area. The Council therefore places a high priority on their protection. When development is proposed on a site containing trees of significance, it will be necessary to negotiate the layout to ensure that unless it has suitably designed foundations, no building is too close to a tree considered worthy of retention. Where possible, the Council will encourage the planting of species native to an area. Native species have a higher ecological value than non-native species and blend well into the landscape.

Horses

Policy ENV38 **The Council will resist proposals for the keeping of horses and development associated with the keeping or grazing of horses unless all of the following criteria are met:**

1 there is no detrimental effect on landscape quality or appearance;

2 there are adequate proposals for the management of grazing areas;

3 proposals for the keeping or stabling of riding horses provide satisfactory access to bridleways or suitable riding facilities (e.g. a large paddock) which does not need to involve riding along footpaths or roads other than local roads;

4 the proposal does not cause an adverse effect to neighbouring occupiers by reason of smell, noise or appearance;

5 access to the site does not impair highway safety and adequate parking and turning arrangements are provided within the site;

6 suitable fencing, both within and around the site, is provided;

7 the proposal does not conflict with other policies, in particular those relating to the Metropolitan Green Belt and Metropolitan Open Land; and

8 agricultural land quality and wildlife diversity will be maintained.

5.50. In recent years there has been a steady increase in the demand for horse-riding and it appears that this will continue. In particular, certain parts of the borough, for example North Cray, experience considerable pressure from such activity. While recognising that this is a popular recreational activity, the Council wishes to ensure that development associated with it does not detract from its location or surrounding area. The approach is thus to divert pressure away from over-used facilities.

5.51. The use of land primarily for the grazing of horses is accepted as being an agricultural activity and as such is not development as defined by the Town and Country Planning Act 1990, and therefore does not require planning permission. However, where the grazing area is inadequate and horses require supplementary feeding, in addition to that normally required in winter, the

primary use of the land is keeping horses, which requires planning permission. The British Horse Society recommends that 0.4 hectare (1 acre) of well-managed grassland is required to provide adequate grazing for each horse in a manner consistent with good agricultural and management practice. However, where the pasture is not of the best quality, it is better to provide 0.6 or 0.8 hectare (1.5 or 2 acres) per animal. The Council will have regard to this standard when considering whether particular proposals require planning permission.

Built environment

Policy ENV39 **In order to protect and enhance the quality of the built environment, the Council will seek to ensure that all new developments, including alterations and extensions, changes of use and other operations, including highway improvements, are satisfactorily located and are of a high standard of design and layout. In determining applications for development the Council will consider the extent to which the proposal:**

1 is compatible with the character of the surrounding area, would not prejudice the environment of the occupiers of adjacent property, or adversely affect the street scene by reason of its (a) scale, (b) massing, (c) height, (d) layout, (e) elevational treatment, (f) materials and/or (g) intensity of development;

2 is appropriately landscaped, including the retention of appropriate trees and shrubs and the incorporation of public art where relevant;

3 has any unreasonable effect on the surrounding area by reason of noise and any emissions to land, air, or water, and is not, by reason of its location, itself adversely affected by such conditions as may already be in existence within the neighbourhood;

4 makes adequate provision for vehicle parking in accordance with the Council's vehicle parking standards;

5 takes due account of the need to deter crime, both against individuals and against public or private property whilst maintaining an attractive environment; and

6 takes into consideration important local and strategic views, particularly where the proposed development is one which significantly exceeds the height of its surroundings or is located on a prominent skyline ridge.

5.52. London Borough of Bexley is fortunate in having a high-quality environment and the Council recognises the need to protect and enhance this environmental quality. This policy, which applies mainly to non-residential development, seeks to ensure that new development is compatible with, and appropriate to, its surroundings and that it does not detract from the environmental quality of an area. In addition, the impact of a structure on the local and strategic views in an area should be considered together with the character of its surroundings. In applying Policy ENV39 to individual proposals, the Council will have regard to the advice of LPAC on important views and skylines contained in its report, "London's Skylines and High Buildings" published in March 1989. Good design in individual development schemes can make an important contribution to upgrading the overall environmental quality. The retention of trees and shrubs, which may have taken many years to mature, and the planting of new trees and shrubs, especially of native species, can help to soften the harsh lines of new built development and add interest to the design. The inclusion of public works of art can also serve to enhance

individual developments as well as being of benefit to the townscape ~~(see Policy TAL22)~~. Specific requirements for residential developments are set out in Chapter 6 and in the Design and Development Control Guidelines.

Policy ENV40 **In accordance with ~~policies G34 and~~ [policy] ENV39, the Council will require applicants to survey sites that are known or suspected to be contaminated to determine the source of any pollutants and any remedial measures necessary to prevent these causing hazards either during construction or through subsequent use of the site.**

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

Policy ENV41 **The Council will have regard to national and local Air Quality Strategies in seeking to ensure that proposals for development do not compromise air quality objectives. The Council will require an applicant to prepare an Air Quality Assessment where proposals:**

1 include industrial activities with potentially significant air borne emissions;

2 have the potential to increase significantly the volume of traffic flows or the ratio of heavy goods vehicles, or the level of congestion so as to place air quality objectives at risk;

3 have the potential to increase the personal exposure of individuals at non-occupational locations to levels of air pollution which are likely to exceed objectives set in either national or local Air Quality Strategies; and/or

4 are located in (or are likely to effect) an Air Quality Management Area, which would significantly change the pattern of traffic flows or could lead to emissions of one or more of the pollutants specified in the national Air Quality Strategy.

The Council may resist or impose conditions on applications where an air quality assessment shows that the proposed development will have an adverse effect on the achievement of national or local air quality objectives

---

5.53. The Environment Act 1995 requires the Secretary of State to prepare a National Air Quality Strategy to address the management of ambient air quality. The Act also requires the Council to review and assess local air quality and publish its findings.

5.54. From the review and assessment, action plans will be developed aimed at achieving air quality objectives at the local level. Local Air Quality Management Areas shall be designated where it is anticipated that future air quality falls short of the objectives set out in the National Air Quality Regulations.

5.55. Air quality assessments should include the following:

- description of site and location;
- assessment of existing local air quality;
- description of the assessment methodology where dispersion modelling is undertaken;

- details of the atmospheric pollutants emitted quantities and the nature of their source
- results of any modelling exercise and comparison with objectives specified in Air Quality Regulations; and
- assessment of the interaction of the proposal with other air pollutant sources in the area.

The needs of people with disabilities

Policy ENV42 **The Council will seek to ensure that all applications for the conversion of existing buildings or premises and the construction of new buildings or premises or the laying out of external areas, to which the public will have access or in which people will be employed, shall make adequate provision for the needs of people with disabilities, having regard to the Council's Design and Development Control Guideline No.4 - Considerate design for the less agile.**

5.56. The Council recognises that the needs of people with disabilities have sometimes been overlooked in the design of buildings. The Chronically Sick and Disabled Persons Act 1970, as amended in 1976, requires that developments to which the public will have access, make provision, where practicable and reasonable, for people with disabilities in respect of access, both within and to the building, and in the provision of parking and sanitary facilities. Compliance with the Act is a legal duty. The Town and Country Planning Act 1990 requires local planning authorities to seek opportunities to provide and enhance facilities for people with disabilities in the discussion and negotiation arising from development proposals. The Council will also have regard to the Disabled Persons Act 1981, which requires statutory bodies and local authorities, when carrying out highway works, to allow for the special needs of people with disabilities. Planning Policy Guidance Note 1 encourages developers and local authorities to consider the issue of access at an early stage in the design process. It goes on to emphasise that the appropriate design of spaces between and around buildings and of parking provision is particularly important in ensuring good access. Compliance with the Disability Discrimination Act 1995 is recommended wherever alterations to premises for use in supplying goods or services or other workplace are proposed. Building Bulletin 91 published by the Department for Education and Employment provides specific guidance regarding the design of school and college buildings. The Council has adopted design guidance (Design Development Control Guideline No.4 - Considerate design for the less agile) on this topic to which it will have regard when determining planning applications. ~~Policy **[H14]**H13 sets out the Council's expectations with regard to accessible housing.~~

Advertisements

Policy ENV43 **The Council will oppose the use of land or buildings for advertisements where they detract from the character or appearance of the surrounding area, or where they have an adverse effect on public safety and, particularly within Conservation Areas, the Council will apply all available controls over the display of advertisements in order to:**

1 ensure that the character and appearance of the area is preserved;

2 encourage a high standard of design for new advertisements;

3 seek the removal of unsightly advertisements; and

4 investigate the designation of further areas of special advertisement control.

5.57. Advertisements can often be unsightly and detract from the appearance and character of the environment. In addition, advertisements can constitute potential hazards if they obscure traffic signals or obstruct traffic sight-lines or directional signs. Most Conservation Areas, by their special nature, are particularly sensitive to the visual impact of advertisements. Advertisements can be intrusive in residential areas, and even in more commercial areas, and poorly sited or excessively large or numerous advertisements can create a cluttered and unsightly appearance, to the detriment of the character and appearance of the area. The Council will therefore impose strict controls over the display and illumination of advertisements and signs within sensitive areas, particularly Conservation Areas. Further guidance with regard to advertisements, illuminated and projecting signs, hoardings and commercial poster displays can be found in the Design and Development Control Guideline No.7 - Shopfronts and Advertisements.

~~**Environmental improvements**~~

~~***Policy ENV44***~~ ~~**In order to provide permanent and effective improvements to the environment, the Council will promote and assist a programme of environmental improvement schemes throughout the borough, subject to the availability of resources. In certain circumstances the Council may use statutory powers, under Section 215 of the Town and Country Planning Act, to improve derelict or unsightly land or buildings.**~~

~~5.58. The programme of improvements to the appearance and quality of small areas throughout the borough is designed to operate in areas outside the scope of other Council services concerned with the physical environment. This programme of improvements complements other means to improve the quality of the environment and will enhance small areas that might otherwise have received little or no attention. Under the 1990 Act, a local authority may take positive action in respect of land whose condition has become detrimental to the amenities of the neighbourhood. The programme will include schemes to enhance the environment within Conservation Areas (see Policy ENV49).~~

Telecommunications apparatus

Policy ENV45 **The Council recognises the need and desire for telecommunications equipment in order to facilitate the growth of telecommunications systems and will give favourable consideration to proposals, provided that they meet the criteria set out in this policy, in Government Guidance and in Statutory Regulations, as relevant. In particular, the Council will seek to ensure that satellite dishes, terrestrial microwave antennas, aerials and all other telecommunications equipment should only be located in such a way as to minimise any adverse effects on the character or visual amenity of the area.**

In considering any proposals for telecommunications equipment, bearing in mind the limitations imposed by lines of sight, technical issues and legal requirements, the Council will need to be satisfied that:

1 all alternative locations or means of telecommunication have been fully explored;

2 there is no reasonable possibility of sharing existing facilities, particularly masts;

3 in the case of antennae and masts, there is no possibility of locating these on an existing building or other structure; and/or

4 the siting, design, materials, colour and appearance of the equipment should minimise the visual impact of the development on the environment, with screening and landscaping where relevant; and

5 where a satellite dish or other equipment is to be located to serve an individual property, its location should be carefully chosen so as to minimise the impact on the appearance of the building and consideration should be given to alternative locations for the equipment at low level within the site.

The Council will normally refuse any application or intervene on any developments by telecommunications operators which would adversely affect Conservation Areas, scheduled Ancient Monuments, statutorily listed buildings and buildings of local interest, Sites of Special Scientific Interest, registered historic parks and gardens or other areas of sensitive landscape.

5.59. There is a continuing growth in telecommunications systems and in the associated equipment to serve both local residents and businesses. The Council recognises the need for such equipment and will facilitate the growth of telecommunications technology, but it must also be recognised that telecommunications equipment can be very intrusive in the environment. It will, therefore, be necessary to balance the need for such equipment with the need to protect the character and appearance of the area, particularly in certain sensitive areas. The criteria set out in the Policy ENV45 aim to minimise the intrusion of equipment by promoting shared use of masts, locating equipment on existing structures (e.g. tall buildings) and seeking the most sensitive location and design of equipment.

5.60. Much of the development undertaken by code systems operators is permitted development but the Council has the opportunity to intervene to require prior approval of details of the siting or appearance of the equipment. The Council can also seek the relocation of antennae installed under permitted development rights where they do not meet the requirement to minimise the effect on the appearance of the building. In exercising these powers, as in determining applications, the Council will take account of the criteria set out in Policy ENV45 above, in Government Guidance and in Statutory Regulations as relevant. In most cases there will be a range of potential locations for equipment which would meet the need for line of sight to the broadcasting point and efforts will be made to secure the least intrusive location for such equipment. The Council can offer guidance on the location of equipment, particularly to householders seeking to locate dish aerials for satellite television. People intending to install telecommunications equipment are recommended to contact the Council's Development Control Section who will be able to advise on location and confirm whether planning permission or listed building consent is required.

Conservation of the built environment

5.61. The main growth of built development in the borough dates from the l9th Century, with large areas of farmland being engulfed by new housing development in the l920's and 30's. This development, resulting from increased accessibility to London, set the suburban scene. However, within this development, the historic pattern of some old villages remains, and the earlier suburban development has established settlements of a character of recognised importance. Conservation Area designation identifies these areas and seeks to protect their character.

5.62. The borough also has a heritage of historic buildings, some dating back hundreds of years. The most important of these are listed buildings or ancient monuments, which the Council aims to protect in line with national policy, including, where appropriate, helping to identify the optimum viable use that is compatible with conserving their historic structure and character. The Council also identifies buildings of local interest, which contribute to the character of the area and whilst these have no additional statutory protection, the Council recognises their importance and will seek their retention.

5.63. The heritage of our built environment is a finite resource and, once lost, it cannot be replaced. This heritage is of value as indicating the evolution of the area, setting its scale and character and providing continuity in a changing world. Historic buildings and areas add to the attractiveness of the borough and, besides being of importance in their own right, help to make the area attractive to visitors and residents alike. Hall Place is a major historic complex and visitor attraction in need of substantial improvement and investment. The occupation of the house has declined in recent years and structural problems have become apparent. It is important that a viable future for the house and grounds is identified including, if necessary, the agreement of a Planning Brief identifying options and criteria. This approach could also be adopted for other appropriate sites.

Conservation areas

Policy ENV46 **Any new development, alterations or extensions to existing buildings or structures within Conservation Areas should preserve or enhance the character or appearance of the area and in order to promote a high standard of design, the following shall apply:**

1 other than in exceptional circumstances, outline applications will not be appropriate, and all applicants will be expected to indicate clearly how the proposed development relates to surrounding buildings;

2 design guidelines will be produced for each Conservation Area as resources permit;

3 Planning Briefs and design guides will be produced where appropriate for particularly important or sensitive sites; and

4 developers will be encouraged to employ the specialist services of qualified professionals such as architects, urban designers and town planners.

5.64. In Conservation Areas there is a presumption that new developments should preserve or enhance the character or appearance of the area. Good quality and sympathetic design are vital in these areas, and it is therefore important that proposals are well planned, in detail and in relation to their surroundings. Alterations or extensions should respect the design, scale and materials of

the original building and harmonise with the location. Any proposals will be assessed on the extent to which they respect and respond to the character or appearance of the area. In order to provide guidance on these issues the Council has produced statements of character for each of the Conservation Areas and where necessary, more detailed guidelines will be produced. See also Policy ENV43 regarding advertisements and signs in Conservation Areas.

Policy ENV47 **The Council will generally oppose the demolition of buildings or alterations that involve the removal of parts of buildings within Conservation Areas, where they contribute to the character or appearance of the area.**

5.65. In most cases, consent is required to demolish any building or a substantial part of a building if it lies within a Conservation Area. Buildings of little apparent individual character may still be of great visual character as part of a group or may have particular historic significance. Therefore, there will be a presumption against the loss of buildings that contribute to the character and appearance of the area. Where the demolition of a building may be acceptable, consent will only be given once permission has been granted for a suitable replacement building and agreements or contracts have been entered into to guarantee that the scheme will be implemented. Where consent is required for the demolition or alterations involving the removal of parts of buildings, such as shop fronts and chimneystacks, and these will be carefully controlled so as to protect original features of the area and to avoid erosion of the character of the Conservation Area.

~~***Policy ENV48***~~ ~~**The Council will review the need to designate new Conservation Areas and amend the boundaries of existing ones.**~~

~~5.66. As required by Government legislation, the desirability of declaring new or extended Conservation Areas is kept under continuous review. As circumstances change, and the value of different styles of architecture and development is realised, it could be appropriate to declare further Conservation Areas in order to protect the best examples of certain types of development. For example, the value of Victorian estates is now well accepted, and it is increasingly realised that, whilst this borough has noteworthy examples of inter-war estates, many are being ruined by unsympathetic alterations. It is therefore intended that these areas will be reviewed to assess their potential for declaration as Conservation Areas.~~

~~***Policy ENV49***~~ ~~**The Council will formulate, promote and assist schemes for the enhancement and preservation of character and appearance of Conservation Areas, subject to the availability of resources.**~~

~~5.67. Councils have a duty to formulate and publish proposals for the preservation and enhancement of Conservation Areas. The published statement of character for each designated Conservation Area makes reference to the potential for enhancement. The Council will seek to co-ordinate the activities of various departments, statutory undertakers and property owners with the aim of enhancing the character and appearance of the area. Schemes to enhance the environment will~~

~~be prepared within the Council's programme of environmental improvements (see Policy ENV44).~~

~~Policy ENV50~~ **~~The Council will make Article 4 Directions as appropriate to control development within particularly vulnerable and sensitive parts of Conservation Areas.~~**

~~5.68. The declaration of a Conservation Area brings certain controls over demolition of buildings but does not significantly change the normal permitted development rights to carry out minor alterations, particularly in the case of dwelling houses. Minor alterations can affect the character of buildings and may, by their cumulative effect, mar the character of the area. In sensitive locations, the Council will consider controlling permitted development by means of Article 4 Directions. These Directions, some of which require the approval of the Secretary of State for the Environment, will be applied only where necessary, i.e. where there is a perceived risk of changes affecting the character of recognised important areas.~~

Listed buildings

Policy ENV51 **The Council will oppose the demolition of any listed building, in whole or in part, or of any structure within the curtilage of a listed building which contributes to the character of that building and will resist any proposals which detract from the setting of a listed building and in considering any proposal to alter or extend a listed building, will have regard to the desirability of preserving the building and its setting.**

5.69. The listing of a building is recognition of its national importance, in both architectural and historic terms. Only a very small number of buildings are listed, and these represent a very important limited resource. Continuity and preservation of original fabric is, therefore, important. Inappropriate alterations may irreparably damage the architectural or historic integrity of the building and will not be acceptable. It will therefore be expected that all original features of architectural or historic interest, both internal and external shall be retained. Alterations to these important buildings require the greatest skill and care in design and implementation in order to avoid damage to historic fabric and to ensure that any works are in keeping with the remainder of the building and its setting.

5.70. With specialist advice and grants available for the restoration of such buildings, it is considered very unlikely that the demolition of a listed building could be justified. A building's setting is often an important part of its character. Schemes that affect the setting of a listed building can, if insensitively designed or located, detract from the special architectural or historic interest, or character of this valuable and limited resource. The Council has various statutory powers to secure the protection of listed buildings, including as a last resort compulsory purchase at minimal value if a building is deliberately neglected. The Council will keep under review the desirability of using these powers in order to secure the protection of these important buildings. Listed buildings in the borough are set out in Appendix D1 to the Plan. From time to time, the Department for Culture Media and Sport may add or remove buildings from this list, re-grade

buildings or publish revised descriptions of them. Appendix D1 should therefore not be relied upon as a definitive list.

Policy ENV52 **Proposals to change the use of a listed building will be acceptable only where this would be essential to secure its preservation and future maintenance, where the new use would not adversely affect the fabric or character of the building or its setting, and where this would not conflict with other policies in the Plan.**

5.71. Some listed buildings designed for specific uses may become unviable in that use, which may lead to neglect. If a case can be made by an applicant that the only means of preserving a listed building is to allow a change of use, then that change may be considered acceptable. However, new uses will only be considered which do not harm the fabric or character of the historic building or its setting.

~~**Buildings of local interest**~~

~~***Policy ENV53***~~ ~~**The Council will encourage the preservation of buildings on the register of buildings of local architectural or historic interest.**~~

~~5.72. Besides the listed buildings, there are a number of buildings of local importance, which are historic and contribute significantly to the townscape of the borough. These buildings are not subject to additional statutory controls, but the Council will encourage their preservation through normal town planning controls. Any proposals to alter such buildings should be architecturally compatible with the style of the original building. The Council will discourage the demolition of buildings of local interest, and where they are at risk, the Council, with the advice of the Department for Culture, Media and Sport, may consider the serving of a Building Preservation Notice, with a view to statutory listing, to protect the building. The register of local interest buildings is set out at Appendix D2 and will be subject to periodic review.~~

~~**General**~~

~~***Policy ENV54***~~ ~~**The Council will monitor the condition of historic buildings and use such powers as may be available to secure the restoration of those considered to be at risk or neglected.**~~

~~5.73. Historic buildings are sometimes neglected, and deterioration may accelerate unless action is taken to protect the fabric. The Council will therefore monitor the condition of historic buildings and will use the range of statutory powers available to secure the protection of the building, such as boarding up, repairing holes in roofs, etc. Listed Buildings at risk will be considered for inclusion in the English Heritage's Buildings at Risk Register. In cases of deliberate neglect the Council may, as a last resort, consider the compulsory purchase of the building at minimal value, in order to secure its preservation.~~

~~5.74. The repair and restoration of historic buildings often involves specialist techniques and materials and incurs additional expense. In order to encourage work of the highest quality, the Council~~

will consider offering grants as resources permit. Grants are available from other sources, and applications to these bodies will be supported, particularly where a package of grants could secure the full restoration of an important building.

Policy ENV55 **The Council will seek to secure the restoration and preservation of historic buildings and features, such as street furniture, in the public domain.**

5.75. As the owner of a number of statutory listed and local interest buildings, the Council recognises the importance of these as part of the local townscape. The Council is also responsible for a number of historic items, such as street signs, which add to the character of the area. As resources permit, these items will be carefully maintained and restored.

Archaeology

5.76. The archaeological remains below the ground represent a storehouse of historic information including evidence of the evolution of development and settlements in this area. This applies to remains of domestic, industrial and agricultural origins. All remains are unique and represent a finite and non-renewable resource. As such, there will always be a presumption to protect such remains. Recent thinking suggests that it is best to preserve as many remains as possible in situ since future analytical techniques may enable far more information to be gleaned from the sites. Excavation can result in the destruction of material, levels, etc. leaving only rescued artefacts and any records made during excavation. This is considered to be second best. However, the potential archaeological interest must be weighed against the needs of development. Where development of necessity disturbs the sub-soil levels on sites of archaeological interest, adequate investigations and excavation will be expected and policies have been formulated on this basis. Government advice in PPG16, "Archaeology and Planning", reinforces the need for developers to give early consideration to archaeological issues, normally before planning applications are made.

Policy ENV56 **In Areas of Archaeological Search and other areas where finds are likely to occur and in certain historic standing buildings where development proposals may affect archaeological remains or historical evidence, the Council will expect applicants to have properly assessed and planned for the archaeological implications. The Council may require a preliminary archaeological site evaluation before proposals are considered.**

5.77. The Proposals Map identifies the most important known archaeological areas, indicated as Areas of Archaeological Search, prepared by representatives of the Museum of London. This indicates approximate areas where there could be interesting remains, but the boundaries should not be taken as being definitive and finds may occur outside these areas. Historical evidence may also be revealed during alterations to standing buildings, and it is important that such evidence is properly recorded. In areas where finds are most likely to occur, the Council may require preliminary site investigation, so that the possible extent of interest can be established in advance. Such an assessment will involve a field evaluation carried out by a recognised archaeological organisation or suitably qualified individuals to a specification set by the Local Planning Authority. In certain cases, applications may not be considered before such an

evaluation is completed. This will benefit developers in that they will be fully aware of any implications before works begin on site, since later changes of design to accommodate archaeological remains can prove expensive. Developers are invited to discuss implications and the need for evaluations at the earliest possible stage.

Policy ENV57 **Where sites of archaeological significance or potential are discovered the Council will seek to ensure that:**

1 the most important archaeological remains and their settings are preserved in situ (if appropriate for public access and display) and that where appropriate they are given statutory protection; and

2 sites not requiring preservation in situ shall be made available for an appropriate level of archaeological investigation and excavation by a recognised archaeological organisation before development begins

---

5.78. Archaeological sites can be damaged or destroyed by even modest developments. The most important remains should be preserved wherever possible because of their historic interest. Where sites are to be developed, and archaeological remains are not to be preserved in situ, arrangements should be made, including planning agreements as necessary, for the proper investigation, excavation and recording of remains. A specification of work for any investigation will need to be agreed beforehand. There should also be provision for the subsequent analysis, interpretation and presentation to the public of the archaeological results and findings. Developers will be expected to co-operate in archaeological investigations and, if not prepared to do so voluntarily, the Council will consider whether it would be appropriate to direct an applicant to supply further information under the provisions of the Town and Country Planning (Applications) Regulations 1988. This is in accordance with the Government's advice in PPG16. A code of practice has been agreed by developers and archaeologists (the British Archaeologists' and Developers' Code of Practice) and the use of this will be encouraged. The Council appreciates the need to minimise the impact on development proposals and in conjunction with the Museum of London and English Heritage will offer advice to help minimise any possible delays or alterations to developments and to guide design around sensitive locations.

Policy ENV58 **There will be a presumption against any development, which would adversely affect any scheduled Ancient Monument or other nationally important archaeological sites and monuments and their settings.**

5.79. The designation of certain monuments as scheduled Ancient Monuments is a recognition of their special national importance. Their rarity means that special action will be taken to protect them from unsuitable development or uses which may damage the remains or adversely affect their setting. The sites currently scheduled as Ancient Monuments are listed at Appendix D3.

5.80. The Council has a range of means at its disposal to secure the protection of archaeological remains. In general, the preference is to use voluntary agreements freely entered into by all parties concerned. However, where necessary, the Council will consider using its statutory powers or seeking action by others such as English Heritage and the Department for Culture, Media and Sport.

~~Energy efficiency~~

~~Policy ENV59~~ **~~The Council will encourage improved energy efficiency in all new buildings, conversions and changes of use.~~**

5.81. ~~It is essential to achieve improvement in energy efficiency, particularly in the housing sector where large amounts of fuel are used for space heating. Energy efficiency is promoted by the Government White Paper "This Common Inheritance". The Council has a role in encouraging good and modern functional design to ensure that all development is more energy efficient.~~

~~Crime prevention~~

~~Policy ENV60~~ **~~The Council will encourage improved security and crime prevention measures in new development.~~**

5.82. ~~In accordance with PPG1 and Circular 5/94 "Planning Out Crime", the Council will have regard to the concept of designing out crime. This is a comparatively recent development in crime prevention, and evidence shows that security can be incorporated into the design and layout of a project, offering additional benefits to both developers and occupiers.~~

6

Housing

6.1. Residential development, for the purposes of the policies in this Plan, is taken to mean, unless otherwise stated, a development including the use of a building as a dwelling house (whether or not as a sole or main residence) by:

(a) a single person or people living together as a family **or**

(b) by not more than six residents living together as a single household, including a household where care is provided for residents.

Such development includes extensions to existing dwellings.

6.2. The policies in this chapter apply to all the areas defined for primarily residential use on the Proposals Map. Where appropriate, the policies also apply to housing in areas covered by other notations or by no notation.

6.3. The substantial increase in house building activity recently has highlighted several issues. These include:

- the need to resist unsuitable infill and backland development within existing housing areas, particularly where this is not in keeping with the street scene;
- the pressure for higher density of development with implications for the residents of the development and their neighbours;
- the impact of conversions and extensions on the local character in general and adjoining residents in particular;
- the need to ensure that large developments include adequate infrastructure and community provision;
- the increased pressure for sheltered and similar dwellings; and
- housing land supply in the south-east of England.

The policy response is to introduce policies that directly address these issues and, in so doing, to set a clearer framework for decisions on applications for planning permission.

Housing supply

Policy H1 **The principle of residential development is accepted on the sites on the Proposals Schedule (Appendix F2 - sites capable of accommodating ten or more dwellings).**

6.4. Strategic Guidance states that boroughs should have regard to the objectives of national guidance for housing land supply given in PPG3, whilst accepting that the requirement to identify a five-year supply of sites does not apply in London. The sites, in Policy H1, represent substantially the housing land supply in the borough.

Policy H2 **Development will normally be resisted where it would result in:**

~~**1 the loss of all or part of a dwelling or the site of a demolished dwelling to non-residential development; or**~~

2 the non-residential development of land identified on the Policy H1 proposals schedule.

6.5. The contribution of new dwellings and conversions to meeting housing provision will be frustrated if the existing stock or sites identified for residential development are used for other purposes without replacement. Where appropriate, the Proposals Schedule (Appendix F2) refers to exceptions to this policy.

Character

Policy H3 **Residential development and other development in primarily residential areas should be compatible with the character or appearance of the area in which it is located, and the following criteria should all be satisfied:**

1 the layout, scale and massing, elevational treatment, and materials of building should be compatible with the local character or appearance;

2 the spaces around buildings (including roads) and their hard and soft landscaping and plot separations should be compatible with the local character or appearance and fulfil clear and useful functions;

3 the development should pay special regard to the setting of any listed buildings or the character and appearance of a Conservation Area where appropriate; and

4 where appropriate, landscape and nature conservation features of interest, such as trees, hedgerows and ponds, should be preserved.

Residential development will not normally be permitted in locations which are, or are expected to become, subject to excessive noise.

The actual or potential cumulative effects of a development should be given sufficient weight in applying this policy.

6.6. This is in order to ensure that residential development is satisfactory in terms of its impact on the character or appearance of the area in which it is located in the interests of the visual amenities of an area, the amenities of nearby occupiers and the privacy and outlook of nearby residents. ~~Policy H3 applies Policies G7 and G15 in Part One of this Plan.~~ The term "be compatible with" is intended to place the character or appearance of an area within which a development is proposed in a position of substantial importance in considering the principle of a residential development as well as details of siting, design, external appearance, landscaping and access. The character of an area is made up of the nature of both the buildings and the spaces around them, so the policy criteria address each of these. Similarly the importance of trees is recognised even where they are not the subject of a Tree Preservation Order. The "area" within which character is to be assessed will include adjacent buildings and most weight will normally be given to the area in close proximity to a site.

6.7. ~~The reference to features of nature conservation interest is made in support of Policies G1 and G6.~~ The reasoning is further detailed in relation to Policy H8 below. The reference to cumulative effects is made because whilst the detrimental impact on the character of an area of a single development may be limited, the cumulative effect might be substantial, if the same type of development were to be repeated in the area. The criteria for noise is intended to ensure that annoyance of residents from noise is minimised, having regard to ~~Policy G7 and~~ Planning Policy Guidance Note No.24 (Planning and Noise 1994). In addition, the design and development control guidelines offer applicants more detailed guidance on the expectations of the Council.

~~Policy H4~~ **~~Subject to the overriding requirements of Policies H3 and H5, the density of family housing should normally be in the range of 120-210 habitable rooms (30-53 dwellings) per hectare and the density of non-family housing should normally be in the range 170-250 habitable rooms (57-83 dwellings) per hectare.~~**

~~6.8. If there is a divergence between the dwelling density per hectare and the habitable rooms per hectare, the habitable rooms per hectare requirement will prevail.~~

~~6.9. The definition of density standards is considered to be an important safeguard to local character and amenity, to be of assistance to developers in putting forward acceptable proposals, and to be a means of ensuring efficient use of land. Nevertheless, only if all other residential and environmental policy requirements have been met should densities reach the maximum of the range.~~

~~6.10. The above density measurement is based on net residential density, where the area of land includes dwellings and gardens, incidental open space and half the width of surrounding highways (up to a maximum 6 metres) and excludes local shops, primary schools and substantial open spaces. "Family housing" should normally be taken as referring to dwellings suitable for households that include children, with two or more bedrooms and private garden space. "Non family housing" refers to other dwellings. The definition of habitable room includes all rooms used for living purposes except kitchens with a floor area of less than 13m², bathrooms, toilets, corridors and halls. Rooms of 28m² or more will be defined as two habitable rooms.~~

~~Residential areas of special character~~

~~Policy H5~~ **~~Residential Areas of Special Character are identified on the Proposals Map. In these areas Policy H3 applies but in addition residential development should be similar in character or appearance to that of the area in which it is located and at a density no greater than its surroundings in terms of both dwellings per hectare and habitable rooms per hectare.~~**

~~6.11. These residential areas have been identified as having a special character worthy of retention, based on the features described in Appendix F3. They are areas where the Council consider that the pressure, existing or potential, for development and redevelopment threatens the special character of the area. These areas tend to be areas of lower density housing. This policy seeks to protect the character of these areas. By its reference to density, it aims, amongst other things, to deter the speculative demolition of sound housing or clearance of vegetation. The thrust of this policy is, therefore, in support of PPG3.~~

~~6.12. In selecting areas for designation, only substantial areas have been considered for inclusion and these closely reflect the Bexley Borough Plan designations "Low Density Areas". Boundaries have been based on clear changes in the character of development or other prominent features such as roads or open spaces. The areas may include patches of development that do not possess the identified "special character" and it is often the case that these have been the reason for introducing the policy.~~

~~6.13. The spaces around the buildings are of importance, as well as the buildings themselves. The policy is intended to maintain a similar relationship of dwellings and spaces around them through its reference to density because this relationship has been frequently given as the source of the special character.~~

6.14. ~~The policy refers to a similar character or appearance as again these existing features are highlighted as the source of the special character. In assessing proposed development, most weight should be given to the character or appearance and density pattern of the dwellings giving rise to the special character as defined in Appendix F3 and nearby dwellings lacking such character should not be used as a precedent.~~

Policy H6 **Residential development should normally provide adequate usable on-site amenity space.**

6.15. Policy H6 ~~supports Policies G7 and G15 and~~ aims to protect the amenities and privacy of future occupiers and their neighbours. To achieve this an adequate amount of amenity space is necessary. Amenity space also makes an important contribution to the character of an area through the setting of buildings in their locality. The measure of this space should exclude areas for vehicle circulation or parking, and should include gardens, balconies, terraces and roof gardens. In considering the adequacy of usable on-site amenity space, regard will be had to the standards set out in the appended Design and Development Control Guidelines.

Policy H7 **Residential development should provide a reasonable degree of privacy and outlook for space within and outside dwellings.**

6.16. This policy ~~supports Policies G7 and G15 and~~ aims to protect privacy and to provide a reasonable outlook as well as contributing to the character of the area through the setting of its buildings. In assessing the reasonableness of privacy and outlook within and outside dwellings, regard will be had to the standards set out in the Design and Development Control Guidelines. These are minimum standards appropriate to level ground and may be increased where this is not the case.

Infill, backland and similar development

Policy H8 **Residential development consisting of new dwellings to the side or rear of existing dwellings and sited on gardens or incidental open space should accord with ~~Policy G27,~~ other residential policies and additionally fulfil all of the following criteria, i.e. that:**

1 adequate and safe access for vehicles and pedestrians is provided, with no adverse effects on the amenities of adjacent dwellings and their gardens;

2 the proposed dwellings are adequately separated from other dwellings in terms of their amenities, light, privacy and garden space;

3 there is no adverse effect on the character of the area, including cumulative effects; and

4 landscape and nature conservation features of interest, such as trees, hedgerows and ponds, should be preserved.

6.17. With a declining number of large sites available for housing development, smaller sites across the borough have increasingly become subject to development pressures. Such proposals may include side or back garden land or incidental open space and, if permitted, could lead to a substantial loss of amenity for the residents of those existing dwellings in the vicinity. The character of an area can be adversely affected by infill, backland and similar developments both individually and cumulatively.

6.18. The Council's concern about such development was reinforced by research carried out by the London Ecology Unit which demonstrated the wildlife amenity value of back garden land and the effects of development there on the natural environment. Many back gardens in the borough combine with adjacent gardens to form a block, separated by a row of houses and front gardens from the nearest street. They offer an environment relatively free of vehicles and their associated noise and pollution, and thus make an important contribution to the quality of life in the borough, both in terms of their amenity and recreational value, and in terms of their ecological function. Since the largest proportion of back gardens consist of soft landscaping with lawns, trees and shrubs and flower beds, they have important environmental benefits in terms of:

- providing shelter and feeding stations for a diverse fauna, particularly bird species;
- a positive influence on the local microclimate because trees and shrubs absorb water and release it over time, maintain comfortable humidity levels and allow water to soak away into the ground, helping to complete the local water cycle; and
- absorption of carbon dioxide emissions, the most prolific greenhouse gas, and filter emission gases and dust, thus providing a counterbalance to air borne pollution from cars, etc.

6.19. For these reasons, the Council considers that backland areas in the borough should normally be excluded from development. In the limited circumstances, where a development proposal may meet the criteria in Policy H8, the new development will need to ensure enhanced quality of soft landscaping. It is unlikely that a tandem layout of one house behind another, sharing the same access, will meet the criteria of this policy. Further design considerations are to be found in the appended Design and Development Control Guidelines.

Extensions and alterations

Policy H9 **Residential development consisting of extensions or alterations should accord with other residential policies and also fulfil all of the following criteria:**

1 the siting, design and external appearance of development should be compatible with the character of the existing building and adjacent buildings;

2 the development should not adversely affect the privacy and amenity of residents of adjoining properties including daylight and sunlight and outlook; and

3 the development should not result in overdevelopment in terms of scale and mass, car parking and remaining amenity area.

6.20. Extensions to dwellings can result in adverse effects on the character of a building or an area and the amenities of neighbours if not adequately controlled. This is particularly important in the case of historic buildings or buildings in Conservation Areas. Overdevelopment can often occur, particularly where the original development was at high density. Further explanation of the Council's approach is set out in the Design and Development Control Guidelines.

Conversions

6.21. Conversions are taken to mean, for the purposes of Policies H10 and H11, the development of one or more properties from a non-residential to residential use and/or the development of two or more dwellings from a lesser number of dwellings, in each case through the substantial adaptation of existing buildings.

Policy H10 **Conversions will normally be resisted where such development would result in adverse effects on the character and amenities of the area, especially of a Conservation Area or the character or appearance of a listed building or its setting, particularly in terms of the impact of associated car parking, loss of vegetation, detriment to visual amenities and the cumulative impact of such development.**

6.22. Conversions of some of the borough's larger housing to meet the demand for smaller units can provide an alternative to redevelopment. They may assist in making the best use of existing infrastructure as well as in the preservation of Metropolitan Green Belt, Metropolitan Open Land and other open land. However, conversions can sometimes give rise to adverse effects on an area, particularly where there are already a number of other converted properties in the street, where properties are unsuitable for conversion or it is not possible to provide off-street parking spaces. These will particularly impact on existing residents who may suffer loss of amenity as a consequence. Conversions may also adversely affect the character and appearance of historic buildings, with alterations to internal properties of rooms and the loss of original features ~~(see also Policy ENV52)~~. Regard will also be had to the standards set out in the Design and Development Control Guidelines.

Policy H11 **As well as meeting the requirements of other residential policies, conversions should achieve all of the following criteria:**

1 conversions of an existing dwelling should only take place in a dwelling of at least 110m² gross internal floor area as originally built;

2 each new dwelling unit should have a minimum gross floor area of 50m²;

3 self-contained accommodation that is satisfactory in space and layout should be provided;

4 adequate noise insulation and a layout that minimises noise disturbance between dwellings should be provided;

5 provision should be made for vehicular parking in accordance with Policy T17 within the site whilst protecting the amenities of adjoining properties from the impact of parking and vehicular movement by retaining or enhancing existing screening and landscaping;

6 vehicular parking spaces should be sited behind the building line wherever possible;

7 adequate amenity space arrangements should be made; and

8 provision should be made for adequate, well screened, refuse storage areas.

6.23. To protect the stock of small to medium sized dwellings, the character of the area in which the dwellings are located and to ensure an adequate space standard, a minimum dwelling size of 110m² gross internal area is required for conversions where two dwellings are to be produced from an existing dwelling with, in direct proportion, larger dwellings where three or more dwellings are to be produced.

6.24. The requirement for self-contained accommodation of satisfactory space and layout is intended to secure a genuine long-term improvement of the housing stock when conversion takes place. The Council has provided guidelines for residential conversions as part of this Plan, relating to internal space and layout, vehicle parking and amenity space in the interests of lasting improvements to the housing stock, good quality housing conditions and the protection of residential amenities. The noise related requirements are necessary due to the inadequate internal standards frequently existing in properties to be converted, and so as to ensure that proper regard is given to noise.

6.25. The criteria for the quantity and manner of provision of vehicle parking reflect the difficulty often encountered in conversion projects. So as to minimise adverse impacts on the street scene, neighbouring occupiers and other users of the highway, the intention is to secure vehicular parking to the side or rear of the property whilst ensuring that vehicles are adequately screened.

6.26. The requirement for adequate amenity space for each dwelling reflects problems previously seen where some family dwellings have no access to external amenity areas. The criterion for refuse storage is to ensure that proper provision is made and to avoid an unsightly refuse area.

Piecemeal development

Policy H12 **In locations suitable for large developments, proposals that are piecemeal in nature will normally be resisted unless it is shown that the proposal will fit satisfactorily into a larger development.**

6.27. This is to ensure that piecemeal development does not prejudice the proper planning of a large development whether or not the large development site is formally identified in a development plan. In most cases, it is expected that layout, open space, access and infrastructure will be the prime issues.

Large residential developments

Policy H13 **Residential developments of over 25 dwellings should, where appropriate:**

1 provide recreational open space or contribute to the cost of off-site provision (see also ~~Policies TAL6, TAL7 and~~ para. 6.28);

2 provide adequate highway and other infrastructure to serve the development prior to the need for its use in accordance with Policy T6;

3 incorporate a mix and balance of dwelling types and size to cater for a range of housing needs;

4 have adequate provision of or access to shopping and community facilities, to serve the development;

5 have good access to public transport facilities to serve the development in accordance with ~~Policies~~ [policy] T12 ~~and G17~~ and;

6 provide for the needs of disabled and less mobile people in the layout and, by negotiation, provide a suitable proportion of dwellings designed for people with special housing needs, including housing for people with disabilities, having regard to market and site conditions.

The Council will seek to secure these provisions through planning obligations~~, in accordance with Policy G3~~.

6.28. The requirement for recreational open space~~, as provided for by Policies TAL6 and TAL7,~~ additionally applies to all new residential development. ~~In support of Policies G2, G3, G7 and G15, this~~ [This] policy aims to ensure that larger residential developments adequately provide for the requirements of future residents, particularly where a later sub-division of land ownerships may lead to their omission. Furthermore, Strategic Guidance states that planning authorities must make allowance for special needs housing, such as housing for disabled people, and the policy applies this guidance to residential developments. The Council is to undertake further assessments and monitoring of the need and demand for homes suitable for people with special housing needs, including people with disabilities. This policy addresses large residential developments and does not alter the effect of other policies on smaller residential developments.

~~***Policy H14***~~ ~~**The Council will seek to secure the provision of affordable housing in suitable residential developments of 15 dwellings or more. Affordable housing is housing designed to meet the needs of households whose incomes are not sufficient to allow them to access decent and appropriate housing in the Borough. Affordable housing comprises social housing, intermediate housing and low cost market housing.**~~

~~**Where the provision of affordable housing is for rent, it should be secured by a Registered Social Landlord and/or through legal agreements and integrated with general housing development in terms of access and design.**~~

~~6.29. Policy G6 provides for a proportion of housing to meet the needs of people who cannot afford to rent or buy houses generally available on the open market. Research in Bexley Borough indicates that over 3,500 households will need affordable housing in the Plan period. In~~

~~determining whether a development is 'suitable', the prevailing government and strategic guidance on affordable housing will be taken into account. Affordable housing will include tenures controlled by Registered Social Landlords. Low cost market housing may be included where applicants can demonstrate that it is possible to access that housing on the resource levels set by Housing Corporation guidelines. Reflecting the supply of land in the Borough, provision on site is normally sought, rather than payments in lieu. The Council will require the integration of affordable housing into general market schemes to encourage the development of mixed and balanced communities, consistent with Circular 6/98. Having regard to local circumstances, under this policy, some 35% of homes on each site should normally be affordable housing. This target is indicative. It will be applied flexibly. It will be assessed using the GLA's Development Control Toolkit. The amount of affordable housing sought will depend on local constraints and the development costs that apply to a particular site. The amount of affordable housing, therefore, may be higher or lower than the indicative target. The policy is expected to yield approximately 1,082 additional affordable dwellings over the period 1997-2016.~~

~~6.30. The Council regards "affordable housing" as including that which is accessible to people whose incomes are insufficient to enable them to afford adequate housing locally on the open market. The Council recognises its enabling role in this field and also acknowledges that it does not operate in isolation. Housing Associations in particular have an important role to play in providing affordable housing and the Council will continue to work in partnership with such organisations. The Council also recognises that the involvement of Housing Associations is a straightforward way of ensuring the affordable housing will be enjoyed by successive as well as initial occupiers of property.~~

~~6.31. The Council is committed to achieving increased provision of affordable housing, wherever possible. It will undertake further assessments of the scale and nature of affordable housing need and will also take the opportunity to respond to any further guidance from the Government on affordable housing. It is intended that the results of this further work will be built into Supplementary Planning Guidance. The precise scale of provision of affordable housing associated within a particular site will be a matter of negotiation on a case by case basis, using the framework of this policy.~~

Sheltered dwellings

Policy H15 **Sheltered dwelling proposals will be subject to other residential policies and will not qualify for sheltered dwelling car parking standards (Policy T17), unless they satisfy all of the following criteria:**

1 they are specifically designed as dwellings for the elderly and built to a standard which will allow adequate mobility for all people, including those with visual and movement handicaps;

2 adequate communal facilities are provided, including a common room within the scheme;

3 there is easy access to community facilities such as shops, post office, doctors, pharmacy and public transport;

4 they comprise one or two bedroom dwellings;

5 provision of a 24 hour emergency cover by means of a warden (resident or non-resident) and provision of a central alarm system; and

6 an enforceable means of restricting occupation of such dwellings to persons aged sixty years or more.

6.32. Sheltered dwellings are defined for the purposes of this policy as dwellings designed for the elderly and having the services of a warden (resident or non-resident) and/or a link to a central alarm system. The policy aims to take into account the requirements of small households of retirement age. The provision of sheltered housing, well related to urban services, can reduce the extent of greenfield land required. The relaxed car parking standards for sheltered dwellings are based on assumptions of low car ownership and use. Evidence to support these assumptions comes from the 1981 Census where car ownership amongst the elderly of Bexley Borough is shown to be significantly lower than the adult population generally (around 40% of households with pensioners have cars, whilst 70% of all households have cars). It follows that dwellings designed specifically for the elderly, with community facilities either on site or within easy access and with an age restriction on occupancy, may reasonably be expected to attract residents with a lower rate of car ownership than the population generally. The requirements for a predominance of small, one-bedroom dwellings and a warden/alarm service are intended to reflect the probability that occupation of such dwellings will be biased towards those persons requiring more care and being at a later stage of the retirement age span, where car ownership is lower than in younger, more active age groups. Designs for the elderly should include features such as wider doors and corridors, ramps and lifts, waist level power sockets. Occupation will be restricted by means of planning obligations unless the Council is satisfied that there is another enforceable means of suitably restricting occupation, otherwise the relaxed car parking standard will not be appropriate.

~~Housing for small households~~

~~Policy H16~~ **~~Subject to other residential policies, the development of dwellings suitable for small households will be encouraged.~~**

~~6.33. A substantial proportion of the projected growth in numbers of households consists of newly formed, small households.~~

~~Travellers sites~~

~~Policy H17~~ **~~The Council will keep under review the provision of small official travellers sites, having regard to its statutory obligations.~~**

~~6.34. There is a need for further travellers' sites to be provided in Greater London. The Council has an existing site at Powerscroft Road, Foots Cray, and this has been upgraded. The Council will keep under review the demand for further accommodation in the borough in order to meet its statutory obligations.~~

Demolition control

Policy H18 **The Council, when considering:**

1 a determination of whether prior approval will be required for a proposed method of demolition and any proposed restoration of a site; or

2 a prior approval for a proposed method of demolition and any proposed restoration of a site; or

3 serving an article 4 direction to prevent demolition taking place;

will have particular regard to whether a proposal would be detrimental to the character and appearance of an area or to the amenities of the occupiers of nearby property.

6.35. This policy has regard to advice of Circular 10/95. The policy seeks to ensure that development is carried out in a manner which has due regard to its surroundings. The demolition of a building may cause a detrimental change to the character and appearance of an area, for example by creating a gap in the street scene or by contributing to the impression of a run-down or declining area. Therefore, a criterion to address this matter is included. The amenities of nearby occupiers may suffer not only through wider changes in character and appearance but also through the process of demolition and the condition in which the site is left. Thus, detriment to amenities of nearby occupiers may be caused by the appearance of a demolition site or through the tendency for such sites to become poorly secured and maintained. Under this policy, it is unlikely that piecemeal demolition of parts of terraced or semi-detached dwellings would be approved.

6.36. This policy is not applicable to listed buildings, buildings in Conservation Areas and scheduled monuments, which are the subject of separate controls.

Policy H19 **Where the Council is considering a proposed demolition and any proposed restoration of a site, it will normally require:**

1 that the process of demolition is controlled through restrictions, including periods of working and noise emissions;

2 the appropriate disposal of waste material;

3 the restoration of a site to a suitable standard commensurate with its surroundings, including a suitable boundary treatment; and

4 in the case of sites with several dwellings or occupiers, the control of the commencement or phasing of demolition.

The Council will seek to effect these requirements either as part of a written description of a proposal or by way of planning conditions or obligations.

6.37. These purposes are included with the objectives respectively: of minimising the disturbance and noise experienced by nearby occupiers, so as to ensure that the waste materials are removed from the site; to ensure that the site does not become an eyesore; and in order to limit piecemeal demolition leading to an impression of a run-down area. Piecemeal demolition may also result in detriment to the amenities of remaining occupiers or a perception of intimidation, which the Council seeks to avoid.

7

Employment and economic activity

7.1. When the Borough Plan was prepared in the early 1980s, high unemployment associated with international recession led to importance being attached nationally, regionally and locally, to the encouragement of industrial and commercial activity.

7.2. Following a significant decline in the late 1980s, local employment began to increase. Table 7.1 shows more recent unemployment trends in the borough in comparison with Greater London and outer London. Although there are significant variations in unemployment levels throughout the borough, local unemployment has tended to be lower than in both Greater London and Outer London. However, the local economy as a whole remained vulnerable to a range of outside influences. These include:

- changes in the ownership and structure of local firms which is reducing their historical affinity with the borough;
- increased international competition associated with the Single European Market; and
- high regional costs and the specific local effects of Defence budget reductions from 1992/93 onwards.

Table 7.1 Unemployment trends 1994-2002

Year	1994	1995	1996	1997	1998	1999	2000	2001	2002
L.B. Bexley	8.2	7.3	6.7	4.6	3.6	3.1	2.4	2.1	2.5
London	13.3	11.9	11.1	8.0	6.8	6.0	4.9	4.3	4.7
Great Britain	11.8	10.2	9.6	7.0	6.2	5.6	4.7	4.2	4.2

The rates shown indicate people receiving the Jobseeker's Allowance each September as a percentage of claimants plus all employee jobs as estimated at 30th June of the preceding year

7.3. Industry is also becoming increasingly aware of environmental protection issues and the essential contribution of environmental protection measures to the quality of life. The increased use of fiscal incentives for good environmental performance, such as the introduction of taxes on landfill and carbon emissions, also affects local industry. The 'green' impetus has a series of implications for the local economy in terms of increased operating costs and a reduction in investment opportunities. Part One of this Plan refers to the need to strike a balance that places a high value on environmental protection and the quality of life, whilst helping to sustain a healthy economy in a period of uncertainty and change.

7.4. The Council's employment, economic development and regeneration strategies reflected in this Plan have the following aims:

- to foster a more positive investment climate and stimulate, wherever possible, an expanding and balanced economy consistent with the longer term needs of the community as a whole;

- to promote the borough as a centre for business growth and raise awareness of its relative advantages as an investment location;
- to encourage and support suitable proposals aimed at the provision of land and buildings for incoming, new and existing businesses with good employment potential;
- to encourage opportunities for development which contribute to a secure and environmentally sound basis for further investment and employment growth; and
- to stimulate and foster the growth of suitable enterprise in the borough and support, where appropriate, the development of additional workspace for small businesses.

Additionally, the Council will pursue other non-land use objectives as part of its employment strategy related to vocational training, small business development services and counselling and advice services.

7.5. For the purposes of this Plan, references to industrial or commercial uses relate to the following unless otherwise stated.

- Business (Class B1)
- General industry (Class B2 excluding the uses set out in Appendix J)
- Storage and distribution (Class B8)

The Classes referred to are as described in Part B of the Schedule to the Town and Country Planning (Use Classes) Order 1987. ~~The Special Industrial Zones in Policy E13 below, are intended only for the uses prescribed in that policy and in Appendix J.~~ Sui generis uses (uses that do not fall into a use category prescribed by the Use Classes Order 1987) will be considered on their individual merits having regard to the objectives and policies for each area and the appropriateness of the use in each location.

General policies

Policy E1 **Proposals for development for industrial and commercial uses will be resisted unless the following conditions are met:**

1 there should be no material adverse effects on the health, safety or amenities of the occupants of residential areas or neighbouring properties;

2 the development is satisfactory in terms of design, scale and layout in relation to adjoining uses and buildings;

3 the development satisfies the requirements of Policy T6 with regard to effects on the local highway network and the availability of public transport, and adequate site access can be provided; and

4 the proposal makes adequate provision for vehicle parking in accordance with the Council's current standards and there is adequate turning and manoeuvring space.

In addition the Council will take into account the following when determining applications for planning permission for these uses:

5 provision of appropriate landscaping, including the retention of suitable trees and shrubs and nature conservation features; and

6 the need for safeguards against discharges from the development that could lead to the build-up of high levels of pollution or find their way into water courses.

7.6. The Council wishes to encourage the retention and expansion of existing firms in the borough and to attract new business to the area, but a balance needs to be struck between this and the need to maintain environmental standards and safeguards. Indeed, a good quality environment will encourage new investment to the area. Policy E1 applies to all employment locations. The Primary Employment Areas, Secondary Employment Areas and Preferred Office Locations designated on the Proposals Map are the subject of more specific policies that would need to be met in addition to Policy E1. However, not all businesses need or can be located in the main centres of industry and commerce. In these instances, and in all instances where industry and commerce are located close to housing, it will be especially important that new development is compatible with the surrounding area. Proposals should have regard to the appended Design and Development Control Guidelines for industrial and commercial development.

~~***Policy E2*** **Where appropriate and as long as a demand exists, the Council will encourage the provision of small business units, by means of redevelopment or conversion of existing premises and as part of new developments within Primary Employment Areas. The Council will take account of the needs of existing or proposed occupiers and the scale and type of development proposed in deciding the amount and type of small unit accommodation to be sought.~~

~~7.7. There is a need for good quality accessible sites and buildings for small businesses. Because the development and management of this type of property is an unattractive proposition for the majority of developers, such development needs to be encouraged as part of developments comprising generally larger units. The small business units referred to in Policy E2 relate to the uses defined at paragraph 7.5. The amount and type of small business accommodation which will be sought will depend on the particular local circumstances and it may be inappropriate, for example, to seek such accommodation where a site is to be developed for a named occupier. As a guide, the Council has identified a need for enterprise units (up to 50m^2) and accommodation for small businesses (up to 250m^2). To achieve this, it may be necessary for arrangements to be made whereby a single head lease is taken by those managing the small unit accommodation. Tenants would have the advantage of a licence offering easy in/easy out tenure. This would ease the administrative and management burden on the developer/landlord and could be instrumental in providing small businesses with umbrella support. Sometimes, older industrial buildings, no longer suited to their original purposes, can be successfully adapted to provide small unit accommodation on terms attractive to small businesses. The Council will support suitable proposals, subject to Policy E1 above.~~

~~7.8. The demand for accommodation for small businesses may also vary during the Plan period and will accordingly be monitored and appropriate adjustment made in the implementation of this policy.~~

Policy E3 **The Council will encourage industrial and commercial uses to locate in the Primary Employment Areas shown on the Proposals Map in accordance with the area policies set out in this chapter and Chapter 12 (Thames-side). Land and buildings in the Primary Employment Areas will be safeguarded for industrial and commercial uses as appropriate to each area.**

7.9. ~~In accordance with Policy G14~~ Primary Employment Areas have been identified on the Proposals Map, and these are the Council's preferred locations for major new investment in industry and commerce. The Primary Employment Areas are as follows:

- Belvedere Industrial Area
- Europa Trading Estate and Fraser Road, Erith
- Manor Road, Erith
- Slade Green Industrial Area
- Crayford Ness
- Crayford Industrial Area
- Thames Road, Crayford
- Foots Cray Business Area

Industrial and commercial uses are defined at paragraph 7.5.

7.10. In selecting these areas, national and regional policy guidance has been taken into account. They are well established as the principal locations for industry and commerce and their continued identification for these uses brings added certainty about the types of development that will be permitted. They are generally adequately separated from housing and appropriately accessed but where the constraints of the existing urban area imply otherwise, the constraints are addressed through policies addressing the detail of development.

7.11. The Council has aimed to provide for flexibility in the type of industrial and commercial development to be permitted in the Primary Employment Areas, where light industry, research and development, general industry and warehousing will generally be acceptable. ~~For certain types of industry, Special Industrial Zones are allocated (Policy E13) and the use of the River Thames for transport is encouraged (Policy TS20).~~

7.12. The safeguarding of land and buildings in Primary Employment Areas for industrial and commercial uses is intended to ensure that the supply of land for these uses, in particular, the contribution for the development of land that is at present open land, is not diminished by losses to other uses. The Plan makes separate provision for other uses, such as residential and shopping. The Plan has already made a significant reduction in the allocation of land for industry ~~(paragraphs 4.15-4.19 above)~~ and further changes were considered through the Development Plan review process.

Policy E4 **The Council will support the development of Secondary Employment Areas shown on the Proposals Map for business (Class B1) uses. Development for other uses may be permitted in the following order of preference:**

1 industrial and commercial uses, subject to Policy E1;

2 leisure uses~~, subject to Policies TAL19 and TAL20~~;

3 residential uses;

4 retail uses;

or a mix of the above uses.

The Council may seek the provision of a community use as part of any major development. Before planning permission is granted for uses other than industrial or commercial, regard will be taken of the likely impact of activities undertaken by existing businesses on potential occupiers and users of the proposed development.

7.13. For the purposes of this policy, industrial and commercial uses are as defined in paragraph 7.5 ~~and leisure uses are as referred to in policies TAL19 and TAL20~~. Planning Policy Guidance Note number 4 states that local planning authorities should aim to ensure there is sufficient land available for industry and commerce and that a variety of sites are provided to meet the differing practical needs of the user. It encourages the identification of specific locations for business developments in local plans, and policies for particular types of development. The Primary Employment Areas are the Council's preferred locations for major, new industrial and commercial development, but the Secondary Employment Areas shown on the Proposals Map can play a useful role in providing local, easily accessible employment opportunities for small firms that need to be located close to their customers. Close proximity to residential streets can in turn give rise to disturbance and loss of residential amenity and the Council's preference for uses within Use Class B1 is to ensure that the environment of nearby housing is protected ~~as required by Policy G1~~. Nevertheless, there may be circumstances where other types of industrial or commercial activity may be appropriate and, in these circumstances, the conditions in Policy E1 would need to be met to ensure that the development is compatible with its location and environmental safeguards are met. In considering other uses, the requirements of Policy ENV39 will apply.

7.14. Leisure and retail development may be considered in Secondary Employment Areas provided that a need has been demonstrated for the use and that all alternative town centre and edge of centre sites have been assessed for their suitability. Mixed use development will be considered favourably at those sites immediately adjacent to major district centres. In addition, it will be important to ensure that new uses are compatible with industrial and commercial activities that remain, to avoid problems for the occupiers and users of both the new and existing developments.

7.15. In addition, it will be important to ensure that new uses are compatible with industrial and commercial activities that remain, to avoid problems for the occupiers and users of the new and existing development.

Primary Employment Areas

7.16. The Council believes that the planning approach to Primary Employment Areas should be tailored to their individual needs and potential. Furthermore, not all the land proposed for industrial/commercial development is suitable for the whole range of employment generating uses because of possible adverse effect on residential areas, traffic generation or other matters related to the considerations in Policy E1.

7.17. Much of Bexley's industry and commerce is situated in a corridor between the River Thames and the North Kent (Dartford to Woolwich) Railway line. This area straddles the South Thames Development Route and offers considerable potential for the achievement of the Council's medium term aims for economic and employment development over the next decade. The Council's strategy and policies for the Thames-side Primary Employment Areas are set out in Chapter 12 of the Plan. Paragraphs 7.18 to 7.33 set out the Council's strategy and acceptable uses for other Primary Employment Areas.

Foots Cray Business Area

7.18. Foots Cray Business Area is the principal business area in the southern half of the borough. It sits at a prominent position at the edge of the built-up, metropolitan area and Green Belt. It is also especially well located for road access with the A20, improved to dual two-lane carriageway standard in 1988, providing fast links to the M25 and thence to the rest of the U.K., the Channel ports, Heathrow and Gatwick. Foots Cray has attracted firms in the manufacturing, software-support and distributive sectors and demand for land and premises in the area has remained strong.

Policy E5 **In the Foots Cray Business Area the Council will:**

1 encourage the modernisation and renewal of older industrial and commercial premises to provide more high quality accommodation;

2 encourage the rationalisation of landholdings within the area to enable the improvement or redevelopment of premises;

3 aim to improve the identity of the area by means of marketing and environmental improvements;

4 aim to improve access and off-street car parking provision, particularly in the Powerscroft Road area; and

5 seek to relocate the Powerscroft Road travellers' site as and when a suitable alternative site becomes available.

7.19. Land available for development in 2002 amounted to approximately 4 hectares in two sites. In addition, there are other sites which offer industrial investment possibilities. Although these would not necessarily increase the number of jobs, the renewal of older premises would upgrade the image of the area and help to safeguard the longer term future of jobs in Foots Cray. The present pattern of land ownerships in the area does not lend itself to easy site assembly for redevelopment and the Council has a role in helping to realise development opportunities through assistance and promotion of the area, and as a landowner.

7.20. Whilst parts of the area have improved greatly since 1981, for example parts of the Maidstone Road frontage, much of the area has developed in a piecemeal and uncoordinated way, often presenting a poor image to the visitor and potential investor. By a phased programme of environmental improvements and by gradual redevelopment and refurbishment of premises, it is intended the process of renewal and improvement will be extended to other parts of the Foots Cray Business Area. Comprehensive redevelopment for either large, single users or estates of units for smaller users can enable enhancements to the Business Area to be achieved that could not otherwise be achieved through piecemeal redevelopment. Piecemeal schemes that would prejudice wider, comprehensive proposals will be discouraged.

Policy E6 **Within the Foots Cray Business Area, upon land becoming available for redevelopment, the following are the only land uses (as defined by paragraph 7.5) which, together with open space, associated buildings and infrastructure, will normally be permitted:**

- **business**; and

subject to adequate protection of residential areas, having particular regard to visual amenities, noise, vibration and other emissions and the impact of heavy goods vehicles;

- **storage and distribution**
- **general industry**.

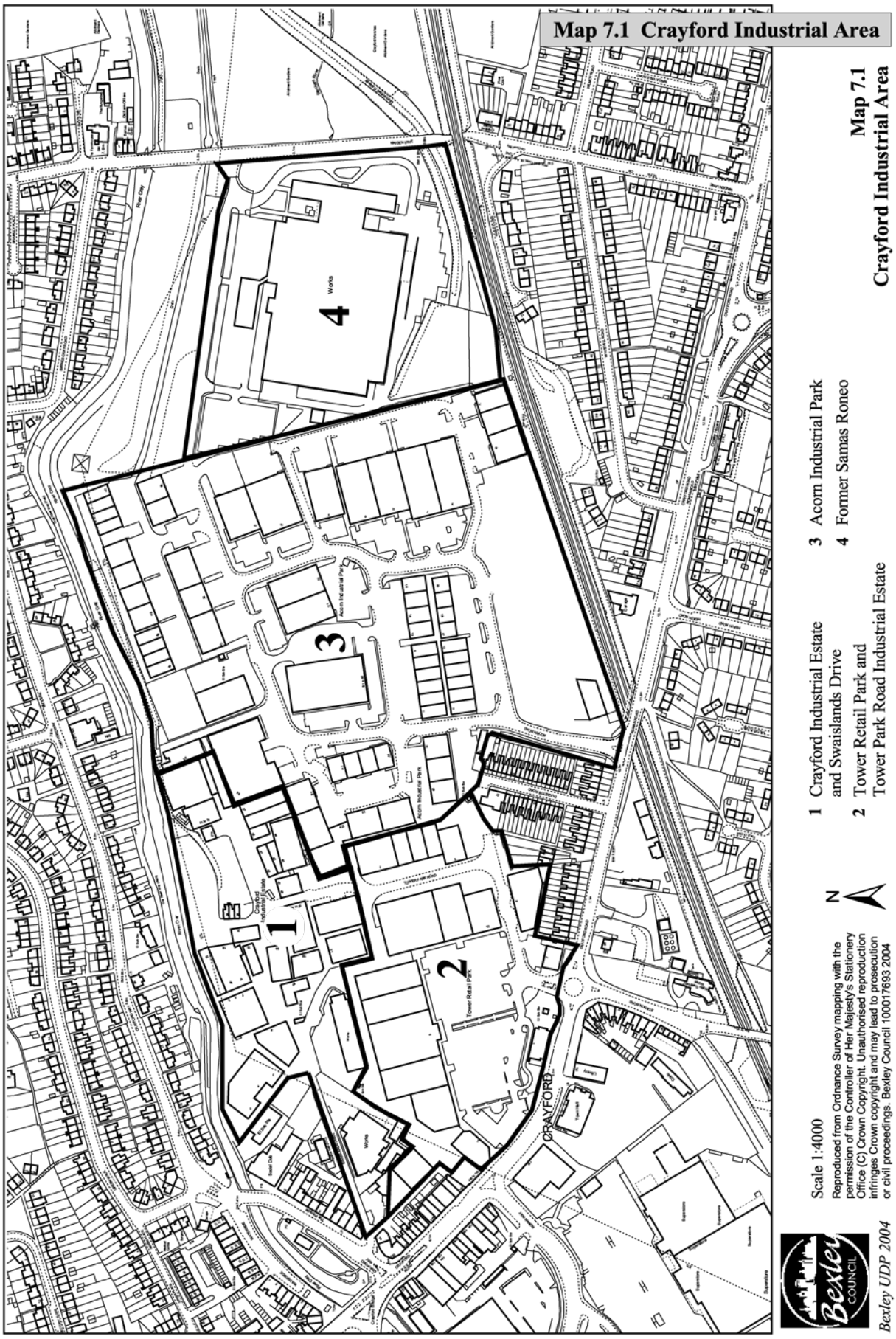
7.21. In comparison with some other industrial areas, Foots Cray is densely developed and only a little undeveloped land remains. It is a prime business location because of the close proximity of the A20 Strategic Road and M25 motorway and other advantages (see paragraph 7.18). Whilst existing businesses will be encouraged to stay and expand, it is essential to the Council's strategy for the area that land which comes forward for new development/redevelopment is safeguarded for business, storage and distribution and general industrial use. A number of prominent and larger key sites on main road frontages offer opportunities for major, landmark proposals that could contribute significantly to the local industrial and commercial environment and designs should respond to this opportunity.

7.22. Adequate separation from residential areas is required by Policy E6 because some parts of the Foots Cray Business Area border residential streets, notably Maidstone Road. It is important to ensure that developments for storage and distribution uses and general industry do not adversely affect residential amenities because of their appearance, noise, vibration or other impacts. Frontage properties in Maidstone Road comprise a mix of industry, shops, offices and housing. A significant increase in the use of Maidstone Road by heavy goods vehicles as a result of development could harm residential amenity and spoil the environment of shopping areas. For this reason the Council will resist development and redevelopment for storage, distribution and general industrial uses in this part of the Foots Cray Business Area if such development would lead to a significant increase in the use of Maidstone Road by heavy goods vehicles. Elsewhere, for example, on sites bordering Edgington Way, general industry, storage and distribution uses may also be acceptable.

Crayford Industrial Area

7.23. The Crayford Industrial Area consists of four separate estates covering about 20 hectares on land between Crayford town centre and Maiden Lane on the south side of the River Cray (Map 7.1). The former Samas Roneo site (4) includes a modern, freestanding factory in extensive grounds. It operates independently from the rest of the Crayford Industrial Area with access from Maiden Lane. The redevelopment of Acorn Industrial Park (3) for small industrial units is almost complete. The former Rich Estate has been redeveloped and now comprises the Tower Retail Park and some modern industrial units. The Crayford Industrial Estate and Swaislands Drive area (1) comprises densely developed older buildings. The Council wishes to overcome problems of poor access and circulation, inadequate servicing and car parking and to secure the longer term future of this industrial area in a manner that does not prejudice the Council's objectives for Crayford town centre ~~(see Policy SHO(CRAY)2)~~.

Policy E7 **The Council will seek to avoid any unacceptable increase in traffic generation or environmental impact arising from the future development of the four estates that comprise the Crayford Industrial Area, in accordance with ~~Policies G2 and~~ [Policy] T6.**


Map 7.1 Crayford Industrial Area
Map 7.1
Crayford Industrial Area
1 Crayford Industrial Estate and Swaislands Drive
2 Tower Retail Park and Tower Park Road Industrial Estate
3 Acorn Industrial Park
4 Former Samas Roneo
N
Scale 1:4000
Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004
Bexley UDP 2004
CRAYFORD

7.24. The Crayford Industrial Area is located on the eastern edge of the borough. Access to the A2 at the Black Prince interchange via Bourne Road and at the Dartford Heath interchange via Princes Road and Old Bexley Lane is relatively good. Located on a busy junction between the A207 east/west route and the A2000 (Perry Street) and A223 (Bourne Road) north/south route, Crayford suffers from through traffic. The location of the Crayford Industrial Area adjacent to Crayford town centre, in conjunction with some access difficulties, has contributed to deteriorating traffic conditions in the town centre and the adjoining residential areas.

7.25. Access to both the former Rich Estate and the Acorn Industrial Park has been improved through redevelopment. However, in the longer term, solutions are required to address the traffic problems. These will be considered in conjunction with work on the Crayford Strategy and Action Plan ~~(see Policy SHO(CRAY)3)~~.

7.26. Policy E7 is needed to keep traffic generation from the estates, associated with new development, to a level that does not overburden the existing junctions onto Crayford Road and Maiden Lane and roads in Crayford town centre. It is needed to protect residential amenities and to prevent the viability and vitality of Crayford town centre from being undermined by the environmental effects of Crayford Industrial Area traffic, including noise, vibration, pollution, congestion, severance and visual intrusion. In applying this policy to individual planning proposals, regard will be had to ~~Policy G2 and~~ Policy T6, which set out the basis for assessing the effects of proposals on the highway network.

Policy E8 **The Council will seek the interlinkage of all the four estates within the Crayford Industrial Area, together with new or improved access arrangements.**

7.27. Although the estates that make up the Crayford Industrial Area share common boundaries; they have separate arrangements for vehicular access, and these are not interlinked. Crayford is located on a busy intersection of secondary roads and traffic levels are high. The number and location of access points to the Crayford Industrial Area in relation to Crayford town centre and, in some cases, their unsuitability for present day industrial requirements, contribute to traffic congestion and delay and to a poor environment in the shopping area. They also affect the redevelopment potential of the older parts of the Crayford Industrial Area and its potential for regeneration in the longer term. Traffic conditions at Crayford Bridge, in particular, are aggravated by the access onto Swaislands Drive, which provides the principal vehicular access to the Crayford Industrial Estate. Full interlinkage of the four estates would enable the rationalisation of access points onto Crayford Road, more internal traffic movements to take place within the Crayford Industrial Area, fewer turning movements, and improved traffic conditions on Crayford Road. It would also allow the closure of the access onto Swaislands Drive, thereby easing traffic movements on the Crayford gyratory system. This would allow more of the development potential of the Crayford Industrial Area to be realised, as well as allowing improvements to be made to traffic and environmental conditions in the town centre.

7.28. A development brief was prepared for the Crayford Industrial Area in consultation with the owners of the four estates. The form that interlinkage should take was addressed as part of this process.

Policy E9 **Subject to Policy T6 and following interlinkage of all estates in the Crayford Industrial Area, the Council will support development on the former Samas Roneo estate for business, general industry, storage and distribution uses. In advance of interlinkage, development for these purposes will be acceptable for these purposes provided it accords with Policy E7 and does not prejudice interlinkage, in accordance with Policy E8.**

7.29. The former Samas Roneo site operates independently from the rest of the Crayford Industrial Area with vehicular access from Maiden Lane. It is a long established industrial location, and the range of acceptable uses reflects this. Maiden Lane is designated as a Local Access Road. The restricted width of the road under the railway line to the south east of the site means that heavy goods vehicles from the estate would have to travel northwards along Maiden Lane and through a residential area before obtaining access to the primary road network. Interlinkage of the four estates in the Crayford Industrial Area, in accordance with Policy E8, will provide estate traffic with an alternative route to Crayford Road avoiding the residential area to the north. Until full interlinkage of all the estates is achieved it is necessary to restrict the amount of new development to a level that will help ensure there is no worsening of traffic conditions in Maiden Lane and other residential roads. This is to protect the amenities of housing in those roads. Additionally, it is necessary to safeguard opportunities for interlinkage to maximise the development potential of the Crayford Industrial Area.

Policy E10 **Subject to Policy T6 and following interlinkage of all estates in the Crayford Industrial Area, the Council will support the development of the Acorn Industrial Park for business, general industry, storage and distribution uses. In advance of interlinkage, development for these purposes will be acceptable provided it accords with Policy E7 and does not prejudice interlinkage in accordance with Policy E8.**

7.30. Redevelopment of the Acorn Industrial Park with modern industrial units is nearly complete with only the southern part of the site and final phase of the existing permission remaining to be built. The range of acceptable land uses in Policy E10 reflects those approved by the planning permission. The planning permission provided, amongst other things, for improvements to the Acorn Road junction and a contribution to improvements to the bridge over the railway adjacent to the Acorn Road junction. It also provided for the safeguarding of the route of a Crayford industrial link road through the Acorn Industrial Estate, from boundary to boundary, thereby facilitating interlinkage with adjoining estates. Although the Crayford industrial link road has not been progressed as a proposal in this Plan, full interlinkage of the four estates remains a policy objective (Policy E8 above).

7.31. The safeguarded route through the Acorn Industrial Park could be used as part of the interlinkage process, although the final form that interlinkage should take will be determined after consultation with the landowners in accordance with Policy E8 and paragraph 7.27.

Policy E11 **Subject to Policy T6 and following interlinkage of all estates in the Crayford Industrial Area, the Council will support the development of the Crayford**

Industrial Estate for business, general industry and storage and distribution use. In advance of interlinkage, development for these purposes will be acceptable provided it accords with Policy E7 and does not prejudice interlinkage in accordance with Policy E8.

7.32. The Crayford Industrial Estate comprises older factory buildings, which have mostly been converted into small units. The combination of overall poor condition of buildings and roads, poor layout and access, and unattractive appearance make them increasingly unsuitable for modern business needs. The Council supports its redevelopment in conjunction with full interlinkage. Principal vehicular access to the estate is from Swaislands Drive, a narrow road feeding into Waterside near to its junction with Crayford Road at Crayford Bridge. Traffic conditions at this junction are worsened by the Swaislands Drive access and it is a Council objective to stop up this access near to the southern end of Swaislands Drive. For this reason the Council will resist any development of the Estate in the interim, which intensifies the use of Swaislands Drive. Until full interlinkage and alternative access arrangements are achieved it is necessary to restrict the amount of new development to a level that will help to ensure no worsening of traffic conditions in the town centre. Additionally it is necessary to safeguard opportunities for linking to adjoining estates to maximise the development potential of the Crayford Industrial Area.

Policy E12 **Development of industrial land adjacent to the River Cray should, where appropriate, incorporate landscaping, to create a continuous riverside landscape feature alongside the River Cray.**

7.33. The setting of the Crayford Industrial Area alongside the River Cray is an asset that could be used to provide an attractive landscaped feature for employees. The layout of buildings should also be designed to take into account the riverside setting in order to enhance its appearance for users of the landscaped area and walkers using the public footpath on the opposite bank of the River Cray. This will meet the objectives of improving access to the rivers in the borough and open up views to interesting river frontages.

~~Special Industrial Zones~~

~~Policy E13~~ **~~The Special Industrial Zones shown on the Proposals Map will be reserved for the following uses as long as a demand exists for sites for them in this borough:~~**

~~1 ready-mixed concrete manufacture;~~

~~2 manufacture of building products of concrete, cement, lime or plaster;~~

~~3 ground and processed minerals, including roadstone;~~

~~4 processing and distribution of sea-dredged aggregates;~~

~~5 working of stone and other non-metallic minerals;~~

~~6 waste processing, including recycling and scrap metal sorting; and/or~~

~~7 the former special industrial uses identified under the Use Classes Order 1987 (see Appendix J).~~

~~**Proposals should meet the conditions in Policy E1 and, where appropriate, also comply with Policy WAS2.**~~

~~**Proposals for waste incineration and waste to energy plants will only be permitted where they form part of the Mayor of London's Municipal Waste Management Strategy and Spatial Development Strategy.**~~

~~**The Council will normally resist proposals to establish these uses outside the Special Industrial Zones and will in addition apply Policies T6 and TS14 to all developments within the Special Industrial Zones.**~~

~~7.34. These uses can give rise to nuisances such as dust either from the manufacturing processes or from the transportation of materials and will tend also to be high traffic generating uses. The Council is required to make provision for such uses. Locating them within the Special Industrial Zones defined on the Proposals Map will minimise any adverse effects they may have on residential areas and on other users. The zones are remote from housing areas and, located on the Thames riverside, are capable of making good use of the river for transporting materials. Development within Special Industrial Zones should take account of the requirement to ensure that the Thames river walk, and its associated accesses are retained and improved wherever the opportunity arises. The demand for land for the purposes listed in Policy E13 will be monitored and, should it become evident that a demand has or is capable of being satisfied, the Council will permit other uses. Preference would be given to other commercial and industrial uses as defined by paragraph 7.5. The land comprising Special Industrial Zones (SIZs) represents an appropriate provision of sites well located for the uses listed in Policy E13 and Appendix J for the Plan period. The objective is to ensure that proposals for development within the SIZs provide for a wide range of such uses and that they reflect efficient and economic use of available land. In pursuance of this objective, development proposals which, by virtue of their size, scale and nature, require significantly more land for non-operational purposes, thus reducing the availability of land for the intended wide range of uses, are to be discouraged.~~

~~7.35. The Government recognises the importance of addressing the issue of waste disposal and in association with the relevant bodies, has prepared National Waste Strategy 2000. Certain objectives of the strategy are already widely accepted, for example, the proximity principle, which seeks to ensure that waste is processed close to where it is generated. The Mayor of London published his Municipal Waste Management Strategy (MWMS) in 2003. The land use considerations of this strategy are to be developed through Sub Regional Development Frameworks (SRDF), supplementary to the London Plan. The Council will contribute to the formulation of the East London SRDF. The Council will consider development proposals for waste processing in the light of the MWMS, the London Plan and the emerging East London SRDF and will seek to ensure that, in the interim, proposals are not contrary to the emerging SRDF.~~

Offices

Policy E14 **The Council will encourage office developments, including changes of use and extensions within the Preferred Office Locations indicated on the Proposals Map, at Bexleyheath town centre, Erith town centre, Sidcup town centre, Crayford town centre, Foots Cray Business Area and Sidcup station, provided the following conditions are met:**

1 the development will not result in the net loss of shopping floorspace in the core shopping frontages and thereby be in conflict with Policy SHO4;

2 the development satisfies the conditions listed under Policy E1; and

3 changes of use of upper floor accommodation comply with Policies BTC5 and SHO18.

7.36. Offices help to support and strengthen the borough's economic base, stimulate investment, provide local employment opportunities and offset commuting. The borough has not fully realised its potential for employment generation in this sector of business activity and its development would contribute to the vitality and diversity of the area. The locations identified in Policy E14 are well positioned in relation to other services and there would be positive benefits to the local economy in attracting more office development. The sales generated by office employees would benefit local shops and services and improve the climate for further commercial investment, in accordance with the Council's objective of promoting Bexleyheath town centre and other town centres ~~(Policy G11).~~

Policy E15 **Small-scale office developments, including changes of use and extensions, will be acceptable in other locations when all of the following criteria are met:**

1 the development satisfies the conditions listed in Policy E14;

2 there is some planning advantage associated with the development such as an improvement to the layout and appearance of an area, or the conservation of buildings or areas of architectural or historic interest;

3 the proposal will not result in the loss of residential land or buildings; and

4 the proposal does not conflict with other policies of this Plan.

7.37. There is a demand for small-scale offices in District and Neighbourhood Centres. Offices also provide jobs for the largest number of residents in the borough. A policy for office location, which has regard to the need to protect the environment and residential amenities, will help to meet the need for small office suites in the borough and the demand for locally accessible employment. The criteria listed under Policy E15 are designed to ensure the compatibility of a development with the area in which it is located. A small-scale office building is as defined in paragraph 4.40. For sites on roads with a residential character, the development must be domestic in scale and appearance and incorporate a frontage building which respects the established building line. Additionally, it must be no more than three storeys in height on its road frontage and normally no more than two storeys high behind the frontage block. The design and layout should additionally have regard for the Council's layout and privacy guidelines for new residential development. In the case of buildings of architectural or historic interest, regard will also be had to Policy ENV52.

8

Traffic and transport

8.1. The Council's planning strategy for enhancing the quality of life and the economy of Bexley is set out in the Part One policies in Chapter 3 of the Plan. Some of these strategic policies concern transport and traffic issues. As transport is a function of land use, the Council recognises the need to ensure integration between transport and land use planning as well as between the different modes of transport. The transport policies in the UDP, therefore, are fundamentally based on the strong linkage between the land use and socio-economic development patterns in the Borough, the demand and supply side of associated transport infrastructure and the resultant problems and issues which need to be addressed. In the light of recent Government policy statements and guidance notes the Transport Strategy of the Mayor of London (2001) and the London Plan (2004), the Council's transport policies have been reviewed, reflecting the key role of transport in regeneration and the need to strike a suitable balance between the need for accessibility and the need to sustain a pleasant environment for all. The appeal of new commercial and residential developments will depend not only on their design and configuration but also on the ease with which they can be reached. Movement within the borough and across its boundary is an important aspect of the borough's life.

8.2. However, freedom of travel is constrained by cost and the nature and capacity of the transport network. A planning strategy must also take account of the environmental impact of transportation on residential areas and other land uses, and on the environment itself. In respect of the environment, the Council will seek to minimise the impact of transport on air quality, nature conservation and the landscape. The Government has asked authorities to have particular regard to the conservation of energy as an issue in development plans, as well as rising levels of congestion.

8.3. A planning strategy should also balance and co-ordinate development and transport policies to ensure freedom of movement is protected beyond the life of the Plan and that the congestion levels encountered in some other parts of London are avoided.

8.4. Co-ordination of land use and transport policy can help increase freedom of choice about how and where to travel for a particular requirement and increase the opportunities to choose to reduce the length and number of trips. Government advises in Planning Policy Guidance (PPG13) 'Transport' that new development should be guided to locations which reduce the need for car journeys and the distances driven, or which permit the choice of more energy efficient public transport, without encouraging more or longer journeys, as an alternative to the private car.

8.5. This chapter elaborates the planning strategy for transportation set out in Part One Policies **[G18 and G23, and the Bexley Core Strategy]** ~~G2 and G17 23~~ by setting out detailed planning policies to achieve the main objectives. These can be summarised as policies aimed at:

- promoting sustainable transport choices, in particular walking, cycling and public transport and reducing reliance on the private car;
- protecting and enhancing the environment and amenity, particularly in residential

- areas, shopping areas and open spaces;
- optimising the use of the existing transport network (in the context of other constraints and objectives) to meet transport needs in Bexley, paying proper regard to its role within London;
- directing major generators of travel demand to locations where public transport capacity exists or can be created, including town centres and public transport interchanges.
- improving access, safety and comfort, particularly for pedestrians, cyclists, people with disabilities and other vulnerable road users;
- regulation of parking to achieve the Council's environmental and transportation objectives; and
- other specific transport matters.

~~Major Developments~~

~~Policy T1~~ **~~The Council will require applications for major developments to be accompanied by travel plans (formerly termed green transport plans in support of Policies G16 and G17.~~**

~~Under certain circumstances travel plans may be made binding through either conditions attached to a planning permission or through a related planning obligation.~~

~~Policy T2~~ **~~The Council will require full transport assessments to be submitted alongside applications for major developments.~~**

~~8.6. Planning Policy Guidance (PPG13) 'Transport' (March 2001) stresses that development has major implications for transport investment and use, and vice versa.~~

~~8.7. Transport Assessments will be required for all major developments, including major changes of use, to ensure that there is an understanding of the impact of travel decisions that will arise. These plans will form part of the application and consequent conditions may be attached to any planning permission or incorporated within a related planning obligation. They will be developed in consultation with the Council and local transport providers.~~

~~8.8. Transport Assessments will be required for all developments which exceed the thresholds specified in PPG13 (Annex D) and smaller developments that will generate significant amounts of travel e.g., offices, industry, health and education uses.~~

~~8.9. Transport Assessments will also be required to assess the implication of a development on the movement of people and goods rather than limited to vehicular movements as implied in earlier Traffic Impact Assessments. This approach is consistent with the Mayor's Transport Strategy. The Assessment will be required to calculate the total number of trips generated by a development and the likely modal split to and from the site. The vehicular movements and level of parking required will be determined from this calculation. Measures required to improve access by public transport, walking, and cycling will need to be identified.~~

Policy T3 **Development proposals likely to be significant generators of travel should be sited in town and district centres and other locations accessible by, or capable of being made accessible by, a range of transport modes, especially public transport, walking and cycling.**

8.10. The Government's Planning Policy Guidance highlights the role of land use planning in helping to deliver an integrated transport strategy. Local planning authorities are encouraged to use land use controls to make the fullest use of public transport, focus major generators of travel demand in town and district centres and near to public transport interchanges and co-ordinate growth with public transport improvements. Section 106 agreements may be used to help provide this focus.

8.11. The purpose of this policy is therefore to locate development attracting high numbers of visitors or employees where there is good access to public transport, a public transport access can be improved, and there is also the opportunity for access by walking and cycling. In applying the policy regard will be had to the relatively low level of public transport penetration in parts of the borough. Pending improvements to public transport accessibility in those parts of the borough where it is currently relatively poor, it may be necessary to strike a balance between the availability of suitable sites and local regeneration objectives as set out in the Council's Borough Regeneration Strategy.

Protecting and enhancing the environment and amenity of sensitive areas

Policy T4 **The Council will develop and, where appropriate, implement traffic calming and environmental measures on local roads in sensitive areas to protect the environment and help secure a reduction in road accidents in line with the Government's objective of reducing fatal and serious casualties. Traffic calming and environmental enhancement measures will be sought, where appropriate, in new developments.**

8.12. Policy T4 elaborates the approach in Policy G21. The Council will promote traffic calming and environmental improvement measures in order to reduce the impact of traffic on the environment, particularly in residential and shopping areas; increase safety for all road users; and reduce accidents. Proposals to enhance residential areas will be brought forward through the Council's Traffic and Environmental Management Schemes (TEMS). Where appropriate schemes will be implemented through the Local Implementation Plan (LIP) and the Council's Environmental Improvements Programme. The layout of new residential areas should be designed to give priority to the safety, amenity and other needs of pedestrians and residents and to protect dwellings from unacceptable levels of traffic noise. This can be achieved by minimising the nuisance and danger caused by through traffic and by keeping vehicle speeds low. The Council will pay particular attention to the advice in Design Bulletin 32.

8.13. Where the Council is proposing to implement traffic calming measures on roads used by bus routes (or those that might beneficially be used as bus routes), the Council will consult operators/regulatory bodies to ensure that measures used are compatible with passenger safety and comfort and, as far as possible, with bus operations. The Council will develop a road safety

~~strategy, which will contribute to the achievement of the Government's targets for accident and casualty reduction.~~

~~8.14. The Council will continue a programme of establishing 'Safer Routes to School' which has already introduced environmental and road safety improvement measures around a number of schools in the Borough. This programme aims to improve conditions for children who already walk or cycle to school and encourage others to join them by providing safe and attractive routes using a combination of measures including traffic calming, walking buses, improved crossing facilities and other environmental improvements. In addition to contributing to the objective of reducing car traffic, the safe routes to school concept will enhance awareness of both schoolchildren and their parents of the need to use sustainable transport modes.~~

~~Policy T5~~ **~~The Council will consider implementing traffic measures on local roads to protect and improve air quality particularly in sensitive areas and to achieve national/local air quality objectives.~~**

~~8.15. The possible effects of new road proposals on residential areas are addressed elsewhere in this chapter. In accordance with the requirements of the Environment Act 1995 the Council will review and assess local air quality and will declare Air Quality Management Areas where national objectives are unlikely to be met. Once an Air Quality Management Area has been declared, the Council will develop measures to strive to reduce pollution to meet National Air Quality Standards and include these in an Action Plan.~~

Optimising use of the existing transport network

Policy T6 **The Council will normally refuse any development proposals that would either cause local traffic flows to rise above the design flow for a road or would generate additional traffic on a road on which flows are already considered to exceed design flow, unless:**

1 either the affected road is included in an improvement programme that would increase the design flows to a level capable of accepting increased demands from the base flow and the development or the applicant is prepared, and in a position, to undertake un-programmed road improvements, including traffic management and environmental measures, to increase the design flow capacity of relevant highway links to a level capable of safely accommodating increased demands from the development; and

2 there are no environmental, or other planning or road traffic objections to such highway improvements taking place.

(Calculation of base flow shall take account of developments permitted but not yet implemented.)

8.16. Policy T6 applies the general policy approach **[in the Bexley Core Strategy]** ~~of Policy G2~~ to the borough road network. It is needed because the Council's resources for road improvements are limited and provides that the amount of new development permitted must be related to the traffic flows on surrounding roads. Failure to do this would lead to traffic congestion, delay and

harm of the environment. It also applies the general principles for the management of transport infrastructure included in ~~Policy G21~~ **[the Bexley Core Strategy]**. A key consideration in determining the impact of a development proposal on the transport network is the present and potential availability of public transport to serve the development. The impact of a development on the surrounding road network will be lessened where public transport services are, or could be capable of, carrying some of the trips generated by it. In examining development proposals, the Council will have regard for this. It will also consider the impact which any traffic generated by them will have on the operation of bus services. Where it can be shown that a proposed development will have a detrimental impact on the operation of bus services the Council will seek measures, to be funded by the developer, to protect bus operation by way of planning agreements

---

Policy T7 **The Council will promote the construction of, and safeguard land needed for, the following highway schemes, as shown on the Proposals Map:**

1 A206 improvement of Thames Road (completion of dualling of the South Thames Development Route, west of the M25);

2 a road linking James Watt Way with Manor Road (in the vicinity of Turpin Lane); and the

3 A223 Bexley bypass.

Highest priority will be given to the A206 Thames Road Improvement Scheme.

8.17. Major improvements to the efficiency of the overall road network and environmental benefits can be obtained from enhancement to relatively small parts of the existing network. Each will enable specific planning objectives to be achieved, for example the regeneration of industrial areas and town centres and the relief of known traffic bottlenecks.

8.18. Thames Road forms part of the A206/A2016 South Thames Development Route, which links the M25 with the South Circular (A205) and from there, the Blackwall Tunnel. This joins the Borough of Bexley, and in particular the Belvedere Employment Area and other industrial areas in the north of the borough, with Kent and the rest of London. Over the last few years, most of the route has been upgraded to dual carriageway. Thames Road (a 1.6km stretch) is the last section of the route west of the M25, which needs improving. It is the only single carriageway section of the South Thames Development Route and the road itself is worn out and in urgent need of reconstruction.

8.19. Dualling of Thames Road would:

- ensure that the full benefits of regeneration programmes in the Thames Gateway are realised;
- allow the full realisation of the true value of the considerable investment that has already taken place along other stretches of the South Thames Development Route (STDR); and
- contribute to the integration of transport facilities.

8.20. Unless Thames Road is dualled, existing congestion will increase considerably not only deterring new development but also undermining the viability of existing industrial activity. The

scheme is consistent with Government advice and will improve employment prospects and help to reduce traffic and air pollution on residential roads near Thames Road.

8.21. The transport corridor formed by the South Thames Development Route (STDR) and the route of the proposed Crossrail links all the major sites for redevelopment and regeneration in the Thames Gateway south of the Thames. Traffic levels using the route have increased as developments such as the Dartford Northern Bypass and Bluewater have been completed. With the prospect of other developments being completed over the next few years, and the impacts of new or improved river crossings, the already serious traffic congestion and delays on Thames Road will get worse.

8.22. Outside of Bexley, Thames Road is expected to have significance for the development of the Woolwich Royal Arsenal (77 acres), Greenwich Peninsula (300 acres excluding the Millennium Dome), Gallions Reach Urban Village (130 acres) and the London Science Park (575 acres). Consequently, the dualling of Thames Road will make a significant contribution towards bringing forward these sites, which are of a size to make a major impact on the regeneration of the Thames Gateway sub-region.

8.23. The Thames Road proposals complement other schemes being pursued, which include Crossrail linking with the Woolwich Rail Tunnel, the long-term extension of the Waterfront Transit scheme from the Millennium Dome site to Erith and possibly Dartford and improving bus links between stations and employment areas with better access for pedestrians, cyclists and bus passengers. These proposals will reduce the level of car traffic, but there is still a requirement to provide access for freight vehicles and improved facilities for local cyclists and pedestrians. Key features of the widening scheme are the improvement of facilities for these groups and a reduction in congestion to allow improved journey times and reliability for bus passengers and freight services. It will also help to minimise the traffic that uses other local roads as ‘rat-runs’ thus improving the local environment for the residents.

8.24. The South Thames Development Route is a key part of London's freight lorry network. It provides an essential link from the major industrial areas of Belvedere to the national motorway network at the M25, and thus to the Channel ports and tunnel. The congestion and delays currently suffered by these delivery lorries on the bottleneck at Thames Road serve to deter business investment and threaten existing jobs.

8.25. Traffic on Manor Road passes through a residential area at the western end of Manor Road. Residents of that area experience significant environmental and safety problems associated with traffic. A new road (James Watt Way) has been constructed to serve the Deep Wharf site and the industrial traffic using Appold Street. This provides a link to Queens Road, avoiding the need for this traffic to use the residential part of Manor Road. However, many industrial sites are still served by Manor Road and this results in its use by a large number of lorries. The results of a survey of local air quality in Manor Road, indicate that at residential premises fronting the carriageway, levels of airborne dust experienced will cause nuisance to the occupiers. In addition, levels of respirable dust (PM10) occurring at these residential properties may well exceed national air quality standards. As a result of this survey the area has now been designated an Air Quality Management Area. The Council will develop and include proposals to reduce levels of air borne dust in an action plan. It is believed that goods vehicles may contribute significantly to the levels of respirable dust measured in Manor Road. The road also has a poor accident record, especially for child pedestrians, in James Watt Way. This road provides an opportunity to serve the north-western part of Manor Road and, potentially, could be linked to

provide an alternative route which bypasses the residential part of Manor Road. The Council is giving further consideration to this matter and may in due course bring forward a specific alignment and related safeguarding policies.

8.26. The Bexley bypass is needed to complete the high capacity route linking the A2 and the A20 and improve north-south links in the borough generally, and to relieve the historic village centre and Conservation Area at Old Bexley of through traffic.

~~***Policy T8***~~ ~~**Subject to a satisfactory Traffic and Environmental Assessment and arrangements for promotion, the Council will safeguard land for the Greenwich Waterfront Transit Scheme.**~~

~~8.27. Greenwich Waterfront Transit is an intermediate mode (tram or guided bus) proposal between Greenwich and Abbey Wood with a further extension to the east of Abbey Wood a possibility. A further eastward extension to Belvedere and Erith, and possibly beyond, would be supported by the Council. It is being developed by Transport for London (TfL), the London Borough of Greenwich and this Council and will run on segregated track, either on the highway or on a new alignment.~~

~~8.28. The development of the scheme is still at the feasibility stage and detailed design of the alignment, environmental assessments and property requirements are still under investigation. In this Borough the alignment is essentially within the existing highway, but highway changes may require some additional property. The Council has agreed to safeguard an alignment subject to the production of satisfactory traffic and environmental assessments and agreement on suitable arrangements for promotion including funding.~~

Policies to improve and protect public transport

~~***Policy T9***~~ ~~**The Council will promote and support the maintenance and improvement of public transport services that will improve access to town centres, employment areas and services within the borough and commuter services for borough residents, including:**~~

~~**1 public transport links across the river, downstream of Greenwich, e.g. a new rail link from Thamesmead to Docklands;**~~

~~**2 upgrading of station facilities and services on lines through the borough;**~~

~~**3 improvements to the bus network;**~~

~~**4 implementation of the London Bus Priority Network;**~~

~~**5 intermediate mode proposals for the Greenwich to Erith Corridor; and**~~

~~**6 riverbus services to provide additional capacity for journeys to central London, Docklands and Thames Gateway developments in line with employment growth;**~~

~~**subject to an environmental impact assessment where appropriate.**~~

~~***Policy T10***~~ ~~**The Council will oppose any reduction in the capacity of passenger or freight rail services to and from stations or freight depots that serve this borough.**~~

8.29. Public transport is important for borough residents, not only for the large number of people working in central London and elsewhere who travel to and from work by rail or bus, but also to those for whom it is the only means of travel. Public transport is also important to local businesses, assisting clients, customers and visitors and enabling them to recruit from a larger catchment area. Public transport also improves access to shopping centres and other community facilities. Whilst the Council has no direct control over public transport, it will, through established consultative channels, draw to the attention of Transport for London and the rail operators, deficiencies in the services as they arise. The Council is particularly conscious of the shortcomings of railway stations in terms of: interchange; passenger information; comfort; toilet facilities and safety. There is also a need to enhance the safety and attractiveness of pedestrian routes approaching railway stations. Upgrading of stations and their environs should be to the standard required to achieve Secure Station accreditation. There is considerable scope to improve the ease with which disabled travellers and those carrying luggage can move between station platforms, roads and footpaths. Ease of access has become particularly important for people with disabilities, as many stations are un-staffed and help from station staff is unavailable.

8.30. The London Bus Priority Network has been successful in improving conditions for buses and bus passengers. Bus service improvements are being achieved by measures implemented as part of this programme. Further improvements would be achieved if an intermediate mode (e.g. tram or guided bus) were introduced.

Policy T11 **Where improvements to public transport and/or other modes of travel are required as part of a development proposal, the Council will expect the development to provide these improvements or to make financial contributions for these purposes by way of a legal agreement.**

8.31. Planning Policy Guidance Note (PPG13) 'Transport' states that it is appropriate for planning obligations to be used to achieve improvements to public transport, walking and cycling, where such measures would be likely to influence travel patterns to the site involved. Examples given include improvements to a bus service or cycle route, which goes near to the site, or pedestrian improvements, which make it easier or safer to walk to the site from other developments or from public transport.

8.32. The planning obligations will be designed to secure adequate accessibility to sites by all modes, with the greatest emphasis on achieving the greatest degree of access by public transport, walking and cycling. Developers will be expected to contribute more to improving access by such sustainable transport modes for development on sites that are ill-served in this regard. Where developments can only take place with improvements to public transport services, a contribution from the developer will be appropriate. This will normally be based on an agreed transport impact assessment.

Policy T12 **The Council will seek to improve public transport capacity and services, information, security and interchange facilities especially when development proposals are under consideration.**

The Council will take into account the needs of bus operators and passengers when designing highway, traffic and environmental schemes, and will require the same of developers, by:

1 providing for bus route requirements in major developments and associated road layouts;

2 locating bus stops as close as possible to passenger destinations, crossing facilities and focal points in the pedestrian network; and

3 providing safe and convenient approaches to stations and bus stops.

8.33. In the absence of underground rail facilities and given the inadequate provision of surface rail connections, bus services generally provide the best and most readily adaptable way of meeting public transport needs within the borough. Many people, particularly the very old and the young, do not have access to a car, or only have occasional access to one. They are, therefore, dependent on public transport, especially buses. Better public transport facilities are vitally needed to provide an acceptable alternative to the use of the car. To facilitate their use of the public transport network, it is essential to provide adequate capacity and services, information, security and interchange facilities. The provision of the latter can also assist in enabling centres to develop their commercial potential, as at Bexleyheath.

8.34. In all its dealings with developers, bus operators, tendering bodies and partners in environmental improvement schemes, the Council will seek to ensure the conditions necessary for an accessible and attractive network of frequent and reliable bus services to be run. This includes taking account of bus route requirements in road layouts associated with new developments and by encouraging the advantageous location of stops (in the context of traffic and other safety considerations).

8.35. Whilst public transport facilities in the borough do not compare well with those in Central and Inner London, parts of the borough are relatively better served than others. Analysis of the bus and rail services in the borough has identified the locations where services interchange to enable travel, in broad terms, in all four directions. Appraisal of the number of bus and train departures in the evening peak (16.31 - 18.30 hours) gives a relative and reasonable indication of which are the most accessible locations in the borough by public transport. These locations are shown in the following table. Transport for London (TfL) has developed a computer model, which ranks the weekday rush hour scheduled availability of buses and trains on a scale of 0-6 (6 being the highest accessibility), representing a site's Public Transport Accessibility Level (PTAL). The model also takes into account the time and difficulty of walking to the nearest bus stop or train station.

8.36. The relatively better public transport accessibility means that these locations are particularly suitable (subject to other provisions of the Plan) for the location of traffic-generating uses because the potential exists for visitors to choose to use public transport as an alternative to the private car; and they are more accessible for those without use of a car. This develops the theme identified in ~~Part One Policy G21 and the~~ Government's advice contained in Planning Policy Guidance Note (PPG13) Transport.

Table 8.1: Public Transport Accessibility (PTAL) index - weekdays, morning rush hour

PTAL	Location	PTAL	Location
4	Bexleyheath Town Centre	2	Welling Town Centre - west end
3	Crook Log	2	Abbey Wood
3	Sidcup Town Centre	2	Erith Town Centre
2	Sidcup Station area	2	Crayford Town Centre
2	Welling Town Centre - east end	2	Lower Belvedere

Levels range from 0-6 (6 being the highest level)

The PTALs contained within Table 8.1 represent an average score across the town centre. Site-specific PTALs will be calculated for individual development sites.

8.37. Recent Government advice indicates that new development should be guided to locations which reduce the need for car journeys and the distances driven or which permit the choice of more energy efficient public transport, without encouraging more or longer journeys as an alternative to the private car. These locations have evolved as nodes of public transport and can also offer advantages in enabling one journey (however small) to serve several purposes.

8.38. The Council's strategy for the structure of the borough has identified town centres and Neighbourhood Centres as the most appropriate locations for shopping and other service provision used by the public. Town centres are also appropriate locations for many other employment-generating uses. Chapters 9 and 11 of the Plan develop these themes.

~~***Policy T13***~~ ~~**The Council will seek to promote a mix of land uses, including residential, in town and local centres, which reduces the need to travel and encourages the use of public transport, walking and cycling.**~~

~~8.39. Town and local centres generally have the highest levels of public transport accessibility. Focusing major generators of travel demand in these centres will allow a greater use of public transport, walking and cycling and therefore result in less reliance on the private car. It will also improve social inclusion, as the facilities will be more accessible to people from deprived areas by bus and to those without access to a car.~~

~~8.40. Careful design of a mix of land uses will reduce the need to travel by locating employment, retail and other uses close to people's homes. This will allow more trips to be made by walking and cycling, help the renaissance of towns and local centres and reduce congestion and pollution.~~

Improvement of the safety and convenience of travel

Policy T14 **The Council will take account of the needs of cyclists in the design of highway and traffic management schemes and support the development of both strategic and local cycle networks to provide safe, convenient routes both within the Borough and linking with routes in adjacent boroughs and districts. The Council will seek to provide for and promote cycling in development proposals by requiring as appropriate:**

1 the provision of safe and attractive cycle routes both within major developments and linking to existing or planned cycle networks;

2 the provision of convenient and secure cycle parking ~~in accordance with the cycle parking standards set out in Annex 1 to this chapter~~.

8.41. The Council will encourage the use of cycling, as it is healthy, non-polluting and environmentally friendly. Special provision may encourage the use of cycles and increase its safety. In particular, the Council supports the creation of the 1,000 miles strategic cycle route network for London and will complete the long distance Thames Valley cycle route along the Thames, taking into account the Thames-side policies in Chapter 12 and any other relevant policies in the Plan. The Council recognises that cyclists are a particularly vulnerable class of road user. Consideration will also be given to the needs of cyclists in the application of traffic management schemes, at high-risk sites and in highway improvements, although the provision of entirely separate facilities is not always justifiable on economic grounds or practical in terms of physical space. In conformity with Policy T16, due consideration will be given to avoid any conflict between the safety of pedestrians and cyclists whenever a shared path is used for both of these groups.

8.42. The needs of cyclists will be included in Transport Assessments and in the consideration of provision of cycle routes within the development of, and links to, existing or proposed cycle networks. The absence of convenient cycle parking and changing facilities can be a major deterrent to cycle use. Therefore the Council will require the provision of convenient and secure parking and changing facilities in new developments and the provision of cycle storage facilities at transport interchanges.

~~***Policy T15***~~ ~~**The Council will seek to meet the accessibility needs of disabled people in the design of highway and traffic management schemes and in development proposals by:**~~

~~**1 promoting public transport and interchange facilities that are accessible to disabled people;**~~

~~**2 requiring provision of convenient, designated disabled parking spaces to meet needs; and**~~

~~**3 designing pedestrian routes and crossings which are safe and convenient for use by disabled people where appropriate.**~~

~~8.43. The Council wants developments and public transport that are accessible to disabled people and a pedestrian environment that enables them to reach and make use of them. For some disabled people there is no substitute for the private car and therefore their needs in terms of access arrangements and parking spaces will need to be taken into account in any development. There will need to be adequate numbers of suitably designed parking spaces for motorists with disabilities.~~

~~8.44. Attention will also have to be given to the needs of disabled people in the design, layout and physical conditions in any development. In particular, town centres and residential areas will require well-defined and safe access arrangements for disabled motorists and disabled pedestrians, particularly those who are blind or partially sighted.~~

Policy T16 **The Council will seek to improve the environment for pedestrians and reduce the risk of accidents to pedestrians by means of:**

1 adequate and safe crossing facilities, where necessary;

2 giving priority to the needs of pedestrians, including people with disabilities, in highway and landscape design; and

3 environmental enhancement schemes in areas of high pedestrian activity such as shopping streets.

8.45. All trips start and end with a pedestrian element, many trips being entirely pedestrian. The Plan will encourage pedestrian movement and aims to improve pedestrian safety and convenience. The development of a pedestrian network using the Green Chain, open spaces, and other green corridors can provide many benefits. Similarly environmental improvements to shopping streets will bring considerable benefits in terms of townscape, amenity and safety.

Regulation of vehicle parking

8.46. Part One Policy G23 sets out seven six broad objectives which the Council's policies and standards to regulate on and off-street vehicle parking can help to achieve:

- ~~the promotion of sustainable transport choices, in particular: walking, cycling and public transport;~~
- the protection and enhancement of the environment and amenity, particularly of shopping, residential areas and open spaces;
- the encouragement of shared use of parking, particularly in shopping centres and as part of major proposals;
- no more parking spaces to be provided as part of a development than a transport assessment may justify or, where a transport assessment is not required, no more parking spaces are provided than prescribed in parking standards;
- ~~the orderly flow of traffic and the safety of pedestrians, people with disabilities, wheelchair riders and other road users;~~ and
- the development of the local economy and access to jobs, services, shops and recreational facilities;

8.47. In central and inner London, the use of parking controls as a means of traffic restraint is often emphasised to encourage car drivers, usually commuters, to use public transport instead of the private car. Traffic patterns in the Borough are very different to those in central London and road congestion is of a different nature and less extensive. However, traffic speeds are decreasing, and congestion is a problem that Bexley's strategy does address. The Council considers that objectives can be best achieved by the adoption of policies to prohibit development that would create the congestion and create and protect opportunities for travellers to choose to use public transport and thus minimise congestion. Parking standards are therefore set to achieve the objectives of Policy G23. The Council's complementary strategy for on-street parking control is covered in the Council's Local Implementation Plan.

Policy T17 **Applicants should make provision for off-street car parking spaces in their developments, including applications for changes of use~~, up to the maximum levels of parking prescribed in Annex 1 to this chapter, unless a Transport Assessment of the development indicates the need for higher levels of parking~~.**

In the case of smaller developments, the applicant may be required to demonstrate how the travel needs arising from the development will be met in circumstances where there are concerns about the impact of on-street parking on amenity and traffic flow.

Parking spaces should be located so as to discourage on-street parking and respect the amenity of near-by residents.

8.48. Borough residents and businesses rely on the private car to a greater extent than those in many other London Boroughs. Housing densities are lower, bus services are unevenly spread, with some areas relatively poorly served, and the railway services generally only provide for east-west travel. Yet the Council is also aware that the availability of off-street parking spaces can have an influence in the travel choices people make for their journeys. Car parking also takes up valuable space and can be unsightly.

8.49. A balance has to be struck between providing adequate levels of parking to meet economic and regeneration objectives and encouraging people to walk, cycle or use public transport to avoid the environmentally damaging effects of traffic. Government policy encourages a reduction in the amount of parking in new development as part of a package of planning and transport measures to promote sustainable travel choices. The Council's parking policies therefore comply with objectives of Government guidelines whilst having regard for the individual circumstances of development proposals.

8.50. ~~The parking standards in Annex 1 are based on the Government guidelines. The standards will be reviewed in the light of the London Plan. Meanwhile, with the exception of the cases referred to in para. 8.51 below, the standards should apply as a maximum level of provision unless an applicant has demonstrated that, after taking appropriate measures to minimise the need for parking, a higher level of parking is required. Transport Assessments will be required for larger developments (Policy T2) and Travel Plans may be required to show how the travel needs of users of a development will be met (Policy T1).~~ In the case of smaller developments there will be circumstances where even small increases in car use will aggravate traffic congestion and impact on residential amenity. Where this is suspected, applicants will also be asked to show how the travel needs of their developments will be met so that their impact can be assessed.

8.51. Minimum levels of parking provision will apply to parking spaces for disabled people and to provision for cyclists and lorry parking. The design of car parks should comply with relevant design standards, including Secure by Design.

Policy T18 **The Council will encourage the shared use of parking facilities. Where retail and leisure developments are located in or on the edge of, a town centre, the Council may allow parking spaces additional to the maximum standards ~~prescribed in Annex 1~~ provided:**

1 the Council is satisfied the additional spaces genuinely serve the town centre as a whole;

2 the scale of parking proposed is consistent with the size of the town centre; and

3 the applicant has formally agreed to the additional spaces being available for use by the general public in accordance with the Council's parking strategy.

8.52. Shared use of parking spaces can reduce the overall parking requirement by enabling their more efficient use. Parking spaces could, for example, be made available for evening leisure uses when shops have closed. Car parks can be located in edge of centre locations close to main roads to reduce the traffic congestion in the centre itself. To encourage more shared use, the Council is prepared to allow parking spaces ~~in addition to those prescribed in Annex 1~~ if the spaces genuinely serve other town centre users. This approach is consistent with the Government's own planning policy guidance on parking policies.

Policy T19 **Where development proposals include vehicle parking spaces that would be available for use by the public, agreements will be sought to ensure that the management and charging policies are in accordance with those operated by the Council within the vicinity. The Council will seek to prioritise parking space use, giving priority to shoppers and other short-term users.**

Policy T20 **The Council supports the control of on-street parking where this is necessary, to ensure the safe and efficient movement of pedestrians and vehicles, to facilitate bus operation, to maintain essential access to premises fronting the highway or to improve the environment. The Council will continue to control on-street parking through Controlled Parking Zones and will consider the extension of existing or the introduction of new zones in areas of high parking demand, especially in and around town centres.**

8.53. The Council acknowledges the need for efficient management of on-street parking in certain locations. On-street parking restrictions will continue to apply in all the borough's main shopping centres to facilitate servicing and access and to maintain safe and pleasant conditions for all road users, including pedestrians. Parking restrictions to control the length of stay have a role to play in ensuring ready access for customers to shops and other facilities in town centres and other locations. Parking and loading controls also have a role to play in facilitating bus operation and supporting bus priority measures. (See Appendix K for map showing existing and proposed Controlled Parking Zones.)

Policy T21 **The Council, subject to environmental and other policy considerations, will give sympathetic consideration to the provision of additional parking spaces at, or close to railway stations in the borough provided that management and pricing policies do not encourage journeys by car from outside the borough.**

Policy T22 **The Council is opposed to the change of use or redevelopment of existing railway station car parks unless suitable replacement spaces are provided.**

8.54. Commuter parking in roads adjacent to several railway stations in the borough causes residents and local businesses annoyance and inconvenience and has been the subject of many complaints. The Council has successfully introduced short-term waiting restrictions or off-peak parking control zones at the busiest stations and intends to introduce off-peak control zones around other stations to overcome the nuisance of all-day parking by commuters. The provision of off-street parking spaces close to these stations would complement the controls by providing an alternative to street parking. Particular encouragement will be given to the establishment or retention of bus services to, and cycle parking provision at, stations.

Other specific transport matters

Air traffic and hovercraft

Policy T23 **The Council will oppose applications to construct or intensify the use of facilities designed for regular use by hovercraft, aeroplanes or helicopters unless adequate environmental safeguards are applied to limit the noise and nuisance caused by their routine operation. In assessing any such proposals account will be taken of the approach and departure routes of any aircraft or hovercraft likely to use the facility and of the importance of limiting noise nuisance outside normal working hours.**

8.55. Aircraft and helicopters are increasingly used for business or recreational purposes. Helicopters and microlights can be operated from much smaller sites than conventional aircraft. Both categories of aircraft can cause considerable noise nuisance in certain situations. The borough already experiences some noise nuisance from aircraft approaching or departing from London City Airport, Biggin Hill, Gatwick and Heathrow.

8.56. Increased road traffic congestion has led to greater helicopter use by the emergency services in and around London. The Council is concerned to minimise the potential nuisance arising from all industrial and transport activities, particularly in residential areas and in the Metropolitan Green Belt. Any site proposed for aircraft, helicopter or hovercraft operations will be assessed in relation to surrounding land uses as existing or approved. The potential benefits of such proposals for the emergency services, public utilities, the economy and recreational opportunities will also be considered.

~~**Freight**~~

~~***Policy T24*** **The Council will, subject to environmental and other policy considerations, encourage proposals that support the carriage of freight by rail or river transport. It will seek to preserve existing rail and water freight facilities from redevelopment for other uses where there are realistic prospects of future use of the facilities.**~~

8.57. Although most goods movement is door-to-door for which road freight is the most suitable, there are some cases where rail and river transport offer advantages. This is particularly the case in the transport of bulk materials such as aggregates, cement, refuse, oil and grain. In these instances the provision of rail sidings and terminals and riverside wharves can remove heavy goods traffic from congested and unsuitable roads. The Council will generally support applications to the Department of Transport for assistance with the costs of sidings or other rail freight facilities.

8.58. In some circumstances it may be necessary to limit the hours of operation of new wharves or railway sidings or related facilities and machinery in the interests of residential amenity.

ANNEX 1 – PARKING POLICY STANDARDS

[A**nnex 1 on parking standards has been replaced by the London Plan parking standards]**

8A.1 **These Standards form part of Policy T17** and are designed to achieve the policy objectives established under Part One Policy G23 and Chapter 8 of this Plan. In particular, paragraphs 8.46-8.53 set out the Council's policies to regulate on and off street vehicle parking to achieve a range of planning, environmental and transportation objectives.

8A.2 In essence, these standards seek to promote sustainable transport choices as part of a package of planning and transport measures.

8A.3 **The parking standards are maximum standards unless otherwise stated.** They will be applied to all new development, redevelopment, including extensions and proposals for change of use.

8A.4 In applying the car parking standards to individual site proposals, the Council will take into account the following factors:

- the availability of public transport;
- the need to encourage regeneration of sites in the Thames Gateway as identified in regional and sub-regional plans as priority areas for regeneration and development;
- the presence of on-street parking controls to deter parking; and
- the availability of public off-street parking opportunities.

8A.5 Where an application proposes uses falling within more than one Use Class, the parking standards will be applied as appropriate for each use.

8A.6 The potential scale of development of any site may also be constrained by the capacity of the local highway and public transport network. Policies aim to minimise the impact of traffic, make optimal use of the existing transport network and direct development accordingly.

8A.7 Standards are set for the more common forms of development. No specific standards are set for other forms of development that occur less frequently, but parking provision will be required at a level to achieve the policy objectives of the Plan.

8A.8 Planning conditions will normally be imposed to safeguard the proper use of vehicle parking and servicing facilities.

8A.9 All parking requirements will be rounded to the nearest whole number (0.5 is rounded up). In certain circumstances provision for parking to cater for part-time staff will be calculated on the basis of full-time equivalents (FTE).

8A.10 To ensure appropriate parking provision, where a development consists of several clearly identifiable separate units, the parking provision will be assessed for each individual unit according to its size and use. Spaces provided should be conveniently sited in relation to each unit served and indicated on an agreed allocation plan. Where a single larger unit could be subdivided, a condition or a legal agreement may be used to prevent sub-division where this may affect the agreed off-street parking arrangements.

Provision for people with disabilities (minimum standard)

8A.11 The relationship between car ownership and the number of registered disabled drivers in the borough indicates that approximately 4% of parking spaces should be designed for use by people with disabilities and half bays rounded up to the nearest whole number. Disabled parking provision will be calculated on the basis of the Council's standards as set out in subsequent paragraphs. This will be applied as a minimum parking standard and may be exceeded. These should be clearly marked and reserved for the use of people with disabilities. They should be located near to the entrance of the buildings for which they are provided. Design and Development Control Guideline No.4 provides further advice on the design of parking spaces for disabled people.

Parking Dimensions

8A.12 Parking bay sizes are normally 2.4m wide x 4.8m long except where such bays are positioned parallel to the kerb where bay sizes should be 1.8m wide and 6.0m long.

8A.13 Parking bays for disabled people should normally be 3.6m wide x 4.8m long to provide sufficient room for side transfer between wheelchairs and cars or light vans. One, 1.2 metres wide, transfer space may service two parking bays.

8A.14 Heavy goods vehicle parking bays should normally be 3.5m wide x 15.25m long but can be varied accordingly to the type of vehicle expected to use them.

Cycle Parking

8A.15 Secure cycle parking should be incorporated in new developments that have the potential to attract cyclists.

8A.16 **CYCLE PARKING STANDARDS** (minimum provision)

Business Offices, Services	B1/A2	1 space per 150m²	
Light Industrial	B1	1 space per 600m²	
General Industry	B2	1 space per 600m²	
Warehouses	B8	1 space per 600m²	
Pubs, restaurants & take-aways	A3	1 space per 250m²	
Shopping	A1	Food retail	Out of town - 1/350m² Town centre - 1/125 m²
	A1	Non-food retail	Out of town - 1/500m² Town centre - 1/300 m²
	A1	Garden Centre	1/300 m² (min. 2 spaces)

Education	D1	Primary School	1 space per 10 staff
	D1	Secondary School	1 space per 10 staff /students
	D1	Colleges	1 space per 8 staff /students
Other non -residential institutions	D1	1 space per 500m²	

Heavy Goods Vehicles (minimum provision)

8A.17 Parking provision for lorries and other heavy goods vehicles within the boundaries of development sites should be made in accordance with the standards set out in the tables below. These apply as minimum standards

RESIDENTIAL CAR PARKING STANDARDS (maximum provision)

8A.18 **New dwellings**

	Town centres & locations well served by public transport	Elsewhere
with 1-2 habitable rooms	1 car space per dwelling	1.3 car spaces per dwelling
with 3 -4 habitable rooms	1.5 car spaces per dwelling	2 car spaces per dwelling
with 5 or more habitable rooms	2 car spaces per dwelling	2 car spaces per dwelling

8A.19 "Habitable room" is defined as all rooms used for living purposes except a kitchen of floor area less than 13m², bathrooms, toilets, corridors and halls. Any room of 28m² or more will be treated as two habitable rooms.

8A.20 Policy standards for new dwellings apply to all new build and material changes to the use of existing buildings, sub-division or conversion to create independent dwellings.

8A.21 The Council will normally require independent access to each car parking space and, therefore, tandem parking will not normally contribute to the required number of parking spaces, particularly those for visitors. Indeed, it is often observed that where there is tandem parking that necessitates additional movement of cars, only one space is ever used, the remaining vehicle being parked on the public highway. The parking requirements for residential development include provision for visitors.

8A.22 Tandem parking for two vehicles will normally be accepted to contribute to the parking requirement for residential development where spaces are for the sole use of one dwelling and unless severe traffic conditions dictate otherwise. Tandem parking for three vehicles will be unacceptable. Larger development schemes should make provision for parallel parking in preference to tandem parking.

8A.23 The limited additional movements generated by tandem parking mean it is not as convenient as parking spaces with independent access. However, this must be balanced with the aim to maintain the traditional street scene. Use of tandem spaces will enable

- parking requirements to be achieved whilst minimising footway crossovers and
- the protection and maintenance of traditional front garden boundaries and the trees, shrubs and planted areas that are an essential element of suburban residential design and character.

8A.24 **Sheltered housing and hostels (care)**

Sheltered housing (UCO class C3)	1 car space per 6 habitable rooms, plus spaces for resident staff as new dwellings standard.
Residential hostels and nursing homes for the elderly, where a significant element of care is provided.	1 car space for every 6 residents (for visitors) plus resident staff, as new dwellings standard above and 1 for every 2 additional staff full time equivalents (FTE).

8A.25 **Other hostels and hotels**

Hostels related to schools, colleges and training (UCO class C1)	1 car space for every 3 bed spaces, plus staff accommodation, as residential hostels above.
Other hostels (UCO class C1)	No specific standard (see A.17)
Bed and breakfast and guest houses (UCO class C1)	1 car space per bedroom plus resident staff accommodation as residential hostels above.
Hotels and motels (UCO class C1)	1 car space per bedroom, plus 1 space for every 7m² of net area used by the public, plus 1 coach space per 100 bedrooms in hotels with more than 100 rooms, operational parking and servicing as appropriate.

8A.26 The standard for sheltered housing, will only apply to dwellings that meet **all** the criteria set out in Policy H15 for sheltered housing. Sympathetic consideration will be given to the particular circumstances of proposals for hostels to be run to serve specified client groups where this may indicate that unusual parking demands will occur. Appropriate planning conditions will be applied.

8A.27 Establishments catering for nightly paying guests are often located in residential areas or on busy roads and developments will only be appropriate where they make minimum impact on the amenity of the area and are not detrimental to the safety or free flow of traffic.

8A.28 It is recognised that a degree of dual use of parking spaces notionally required for bedrooms and public areas will be possible with larger hotel/motel developments incorporating restaurants, bars and other public facilities. Consideration will also be given to the need for coaches and mini buses to pick up/set down at such facilities. The net area in the standard for hotels and motels excludes corridors, stairs, toilets and private areas.

PARKING STANDARDS FOR SHOPPING DEVELOPMENTS

(maximum provision with the exception of heavy goods vehicles)

8A.29 **General retail**

Shops (UCO classes A1 and A2, including A1 and A3 take-away food shops with fewer than 8 customer seats).	A maximum of 1 car space for every 40m² gross floor area (gfa) with provision of at least 1 for every shop, plus access to an off street delivery bay.

In addition, there should be adequate provision for overnight parking of delivery vehicles and for the parking and manoeuvring of vehicles in loading areas.

8A.30 **Supermarkets, superstores and hypermarkets** i.e. stores selling primarily food and groceries

Over 1,200m²	1 car space per 15m² gfa.

In addition, there should be adequate provision for overnight parking of delivery vehicles and for the parking and manoeuvring of vehicles in loading areas.

8A.31 **D.I.Y. stores, retail warehouses and garden centres**

over 1,200m²	1 car space per 20m² gfa.

The floor area includes outdoor sales and display areas. In addition, there should be adequate provision for overnight parking of delivery vehicles and for the parking and manoeuvring of vehicles in loading areas.

8A.32 The parking standards include provision for essential operational parking and servicing, other shop workers and shoppers.

8A.33 The same standards are applied to both A1 and A2 uses and A3 food take-aways, on the basis that many trips will be dual-purpose trips and that parking provision will be available elsewhere in a town centre location. However, consideration will be given to the impact of trips generated on adjacent uses, particularly residential, and on the effect of casual on-street parking on traffic flows including any likely congestion of bus lay-bys and bus stops or interruptions to the free flow and safety of traffic or pedestrians.

8A.34 Proposals for individual shops that generate a requirement for 30 or more parking spaces should normally provide these adjacent to the store and include provision for disabled persons. The parking requirement for smaller shops may be "pooled" or commuted into public car parks.

8A.35 Large retail schemes are generally designed to suit the current lorry space and servicing requirements of a particular retailer or type of retailing. Specific occupiers' requirements will be considered. However, the planning authority must also consider the implications of the proposed development being occupied by other users or being sub-divided or units being combined.

8A.36 A similar approach may be adopted with Business Class development.

PARKING STANDARDS FOR OTHER EMPLOYMENT USES

(maximum car parking provision, minimum HGV standards)

8A.37	Business class development (all UCO Classes B1-B8)	1 car space for every 100-400m² gross floor area plus, with the exception of office development (Class B1), 1 lorry space for every 250m² gross floor area, excluding the first 250m².
		For units of less than 250m² gfa car parking may be provided on a communal basis. Other car parking may be provided on a communal basis. Similarly, units of less than 250m² gfa should provide adequate access for deliveries by lorry but this may be provided communally.
		The standard for lorry parking in the above business class standards may be varied, depending upon the details of the proposal and if conditions restricting the range of uses are agreed.

8A.38 The standards for all Class B1 and Class B2 developments with units of less than 250m² respond to the flexibility of use that is provided by the General Development Order and Use Classes Order 1987 to ensure policy objectives are achieved whatever use a building is put to.

8A.39 Commercial buildings are often designed to suit the current lorry space and servicing requirements of a particular user or type of user. Specific occupiers requirements will be considered. However, the planning authority must also consider the implications of the proposed development being occupied by other users, being subdivided or units being combined. A similar approach may be adopted with retail uses.

PARKING STANDARDS FOR PUBLIC HOUSES, RESTAURANTS AND TAKE-AWAYS, EDUCATIONAL AND HEALTH ESTABLISHMENTS AND STADIA

(maximum car parking provision)

8A.40	Public Houses and clubs (UCO Class A3)	1 car space for every 7m² of net area used by the public or club members, including operational parking plus guest bedrooms and resident staff accommodation.
	Restaurants and cafés (UCO Class A3)	1 vehicle space per 7m² for areas used by the public. This is inclusive of operational and staff parking.
	Primary and secondary schools	1 car space for every member of staff (fte).
	Day nurseries and creches	1 car space for every member of staff (fte)
	Colleges of higher or further education and other educational establishments (UCO Class D1)	1 car space for every two members of staff (fte) plus 1 space for every 15 students.
	Clinics, medical centres, dentists and other surgeries (UCO Class D1)	4 car spaces for every interview / consulting room.
	Hospitals (day and long stay)	1 car space for every 4 members of staff (fte), calculated for the maximum shift, plus 1 space for every 4 beds.
	Stadia	1 car space per 15 seats, subject to travel needs assessment. Sufficient coach parking should be provided to the satisfaction of the local authority and treated separately

~~from car parking. Coach parking areas should be designed and managed so that they will not be used for car parking.~~

~~8A.41 A specified on-site provision is not required of schools or nurseries for picking up or dropping off children by car or the occasional picking up or dropping off by coaches and minibuses. However, consideration will be given to these matters in terms of the free flow and safety of traffic, depending on the circumstances of individual proposals.~~

~~8A.42 Similarly the servicing needs and possible use of minibuses at larger public houses and other entertainment venues will be considered.~~

~~8A.43 Provision for medical uses allows for staff and patient parking. Where the staff / patient ratio is likely to vary from the norm, these standards may be reviewed.~~

~~8A.44 All the types of uses in this section could likely appear as individual elements of a mixed use proposal. Account will be taken of the potential for dual use of parking spaces and servicing requirements.~~

9

Shopping and town centres

9.1. The borough is served by nine distinct town centres. Each has a unique character and role identified with the district it serves and, in many instances, with a distinct period in the development of the borough.

9.2. These town centres are located at the foci of the road and public transport networks and are normally well linked to one another and surrounding districts. These centres are generally the most accessible locations in the borough by public transport. Facilities in town centres are therefore normally in the best place to service and benefit the public as a whole - residents, workers and visitors.

9.3. A wide range of activities takes place in town centres ensuring their dominant place in the social and economic life of the community and contributing to their individual characters. Central to the vitality and viability of these town centres is their function as shopping centres.

9.4. The retailing industry is continually adapting to changing economic and social conditions and shopping habits, which are bringing about changes in shops and shopping centres. Amongst the more significant changes for town centres in recent years have been the decline of independent retailers, a trend towards larger shops, which often require larger sites more easily found outside town centres, and the growth in financial, estate agency, bars, restaurants and other services. The growth in Sunday trading continues to affect town centres and traffic conditions wherever out-of-town retailers are concentrated.

9.5. Whilst out-of-centre shopping and new forms of services can offer benefits they can also constitute a threat to the traditional role of town centres. The Council is concerned that these new demands should be accommodated where possible but balanced with the need to retain the role of town centres as the focus of retailing and community life.

9.6. Town centres will also be the preferred locations for leisure activities and other major trip generating uses, which can benefit from the greater accessibility offered by such locations. Under the government's recommended sequential approach, first preference will be given to locations within existing town centres. If no such sites are available and applicants can demonstrate that need or capacity exists, consideration may be given to edge-of-centre sites, district and local centres and, only then, to out-of-centre locations that are accessible by a choice of means of transport.

Bexley's strategy for shopping

9.7. The Council's planning strategy identifies town centres as the main focal points of activity and in particular shopping and related services.

9.8. To accommodate the changing needs of traders and shoppers, it is important that town centres are kept up-to-date. Individual buildings and even a town centre as a whole can become out-of-date with current demands. This is a complex process and requires renewal and investment by both the public and private sectors, sometimes in partnership. To identify the type

of enhancements needed it is necessary to have an understanding of the role of each shopping centre. The borough's shopping centres fall into the following four tier functional hierarchy.

1 **Strategic centre**: Bexleyheath
2 **Major District Centres**: Crayford, Erith, Sidcup and Welling
3 **District Centres**: Belvedere, Bexley, Blackfen and Northumberland Heath
4 **Neighbourhood Centres**: Listed in Appendix G

There are also important shops located outside the nine town centres defined above, ranging from local shopping centres and corner shops, through to freestanding larger superstores.

9.9. **Bexleyheath functions as the borough's Strategic Centre** providing the borough's major comparison goods shopping as well as being the borough's main centre for leisure, civic and community uses and one of the borough's Preferred Office Locations. Bexleyheath is located at the hub of the local bus network, with links to other Strategic Centres in the region. It has a wide range of national multiple retailers and important, mostly independent, specialist shops that serve a wide catchment area. The centre draws its trade from a wide catchment area with over 600,000 people within a 20 minute car drive (approx. 30 mins. bus ride or 25 mins. cycle ride). However, for specific purchases, shoppers from outside the regular catchment may be attracted to Bexleyheath, just as shoppers living within Bexleyheath's catchment will also shop in competing comparable shopping centres. It is the Council's intention to maintain and enhance the role of Bexleyheath as the Strategic Centre of the borough. Chapter 11 provides policies specific to Bexleyheath; where there is any conflict the policies for Bexleyheath will take precedence within the Strategic Centre.

9.10. **The primary function of Major District Centres** is the provision of convenience shopping, as well as comparison shopping to a more confined catchment area. The majority of comparison stores will be independents. These centres often fulfil a significant service, social and community role and may have a notable employment function. All have been identified as centres where office uses will be encouraged. These centres are linked to Bexleyheath and one another and fed from surrounding catchment areas by a network of roads and public transport services. Policies seek to promote these centres for enhancement and growth.

9.11. **District Centres** have a smaller catchment area than the Major District Centres and regularly draw their trade from the local population. Shopping in these centres primarily caters for convenience trade, although comparison goods retailers are also represented. The majority of shops are independently run. However, as with the Strategic and Major District Centres, individual specialist shops that draw from a wider catchment than the rest of the shopping centre may be represented. Public transport links are generally good but provision for car borne shoppers is more limited. Policies seek to enhance and consolidate the shopping roles of these centres.

9.12. **Neighbourhood Centres** play a particularly important role for local daily food shopping, serving a range of basic day-to-day needs. To this end, policies will protect these local shopping facilities, which are also important to many people with children without the use of a car during the day, the elderly, infirm and less agile. Outside the Neighbourhood Centres defined on the Proposals Map there are isolated shops that provide for daily 'top-up' purchases, a particularly important role in areas relatively remote from other shops. Shortages of local shops for "top-up" shopping trips inconvenience mobile and car owning households as well as the less mobile.

9.13. For simplicity, the Strategic Centre, Major District Centres and District Centres are sometimes collectively referred to as town centres in this Plan, to distinguish them from other kinds of shopping areas. Neighbourhood Centres and isolated shops are collectively referred to as local shops.

9.14. In preparing the policies and proposals for shopping and town centres, the Council has taken account of background studies including surveys and other quantitative and qualitative retail information. Forecasts have been conducted to assess the capacity for further shopping development in the plan period, for a catchment area that is realistic in shopping terms and slightly larger than the borough. Qualitative strengths and deficiencies in the range of shopping facilities accessible to residents have also been identified. In particular, analysis shows nearly 45% of residents live more than 800 metres (½ mile) from a specialist grocery store capable of providing the majority of their grocery needs. Some local shops have a particularly important role providing convenience-shopping services in these areas of deficiency.

9.15. As indicated above, retail policies are based upon background studies. It is the Council's intention to keep under review matters that may be expected to affect retail development and trends in the borough and institute surveys as necessary for this purpose.

9.16. The increasing use of the car (77% of Bexley households have the use of a car) and changes in retailing have resulted in an increase in weekly car-borne shopping-trips to large convenience superstores and the use of retail warehouses. These stores can complement town centre shops and offer a range of benefits to consumers. Bexley residents, particularly in the central and southern parts of the borough, already have reasonably good choice and access to a variety of these types of stores. The north of the borough is less well served.

9.17. It is the Council's view that there is likely to be scope for further convenience and comparison shopping, including retail warehousing, over the Plan period. However, this scope is limited, and it is considered that the opportunities presented by future retail development should be utilised to address the deficiencies identified in the provision of certain types of shops in parts of the borough. Development of Broadway Square in Bexleyheath, **[and]** at town centre locations ~~and the sites identified in Policy SHO3~~ are best placed to achieve this. Other proposals will be considered on their merits.

9.18. It is the Council's view that sufficient sites have been identified to allow market choice about how and where additional shopping floorspace to satisfy these deficiencies is provided, and how the available shopping capacity is taken up over the plan period without seriously impacting on existing shopping centres. It is the case that there may be insufficient retail capacity to enable all of the individual identified sites to be developed, to the maximum, for retailing.

9.19. Town centres and other shopping facilities are served by the network of roads and public transport. The quality of public transport service and accessibility generally increase the larger the centre.

9.20. The clustering of appropriate types of shops and services at town centres has a variety of benefits. It enables businesses to gain the benefits of mutual support and competition. Infrastructure such as car parks and scarce land can be used efficiently, thus reducing the need to use land in open or other use for shopping. New shopping development can also create opportunities for the regeneration of town centres.

9.21. The combination of shopping facilities provided throughout the range of centres ensures that the shopper enjoys better service and has a real choice between different shops and types of retailing

that are accessible. The shopper with use of a car has a choice over how to travel to the shops and whether to make multi-purpose "shopping-trips" thus reducing the number and length of car journeys. This can help save energy and reduce environmental pollution and congestion. By safeguarding isolated shops and Neighbourhood Centres the policy aims to ensure that shoppers without use of a car, including the elderly, the infirm or disabled, mothers with young children and those on lower incomes who rely on public transport, cycling or walking, can gain access to shops and services at town or Neighbourhood Centres.

Bexleyheath Town Centre – the Strategic Centre

9.22. The Council's main aims for Bexleyheath are to enhance its role as the borough's Strategic Centre by:

- enhancing the quantity and quality of shopping floorspace in the town centre;
- encouraging office development and other non-retail uses where appropriate throughout the town centre;
- maintaining and promoting the civic and recreational role of the town centre and safeguarding appropriate residential accommodation;
- improving the environment, particularly through the pedestrianisation of part of Broadway;
- continuing to promote the accessibility of the town centre; and
- promoting the distribution of satisfactory and accessible car and cycle parking for all users of the town centre.

Chapter 11 of this plan provides detailed policies and proposals for Bexleyheath Town Centre.

~~**Bexleyheath**~~

~~***Policy SHO1*** **The Council will continue to enhance the attractiveness of Bexleyheath as the borough's Strategic Centre including the introduction of major new shopping facilities on appropriate sites within the town centre. The Council will resist any proposal that prejudices this role as the Strategic Centre for the borough.**~~

~~9.23. Bexleyheath contains almost half of the total shopping floorspace in the borough's town centres. It is the only centre in the borough large enough to attract further major comparison retailers, which, if attracted into the borough, would significantly improve the quality of shops available. To enhance its attractiveness as the borough's strategic shopping centre, Bexleyheath should offer the greatest possible choice and diversity of shops. Independent, specialist retailers are an important element of this diversity and provide local interest and character amongst standardised national multiple stores. This will ensure that Bexleyheath continues to attract shoppers from a wide catchment area and maintains its strategic role and status.~~

Promotion of town centres

9.24. Town centre boundaries are defined to provide a focus for the activity and services that are a vital part of the social and economic life of surrounding communities. The clustering of appropriate uses in these centres brings a variety of benefits considered in paragraphs 9.20 and 9.21 above and paragraphs 8.35-8.37 in Chapter 8. The scope of the policy is defined in paragraph 9.13.

Policy SHO2 **The Council will promote the enhancement of the quality of shopping provision and the environment of all town centres and encourage appropriate shopping developments within the boundaries of these centres. All proposals should:**

1 ensure external facades and alterations are in keeping with existing buildings and the townscape and, where appropriate, building-lines are maintained;

2 provide satisfactory arrangements for servicing (there should be sufficient capacity in the surrounding road network to accommodate the additional traffic generated and the highway arrangement should be of suitable design);

3 provide satisfactory access and egress;

4 comply with the Council's adopted vehicle parking standards;

5 ensure the layout is designed to encourage customers arriving on foot, by bicycle or by public transport and provide satisfactory means of access for people with disabilities; and

6 not conflict with other policies in this plan.

9.25. Government policy guidance supports the Council's view that existing centres should continue to be the main foci for the provision of shopping facilities and that modernisation and refurbishment are essential to maintain their vitality, role and character. This requires ongoing investment and renewal. The Council's policies seek to ensure that future development within town centres maximises benefits to residents, shoppers and other users by way of improved shopping facilities and associated improvements to the centres' environment. Planning Policy Guidance Note 1 underlines the importance of designing the spaces between and around buildings with the needs of people with disabilities in mind. The overall effect of the Council's policies for shopping, offices and other appropriate uses in centres means that demand for further shopping development is more likely to occur in Bexleyheath Town Centre and the Major District Centres.

~~Major retail development~~

~~***Policy SHO3***~~ ~~**In addition to town centres generally, the following sites, shown on the Proposals Map, are suitable for a range of uses, including retail warehousing:**~~

- **Tower Retail Park, Crayford**
- **Fraser Road (former Atlas Works), Erith**
- **Land between the A20 and Watery Lane, Foots Cray**

~~**Other than those sites listed above, sites not within the town centres will only be supported for major retail development proposals if all of the following criteria are satisfied:**~~

~~**1 the proposal, either alone or cumulatively with other developments, must not seriously adversely affect the future vitality and viability of any shopping centre, such that it could undermine that town centre's future place in the life of the community;**~~

~~**2 the proposal is not located in a Primary Employment Area indicated on the Proposals Map; and**~~

~~**subject to there being no conflict with other policies of the plan:**~~

~~**3 the proposal should be convenient to public transport and provide satisfactory means of access for people with disabilities and for people arriving on foot, bicycle or by public transport;**~~

~~**4 the development satisfies the requirements of Policy T6 and adequate site access can be provided;**~~

~~**5 the provision of vehicle parking in accordance with the Council's current adopted standards and satisfactory arrangements for servicing; and**~~

~~**6 the proposal is compatible with surrounding uses and will not cause any undesirable impact on neighbouring areas.**~~

~~9.26. The terms 'retail warehouse' and 'superstore' are defined in the glossary. Different sites are considered suitable for food and non-food stores because of the very different retail patterns and impacts associated with food and non-food goods.~~

~~9.27. As appropriate, the Council may impose conditions to safeguard the amenities of neighbouring occupiers, and on the range of goods sold to protect the roles of existing town centres. In certain circumstances conditions may be imposed on the broad categories of non-food goods sold.~~

~~9.28. The London Plan stresses the importance of existing town centres as the main foci for shopping facilities. These centres are at the focal points of the public transport network and are convenient to all sections of the population including those who are not making a particular shopping trip by car. This may be people who do not have access to a car, for example the elderly, people with disabilities and less agile people and people who have chosen to not use a car for a particular shopping trip, for example a top-up trip carried out in a worker's lunch break. It is recognised that large stores can pass on a variety of benefits to the consumer in terms of value for money, range of goods, extended opening hours, and convenience.~~

~~9.29. New food stores are best located in town centres where their benefits are more accessible to the public as a whole, the use of existing investment and infrastructure can be optimised, and the role of town centres enhanced. In addition to town centre locations generally, provision was previously made for food stores on two specific sites. The supermarket sites at Erith and Sidcup have now been developed. It is the Council's view that these sites, together with town centre locations generally, offer good provision for a range of food shopping floorspace to satisfy the majority of needs throughout the life of the Plan.~~

~~9.30. Retail warehousing is also recognised as an appropriate use in all town centres. However, retailers of major household goods, bulky DIY items etc. have also found it advantageous to move to out-of-centre sites. Sites appropriate for retail warehousing, as well as other uses, have been identified and the Council considers that these sites together offer market choice for a range of retail warehousing development to satisfy deficiencies and take-up capacity for additional floorspace to satisfy the majority of demand for this form of retailing during the Plan period.~~

~~9.31. All proposals for major retail development will be treated on their merits, subject to the criteria 1-6 in Policy SHO3 above. However, the Council will encourage the development of the sites identified above in preference to other sites because: (a) it is considered the shopping needs of~~

residents and shoppers will be best served through development at these sites; and (b) that these sites offer the best available opportunities to satisfy retailer demands, as one of the competing demands for land.

9.32. Out of town proposals that would seriously affect the continuing vitality and viability of a nearby town centre as a whole, such as could lead to the detriment of its future place in the economic and social life of the community, will be resisted. The issue is not simply one of whether existing trade will be affected. It is generally accepted that in order for a town centre to maintain its place in the economic and social life of the community, it is necessary for business confidence to be maintained and for continuing investment in new facilities to occur to maintain competitiveness and attractiveness. Policy SHO2 promotes such investment. Out of town proposals that would prejudice approved proposals, for which there would otherwise be a reasonable degree of certainty, important to the maintenance of the vitality and viability of a nearby town centre as a whole, should be resisted.

9.33. In assessing the impact of shopping proposals on the vitality and viability of existing centres, the Council will be particularly concerned with their impacts on the centres as a whole, particularly where developments are likely to lead to a significant reduction of food retailing. In this context the Council will have regard to the implications for maintaining the quality and accessibility of food shopping, particularly for the less mobile.

9.34. It is considered that an appropriate balance has been struck in the Plan between land identified for retailing and land identified for industry and commerce. This has taken into account the supply and need for retail land and the need to reconcile this with demand for other forms of development and the protection of the environment over the life of the Plan. It is considered that land and buildings in the Primary Employment Areas should be safeguarded for industrial and commercial uses as appropriate to each area as outlined in the employment chapter.

9.35. Increasing car ownership has also improved accessibility to the Green Belt and demand for retail activities such as garden centres, nursery gardens and farm shops. Further provision will, however, only be acceptable where the major proportion of the merchandise is farm or horticultural produce and is produced on site or on other land under control of the farm (See Policy ENV12).

Sites for major retail development

9.36. The Council identified a range of sites in Policy SHO3 in the adopted Plan of 1996 where comprehensive treatment could enable major retail development, either alongside or as an alternative to other uses. Most of the sites have subsequently been developed. The land supply position in 2003 is as follows.

9.37. **Tower Retail Park, Crayford ♦** Tower Retail Park was developed as part of a comprehensive redevelopment of the Rich Industrial Estate, which was sought to address the problems of an obsolete and congested industrial area and the associated traffic impacts on the town centre. The remainder of the former industrial estate has been developed for employment units along the new Tower Park Road.

9.38. Demand for further retail warehouse floorspace in this area is likely to be very restricted. However, limited amount of floorspace here will be accessible to residents at the north and north east of the borough and could complement other shopping facilities in the town centre.

9.39. ~~**Fraser Road (former Atlas Works), Erith ♦** Planning permission was granted (on Appeal) for non-food retailing on this site and has been implemented on part of the site with just over 1 ha remaining vacant and available for development in 2003.~~

9.40. ~~**Land between the A20 and Watery Lane, Foots Cray ♦** This area was previously identified as part of the Foots Cray Business Area. The site stands on a limb compared to the core of the area. It is essentially self contained and occupied by established retail warehouse uses. In view of the particular access and servicing problems, the Council granted planning permission for a comprehensive redevelopment of the site and development subsequently took place. Any alternative approach to redevelopment will be assessed against other Plan policies, particularly those relating to access and traffic management. The site is not considered appropriate for use as a food superstore because of the likely impact on the future role of Sidcup town centre of a food store at this location.~~

Non-retail uses in town centres

Policy SHO4 **In determining planning applications in the defined core shopping frontages, the Council will resist changes of use of shops (Use Class A1) at ground floor level to other uses that would not enhance the character, viability and vitality of the centre. In particular, proposals will be expected to satisfy all of the following criteria:**

1 the proposed use is a food and drink outlet (Use Class A3) or a bank or building society (within Use Class A2) or a use that will complement the retail function of the core shopping frontage;

2 the proposed use will not create or add to a concentration of a particular type of non-retail use within an area of core frontage where the cumulative effects could undermine the retail function or cause parking and traffic problems, or other adverse effects on local residential amenity;

3 (a) the proposed non-retail use is not located next to two or more average units in non-retail use or with planning permission for a non-retail use and

(b) the proposal itself, together with any adjacent existing or permitted non-retail uses, should not create a continuous length of frontage in non-retail use exceeding two average widths;

4 the proposed use would not increase the proportion of average units in non- retail use in the core frontage to more than 30% or, the proportion for the town centre as a whole to more than 45%;

5 the proportion of units in the core frontage in retail use is significantly higher than that outside the core frontage;

6 the proposed use would not have an adverse effect on the character and environment, or the amenity of occupiers in the vicinity and parking and traffic conditions; and

7 the proposal includes a shop style fascia, with an appropriate window display at ground floor level.

Proposals for food and drink outlets (Use Class A3) should in addition satisfy Policy SHO9.

9.41. It is the Council's objective to sustain and enhance the attractiveness and viability of the borough's town centres as its principal shopping centres. An increasing proportion of

expenditure is being diverted to out-of-centre locations, and with the increased pressure for non-retail uses, there has been a contraction in the number of retail units.

9.42. It is Government policy to encourage a diversification of uses in town centres as a whole in a way that contributes to their vitality and viability. Proposals for non-retail use should therefore demonstrably enhance the vitality, viability and character of a centre by virtue of increased customer generation and attraction. Where the Council has also prepared a promotional town centre strategy for a particular centre, proposals should be consistent with that strategy.

9.43. For a centre to operate successfully, it is essential to retain a defined core shopping frontage that will endure over time. This focus of shopping activity provides maximum convenience for all shoppers, enables shoppers to make comparisons more easily and can reduce the need for travel by encouraging one stop shopping trips. Core frontages contain a high proportion of the shops for the retail sale of goods or are considered to have retail potential. The Government supports this division of larger shopping areas into primary and secondary areas (referred to here as core and non-core frontages) and states that policies to strengthen the former may be justified. Core and non-core frontages are defined elsewhere in this chapter. Policy SHO4 ensures an appropriate overall balance of retail use within the core to maintain the retail function that must continue to underpin the town centres as a whole. Policy SHO5 addresses the balance of retail uses in the non-core shopping frontage.

9.44. In all the borough's town centres, non-retail uses already occupy a substantial proportion of the core shopping frontages. These constitute a pool of shop units already established in non-retail use and potentially available for reuse by other non-retail uses as they become vacant. As an example, changes and restructuring in the banking and financial services sector could release units for other uses within Class A2.

9.45. Banks and Building Societies perform a particularly important function and contribute to the vitality of town centres serving the essential needs of shoppers. These particular uses, which are already well represented in most core frontages, also make a vital contribution to the economic activity of town centres and therefore a core location is considered appropriate. Other uses within the A2 Use Class are unlikely to have this pivotal role and are better located outside the core shopping frontage rather than created at the expense of further loss of retail uses.

9.46. Many uses within Class A3, in particular well-presented cafes and fast food restaurants, can make a positive contribution to the vitality of town centres both inside and outside shopping hours. Other uses within A3 may not offer the same positive contribution. A3 proposals will therefore be considered in core and non-core frontages within the terms of Policy SHO9. Changes of use from retail can sometimes create new concentrations of single uses or of different types of non-retail use, which may undermine the retail function or give rise to local traffic and environmental problems. Policy SHO4 will be applied so as to avoid clustering of non-retail uses.

9.47. Policy SHO5 makes provision for further non-retail uses outside the core shopping frontages.

9.48. In granting planning permission, planning conditions or agreements may be required to restrict or limit the range of uses in a non-retail use class to ensure the continued positive contribution of a shop unit to the area.

9.49. In applying criterion 2, account will be taken of the following matters:

(a) Concentrations of non-retail uses in 'areas' within the centre. These areas may comprise a discrete block of units occupying both sides of a road or a naturally defined area of the centre, such as an extension of the shopping centre along a side road, or parade, or shopping mall. Concentrations may consequently interrupt pedestrian flow to other parts of the shopping centre or adversely affect the vitality or viability of the centre or parts of it, or the amenities of people living nearby.

(b) For the centre as a whole, assessments of the cumulative impact of further non-retail uses, will also take account of the incidence of long-term vacancies (over 12 months) in the centre.

(c) Vacancy levels in the town centre. As a guideline, proposals for the conversion of an occupied, retail unit to a non-retail use will not normally be acceptable in Bexleyheath or District Centres whenever vacancy levels already exceed 10% of total units in the centre in question, as the further loss of retail uses will be considered to undermine the retail function of the centre and/or give rise to local traffic and environmental problems. Preference will be given to proposals for non-retail uses that bring back into use a vacant unit already having permission for a non-retail use.

9.50. In applying criterion 4, situations may arise where non-retail uses already occupy 45% of the town centre, but the percentage in the core area is still less than 30%. In such circumstances, any further applications to change from retail to non-retail use in the core area will be resisted if it would result in the total proportion of the frontage occupied or with approval for non-retail uses in the centre as a whole exceeding or further exceeding 45%.

9.51. Criteria 3 and 4 of the policy refer to calculations of the number of average units. In each centre, the width of an average unit has been identified. This figure will be used to identify if a particular outlet is located in half-width, single or double shop unit etc. Where vacancy rates across the core frontage are very high (in excess of 10%), criteria 3 and 4 may, exceptionally, be varied.

Policy SHO5 **In determining planning applications in the defined non-core shopping frontages the Council will resist changes of use of shops (Use Class A1) at ground floor level to other uses that would harm the character, viability and vitality of the centre. In particular, proposals will be expected to satisfy all of the following criteria:**

1 the proposed use is a food and drink outlet (Use Class A3) or a professional or financial service to the public (Use Class A2) or a use that will complement and contribute to the diversity of the services provided in the centre;

2 the proposed use will not create or add to a concentration of a particular type of non-retail use within an area of non-core frontage where the cumulative effects could undermine the retail function or cause parking and traffic problems, or other adverse effects on local residential amenity and the environment;

3 (a) the proposed use is not located next to three or more average units in non-retail use or with planning permission for a non-retail use; and

(b) the proposal itself, together with any adjacent existing or permitted non-retail uses, should not create a continuous length of frontage in non-retail uses exceeding three average widths;

4 the proposed non-retail use would not increase the proportion of average units in non-

retail use in the centre as a whole to more than 45% of all units;

5 the proposed use would not have an adverse effect on the area's character and environment, or the amenity of occupiers in the vicinity or parking and traffic conditions; and

6 the proposal includes a shop style fascia, with an appropriate window display at ground floor level.

Proposals for food and drink outlets (Use Class A3) should in addition satisfy Policy SHO9.

9.52. The policies for core and non-core shopping frontages operate together to sustain and enhance the attractiveness of the town centre as a whole. Non-core frontages are adjacent to the core shopping frontages where a mixture of shopping and service uses is appropriate. A more flexible approach towards changes of use from shops outside the core shopping frontage will be adopted. The criteria used to assess proposals are substantially related and with similar justification, to those in Policy SHO4. Reference should therefore also be made to paragraphs 9.41 to 9.51.

9.53. In applying criterion 2 above, as with Policy SHO4, account will be taken of: the concentration of non-retail uses in areas within the centre; the cumulative impact of further non-retail uses; and vacancy levels in the town centre, as explained in paragraph 9.49 above.

9.54. Government advice notes that it is important that town centres retain their distinct character. Dispersal of non-retail uses within the non-core frontages will be required to help maintain the role of a shopping centre by retaining frontages which continue to be underpinned by retailing to stimulate activity and trade and retain their retail appearance.

9.55. However, by definition, non-core frontages are generally located at the edges of town centres adjacent to residential and other occupiers. Proposals for non-retail uses in non-core frontages may give rise to particular concern about adverse effects on the amenity and environment of these adjacent occupiers. Criterion 5 of Policy SHO5 will be particularly relevant in this respect, as will Policy SHO9 in respect of proposals for a food and drink use (Class A3).

Changes to non-retail use outside the defined town centres

Policy SHO6 **Within the Neighbourhood Centres defined on the Proposals Map and listed at Appendix G, proposals for non-retail uses at ground floor level will be determined in accordance with the considerations and criteria set out in Policy SHO5.**

Policy SHO7 **Outside the defined town and Neighbourhood Centres, the change of use of shops (Use Class A1) to other uses will not normally be permitted if it will reduce the range of A1 use class accommodation in the locality where no alternative convenient shopping facility accessible by foot or public transport exists to meet local needs.**

9.56. PPG6 reflects the Council's view that it is very important to maintain and enhance basic shopping facilities at the local level, particularly for the less mobile members of the local community. Neighbourhood Centres may provide a good cross-section of shops that provide a reasonably

full and satisfactory range of local retail facilities and services for a locality. This might include a greengrocer, off licence, baker, butcher, newsagent, small supermarket, chemist and post office as well as a hardware shop and other essential local services. Away from Neighbourhood Centres, individual shops selling food and everyday necessities can be particularly important. The Council cannot regulate, through its planning powers, the type or mix of products sold in any shop or the range of shops at any location, but it will normally resist the loss of any shop unit that is capable of providing economically viable accommodation for local retailing.

9.57. The Council may be prepared to consider the change of use of a retail unit where it is demonstrated to the Council's satisfaction that future retail use of the unit, in whole or in a modified manner, will not be viable. Evidence required will include record of attempts to market the unit on reasonable terms for at least 12 months. Vacancy in itself will not be sufficient evidence. Account will also be taken of the range of units available in the locality.

9.58. Where a change of use is acceptable, preference will be given to medical, community and other uses in Use Class D. Uses within classes A2 and A3 may also be acceptable in view of the services such uses provide to the general public.

Late night uses in town and Neighbourhood Centres

Policy SHO8 **The Council will seek to control proposals likely to cause an unacceptable level of problems affecting the amenity of residents by reason of late night operation, by condition limiting hours of operation.**

9.59. With greater affluence and increasing mobility, demand for eating and entertainment facilities has increased. Where late night uses could adversely affect the amenities of surrounding residents, the Council will normally seek to restrict such activities so as to cease by 11.30pm including customers leaving the premises. Additional restrictions will generally be applied on Sundays and other public holidays to protect residential amenity in the morning and at night. This is to minimise the attendant problems of parking, noise, plant and other equipment, etc, which may cause nuisance to residents. The Council will normally seek to ensure such activities cease by 11.00pm in town centres or by 10.30pm in Neighbourhood Centres and elsewhere. Similarly, activities should not commence before 9.00am on these days.

9.60. In certain circumstances, where proposals are in close proximity to residential uses and/or the Council is aware of existing impacts on the amenity of nearby residents, the Council may impose more restrictive conditions for opening hours than suggested above. The times during which a takeaway or delivery service is operated from a restaurant may be subject to additional limitations for reasons of road safety or residential amenity.

9.61. Where appropriate, conditions will be attached to planning permissions limiting such considerations as opening hours and the playing of music. Such uses may be appropriate in the Strategic Centre. If planning conditions are considered inadequate to alleviate any problems, planning permission will be refused.

Policy for all food and drink uses (Use Class A3)

Policy SHO9 **In addition to being in conformity with other relevant policies, including Policies SHO4-SHO8 and BTC3 as appropriate, all proposals for A3 Class uses, regardless of location, will be resisted where permission would result in any of the following adverse effects that could not be overcome by the imposition of appropriate conditions:**

1 adverse effects on the amenities of residential occupiers by reason of emission of fumes, smell, noise or other disturbance emanating from the premises and its immediate vicinity and/or associated with the use of premises in the surrounding area;

2 the creation of traffic or parking problems;

3 the proposed use, including related alterations, plant and equipment, will detract from the character or visual amenities of the area; and

4 the proposed use will harm, by the cumulative effect of the proposal added to an existing concentration of A3 uses, upon matters such as parking and local residential amenity.

Where adverse effects can be overcome by the imposition of conditions, they may be applied to limit the permission to a specific use within the A3 use class and to the control of hours of opening, noise, emission of smell or fumes, the disposal of refuse, the sale of hot food for consumption off the premises or other matters where these are necessary to protect the environment and local residential amenity.

9.62. In respect of criteria 1 and 3 above, details sufficient to ensure that these requirements can be met, such as waste disposal or ventilation arrangements for restaurants, will normally be required to be submitted and approved as part of the initial application. In other cases, conditions may be imposed. The requirements of visual amenity and minimising the impact of emissions will need to be carefully considered. In other appropriate cases, conditions may be imposed. Where details to overcome potential problems cannot be agreed, a scheme will normally be considered unacceptable.

9.63. In response to the increasing number of applications for changes of use to Class A3 and given their potential impact on residential amenities, the Council will, in certain circumstances, require details to address these matters to be submitted for consideration as part of the original application. Specifically, where applications for A3 uses are proposed in locations with residential uses directly above the premises or in proximity or within Conservation Areas, the Council will require ventilation details to be submitted and approved as part of the initial application. Supplementary Design Guidance for ventilation equipment will be published to assist applicants in providing this information.

9.64. In respect of criteria 2 and 4 above, changes of use can sometimes create new concentrations of restaurants and takeaway food outlets or add to existing difficulties in an area. The impact of an individual proposed use will, therefore, need to be considered in the context of the cumulative pattern of existing uses and the established character or problems in the area. If a hot food delivery service is intended, then applicants should indicate where any related cycles or motor vehicles are to be parked between delivery duties. The use of the public highway or open forecourts for this purpose is unlikely to be acceptable to the Council.

9.65. The Use Classes Order 1987 describes A3 uses as those for the sale of food or drink for consumption on the premises or of hot food off the premises. A broad range of uses therefore fall within the Class, these can be categorised as:

- restaurants, predominantly used as the main purpose of a visit to the town centre;
- cafes (principally day time);
- fast-food restaurants (often operated for long opening hours by both independent and national operators); and
- predominantly takeaway operators, pubs, clubs and wine bars.

9.66. Although the Use Classes Order allows changes of use between these various categories without requiring planning permission, the Council considers that such a change would often result in a quite different impact on the surroundings, which would not always be desirable. The Council may, therefore, impose appropriate conditions restricting the use within the Use Class or limiting the operation to minimise any adverse impact or maximise any positive contributions to the area. Close regard to the Guidelines on Ventilation Equipment will help to minimise the chances of neighbours being adversely affected by emissions from food preparation activities. Conditions will only be imposed where they are necessary, relevant to planning, relevant to the development permitted and reasonable in all other respects. Additionally, certain types of use will also require different forms of licence and approval by other authorities as appropriate.

9.67. Planning permission will be refused where problems, as indicated in the Policy above, would be created or where suitable conditions cannot be agreed.

Motor vehicle and caravan sales

Policy SHO10 **The Council will resist proposals for motor vehicle showrooms and vehicle sales areas unless it can be demonstrated that they:**

1 will not disrupt the free flow of traffic and pedestrian movement;

2 will provide adequate, well laid out car parking and display facilities within the site and appropriate boundary treatments;

3 will not adversely affect the amenities of local residents; and

4 will not conflict with other policies in this Plan.

Operators of existing car sales establishments are encouraged to undertake investment in the premises to secure environmental improvements.

9.68. Because of the detrimental impact that car showrooms and display areas can have on residential and shopping areas and the free flow of pedestrian and vehicular movement, these uses will only be supported where there will not be an adverse impact on the amenity and character of the surrounding area and all the criteria identified are satisfied. These uses are often characterised by forecourt parking, extensive areas of obtrusive advertising and glazing, and poor boundary treatments. These can combine to detract from the character and appeal of shopping and residential areas.

Markets

Policy SHO11 **Indoor and open markets will be acceptable subject to the following criteria:**

1 the site of the market is accessible to vehicles and those arriving on foot or by public transport and there is no adverse effect on the residential amenity of the surrounding area;

2 neighbouring uses are not adversely affected by disturbance generated by the operation of the market or any related activity;

3 adequate arrangements are made for collection and disposal of refuse, parking for customers and traders, servicing and storage of stalls;

4 there is sufficient capacity on the surrounding road network to accommodate the traffic generated; and

5 that setting out and packing away of the market can be achieved without adverse effects on residential amenity or the safety and free flow of pedestrian and vehicular traffic.

9.69. The Council will permit markets subject to the proposal meeting all of the identified environmental criteria. Markets extend the quantity and range of shopping facilities available and can add to the diversity and vitality of shopping facilities. They can also generate an undesirable impact on the surrounding area through noise and other disturbance, especially if adequate arrangements cannot be made for them or if they are poorly-managed. Legal agreements may be required to help ensure a satisfactory level of management. Any new proposal may also require other approvals, including an Act of Parliament, to overcome any market charter restrictions that apply.

Enhancing shopping centres

~~***Policy SHO12***~~ ~~**The Council will investigate opportunities for further environmental improvements in shopping centres.**~~

~~***Policy SHO13***~~ ~~**Developers, current and future occupiers of shopping centres will be encouraged to enter into environmental improvement partnership schemes.**~~

~~9.70. It is the Council's intention to improve the environment of the borough's shopping centres. Environmental improvements within shopping centres currently form an important element of the Council's Environmental Improvement Programme. Further schemes will be prepared as resources become available. More specifically, schemes that will substantially enhance the environment and the shopping and related functions of an area will be encouraged. The Council has limited resources for such schemes. It is the Council's experience that limited resources are most effectively and efficiently employed when targeted at a limited number of priority schemes, or where used in partnership with other resources. In particular, the Council welcomes opportunities to work in partnership on such schemes.~~

~~***Policy SHO14*** **The Council will promote town centres' management in partnership with local businesses and the community to help promote and enhance the vitality and viability of town centres.**~~

~~9.71. It is recognised that the vitality and viability of town centres can best be promoted in partnership with local businesses and the local community. This will help to co-ordinate promotion and to encourage partnership involvement in improving the environment of town centres. To secure this, as resources permit, the Council will establish Forums for each of the major town centres.~~

Policy SHO15 **The Council will resist proposals for new commercial buildings, which fail to provide adequate access for off-street servicing and refuse collection and will encourage the improvement of servicing arrangements in existing developments as and when opportunities arise.**

9.72. Poor access and servicing arrangements can disrupt traffic and inconvenience customers, passers-by and business operators. The Council will seek to take advantage of any future opportunities to improve off-street access to commercial properties for servicing, with the aim of reducing traffic congestion to provide a better environment for pedestrians in main shopping streets. The Council will perform a coordinating role, channelling private resources and initiatives.

~~***Policy SHO16*** **The Council will promote improvements to the accessibility of shopping centres, for private and public transport and pedestrians.**~~

~~9.73. The Council is concerned to maintain and improve access to town centres and will promote a safer, more convenient and more pleasant environment for shoppers and other users of the borough's shopping centres. The Council's ongoing programmes of parking and traffic management will also seek to address the needs of residents living close to shopping centres. Improvements will be coordinated with environmental improvements carried out under Policy SHO12 to achieve specific objectives for individual shopping centres. The Council will seek to improve the flow of traffic and enhance on and off-street public parking facilities. Equally, it will promote improvements of benefit to pedestrians, cyclists and users of public transport; the needs of the young, wheelchair users and other less agile individuals will be carefully considered.~~

Policy SHO17 **Proposals for new or replacement frontages, alterations or advertisements will be required to respect the scale, character and design of the individual property or group of properties and area generally, be accessible to all potential users and accord with any approved guidelines. Proposals to listed buildings or in Conservation Areas will require a higher level of care and detailed design.**

9.74. The attractiveness and character of the borough's shops can, in part, be attributed to well-designed shop fronts and advertisements, features particularly important to the environment and amenity of pedestrians. Good design on individual schemes can also make a direct contribution to upgrading overall townscape quality and can enhance commercial benefits for traders. Accordingly, the Council wishes to see a high standard of design throughout the borough. New frontages and advertisements should respect the original and surrounding buildings, incorporate a limited range of materials and colours and be accessible to all shop users. All businesses providing goods or services to the public should review the accessibility of their premises in order to achieve compliance with the Disability Discrimination Act of 1995. Advice is available from the Disability Rights Commission. Further guidance in respect of shop front design is contained in the appended Design and Development Control Guidelines for shop fronts and advertisements.

Use of upper floor accommodation

Policy SHO18 **The use of upper floor accommodation for small offices within the defined Major District Centres and the Sidcup Station Neighbourhood Centre will normally be encouraged except where:**

1 the proposals would result in the loss of residential premises capable of providing satisfactory residential accommodation; or

2 servicing and parking arrangements are inadequate; and/or

3 there is conflict with Policy E1.

Policy SHO19 **The Council will encourage the use of upper floor accommodation for residential purposes, either through re-use of areas previously designed for residential accommodation or conversion of areas from other uses, provided that:**

1 the accommodation created enjoys satisfactory amenities for residential purposes including adequate floorspace, daylight, ventilation, sound insulation, etc;

2 the accommodation has an independent access without going through the premises below;

3 there is adequate provision for servicing, refuse storage, etc; and

4 there is no conflict with other policies in this plan.

9.75. The Council wishes to promote the efficient use of land and therefore will give favourable consideration to proposals to optimise the use of upper floor accommodation above shops that may be under-occupied. Upper floor accommodation in Major District Centres or the Sidcup Station Neighbourhood Centre may be particularly appropriate for small office uses.

9.76. This will create opportunities for local employment by increasing the supply of accommodation for small office users in appropriate locations. Sidcup Station Neighbourhood Centre, Erith, Crayford and Sidcup are particularly appropriate because these are Preferred Office Locations (see Policy E14). Policy E15 more generally covers small-scale office development.

9.77. However, in accordance with Policy H2, the loss of residential accommodation will not normally be permitted. The Council fully endorses the aim of the London Plan to protect the existing housing stock and supports the role of housing in town centres. To this end, the Council will support the return to residential use or conversions to residential use of floors above shops. Such accommodation is particularly appropriate for non-family housing in the Major District Centres and provides a supply of affordable lower cost accommodation. A more flexible approach to the minimum requirements for residential conversions set out in Policy H11 and Design and Development Control Guideline Number 3 may be appropriate in determining proposals for residential accommodation above shops in these town centres. These proposals will have to be assessed on a case-by-case basis.

9.78. However, in all cases, it is important that accommodation provides adequate amenities (in accordance with Policy H11) to ensure an acceptable quality of life for occupiers and neighbours.

Policies for individual town centres

9.79. The borough's town centres perform an important economic and social role. They provide a focus for a range of activities in locations easily accessible to all the borough's residents. A viable and wide range of shopping and leisure facilities is important to the diverse role of town centres. Ongoing investment and enhancement will be necessary if town centres are to maintain their shopping role and vital place in the social and economic life of the community. Office and other employment generating developments, at a scale appropriate to the particular town centre, may be permitted in Major District Centres, subject to parking and amenity considerations. These provide local employment opportunities and stimulate investment and spending in town centres (see Policies E14 and E15).

9.80. **Policies for Bexleyheath Town Centre are considered in Chapter 11**.

Sidcup (See Map 9.1)

9.81. Sidcup developed as a result of the spread of suburban development and is the most important shopping centre in the south of the borough. The defined town centre and the Sidcup Station Neighbourhood Centre, taken together, represent an important, principally office-based, employment area. Policies identify the vicinity of Sidcup Station as appropriate for office development on suitable sites (Policy E14) and premises above shops (Policy SHO18), subject to other policies in the Plan, in order to take advantage of the good rail transport and any supply of under-used floor space at this location.

9.82. Following a report to the Development Committee in 1987, which examined means to enhance the vitality and viability of Sidcup town centre, the Council resolved to:

- undertake a programme of environmental improvements in the town centre;
- reaffirm the policy to resist further loss of retail uses in the prime shopping area;
- improve the shopping provision in Sidcup town centre through negotiations to achieve the development of a new supermarket, and further unit shops, by acting as a catalyst for further improvements; and
- investigate other improvements to the town centre, including parking and access and measures to create a focal point within the centre.

9.83. An environmental improvement scheme has been undertaken on the forecourt area in front of Elm Parade where additional seating, trees and a raised brick shrub bed have been provided. ~~In line with Policies SHO12 and SHO13 the Council will pursue further schemes as appropriate.~~

9.84. Sidcup has been characterised by a mix of retailers, offering both durable and convenience shopping. This mix includes both independent retailers and multiples. In recent years it has suffered an erosion of its convenience trade to such a point that it is becoming difficult to maintain its position in the shopping hierarchy.

9.85. There was a proposal in the adopted Plan of 1996 to develop a modern food store on the Grassington Road site behind the High Street with links to the High Street via Nelson Place. This has now been achieved with a new supermarket, access road and additional town centre car parking being opened in 2003.

~~Policy SHO(SID)1~~ **~~The Council will promote and enhance Sidcup town centre as an attractive and viable town centre.~~**

~~9.86. The Council is committed to ensuring that Sidcup retains and enhances its role as the major shopping centre serving the southern part of the borough. It will continue to place a high priority on safeguarding and enhancing the vitality and viability and upgrading the environment of the town centre.~~

Policy SHO(SID)2 **The core shopping frontage will be:**

1, Nisbett Walk; and

2-106 (even) and 1-91 (odd), and The Blue Rose P.H., Sidcup High Street.

The non-core shopping frontage will be:

14 Church Road;

1 Elm Road;

2a Hadlow Road;

61a Sidcup High Street;

1-4 (consec) The Mews, 1, 3, 3a, 7, 13-17 (odd) and 10-16 (even) Hatherley Road;

89-107 (odd), 108, 1-10 (consec) and 20 and 21 Elm Parade, Main Road;

1, Jenner Close;

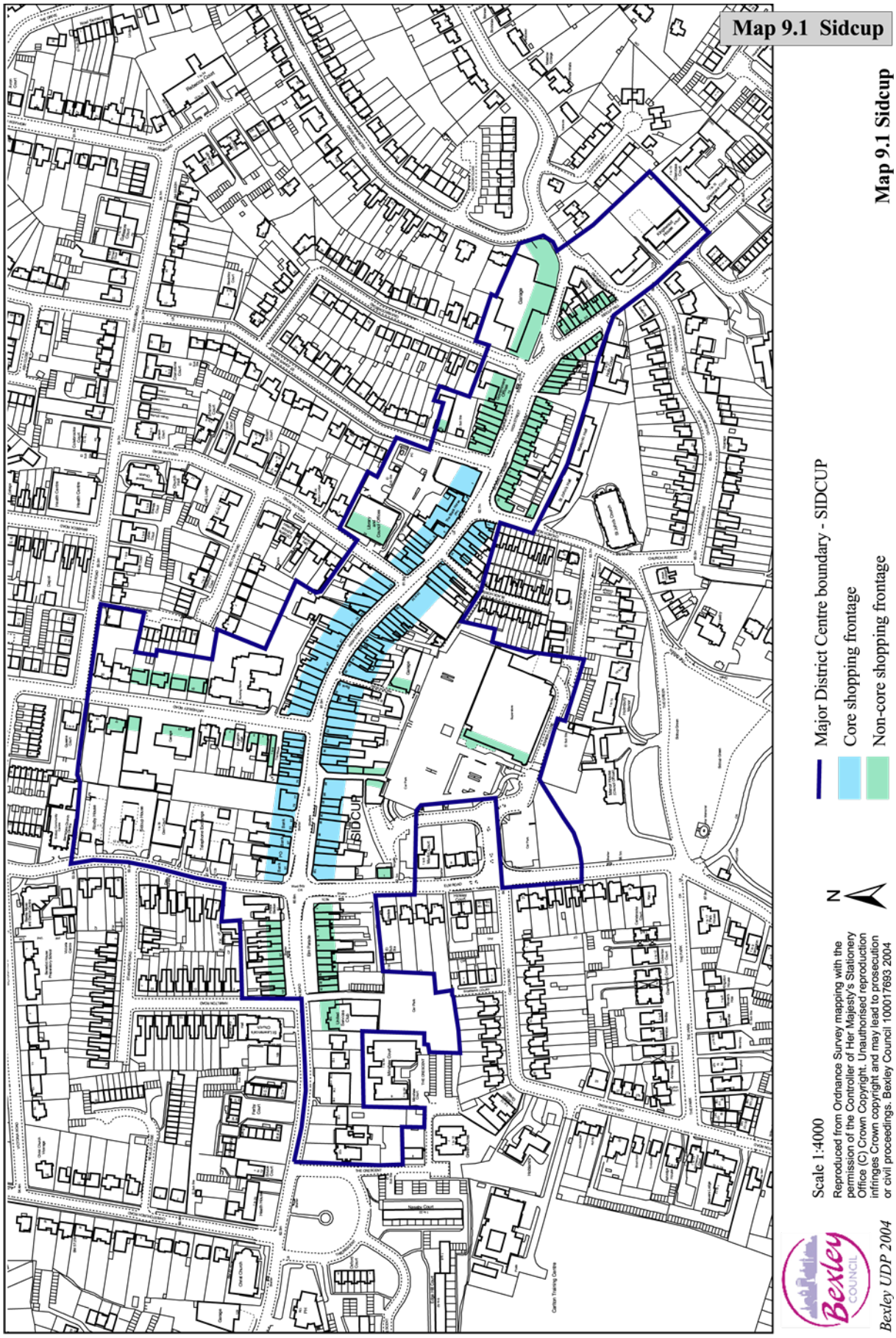
Garage in Nelson Road;

2-5 (consec), Nisbett Walk;

1-15 (odd) and 2 Rectory Lane;

1-15 (odd) Market Parade, 1-15 (consec) St. Johns Parade, 1-6 (consec) Invicta Parade, Sidcup High Street; and

25-43 (odd) and 2-10 (even) Sidcup Hill.


Map 9.1 Sidcup
Map 9.1 Sidcup
Major District Centre boundary - SIDCUP
Core shopping frontage
Non-core shopping frontage
N
Scale 1:4000
Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004
Bexley UDP 2004

9.87. The core shopping area consolidates a recognisable central core in the shopping area between Station Road and St. John's Road. Of the four Major District Centres in the borough, Sidcup has the highest proportion of non-retail uses within core frontages reflecting its important service and leisure role in the south of the borough. Further changes to inappropriate non-retail use will be resisted in order to maintain Sidcup town centre's main shopping function in accordance with Policy SHO4.

Crayford (See Map 9.2)

9.88. Crayford dates back to Roman times, when the original settlement was probably situated around St. Paulinus Church and Crayford High Street. Activity is now focused on Crayford Road and facing Waterside Gardens in buildings dating mainly from the inter-war period, and at the Sainsbury site, off Roman Way.

9.89. There are a number of listed buildings and other buildings with important associations with the local history of Crayford and the munitions industry. Positive features of the local townscape include strong form and building lines and uniformity of scale and materials along Crayford Road and High Street, which are particularly clear when viewed as Crayford is entered from the surrounding higher ground. This form and character is however lost around the road circulatory system behind the main shopping area on Crayford Road. There are also some important leisure and community facilities in Crayford including the Greyhound Stadium, Sports Centre, Town Hall, Library, Clinic and Pop-In Parlour.

Policy SHO(CRAY)1 **The core shopping frontage will be:**

1-11 (consec) The Parade, Crayford Way;

116-158 (even) and 167-193 (odd) Crayford Road;

1a Swaislands Drive; and

Stadium Way (J. Sainsbury and Homebase stores, as indicated on Map 9.2).

The non-core shopping frontage will be:

5-11, 11a, 13-23, 25b, 27-35 (odd), r/o 29, 37 (Crayford Arms PH), 53 (Duke's Head PH), and 2-36, 60, 62-74 (even), Crayford High Street;

159-165 (odd), 104, 106, 110, Clinic, Town Hall theatre, Crayford Road;

Crayford Social Club, Crayford Way;

2-10 (even), London Road;

Hire Shop and petrol filling station, Stadium Way;

4-12, 12a, 16-34 (even) Station Road; and

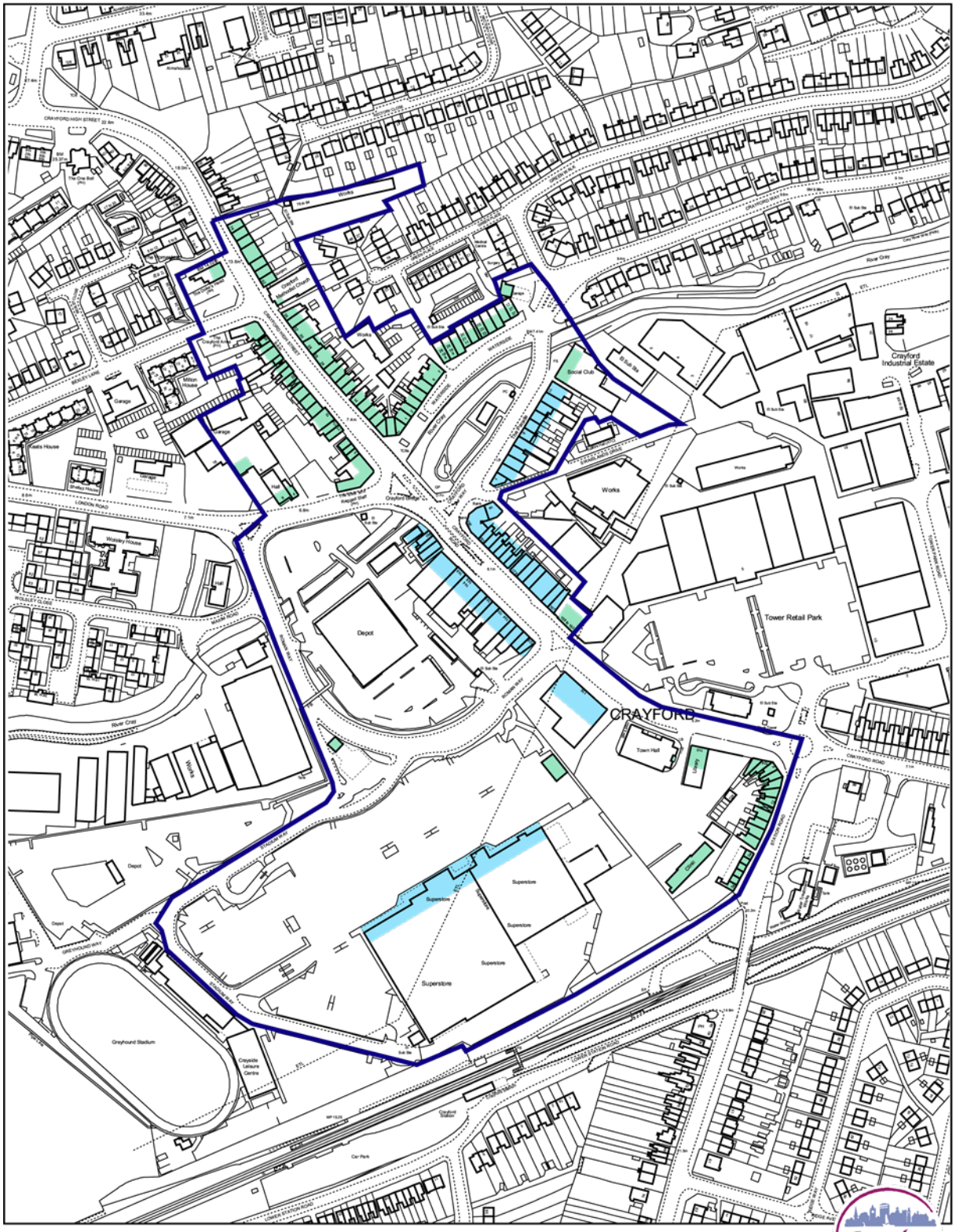
1-17 (odd), petrol filling station, 2-16 (even) Waterside.

9.90. The main focus of shopping activity is on Crayford Road, the Parade fronting Waterside Gardens and the Sainsbury site. Older retailing areas along the High Street to the north-west have been in decline for some time. The Sainsbury store and retail warehouses enable Crayford to draw trade from a wider area in addition to more local trade.

Map 9.2 Crayford

Major District Centre boundary - CRAYFORD
Core shopping frontage
Non-core shopping frontage

Scale 1:3500



Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004

N

Bexley COUNCIL

Bexley UDP 2004

~~***Policy SHO(CRAY)2***~~	~~**The Council will promote and enhance Crayford town centre as an attractive and viable town centre.**~~

~~9.91. Public consultation has revealed that there is concern about the future of Crayford town centre. Particular concerns include: the impact of further shopping proposals on established shopping facilities; community facilities; traffic and industrial development; and townscape and heritage, including the Town Hall building.~~

~~***Policy SHO(CRAY)3***~~	~~**The Council will seek to enhance Crayford to maintain its social and economic role as an attractive and viable Major District Centre serving the local community. In partnership with residents, shoppers, retailers, businesses, landowners and other interested parties, the Council will prepare a Strategy and Action Plan to guide the future use and development of sites in and adjoining the town centre. The Strategy and Action Plan will have regard to the following objectives:**~~

~~**1 to promote a comprehensive and co-ordinated strategy for the future development of Crayford town centre;**~~

~~**2 to improve vehicular and pedestrian circulation, public transport access and pedestrian links to the centre; and**~~

~~**3 to ensure a coordinated approach to the design of all new buildings and spaces to ensure they are in harmony with one another in terms of height, scale, building line, articulation, roofline and materials.**~~

~~9.92. A Strategy and Action Plan, prepared in partnership with landowners, developers, retailers and the local community, will ensure that the town centre is developed according to a shared vision of the future. It will enable a more co-ordinated approach to improving vehicular and pedestrian circulation and to the design of buildings.~~

~~9.93. The Council has approved a planning brief for the development of land to the rear of the Town Hall and library. The proposals in the brief will be reviewed and incorporated, as appropriate, into the Strategy and Action Plan.~~

Erith (See Map 9.3)

9.94. Focused around the 1960's redevelopment Erith town centre acts as the Major District Centre for the northern part of the borough. The open market increases the variety of goods available and improves the centre's attractiveness to shoppers. However, the Council considers that the centre requires major enhancement if it is to continue to fulfil its role. Regeneration within the catchment area of the town centre in the form of major housing and employment development offers the potential for increased turnover and thereby investment in the regeneration of the town centre, shopping facilities and greater use of other facilities such as the theatre, public houses and other leisure facilities.

~~***Policy SHO(ERI)1***~~ ~~**The Council will promote and enhance Erith town centre as an attractive and viable town centre.**~~

~~9.95. The Council is firmly committed to ensuring that Erith becomes a first-class shopping centre for this part of the borough and will continue to place a high priority on upgrading the environment of Erith town centre (see Policy SHO(ERI)4 below).~~

~~***Policy SHO(ERI)2***~~ ~~**The Council will seek to enhance the relationship between the town centre and the riverside.**~~

~~9.96. Historically, Erith town centre has close connections with the river. Bexley Road acts as a barrier between the riverside and the town centre. If the potential of the Erith Riverside and other local amenities is to be fully realised it will be necessary to create a strong link between the centre and the riverside.~~

Policy SHO(ERI)3 **The Council will promote the development of the Walnut Tree Road / Stonewood Road site shown on the Proposals Map for a development compatible with its location within the town centre.**

9.97. This site, which includes the former tram and Council works depot, occupies a prominent site within the town centre but is separated from the main business area by Walnut Tree Road and steep banks along the eastern and south-eastern boundaries. To the south-west is Bronze Age Way with good access to Erith Station under the new road. The site is available for development and a Planning Brief has been prepared, which has taken the opportunity to examine its use for a wide variety of purposes, including commercial, office and business uses, residential and privately funded recreational uses. The Council will seek a use that maximises the potential of the site, both in terms of employment and economic support for Erith and adjoining areas and is beneficial to Erith town centre.

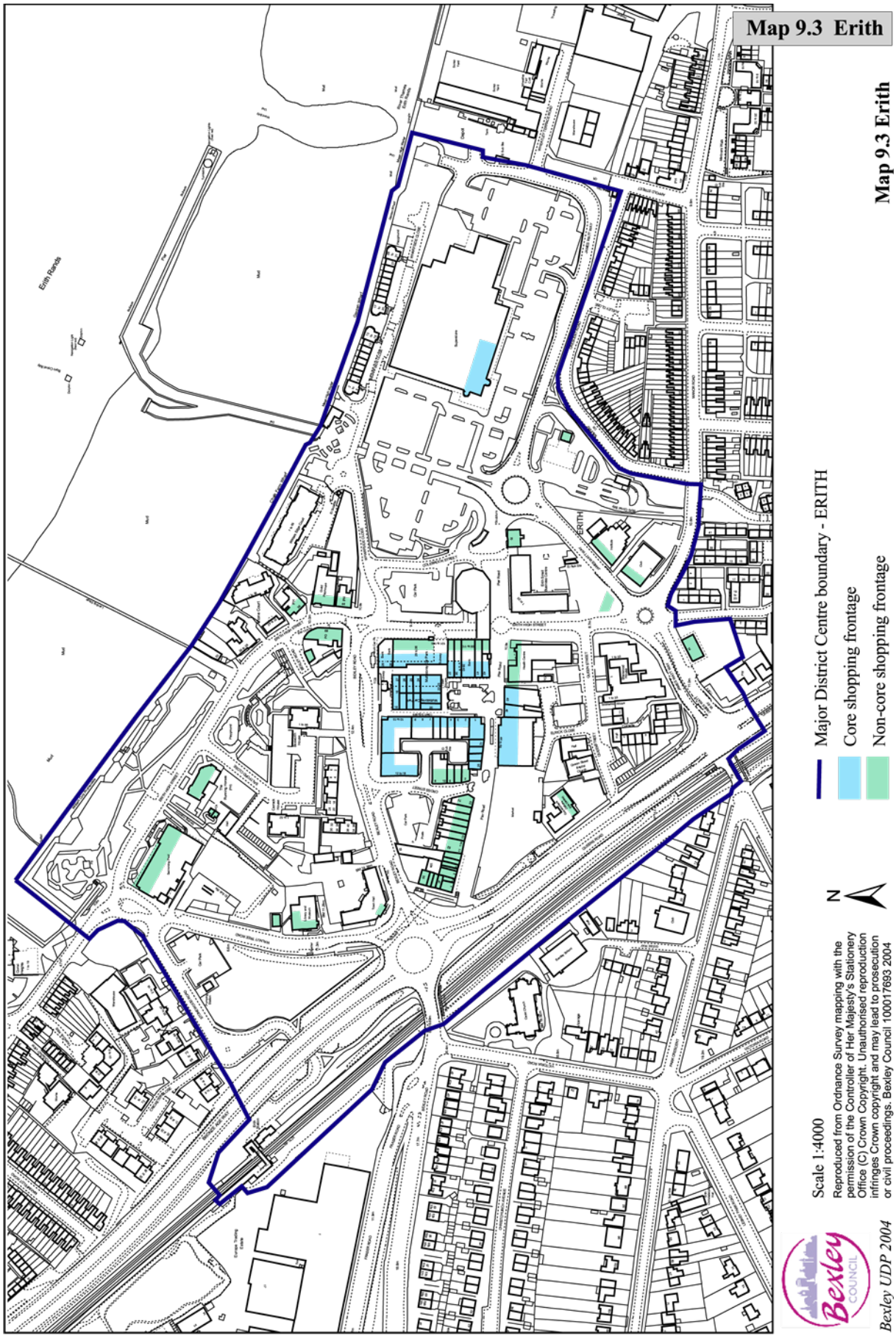
Policy SHO(ERI)4 **The Council will continue to work in partnership with the Erith Town Forum to implement the Erith Strategy and Action Plan and, in particular, to:**

1 seek the refurbishment or redevelopment of the Erith Town Square precinct to a plan agreed with the owners;

2 secure the beneficial redevelopment of town centre sites, including Stonewood Road, Erith Health Centre and the remaining development sites on the former Erith Deep Wharf;

3 improve the image of Erith, enhance its general appearance and promote it in order to maximise the benefits of new investment; and

4 improve actual and perceived levels of security and safety by day and night.


Map 9.3 Erith
Map 9.3 Erith
Major District Centre boundary - ERITH
Core shopping frontage
Non-core shopping frontage
N
Scale 1:4000
Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004
Bexley UDP 2004

9.98. During 1995/96 the Council prepared the Erith Town Centre Strategy and Action Plan in partnership with the local community. The Plan was based on the vision that by the early 21st Century, Erith would be transformed into a revitalised town centre at the heart of the local community. The Council was able to use it to help attract £□3 million of Government funding to begin the process of revitalising Erith. Significant progress has been made in implementing the Erith Strategy and Action Plan, but more is needed to realise the vision. Policy SHO(ERI)4 sets out the broad priorities agreed with the Erith Town Forum and the local community. With the development of the Morrison's superstore on the former Erith Deep Wharf site, shopping facilities have been significantly improved for Erith residents. The original Town Square precinct is being redeveloped to provide a revitalised centre that can attract shoppers in greater numbers and is suited to the needs of today's retailers.

Policy SHO(ERI)5

The core shopping frontage will be:

1-42 (consec), Town Square;

25-31(odd) and 28-48 (even), Pier Road;

12-18 (even), Cross Street. and

Morrison's Superstore, James Watt Way).

The non-core shopping frontage will be:

35-41(odd) Bexley Road;

2-8 (even) Cross Street;

1 (Riverside Swimming Centre), Running Horses PH, 89, Signmakers, 97-115 (odd), 36, 44, Playhouse Theatre and former Bingo Hall, Erith High Street;

4 (Social Club), 14 (McDonalds) and Petrol Filling Station, James Watt Way

1 (Squash Club), Manor Road;

1, 1a, 3, 7, 7a, 9, 11, 11a, 13-23 (odd), 23a, Health Centre and 70, Pier Road;

7 (Job Centre), Queens Road; and

1, Library and Town Hall, Walnut Tree Road.

9.99. The core area seeks to ensure that shop units in and around the redeveloped Town Square provide a busy and lively atmosphere and a pleasant shopping environment.

Welling (See Map 9.4)

9.100. Historically, the main east-west traffic route through the borough contributed to the growth of Welling, which, after Bexleyheath, is the largest of the borough's town centres. The centre has a relatively high proportion of comparison goods floorspace and also functions to serve the local needs of its immediate catchment population and areas to the north served by the good bus links. The railway station lies within easy reach of the town centre.

Map 9.4 Welling
Map 9.4 Welling
Major District Centre boundary - WELLING
Core shopping frontage
Non-core shopping frontage
N
Scale 1:4000
Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004
Bexley UDP 2004

Policy SHO(WEL)1

The core shopping frontage will be:

1-9 (consec), 9a, 19-28 (consec) Embassy Court, 71-113 (odd) and 102-146 (even), Welling High Street;

1-37 (odd) and 2-36 (even), Upper Wickham Lane;

1-57 (odd) and 2-50 (even), Bellegrove Road; and

2a, Hook Lane.

The non-core shopping frontage will be:

35-41(odd) Bexley Road;

2-8 (even) Cross Street;

1 (Riverside Swimming Centre), Running Horses PH, 89, Signmakers, 97-115 (odd), 36, 44, Playhouse Theatre and former Bingo Hall, Erith High Street;

4 (Social Club), 14 (McDonalds) and Petrol Filling Station, James Watt Way

1 (Squash Club), Manor Road;

1, 1a, 3, 7, 7a, 9, 11, 11a, 13-23 (odd), 23a, Health Centre and 70, Pier Road;

7 (Job Centre), Queens Road; and

1, Library and Town Hall, Walnut Tree Road.

9.101. The shopping area in Welling stretches for almost a mile along Bellegrove Road, with the majority of shops on the fringes being secondary in nature. The Council will seek to retain the focus of retail activity in the defined core frontage.

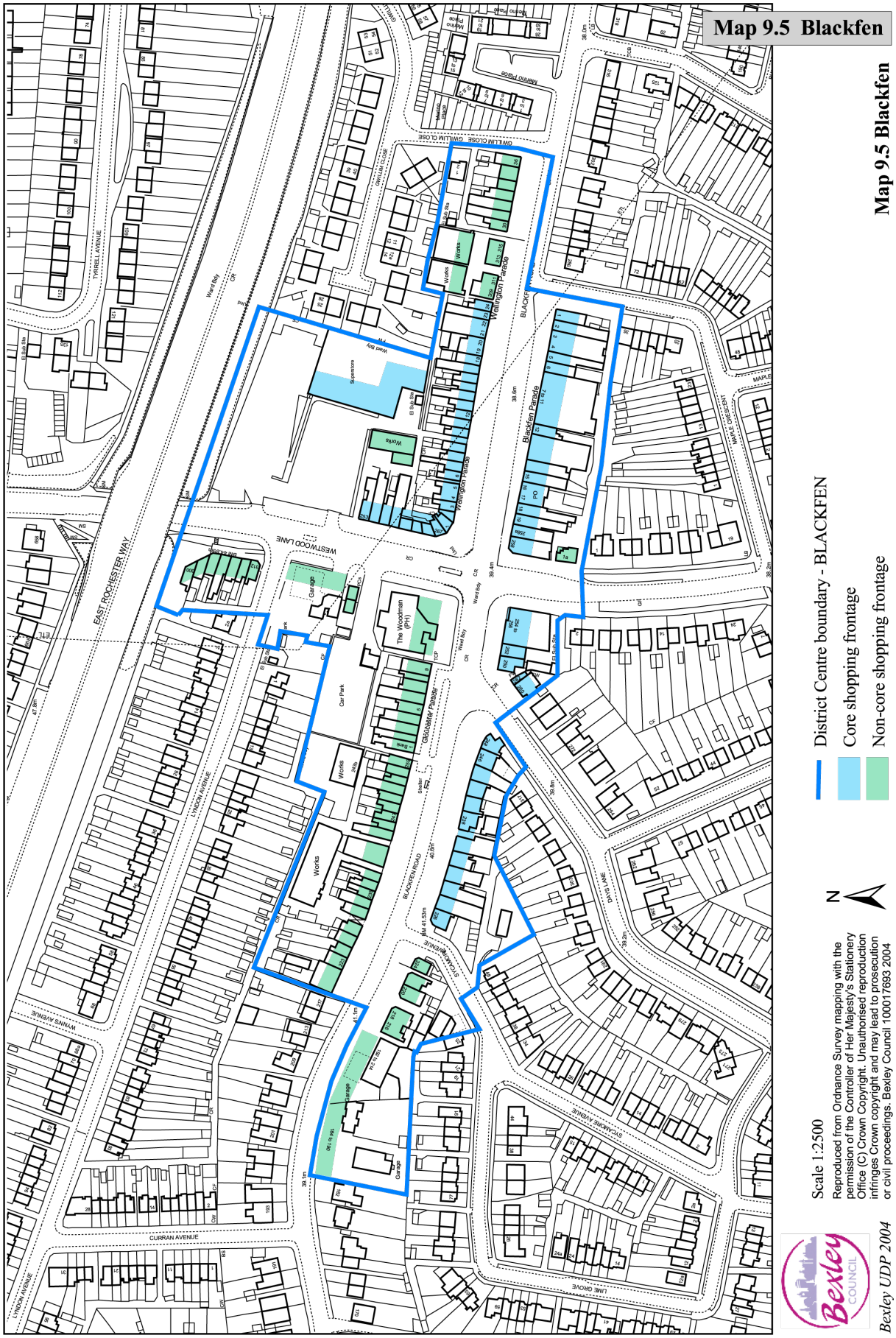
9.102. The Council is committed to ensuring that Welling retains and enhances its role as the main shopping centre serving the western part of the borough. It will continue to place a high priority on safeguarding and enhancing the vitality and viability and upgrading the environment of the town centre.

~~***Policy SHO(WEL)2***~~

~~**The Council will promote and enhance Welling town centre as an attractive and viable town centre.**~~

Blackfen (See Map 9.5)

9.103. Blackfen is an interwar suburban shopping centre with some larger shops. The Safeway store in Westwood Lane plays a significant role in sustaining the centre's important role in the local community. Links between this store, the car parks and the core shopping frontage in Blackfen Road are particularly important. A large proportion of car sales and motor-cycle/cycle shops have characterised Blackfen as the borough's main centre for vehicle sales. However, it is considered that Blackfen's role as a District Centre could be undermined if these uses are permitted to further erode the retail function and vitality of the centre.


Map 9.5 Blackfen
Map 9.5 Blackfen
District Centre boundary - BLACKFEN
Core shopping frontage
Non-core shopping frontage
N
Scale 1:2500
Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004
Bexley UDP 2004
Bexley Council
EAST ROCHESTER WAY
WESTWOOD LANE
Wellington Parade
Blackfen Parade
Gloucester Parade
BLACKFEN ROAD
CURRAN AVENUE
LIME GROVE
SYCAMORE AVENUE
The Woodman (PH)
Car Park
Garage
Works
Supermarket

Policy SHO(BLA)1

The core shopping frontage will be:

Safeway and 253-267 (odd), Westwood Lane;
1-24 (consec), Wellington Parade, 1-19 (consec), Blackfen Parade, 226-248, 250-256 (even) and 258-258a, Blackfen Road; and
280-282 (even), Days Lane.

The non-core shopping frontage will be:

219-259, 273, 309-315 (odd), r/o 311 and 313, 190-224 (even), Blackfen Road;
1-5, 5a, 6-9 (consec), Gloucester Parade, Blackfen Road;
1a Wellington Avenue; 30-36 (consec), Wellington Parade, Blackfen Road; and
251, 300-314 (even), toilets, Westwood Lane.

9.104. The core frontage consolidates a recognisable central core in the shopping area close to the junction of Westwood Lane/Blackfen Road.

Belvedere (See Map 9.6)

9.105. Many of the buildings are mid-Victorian in origin and the centre has a unique 'village' atmosphere. Belvedere serves quite an extensive catchment area and serves both the immediate residential area and car borne shopping. The presence of two supermarkets along Nuxley Road and a public car park promotes Belvedere's function as a District Centre; these are particularly important due to the location of Belvedere in an area somewhat remote from other town centres and Bexleyheath.

Policy SHO(BEL)1

The core shopping frontage will be:

4-8b, 16 and 18, 24-42, 52-80 (even), 7-25, 45-75a (odd), Nuxley Road; and 1and 2-14 (even), Albert Road.

The non-core shopping frontage will be:

15 and 18a, 22, 24, 24a, 26-38 (even), 42, 54, Albert Road; and
44, 48, 29-39 (odd), 77, 79, Nuxley Road.

9.106. The core shopping frontage has been defined to consolidate the two recognisable concentrations of shops at either end of Nuxley Road. The location of a church and several houses account for the split in core frontage but reflect its local character.

Northumberland Heath (See Map 9.7)

9.107. Northumberland Heath is the smallest of the borough's District Centres and contains a variety of interesting turn of the century buildings. Comparison goods occupy almost half of the retail floorspace. The centre is surrounded by residential properties that depend on the centre to provide daily convenience goods and services. The two supermarkets in the centre have helped to sustain the centre's catchment population.

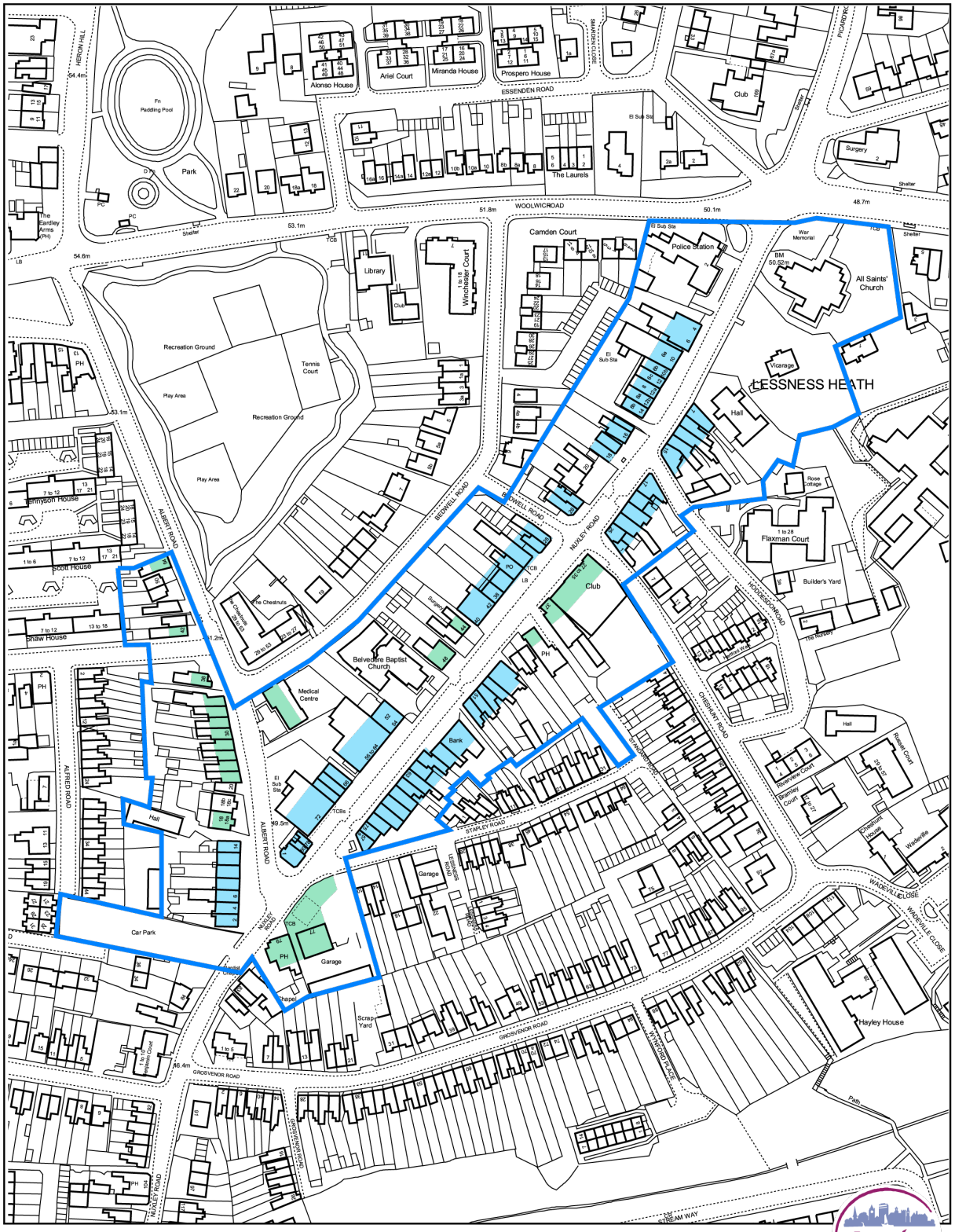
Map 9.6 Belvedere

District Centre boundary - BELVEDERE

Core shopping frontage

Non-core shopping frontage

Scale 1:2500



Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004

N

Bexley COUNCIL

Bexley UDP 2004

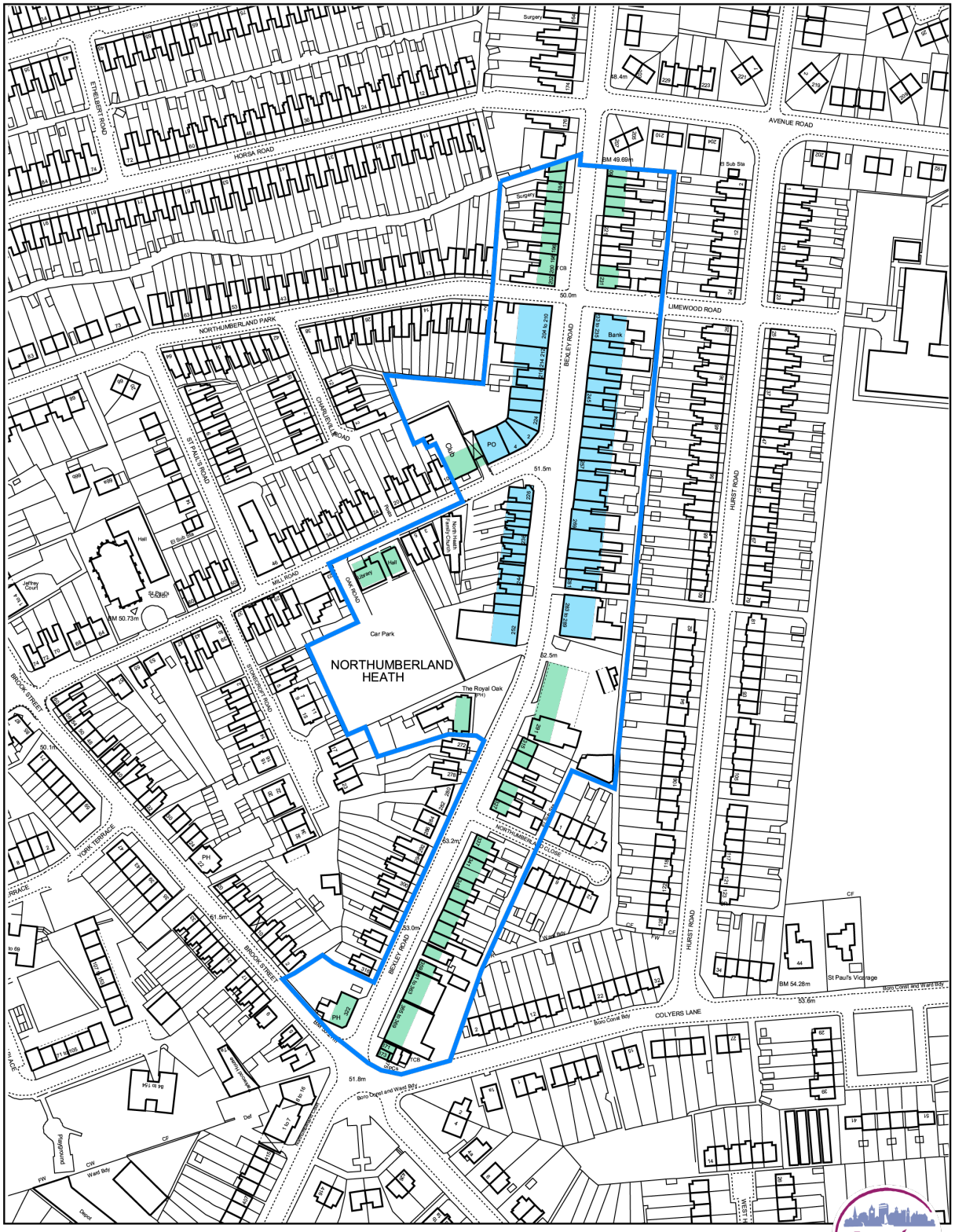
Map 9.7 Northumberland Heath

District Centre boundary - NORTH. HEATH

Core shopping frontage

Non-core shopping frontage

Scale 1:2500



Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004

N

Bexley COUNCIL

Bexley UDP 2004

Policy SHO(NOR)1

The core shopping frontage will be:

204-252 (even) and 233-289 (odd), Bexley Road; and

2-6 (even), Mill Road.

The non-core shopping frontage will be:

209-217, 229-231, 291-313 (petrol station and shop), 315, 317, 321-327, 337-373 (odd), and 180-196 (even), 200, 202, 270 (Royal Oak PH), 322 (Duke PH), Bexley Road; and

8, Pop-in parlour and Library, Mill Road.

9.108. The core shopping frontage consolidates a recognisable central area around the junction of Mill Road.

Old Bexley (See Map 9.8)

9.109. Old Bexley's shopping function is to serve the immediate local population, on a daily basis, for convenience goods. It also provides a wide range of restaurants and small businesses that have grown up in and around the centre and which are conveniently served by a railway station, good public car parking and buses.

~~***Policy SHO(BEX)1***~~

~~**The Council will seek to attract high quality retailers and promote Bexley Village as a specialist shopping centre, while maintaining its fundamental role as a District Centre.**~~

~~9.110. Bexley Village evolved around the river crossing point and grew slowly up to the Nineteenth Century. After the arrival of the railway, it expanded rapidly, but its historic origins are still discernible today contributing to its unique and attractive character reflected in its status as a Conservation Area. The quality of the retailers and the historic character of Bexley have also encouraged the centre's role as a speciality shopping centre with a wider catchment area than that for its convenience goods trade, without prejudicing its fundamental role as a district shopping centre. The Council will seek to enhance this specialist role.~~

~~9.111. Old Bexley in particular suffers from a heavy presence of vehicles and congestion. Construction of the Bexley bypass (Policy T6) will benefit Old Bexley by reducing the high volume of traffic in the village and will provide significant relief and the opportunity for traffic restrictions and associated environmental upgrading of the centre. However, this is a long-term proposal, and the Council has therefore sought to ameliorate existing problems through its programmes of highway and environmental improvements.~~

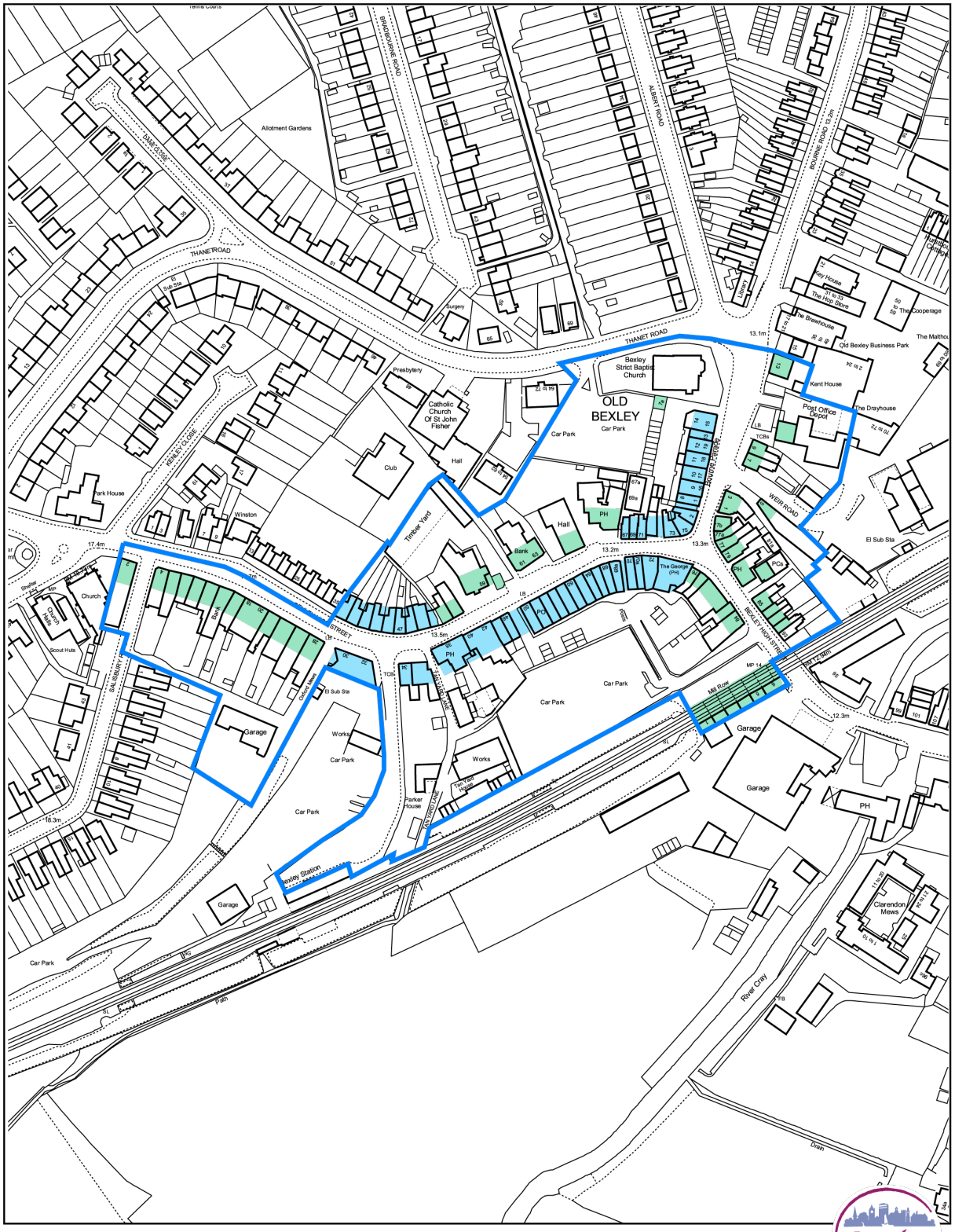
Map 9.8 Old Bexley

District Centre boundary - OLD BEXLEY

Core shopping frontage

Non-core shopping frontage

Scale 1:2500



Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004

N

Bexley UDP 2004

Policy SHO(BEX)2

The core shopping frontage will be:

30-72 (even), 74 (The George PH), 37-51a, and 67-75 (odd), Bexley High Street; and

1-7 (consec), Bourne Parade and 2, Bourne Road.

The non-core shopping frontage will be:

53-59, 59a, 61-65, Freemantle Hall, 77, 77a-b, 79, 83-91 (odd), 2-28, 76-84 (even), Bexley High Street;

7a Bourne Parade, 1-13 (odd), Bourne Road; and

1-6 (consec), Mill Row.

9.112. The core shopping frontage is defined to consolidate a recognisable central area around Bexley High Street and Bourne Parade. Further changes of use from retailing will be resisted to maintain this concentration and preserve the District Centre's role in the local community.

10

Tourism and leisure

Tourism

10.1. Tourism is playing an increasingly important role in the economy of London. As the number of visitors increases, the number of people employed directly and indirectly in tourist-related jobs will continue to grow. The pressure of visitors in central London has led to moves to decentralise tourism to outer London boroughs. This, combined with projected increases of visitors travelling from the Continent and the opening of the Channel Tunnel, means that Bexley Borough should plan for increasing tourism activity. Policies have therefore been formulated with the aim of accommodating that activity in the best possible way, at the most suitable locations, and with the minimum risk of adverse effects on residents or the environment.

Policy TAL1 **The Council will encourage hotel development and new serviced accommodation, to serve tourist and business markets in locations that meet all of the following criteria:**

- **the use is compatible with the character of the area and will not give rise to unacceptable levels of noise and disturbance to residential amenities;**
- **the site has the benefit of good road access to principal and Strategic Roads and is accessible by public transport;**
- **the development will not result in any built development or inappropriate uses or levels of activity on land designated as Metropolitan Green Belt or Metropolitan Open Land;**
- **adequate off-street vehicle parking is provided in accordance with the Council's standards;**
- **the proposal is satisfactory in terms of design and layout and will enhance the environment; and**
- **There is no conflict with other policies in the Plan.**

10.2. Adequate hotel accommodation is important to serve not only tourists but also business visitors. Hotels are seen as an important adjunct to the successful development of an area's businesses. They also provide additional benefits of helping the development of the local economy and providing a range of local employment. The attraction of hotel development can be greater if additional facilities are included, such as conference facilities. The criteria for the location of hotels aim to direct development to locations which are readily accessible, whilst at the same time ensuring that there are no undue adverse effects or conflicts with other uses or aims of the Plan.

10.3. There is a recognised need for additional guest house/ budget hotel accommodation in London. This may often be provided by the change of use of existing buildings or the extension of existing buildings such as public houses, and such uses can sometimes secure the preservation of historic

buildings. Provided that the criteria above can be met, such uses would be considered favourably.

Policy TAL2 **The Council will support proposals for short-stay holiday caravan and camping sites provided that they are inconspicuously located, well-screened and landscaped, supported by suitable ancillary facilities, and do not conflict with other policies in the plan.**

10.4. There is a shortage of suitable budget accommodation for holiday-makers in London and particularly there are few touring caravan and camping sites in southeast London. Caravans, tents and ancillary buildings can be visually intrusive, particularly as sites are normally in generally open areas. It is therefore important to ensure that any proposals are carefully designed and well screened.

~~***Policy TAL3***~~ ~~**Hotels and tourist attractions must be designed to be accessible to and provide facilities for people with disabilities.**~~

~~10.5. The Council aims to increase the opportunities for people with disabilities to participate in as wide a range of activities as possible, and to ensure that they are not needlessly disadvantaged by ill-considered developments. Hotels should provide specially adapted rooms, WCs, ramps, lifts, etc. wherever possible, and should avoid steps, which whilst seemingly innocuous to able-bodied people, may act as impenetrable barriers to people with disabilities. Operators and their designers should have regard to the requirements of the Disability Discrimination Act and seek advice as necessary from the Disability Rights Commission. Many of these matters will be covered by the Building Regulations when new development or alterations take place. In new hotels and in certain other circumstances, there is a statutory requirement to provide at least 5% of bedrooms designed to wheelchair access standards in accordance with current Building Regulations. This should be regarded as a minimum requirement and the Council will by negotiation seek an enhanced level of facilities in appropriate circumstances up to, for example, 10% of all bedrooms and up to 50% of bedrooms on the ground floor. The Council will also ensure that consideration is given to the provision of adequate access for people with disabilities in site layouts, and the relationship between buildings and their car parking areas and other public access points.~~

~~***Policy TAL4***~~ ~~**The Council will seek to enhance existing attractions for visitors and encourage the provision of new facilities in suitable locations, including signing and information services.**~~

~~10.6. In order to obtain the benefits from tourism development, and to accommodate the growth of tourism in outer London, it is necessary to plan the enhancement of attractions. Many existing attractions, such as open spaces and historic buildings, represent finite resources which it is difficult to expand, and these will be enhanced so as to make the best use of them. The provision of new attractions, information services and signing are important to make the area attractive~~

and convenient for visitors, and to direct tourism activity to the best locations, where any risk of adverse impacts will be minimised.

Leisure

10.7. Recreation and leisure represent important elements in achieving an acceptable quality of life. Trends towards earlier retirement, shorter working weeks and increased concern over healthy living have further increased the importance of leisure and sports. In such activities, some people may be prepared to travel considerable distances to reach suitable facilities, but most seek such provision locally, particularly for open spaces. Some deficiencies of local provision do exist, and the plan points to the need and means of providing suitable leisure opportunities for all residents. In this, it is recognised that besides the Council a range of bodies provide, and will continue to provide, facilities for recreation. The plan aims to provide policies to secure new provision and safeguard existing facilities for the benefit of local residents. The Council will, in partnership with local people, prepare a Bexley leisure strategy, which will include the identification and assessment of local, recreational needs within the borough, in accordance with Planning Policy Guidance Note 17.

10.8. Most forms of recreation and leisure have land requirements. Land is a limited resource for which leisure is just one of many competing uses. Some locations are better suited than others to recreation and leisure uses, and if such uses are lost, they are difficult to reinstate. The Council, therefore, wishes to retain such uses, particularly where they serve a local need. New provision will be encouraged where appropriate, through voluntary, commercial or private organisations, as well as by the Council where resources permit.

Publicly accessible parks and open spaces

Policy TAL5 **The Council will aim to provide or secure provision of a range of parks and open spaces such that every resident would have access to the following:**

1 a local park;

2 a local natural space; and

3 a large, multi-activity space.

10.9. Following Government advice contained in PPG17 "Sport and Recreation" the Council has undertaken a local user assessment of its parks and open spaces. Extensive research with people across the borough has shown that users value open spaces beyond their obvious recreational use for the feelings of getting away, well-being, relaxation and revitalisation they generate, such that even small "pockets of green" provide visual and ecological enhancement. The user assessment has identified the overriding consideration of provision, namely the need for diversity within and between the different spaces provided. There is the need for small, local parks and natural areas close to people's homes to cater for the short, informal visits often undertaken on weekdays and the needs of people with reduced mobility. There is also the need for large, predominantly natural "green" spaces with a sufficient variety of features to provide a day out for its visitors. People will be prepared to travel by bus/car to visit such spaces if they are perceived to have sufficient attractions. The Council, therefore, aims to secure the provision of a range of parks and open spaces distributed so as to maximise accessibility for residents and provide the range of benefits they seek.

10.10. **For the purpose of Policy TAL5 a local park** is defined as:

> An open space that is large and/or secluded enough to give a sense of getting away and which enhances the appearance of the area. It offers a combination of grassy spaces interspersed with trees and flowerbeds. It provides play and kick-about facilities for children, seating for parents and less mobile users and probably a playing field for organised sport/games. It also contains a separate area for dog-owners to walk their pets. Wherever possible, it incorporates sites/features of interest regarding local history and culture.

10.11. Such a space would serve the local park needs of residents and visitors within a short walking distance [nominally 400 metres from its entrance(s)].

10.12. **A local natural space** is defined as:

> An open space that is predominantly a natural landscape, such as woodland, heath, marsh or meadow. It is sufficiently large and/or secluded enough to give a sense of being close to nature and enhance the visual appearance of the area. It may contain a water feature and incorporate sites/features of ecological, local historical and cultural interest. It would offer seating, wild animals and flowers, hills and slopes, signed footpaths and dog-walking routes, but would otherwise have limited formal facilities.

10.13. Such a space would serve the local natural space needs of residents and visitors within 1km of the entrance(s).

10.14. **A large, multi-activity space** is defined as:

> A large open space with a combination of natural and formal spaces. The natural areas would offer grassy, open space, hills and slopes, woodland, wild animals and flowers, and a water feature. Such areas would be sufficiently large to provide a sense of being close to nature and getting away from the stresses of urban life. The natural areas would be supported by a sufficient number and variety of facilities and formal spaces for all visitors to enjoy a "day out". These might include 'pay as you play' sports facilities, playing fields, kick-about areas, equipped children's play spaces, picnic areas, separate areas for people to walk their pets, formal gardens, sites of historic/cultural interest, and signed footpaths/nature walks/jogging tracks. Given that people will travel to these spaces and often consider such visits as a "day out", the necessary level of support services including car parking, toilets, seating and refreshments would be required. Such spaces are also likely to offer information and interpretation centres, a permanent staff presence, and a programme of activities and events.

10.15. Such a space would serve the large natural and formal open space needs of residents and visitors within 4 kilometres of the entrance(s). Given that large, multi-activity spaces should meet the minimum requirements of each of the other types in the classification, they would also function as local parks and local natural spaces.

10.16. The terms "public open space" and "open space" include woodland areas as well as open grassland. Appendix H categorises existing parks and green spaces in the borough according to the above classification.

Policy TAL6 **In areas of open space or recreational deficiency the Council will have regard to the need for additional open space provision, by means of:**

1 appropriation, for public open space purposes, of Council owned land in another use,

when it is no longer required for that use; and

2 seeking the provision of, or access to, open space in all new residential developments to meet the recreational and open space needs of residents and users of such developments in accordance with Policies H13 and TAL7.

10.17. The Council's local user survey indicates that some parts of the borough are deficient in their accessibility to one or more types of open space as set out in **Policy TAL5** above. Subject to the availability of resources, a review of areas deficient in open space will be carried out in accordance with advice set out in Planning Policy Guidance 17 (Planning for Open Space, Sport and Recreation). In built up areas such as Bexley, development or redevelopment schemes provide opportunities for creating new local parks and open spaces in parts of the borough that are deficient. When considering the future use of its own surplus operational land, the Council will take into account whether it could be used to alleviate an open space deficiency, in accordance with the advice in Planning Policy Guidance Note 17. It may also be appropriate for the Council to negotiate planning obligations under Section 106 of the Town and Country Planning Act 1990, or other power, to secure the provision of or access to open space or contributions to off-site open space provision in new residential developments, as provided for by Policy TAL7 and particularly related to larger residential developments as set out in Policy H13. This, too, is consistent with the advice in Planning Policy Guidance Note 17. For the purposes of this policy, open space is defined by paragraphs 10.10-10.16.

Policy TAL7 **For all new residential developments, developers will be required to ensure there would be sufficient recreational open space within easy walking distance to meet the needs of occupants, including:**

1 informal open space; and

2 children's play space to nationally accepted standards of design.

To achieve this a contribution may be sought from the developer towards new or enhanced off-site provision where on-site provision is neither practical nor desirable in design and planning terms.

10.18. Planning Policy Guidance Note 17 (Sport and Recreation) recognises that provision for sport and recreation can form an important component of new housing developments in highly built-up areas like Bexley. Large-scale redevelopment schemes may provide opportunities for creating new public open spaces. Children represent a significant proportion of the borough's population - about 18.6% of the 1991 population were aged under 15 years and this had risen to 20% by 2001. Play is recognised as a vital need in the development and maturation of children, yet the modern environment is both dangerous and unattractive for children at play. Surveys have indicated that more than two-thirds of parents in the U.K. are concerned about the lack of play space for their children. Providing good quality outdoor play facilities would make a significant contribution to reducing the risks to children. Where a contribution is sought from a developer this will be on the basis set out in the Council's Design and Development Control Guidelines 10.

10.19. The development in the borough of any new housing will increase the demands made on existing parks and open spaces and exacerbate deficiencies where they exist. Whilst private garden space

~~can meet the most basic needs for play and passive recreation, it is no substitute for well-equipped or designed public open space. This also needs to be continually adapted and improved to meet modern standards and expectations of users.~~

10.20. ~~Most existing public play spaces in the borough are located in parks and open spaces Bexley is relatively well provided with these and there are few areas of the borough that are seriously deficient in terms of accessibility to an open space. The quality of provision however needs to be improved, particularly for children's play spaces. The Council is seeking to expand and improve its own provision as resources permit to meet new national standards.~~

10.21. ~~Experience has shown that play space, both equipped and informal, is nearly always best located in local parks and open spaces. These are usually close to homes, but not so close that they would cause disturbance. Similarly, the need for informal recreation by other age groups is nearly always best met in larger parks and open spaces. In both cases there are economies of scale in respect of maintenance costs by locating them in existing parks and open spaces. It is therefore the Council's policy to upgrade and enhance existing recreational facilities to meet new demands, rather than to provide freestanding new play areas or pocket parks, wherever this will meet the needs of the occupants of new developments.~~

10.22. ~~To this end, the Council may seek a financial contribution from the developer towards the costs of recreational provision for the development in lieu of on-site provision (see para.10.23 below). Financial contributions will be held in a "public recreation open space fund" until such time as sufficient funding is accrued to provide new or improved off site facilities. Funding will be allocated to projects identified in a recreational space improvement strategy prepared by the Council and dispersed to ensure equity and create a functional relationship between the contribution and the off-site facilities.~~

10.23. ~~The Council has published advice for developers on its requirements, together with information on commuted payments, as Design and Development Control Guidelines. (See Design and Development Control Guideline No. 10 - Play space provision for new developments.)~~

Access to recreation opportunities

~~Policy TAL8~~ **~~The Council will seek to improve public access to open spaces, the countryside and riverside areas, including improved access for people with disabilities.~~**

10.24. ~~The provision of a well distributed range of open spaces and opportunities for recreation can only be successful if residents can gain ready access to these facilities. The countryside offers great potential, but this can only be realised if access is arranged e.g. by opening up new areas (such as the Cray and Shuttle Riverways and the Green Chain walk) and providing further access points to open spaces. Efforts will therefore be made to secure the best access whilst recognising the need to limit access to particular ecologically sensitive areas. The Council will seek the co-operation of developers of sites adjoining such recreation opportunities to provide improved public access. It is recognised that open spaces are attractive to recreational cyclists and cycle access may be improved on particular routes, provided that it does not conflict with the safety of pedestrians in parks. (See also the chapters on Thames-side and Environment).~~

Policy TAL9 **The Council will safeguard and endeavour to enhance public footpaths and rights of way, to make them safer and more attractive to use and to improve access to recreational facilities.**

Policy TAL10 **There will be a presumption against the closure or diversion of public footpaths unless equivalent or improved alternative provision is to be made.**

10.25. The public footpath network provides opportunities for access to areas for recreation, particularly in the countryside for informal recreation. Improvements should therefore help to increase accessibility and open up new opportunities for residents. The existing footpath network is, therefore, viewed as a recreational resource as well as a means of communication, and for both reasons the Council will resist the closure of footpaths. Where improvements to the routeing, lighting or condition of footpaths appear to offer scope for the reduction of crime or the enhancement of public safety, these will be considered. The Council maintains a definitive map of Public Rights of Way and Public Footpaths, and this will form the basis of ongoing monitoring and control.

Golf

Policy TAL11 **In considering applications for golf courses, golf driving ranges, pitch-and-putt courses and putting greens, the Council requires that any proposal:**

1 does not result in the loss of productive agricultural land, in particular that of grade 1, 2 or 3a;

2 protects areas important for their landscape value (particularly for historic landscapes) or nature conservation value and improves areas of despoiled or poor quality landscape;

3 is satisfactory in terms of access and traffic impact on the surrounding area;

4 is of a scale, siting and design such that the character and open nature of the area is not impaired; and

5 is accompanied by full details of the site and of the impact of the development proposed, including any effects on public rights of way.

10.26. Golf courses are mostly open landscaped areas, which, therefore, may be accommodated in Metropolitan Green Belt or Metropolitan Open Land, provided that associated buildings are kept to a minimum and are compatible with the location and other related policies. With their managed and semi-natural landscapes, golf courses can be designed to provide visual and ecological benefits to an area. The Council will pay particular regard to the protection of existing wildlife habitats in accordance with policies for nature conservation elsewhere in the Plan. In areas of historic landscape, special regard will be paid to the effect of the golf course on the character of the area, particularly in the context of specialist advice from English Heritage. Full

details of any proposal will be required in order that the implications of the development on the site and surrounding area may be thoroughly assessed.

Water-based activities

Policy TAL12 **The Council will aim to maximise the potential of waterside and riverside areas, particularly of the Thames, for water-based activities and riverside walks, provided that safety and navigation on the waterways is not prejudicial and the special character of the waterside areas or sensitive areas of wildlife are not adversely affected.**

10.27. Riverside areas provide significant potential for leisure, with activities linked to the water (sailing, rowing, fishing, etc.) and passive recreation (walking, picnics, etc.). For this reason, the Council is establishing new riverside walks to open up these attractive areas and to provide more opportunities for recreation, e.g., the Cray Riverway and Shuttle Riverway, which link areas of open space along these rivers. Where new developments take place alongside rivers, the Council will seek the improvement of riverside access to the public. Many riverside areas are of ecological importance, and care will be taken to balance the needs of wildlife and visitors. In such areas only passive recreational uses compatible with nature conservation objectives will be supported. Water based activities on the Thames must be compatible with the safety of navigation and the Port of London Authority should be consulted on any proposals for such activities.

~~***Policy TAL13***~~ ~~**The Council will support water-based leisure as an after-use of areas of mineral extraction, where appropriate, both as natural habitats for conservation and for passive leisure, and lakes for active water sports.**~~

~~10.28. Bexley Borough is deficient in water areas suitable for water-based leisure activities. Opportunities to create such facilities arise only rarely, mostly following mineral extraction. Such after-use will be the preferred form of restoration after mineral extraction in low-lying areas, notably the Cray Valley. Besides leisure, water areas often evolve into valuable wildlife habitats; this will therefore be a consideration in determining the best form of treatment after mineral extraction. (Refer also to Chapter 14).~~

Indoor activities

~~***Policy TAL14***~~ ~~**The Council will promote the provision of three integrated leisure centres at Erith Sports Centre, Crook Log Sports Centre and at an appropriate location in the south of the borough.**~~

~~10.29. Following the success of Crook Log Sports Centre, a smaller complex has been built at Erith to provide a range of general leisure and sports provision as well as conference and meeting facilities. The Council has identified the benefits of combining sports and swimming centres into integrated leisure facilities. Therefore, integrated leisure facilities are now proposed at the Crook Log and Erith Sports Centre sites. The Council has kept under review and identified the potential~~

~~need for similar facilities to be provided for the south of the borough. In view of the size and likely visual impact of indoor sports buildings, and their likely traffic generation, great care will have to be taken in the selection of sites for new facilities to ensure they are compatible with their surroundings.~~

Policy TAL15 **The Council will encourage and promote public use of existing or new school, collegiate and private facilities for sports, recreation and entertainment subject to:**

1 no significant detrimental impact on the environment or amenities of neighbouring occupiers;

2 floodlighting and noisy or late night activity having no detrimental impact on the surrounding area; and

3 no conflict with other policies in this Plan.

10.30. Dual use is a means of maximising the use of school and college buildings and equipment and privately owned facilities to the benefit of the regular users and the wider community. Premises could be made available to other users for organised or casual use at off-peak times. This helps to achieve maximum use of the available facilities. Care should be taken to ensure that activities do not conflict with the amenity of nearby residential areas, and sites should have adequate parking provision.

~~***Policy TAL16***~~ ~~**Subject to other policies in this Plan the Council will encourage commercial and voluntary provision of suitable sports and leisure facilities, including arts, culture and entertainment, for public use in appropriate locations and will oppose the loss of existing facilities, unless appropriate alternative provision can be made.**~~

~~10.31. The Council recognises the important contribution that private clubs and commercial undertakings can make to the range of sports and leisure facilities, particularly in respect of indoor sports. They represent important leisure resources for the public, and will therefore be encouraged and, where in operation, protected for the benefit of users.~~

~~***Policy TAL17***~~ ~~**The Council will encourage the provision and retention of a range of commercial and voluntary leisure and entertainment uses at points of good public accessibility, notably in and adjacent to town centres.**~~

~~10.32. In the fields of leisure and entertainment, it is recognised that the major provision is made by commercial organisations or by voluntary groups. These range from organised facilities such as cinemas and theatres to the more informal facilities such as social clubs and public houses. Some may become focal points for the local community, and the loss of such leisure opportunities will be resisted. The most suitable locations for leisure and entertainment facilities are in and around town centres, or at other locations with good public transport access, where they are more readily accessible to local residents. Such uses also serve to reinforce the function of town centres and~~

provide vitality outside normal shopping hours. However, care will be taken in locating such uses in shopping areas so as not to detract from the function or attractiveness of these areas or from the amenity of residential areas. In all cases, adequate parking provision is important so as to avoid creating on-street parking problems.

Policy TAL18 **The Council will seek to promote the provision of suitable venues for the performance of theatre, music, the visual arts, the showing of films or similar purposes.**

Policy TAL19 **Proposals for indoor recreational uses should preferably be located in town centres. Where suitable sites are not available, they should be located on edge-of-centre sites with good links to public transport services. Out-of-centre sites will only be acceptable if suitable town centre or edge-of-centre sites are not available and the applicant is able to demonstrate a need for the facility. In all cases acceptability is subject to:**

1 the site being well-served by public transport from a range of destinations;

2 no conflict with other policies or priorities for land identified in the Plan;

3 adequate on-site parking and servicing and no unacceptable impact on parking congestion and traffic flow; and

4 no unacceptable adverse effects on the environment or on residential amenities.

Policy TAL20 **Subject to the conditions set out in Policy TAL19, the Council will encourage further provision for indoor tennis, indoor bowls and children's indoor play facilities.**

10.33. There are a number of venues for events, ranging from library halls to the Council Chamber at the Civic Offices, two small public and two small private theatres. An octagonal performance space has been built at Rose Bruford College, Sideup. Some school halls and church halls are occasionally available. However, few of these are suitable for public performances and none is suitable for touring professional theatre or concert performances. Developers will be expected to consider the consequences that entertainment facilities would have on the neighbourhood both in terms of noise generation or light pollution, and in terms of traffic generation (both vehicular and pedestrian). Facilities likely to be busy outside normal working hours may have a particular potential to cause nuisance in a primarily residential area.

Design standards

Policy TAL21 **All new or improved recreation or leisure facilities should provide vehicle parking spaces as relevant in accordance with the Council's current parking standards. They should also make provision for use by people with disabilities. Buildings will be expected to be designed and landscaped to be compatible with their surroundings.**

10.34. Recreation and leisure uses tend to generate considerable vehicular traffic, and adequate on-site parking is essential so as to avoid creating parking problems in nearby roads. Buildings and site layout/design should take account of their surroundings so as to ensure that no undue adverse effects will result for local residents or the environment. Design should also take account of the need for people with disabilities to be allowed to participate in as wide a range of activities as possible.

Public art

Policy TAL22 **The provision of public works of art will be encouraged to enhance new developments and existing spaces and the provision of an appropriate "percentage for art" element will be expected in all relevant development proposals and briefs.**

10.35. Public art such as sculpture, statues and fountains adds to the character of developments as well as enhancing the public environment. Both major and minor developments can benefit significantly from the provision of suitable works of art, sculptured features, etc., which will normally represent only a very small part of any development budget. The percentage for art can take many forms but should generally be related to the particular development and its surroundings, and therefore be of benefit to that development as well as to the public environment.

11

Bexleyheath Town Centre

11.1. The Bexleyheath Town Centre Local (Action Area) Plan (BTCL(AA)P) was formally adopted on 1st February 1983. Outstanding proposals were carried forward to the adopted UDP in 1996. Implementation has been a major corporate priority of the Council and many of the policies and proposals have now been implemented. The Council has promoted and allocated resources to realise and consolidate the status of Bexleyheath as the Strategic Centre of the borough, and in particular has:

- secured development of four redevelopment areas
  - Broadway Shopping Centre (RAI)
  - Broadway Square (RAII)
  - Central Library (RAIII)
  - Cinema (28-70 Broadway);
- constructed the Northern Distributor Road (Arnsberg Way) and Southern Relief Road (Albion Road) to improve accessibility and enable pedestrianisation of part of the Broadway;
- achieved the closure and landscaping of part of the Broadway to create a pedestrianised area;
- used its compulsory purchase powers and resources to assemble and equip suitably serviced sites for the comprehensive expansion of shopping, leisure and vehicle parking facilities;
- appointed a Town Centres' Manager in conjunction with commercial partners; and
- attracted other development appropriate to a vibrant and successful Strategic Centre, e.g. luxury hotel, leisure facilities, improved public transport routes and interchange facilities.

11.2. The policies in this chapter aim to build on these achievements. They will help ensure the future prosperity of Bexleyheath and confirm its role as one of London's major commercial centres, and a civic centre for the borough, well into the 21st Century.

Policy context

11.3. National Government policy guidance supports town centres as the main focus of shopping facilities, the modernisation and refurbishment of town centres and the important role to be played by private sector investment. The guidance recognises that local authorities should also be concerned about the cumulative effects of large out-of-centre proposals on their shopping centres. Systematic planning is advocated, which will take into account the needs of the town centre as a whole and lay down the framework for future development and growth. SERPLAN also recognise that local authorities should be concerned with enhancing the role of town centres as the focus of employment activities, shopping facilities, social and community services.

11.4. Several of the objectives of Strategic Guidance are relevant in framing future policies for Bexleyheath town centre. These are that planning policies should encourage the modernisation and renewal of town centres with consideration given to the possibility of pedestrianisation, to

the provision of additional car parking and traffic management measures and to the importance of public transport.

11.5. The London Plan (2004) states that UDP Policies should enhance access to goods and services in town centres and strengthen their wider role through the inclusion of leisure and cultural activities, business and housing. Retail, leisure and other related uses should be discouraged outside town centres.

Bexleyheath Town Centre – the borough-wide context

11.6. ~~Policy G11 in Part One of the Plan~~ **[The Bexley Core Strategy]** provides that the Council will continue to promote Bexleyheath as a Strategic Centre for major new retail, office and leisure development in the borough. ~~Part Two Policy SHO1 identifies Bexleyheath as the borough's Strategic Centre.~~

11.7. The Council's approach to achieving this has the following elements:

- enhancing the quantity and quality of shopping floorspace in the town centre;
- encouraging office development and other non-retail uses, where appropriate, throughout the town centre;
- maintaining and promoting the civic and recreational role of the town centre and safeguarding appropriate residential accommodation;
- improving the environment, particularly through the pedestrianisation of part of Broadway;
- continuing to promote the accessibility of the town centre; and
- promoting the distribution of adequate and accessible vehicle parking for all users of the town centre.

As with other town centres, a range of uses are appropriate within Bexleyheath Town Centre. ~~These are detailed at paragraph 4.33 of this Plan.~~

Shopping and service uses

11.8. To increase variety and choice for the wide range of users, Bexleyheath Town Centre requires a further improvement to its shopping facilities, both in terms of existing shops and in the provision of new floor space. The opening of Broadway Square since the adoption of the UDP in 1996 has contributed to this improvement.

Policy BTC1 **The following principles will apply to any application for redevelopment abutting the pedestrianised area:**

1 Design and materials should be of a high standard, to reflect the status of the Strategic Centre. Massing, design, building lines and materials should be determined to contribute positively to the quality of public spaces created by the pedestrianisation scheme.

2 To maintain the existing massing along Broadway, developments will need to be a minimum height of three storeys and a maximum of five.

3 Shopping uses will be required at ground floor level within the core shopping frontage (Policy BTC2) with other appropriate uses at higher levels.

4 Adequate rear servicing must be provided on properties within the area to be permanently pedestrianised.

11.9. The major redevelopment at Broadway Square and pedestrianisation of Broadway may encourage the redevelopment of small and outdated shops on the north side of Broadway to a higher density than at present. Planning Briefs to guide future development in the town centre will be produced as appropriate. This policy aims to ensure that future development is of a scale and quality to emphasise the importance of the Core shopping frontage and to encourage shoppers to circulate in the pedestrianised area. Well screened rear servicing will also create a better environment for shoppers. The provisions of ~~Policies BTC10 and~~ **[Policy]** ENV39 will also apply.

Policy BTC2 **The core shopping frontage will be:**

45-131 (odd), 72-82 and 96-156 (even), Broadway;

1-17 (consecutive), Market Place;

1, Mayplace Road West;

1, Townley Road; and

All properties in The Mall (Broadway Shopping Centre).

The non-core shopping frontage will be:

Ohm Bar, Albion Road;

Marriott Restaurant, Civic Offices, 41-45, 133-177, 177a, 179, 187-195, 213-237, 241-249, 255, 265-269 (odd), 2, 4, 4a, 6, 8, 20 28-70, 158-172 172a and b, 174-194, 198-206, 206a, 208a, 210, 210a, 212-228, 228a, 230-238, 238a, 240-244, 244a, 246, 248 (even) Broadway;

1 Church Road;

1, 3, 30 Erith Road;

Connexions, Highland Road;

1 Lion Road;

2, Mayplace Road West;

Working Men's Club, Royal Oak Road;

Central Library, toilets, Townley Road; and

34, 40 Watling Street.

Within the core shopping frontage at ground floor level the Council will normally oppose uses other than:

1 Class A1 shops;
2 banks and building societies; and
3 food and drink premises (Class A3), within the frontages of 1-17, Market Place and 96-156, Broadway only.

In determining applications in the defined core shopping frontage, Policy SHO4 will apply. Proposals for Class A3 use should, in addition, satisfy Policy SHO9.

11.10. Within the town centre there is a recognisable concentration of shops. This core frontage is the pedestrian area and represents the hub of pedestrian and shopper activity within the town centre. Where change of use or redevelopment is proposed, this will only be acceptable where a preferred use, as set out in 1-3 above, is provided at ground floor level. The enhancement of this focus of shopping activity in a safe, pleasant and convenient environment is critical to the maintenance and enhancement of Bexleyheath's role as a strategic shopping centre serving the borough and surrounding areas. Restaurants, take-aways, cafes and public houses can add vitality to pedestrianised streets, particularly outside normal shop trading hours. As an exception to the general restriction on A3 uses in core frontages, the Council will in principle, subject to Policy SHO9, support food and drink premises within the core shopping frontage on the northern side of Broadway and Market Place only. This side of the pedestrianised area has less pedestrian activity than the southern side. Restaurants and other A3 uses will be a draw to shoppers and thereby contribute to its vitality and viability and also provide for facilities for eating and drinking in pleasant surroundings close to the heart of the town centre.

Policy BTC3 **In determining planning applications in the defined non-core shopping frontages, the Council will resist changes of use of shops (Use Class A1) at ground floor level to other uses that would harm the character, viability and vitality of, the centre. In particular, proposals will be expected to satisfy all of the following criteria:**

1 the proposed use is a food and drink outlet (Class A3) or a professional or financial service to the public (Class A2) or a use that will complement and contribute to the diversity of the services provided in the centre;

2 the proposed use will not create or add to a concentration of a particular type of non-retail use within an area of non-core frontage where the cumulative effects could undermine the retail function or cause parking and traffic problems, or other adverse effects on local residential amenity and the environment;

3 a. the proposed use is not located next to three or more average units in non-retail use or with planning permission for a non-retail use; and

b. the proposal itself together with any adjacent existing or permitted non-retail uses, should not create a continuous length of frontage in non-retail use exceeding three average widths;

4 the proposed non-retail use would not increase the proportion of average units in non-retail use in the centre as a whole to more than 45% of all units;

5 the proposed use would not have an adverse effect on the character and environment, or the amenity of occupiers in the vicinity and parking and traffic conditions; and

6 the proposal includes a shop-style fascia, with an appropriate window display at ground floor level.

Proposals for food and drink outlets (Class A3) should, in addition, satisfy Policy SHO9. In applying criterion 2 above, account will be taken of the matters set out following Policy SHO5.

11.11. These frontages provide a mixture of shopping and services, although they are essentially of retail character. Within these frontages a more flexible approach will be adopted. The provision

of a range and variety of retail and non-retail uses can contribute to the variety of activity and help enable Bexleyheath to perform a strategic role. The policy supports a greater level of non-retail uses provided they are interspersed to avoid undue erosion of the overall retail character. The submission of details at an early stage is important in this developed, mixed use area, to ensure that the full implications of proposed uses can be adequately assessed.

11.12. In, both core and non-core frontages, a shop window display condition will be attached to any planning permission for change of use from retail to non-retail use. Government advice notes that it is important that town centres retain their distinct character. Dispersal of non-retail uses within the non-core frontages will help maintain the role of a shopping centre by retaining frontages, which continue to stimulate activity and trade and retain their visual appearance. To achieve the dispersal of non-retail uses the creation of a frontage of more than three average shop front widths in non-retail use will normally be considered unacceptable. ~~In line with **Policy M1**, the~~ **[The]** Council will monitor shopping patterns within the town centre.

Policy BTC4 **Changes from financial and professional services uses to food and drink uses will be encouraged subject to criteria 2 and 4 specified in Policy BTC3 and subject to Policy SHO9.**

11.13. Food and drink uses can enhance the character and vitality of a town centre. In addition to the non-core frontage, food and drink uses will be allowed in the core frontage subject to there being no loss of retail floorspace or frontage. To encourage such uses the Council may, where sites are unduly constrained, take into account available parking facilities in the immediate area.

Accommodation above shops – small offices

Policy BTC5 **The use of upper floor accommodation within the town centre for small office accommodation and other appropriate town centre uses will normally be encouraged except where:**

1 the proposal would result in the loss of residential premises capable of providing satisfactory residential accommodation; or

2 servicing and parking arrangements are inadequate; or

3 there is conflict with Policies E1, E14, BTC6 or BTC12.

11.14. The Council fully endorses the aim of Strategic Guidance to protect the existing housing stock and supports the role of housing in the town centre. However, it is also recognised that there are a number of appropriate but competing land use demands. In these circumstances the loss of residential accommodation no longer considered reasonably capable of continued use, or adaptation, may be permitted. There will also be a need to ensure that the proposed use does not cause nuisance to neighbours. Paragraph 11.20 outlines the relevant test for criterion 1. Criteria 2 and 3 ensure that proposals do not conflict with other policy objectives of this Plan.

Offices

Policy BTC6 **The use of upper floor accommodation within the town centre for small office accommodation and other appropriate town centre uses will normally be encouraged except where:**

1 the proposal would result in the loss of residential premises capable of providing satisfactory residential accommodation; or

2 servicing and parking arrangements are inadequate; or

3 there is conflict with Policies E1, E14, BTC6 or BTC12.

11.15. It has been a longstanding aim of the Council to encourage new office development in Bexleyheath as the borough's Strategic Centre. However, despite the identification of Bexleyheath town centre as the borough's preferred location for office growth, the rate of growth of office accommodation in recent years has not been great. The increased opportunities created by this Plan, including for small offices on upper floors in the town centre, will assist in the promotion of office growth, enhance the strategic role of the Centre, complement existing and planned shopping facilities and provide local employment.

~~Civic and recreational and leisure facilities~~

~~Policy BTC7~~ **~~The Council will continue to promote Bexleyheath as one of the centres of civic activity within the borough.~~**

~~Policy BTC8~~ **~~The Council will seek to ensure the improvement of existing leisure, recreation and cultural facilities and promote the development of new activities in the town centre.~~**

~~11.16. The promotion of civic and recreational facilities will continue to play an important role in the development of the multi-functional strategic role of Bexleyheath town centre. The Council recognises the importance of facilities such as the Central Library, cinemas, social clubs, bingo and public houses as venues for recreation and leisure pursuits. It is the Council's intention to promote commercial leisure and recreation uses and civic activities within the town centre in order to enhance its role as the borough's Strategic Centre. Dual use of the good quantity of vehicle parking at Bexleyheath for leisure and off-peak use will be encouraged.~~

~~Policy BTC9~~ **~~The Council will encourage the protection of existing small scale industrial distribution and storage uses and restrict any new or expanding small scale uses (the introduction of special industrial uses will not be allowed) to sites to the rear of 174-228, Broadway subject to:~~**

~~1 the proposal, including related alterations and equipment, not detracting from the character or appearance of the area;~~

2 the incorporation of adequate servicing facilities, which must be effectively screened from the town park or sited so as not to adversely affect amenities of adjoining occupiers; and

3 the proposal does not conflict with Policy E1 or other policies in this Plan.

11.17. It is the Council's aim to retain existing small scale industrial uses in accordance with Government policy, where they do not cause nuisance, or such nuisance can be remedied. There is a concentration of small workshops, warehouses and garages on the land to the rear of 174-228 Broadway. The Council's policy is to improve the environmental quality of the Christ Church area (Policy BTC11). This will be an important consideration in determining any proposal. These businesses support the function and activities within the town centre, create local employment and are situated in an appropriate and unobtrusive location behind Broadway.

Environment and design

Policy BTC10 **The Council will require all development to be of a high standard of design relating well to neighbouring development and respecting local scale and character. The Council will pay particular attention to upgrading and uplifting the quality of townscape and environment within the Strategic Centre. All development should also satisfy the provisions of ENV39.**

11.18. The Council seeks to ensure that all development makes a positive contribution to the town centre by virtue of a high standard of design and layout. It is not the Council's intention to unduly interfere with design, but it does consider it is important to upgrade the centre and high standards of design, reflecting a scale and character appropriate to the Strategic Centre, should be applied. To reflect the scale and character of the Strategic Centre developments should be between 3 and 5 floors high. This policy will apply to new development, refurbishment and alterations to existing buildings and frontages within the town centre. The Council will also continue to invest in environmental improvements to the centre.

Policy BTC11 **The Council will seek to improve the environmental quality of the Christ Church area and pedestrianised area, enhance the quality and increase the use of the Town Park as an important feature of the Strategic Centre.**

11.19. The pedestrianised area incorporates the principal zone of pedestrian movement. At the eastern end is the Market Place area, which is the main townscape focus activity in the town centre. Christ Church provides a break in shopping frontage at the western end of the centre. The Council will seek to improve the environment of these important areas of the town centre for the benefit of all users. Any new developments will also be required to make a positive contribution to the improvement of the visual quality and general environment of these areas. The Town Park provides an important contrast to the busy pedestrian area, providing conveniently sited quiet walks and children's play areas within the town centre. Public awareness of this facility is limited due to its location. The Council will promote the quality and use of the park as an integral feature of the town centre, by improving the linkage from the Broadway and securing a more pleasant

~~environment wherever possible. In this context upgrading the tree-lined avenue linking the park and Broadway is of particular importance.~~

Housing

Policy BTC12 **The Council will resist proposals, which would either:**

1 result in the loss of residential premises capable of providing satisfactory residential accommodation; or

2 have an adverse effect on the privacy and amenity of the occupiers of neighbouring residential premises.

11.20. The Council recognises the residential role of the town centre, and that the balance of advantages and disadvantages is particularly appropriate for non-family housing. The Council will seek to retain and enhance the residential role of the town centre and immediately adjacent areas and the amenity and quality of life of residents. The promotion of non-family housing within the centre, will help bring life and increase activity outside the shopping hours in the town centre and protect a supply of lower cost accommodation. Where it can be demonstrated by the applicant that the cost of adapting residential accommodation to current minimum standards cannot be justified financially and the premises are not sought for acquisition by a Housing Association or similar body, the Council will be prepared to relax its policy and consider alternative uses, provided the amenity or privacy of neighbouring residential occupiers is not undermined as a consequence. In all cases, it is important that accommodation provides, or could provide, adequate amenities to ensure an acceptable quality of life for occupiers

---

Policy BTC13 **The Council will encourage the provision of new, purpose-designed, residential accommodation within the town centre. It will also encourage the use of upper floor accommodation for residential purposes, either through the re-use of areas previously designed for residential use or the conversion of areas from other uses. All proposals involving residential development should secure a good environment for residents. In addition to the appropriate standards of internal space, privacy and daylight outlined in the Plan and guidelines, provision of an independent access to the residential accommodation will be required.**

11.21. In line with the Council's housing policies and the recognised residential role of the town centre, the Council will encourage the provision of good quality residential accommodation. Proposals, which would provide poor amenities for occupiers, will be resisted or will be required to be amended to an acceptable standard.

Transportation

~~***Policy BTC14***~~ ~~**The Council will continue to promote public and private accessibility to the town centre within the constraints imposed by the environmental and planned road space capacity along approach routes.**~~

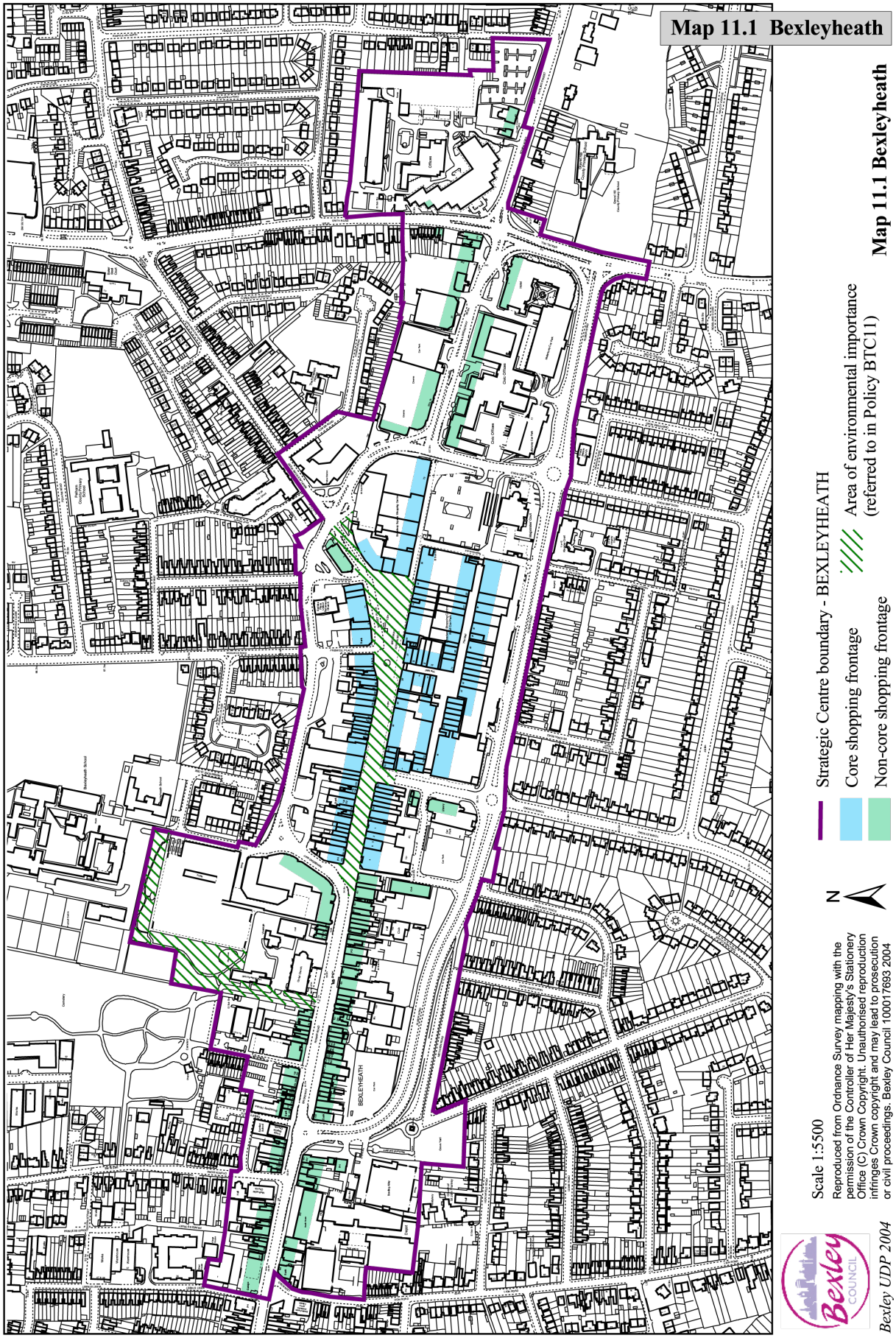
~~11.22. Despite high car ownership levels in the borough, not every household has the use of a car. Moreover, the existence of good quality and convenient public transport links will enable shoppers with access to a car to choose to use public transport instead, thus supporting the Council's objectives for transport. Many users of Bexleyheath depend on public transport or walking. Others also cycle to Bexleyheath. The Council will continue to improve private and public accessibility to and from the town centre by reviewing on and off-street parking provision and traffic management measures. In addition, liaison will be carried out with public transport operators to improve accessibility and safeguard existing facilities such as bus stands in Bexleyheath for all users of the town centre. These will be assessed within the planned road capacity of approach routes. Proposals will also take account of the impact on the environmental amenities of occupiers adjacent to road routes.~~

Policy BTC15 **All proposals for redevelopment or extensions should incorporate adequate off-street servicing facilities, which must be effectively screened or sited so as not to adversely affect amenities of adjoining occupiers. No servicing or loading will be permitted from the pedestrianised area.**

11.23. The Council will ensure that all proposals within the town centre incorporate well-screened, off-street servicing areas, which are sufficient to ensure that the functioning of the development does not adversely impact on highway movement or safety. A better environment for shoppers will be achieved by the removal of servicing and loading from the pedestrianised area.

~~***Policy BTC16*** **All development should provide vehicle parking in accordance with the Council's adopted parking standards set out in Policy T17.~~

~~11.24. Whilst encouraging greater use of public transport, it is the Council's aim to provide sufficient essential vehicle car and cycle parking for all potential users of the town centre to enhance its attractiveness and role as the borough's Strategic Centre. It is the Council's aim that development should relate to the planned capacity of the road system (Policy T6 refers).~~


Map 11.1 Bexleyheath
Strategic Centre boundary - BEXLEYHEATH
Core shopping frontage
Non-core shopping frontage
Area of environmental importance (referred to in Policy BTC11)
Map 11.1 Bexleyheath
N
Scale 1:5500
Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004
Bexley UDP 2004

12

Thames-side

12.1. **[The Bexley Core Strategy]** ~~Part One of this Plan~~ refers to the strategic importance of Thames Gateway for London and the South East region and outlines the contribution that Bexley can make to meet the objectives of regional strategy. Bexley Borough, north of the A2, is included within Thames Gateway. Most opportunities for economic development and environmental improvements are, however, situated in the area to the north, or in the vicinity of, the South Thames Development Route (A2016 and A206) and the area has been designated a Zone of Change within Thames Gateway. This chapter is primarily concerned with this area that is the Thames-side Area

12.2. The strategy for Bexley's part of the Thames Gateway has the following elements.

Economic Activity ♦ Major development sites and opportunities are identified, to be aided by the improvement of the transport network.

Environment ♦ A range of measures are proposed aimed at improving the image and attractiveness of the area, including protecting and improving the character and appearance of the Thames-side area, the protection of important ecological sites and environmental improvements to housing and industrial areas.

Transport ♦ Completion of the South Thames Development Route through this borough, which includes the dualling of Thames Road, and encouragement of improvements to local access and circulation in conjunction with new development.

Housing ♦ The revitalisation and selective development and renewal of riverside residential areas.

12.3. General policies in respect of these topics applying to the Thames-side area are set out in Chapters 5-8.

Economic activity

12.4. Policies TS1 to TS12 below focus on specific sites in the Thames-side area~~, in support of Policy G6~~.

Policy TS1 **Subject to ~~Policies~~ [Policy] E1 ~~and E13~~, the Council will encourage development for business, general industry and storage and distribution purposes (as defined by paragraph 7.5) In the following locations (Sites A on the Proposals Map):**

- **Eastern Industrial Estate, Thamesmead**
- **Norman Road/Picardy Manorway, Belvedere**
- **land east of Picardy Manorway, Belvedere**
- **land west of Crabtree Manorway North, Belvedere**

12.5. These sites, together with other sites referred to in this chapter, are identified in order to ensure that sufficient land is available for industry and commerce in the borough~~, having regard to Part~~

~~One of the Plan~~. They contribute towards redressing the imbalance between development pressures in west and east London in a manner commended by Strategic Guidance. Most of the sites are located in or adjacent to areas of similar existing uses. It is anticipated that the development potential of these sites will be considerably enhanced by the completion of improvements to the transport network, described elsewhere in this Plan.

12.6. Site B on the Proposals Map is referred to in Policy TS16 of this chapter. Development of Site C, referred to in the 1996 UDP, is now complete. Future development of this site is subject to employment policies as shown on the Proposals Map and contained in Chapter 7 and Policies T6~~, T24~~ and TS6 covering the Belvedere Employment Area.

Former British Gypsum site (site D on the Proposals Map)

Policy TS2 **Within Site D on the Proposals Map, upon land becoming available for redevelopment, the following are the only land uses (as defined in paragraph 7.5), which, together with open space, associated buildings and infrastructure, will normally be permitted:**

- **business; and**
- **storage and distribution,**

subject to the following:

1 **~~Policies~~ [Policy] E1~~, E13, T24 and TS20~~;**

2 **appropriate siting in relation to existing and proposed residential uses;**

3 **the visual improvement of Corinthian Manorway, Lower Road and riverside boundaries of the site, including the environmental improvement of appropriate parts of Corinthian Manorway or other locations in the vicinity of the site;**

4 **the alternative residential development of the site fronting St. John the Baptist church (corner of Lower Road/Corinthian Manorway; and**

- **general industry.**

which is addition to the above criteria is also subject to:

5 **adequate separation from existing and proposed residential areas, having regard, in particular, to visual amenities, noise, vibration and other emissions and, in any event, not adjoining the boundary with such areas.**

Upon redevelopment, the Council will seek the closure of Corinthian Manorway to vehicular traffic and the provision of alternative access to the site.

12.7. This site adjoins existing housing in Lower Road and to the south-east of Corinthian Manorway. A large part of the site has been redeveloped for warehousing. With regard to the remaining areas, redevelopment for general industrial purposes would be undesirable because of the close proximity of housing and industry unless adequate separation of uses and their impacts can be demonstrated.

12.8. Corinthian Manorway has the potential to be used as an access to the site. Upon redevelopment, it would be preferable to avoid routeing vehicles past dwellings on Lower Road or other proposed dwellings given an alternative route via Church Manorway.

12.9. The existing boundaries and their environs are in need of improvement and thus the requirement is made for their improvement upon redevelopment.

12.10. The small area of residential development proposed at the corner of Lower Road/Corinthian Manorway represents a continuation of the existing residential frontage of Lower Road and should benefit the setting of the listed building, St. John the Baptist Church

Erith Quarry (Site E on the Proposals Map)

Policy TS3 **Within the Erith Quarry site, the following are the only land uses, which together with associated buildings and infrastructure, will be permitted:**

- **Residential;**
- **Business (as defined in paragraph 7.5);**
- **open space; and**
- **recreational/community/educational facilities,**

subject, in all cases, to the following:

1 appropriate siting in relation to existing and proposed residential uses; and

2 investigations being carried out by the applicant to determine the source of contamination and landfill gas and apply any remedial measures to prevent it causing hazard either during the course of development or during subsequent use of the site. Developers should have regard to the advice contained in Circular 17/89 and PPG23.

Policy TS4 **Subject to Policy TS3, within the Erith Quarry site, the Council will require applicants for planning permission to enter into planning obligations to secure, as appropriate, the following, in the event that the grant of planning permission is contemplated:**

1 the provision and maintenance of appropriate measures to ensure that any hazards from contamination and landfill gas are properly addressed;

2 the provision and standards of open space areas together with access thereto;

3 the provision of an appropriate proportion of affordable housing; and

4 the phasing of development, including both off-site works required and the sequence of provision of contamination and landfill gas remedial measures, open space, and affordable housing

---

12.11. As one of the few remaining large development sites in the borough, the Council will seek its redevelopment on a comprehensive basis, in order to contribute to the following objectives:

- to provide residential accommodation in order to meet long-term housing requirements in the borough;
- to remedy open space deficiency in the residential area to the south east of the site;
- to meet the long term demand for business premises; and
- to meet the demand for community, recreational and educational facilities in the north of the borough.

Reference is made to 'long term' requirements as adequate land is identified elsewhere in the Plan for the plan period and in recognition of the constraints to development

12.12. Whilst the principle of these types of development is supported, any proposed scheme must also comply with specific policies contained in the appropriate Plan chapters (i.e. Housing, Employment and Economic Activity, etc.). ~~In accordance with Policy G1, there~~ [There] will be a presumption against development that would detract from the overall environmental quality of an area. Given the proximity of residential areas to the north, south and west of the site, only uses which are compatible with residential uses will be permitted, and these are as indicated above.

12.13. There is considerable doubt, however, as to the suitability of a large area of the site for building because of the sub-soil conditions, particularly in relation to contamination and landfill gas. In line with Circular 17/89, PPG23 and the appeal decision on the site (88/1028U - 7/1990), the responsibility for assessing whether or not land is suitable for a particular purpose, including whether it is contaminated, rests primarily with the developer. Specialist advice will have to be sought by the developer in providing a design and constructing in a way that gives an adequate degree of protection against contamination and landfill gas. Applicants must normally demonstrate appropriate remedies to any landfill gas and contamination problems before planning permission can be granted. Given the importance of this and related matters and their complexity, it is unlikely that the Council would permit the development in the absence of planning obligations.

12.14. Any proposed development should also be well related to the surrounding area in terms of pedestrian and vehicular access. The Council is also mindful of the potential arising from development on the site to create a public open space on the disused railway sidings north-east of the site, and a pedestrian link under the existing bridge in this location. Development should also retain the wooded area of Birch Walk and the remaining area of Lime Wood and protect existing important views from higher ground to the west~~. The requirement for affordable housing is based on the Policy H14 and para. 6.29 and the location of this site in an appropriate location for such housing~~.

Manor Road (north-west) (Site F on the Proposals Map)

Policy TS5 **Within the Manor Road (north-west) site, upon land becoming available for redevelopment, proposals will be subject to the following:**

1 any development should not prejudice the proposal to continue James Watt Way, to local traffic route standards, from Appold Street / Wheatley Terrace Road to Manor Road (in the vicinity of Turpin Lane);

2 there is a preference for the riverside uses to be industrial / commercial with a direct use of the River Thames; and

3 there is no conflict with other policies in the Plan.

It is likely that the Council will require planning obligations to secure features for development, including applicants' responses to the above provisos, in the event that grant of planning permission is contemplated.

12.15. The area is currently occupied by uses such as aggregate treatment/distribution and the processing of scrap metals. Problems exist with the proximity of industry and residential uses, particularly through road traffic. A planning brief has been prepared, in consultation with relevant interests, to guide the future development of this area.

12.16. The eastern part of the site offers opportunity to make use of the river frontage. Accordingly there is a preference for industrial and commercial uses. As these are in close proximity to existing and potential residential areas it is necessary to ensure that new industrial and commercial development is of high environmental standard, especially where close to residential properties.

12.17. A related issue arises from the phasing of development. As the site is not at present in one ownership and contains several types of business use, it may well be that some elements of the site come forward for development before others. In this event, applicants will need to demonstrate that their proposals are compatible with existing nearby uses and should include appropriate technical information in their applications for planning permission. Practical measures may well include intermediate uses to separate incompatible uses. The type of appropriate use may also be affected by contamination, given a general history of contaminating uses along the riverside at Erith.

12.18. Applicants will be required to demonstrate that their proposals are compatible with any contamination, taking account of appropriate remedies.

12.19. The Council has identified, as a priority, a new road proposal (a continuation of James Watt Way) from Appold Street/Wheatley Terrace Road to Manor Road (in the vicinity of Turpin Lane), so as to establish an alternative route that bypasses the residential part of Manor Road. Development of Site F should not prejudice an easterly extension of James Watt Way to Manor Road. Through the routeing of traffic from the site and environmental improvements, the development of the site should assist in improving the surroundings of housing in the Manor Road area.

12.20. Policies TS6 to TS12 below address the existing primarily industrial areas in the Thames-side Area.

Belvedere Industrial Area

Policy TS6 **Subject to Policies E1 and with the exception of the Special Industrial Zones as shown on the Proposals Map, within the Belvedere Industrial Area, the following are the only land uses as defined by paragraph 7.5 which, together with associated buildings and infrastructure, will normally be permitted:**

- **business;**
- **storage and distribution;**
- **general industry;**
- **road haulage and supporting services; and**
- **hiring of plant and equipment.**

12.21. Belvedere Industrial Area is the largest of the borough's industrial areas and is suited to a wide range of manufacturing, service industry, storage and distribution uses and special industrial uses in the identified zones. During the 1980s, the area saw much new development whilst other

schemes are in the pipeline. With the extension of the Erith-Thamesmead Spine Road (Bronze Age Way) and in the light of the Government's review of further river crossings on the Thames, the area is well placed to continue to meet the demand for sites for these uses. The Industrial Area contains dikes and other features of importance for nature conservation, and these should be taken into account in formulating proposals. Details of drainage proposals showing how pollution is to be controlled should normally accompany applications.

Europa Estate/Fraser Road, Erith

Policy TS7 **Subject to Policy E1, within the Fraser Road areas the following are the only land uses as defined by paragraph 7.5, which, together with associated buildings and infrastructure, will normally be permitted:**

- **business;**
- **storage and distribution;**
- **general industry;**
- **road haulage and supporting services; and**
- **hiring of plant and equipment**

and at Fraser road (former Atlas Interiates Works site) only:

- **retail warehousing.**

12.22. This area is located on a relatively high standard road for industrial traffic with good links to the major roads of the borough. It is an important source of lower cost accommodation for industry and new enterprise and the Council wishes to protect the supply of accommodation from redevelopment for other uses, particularly residential and retail uses. Part of the site to the south of Fraser Road has now been developed for retail warehousing, following an appeal. This is reflected in the above policy. The Council will strongly resist additional retail warehousing proposals in the light of provision made elsewhere in the Plan.

Manor Road, Erith

Policy TS8 **Within the Manor Road industrial area the following are the only uses as defined by paragraph 7.5, which, together with associated buildings and infrastructure, will be permitted:**

- **business;**
- **storage and distribution; and**
- **general industry;**

subject to:

1 Policy E1; and

2 all development that leads to increased lorry traffic generation will normally be resisted until relief has been provided for the residential section of Manor Road.

12.23. This is a long-established industrial area, and the Plan seeks to ensure its continuity so as to contribute to the demand for land for industrial and commercial activity. The proximity of

existing residential and industrial uses is addressed in Policy TS5. However, lorry traffic from the Manor Road Industrial Area passes through a residential area on Manor Road (West). Residents experience significant environmental and safety problems associated with traffic, and the area has been designated as an Air Quality Management area. In these circumstances, increases in lorry traffic will be resisted due to their impact on residents of the Manor Road area.

Crayford Ness (Site G on the Proposals Map)

Policy TS9 **Within the Crayford Ness area the following are the only uses as defined by paragraph 7.5, which, together with associated buildings and infrastructure, will be permitted:**

- **business;**
- **storage and distribution; and**
- **general industry;**

subject to:

1 Policy E1; and

2 there being no additional adverse highway safety or environmental impacts on Ray Lamb Way.

All development that would lead to increased lorry traffic generation will normally be resisted until relief has also been provided for the residential section of Manor Road.

12.24. Although the new road now bypasses the residential part of Slade Green, the unimproved section of Ray Lamb Way (formerly Wallhouse Road) is still well below modern standards in terms of the width and condition that is desirable for the amount and type of traffic carried. The road passes through Green Belt and abuts dikes of nature conservation interest, creating a difficulty in its upgrading.

12.25. Lorry traffic from the Crayford Ness Area also still passes through a residential area on Manor Road (west). Residents of that area experience significant environmental and safety problems associated with traffic and the area has been designated as an Air Quality Management area. In these circumstances, increases in lorry traffic will be resisted due to their impact on residents of the Manor Road area.

12.26. The range of proposed uses reflects the acceptance in principle of industrial uses in the area but does not diminish the need for road access issues to be addressed upon consideration of development proposals.

Policy TS10 **Within the Crayford Ness area, the Council will seek to mitigate the potentially detrimental impact of industrial uses on the nearby Green Belt and Areas of Metropolitan Importance for Nature Conservation and will normally expect all applications for planning permission to include:**

1 details of traffic generation;

2 details of boundary treatment along land close to Areas of Metropolitan Importance for Nature Conservation and/or Green Belt including fencing and landscaping; and

3 details of measures to ensure that any emissions or pollutants are properly controlled, with particular reference to drainage and noise.

12.27. These requirements are so as to enable the proper assessment of applications for planning permission in the exceptional circumstances of the vehicular access to the area and the proximity of the area to areas of nature conservation importance and the Green Belt.

Thames Road, Crayford

Policy TS11 **Subject to Policies E1 and T6 (with specific reference to the prior availability of satisfactory access across the railway line to Thames Road as necessary); within the Thames Road Industrial Area the following are the only uses as defined by paragraph 7.5, which, together with associated buildings and infrastructure, will normally be permitted:**

- **business;**
- **storage and distribution;**
- **general industry;**
- **road haulage and supporting services; and**
- **hiring of plant and equipment.**

12.28. The area contains a range of industrial uses varying in size and character and gives rise to few environmental problems. Thames Road provides good links with the major road network of the area, forming part of the South Thames Development Route. The links will further be improved by the proposed dualling of Thames Road. Retailing uses will specifically be resisted in this location in order to safeguard the supply of good quality industrial land. Part of this site has at present, inadequate access across the railway line.

Slade Green (Site H on the Proposals Map)

Policy TS12 **Subject to Policy E1, within the Slade Green Industrial Area, the following are the only uses, as defined by paragraph 7.5, which, together with associated buildings and infrastructure, will be permitted:**

- **business;**
- **storage and distribution; and**
- **general industry;**

Conditions will normally be attached to planning permissions limiting the overnight storage of lorries on sites in the area.

12.29. The traffic and environmental impact of industrial traffic on residential streets in Slade Green is a matter of concern to the Council and further increases in traffic could aggravate the problem. The Council considers that it will continue to be necessary to place some restrictions on employment uses in the area in order to minimise disturbance due to late night and early morning lorry movements.

Environment

12.30. As well as containing one of the borough's principal natural features, the River Thames, the Thames-side area encompasses unspoilt areas of nature conservation interest, run-down industrial areas, modern industrial and residential areas and the river frontage.

Policy TS13 **The Council will protect and enhance the character of the Thames Policy Area (see Map 12.1), giving particular attention to:**

1 Achieving good quality design appropriate to its context;

2 The protection of views and skylines and the creation of new focal points, spaces, vistas and viewpoints as opportunities arise;

3 Providing an attractive, safe and interesting riverside walk alongside the Thames, and safe routes to the riverside (see also Policy TS14).

Developers should prepare design statements for all significant development proposals within the Thames Policy Area.

12.31. Strategic Planning Guidance for the River Thames (RPG3B/9B) requires riparian planning authorities to reflect in their development plans the strategic importance of the River Thames by defining a Thames Policy Area and setting out land use and design policies to reflect the objectives of the guidance. Policy TS13 responds to this guidance. Other policies in this chapter set out more detailed land use policies for sites within the Thames Policy Area~~, whereas Policy ENV23 refers to the protection conferred on the Thames, its banks and foreshore as a result of its designation as an Area of Metropolitan Importance for Nature Conservation~~. In all cases the Council will have regard for the design considerations in Policy TS13 when considering applications for planning permission.

12.32. The Council has prepared more detailed design guidance for the Belvedere Employment Area, Erith Riverside and Erith Town Centre, which will be taken into consideration, when applying this policy. To accord with RPG3B/9B, this guidance will be reviewed and extended, and incorporated into a detailed appraisal of the River and environs within the defined Thames Policy Area.

12.33. When preparing design statements under this policy, developers should follow the advice set out in the Strategic Planning Guidance for the River, in particular paragraph 3.26. Where appropriate, for example for significant development sites, the Council will provide additional design guidance.

12.34. The boundary of the Thames Policy Area has been defined to include sites in close proximity to the Thames and to follow specific geographical features, such as the South Thames Development Route, Manor Road and Ray Lamb Way.

Policy TS14 **Subject to ~~Policies~~ [Policy] TS15~~ and TS20~~, the Council will require all developments on the waterside of the River Thames to provide improved access to the waterside for purposes of recreation on or adjacent to the river and, where appropriate, an extension and/or improvement of the publicly accessible river walk. This**

will usually be achieved by planning obligations. The existing riverside footpath and accesses will be safeguarded.

12.35. Strategic Guidance states that boroughs should aim to maintain and, where possible, improve public access alongside the river in considering development proposals. There are at present substantial lengths of the Thames-side area in the borough that either lack a riverside walk or consist of a riverside walk with few access points or are poorly suited to potential users. The Council recognises the recreational value of riverside walks and seeks to improve the existing state of affairs through this policy ~~and Policy TAL8~~.

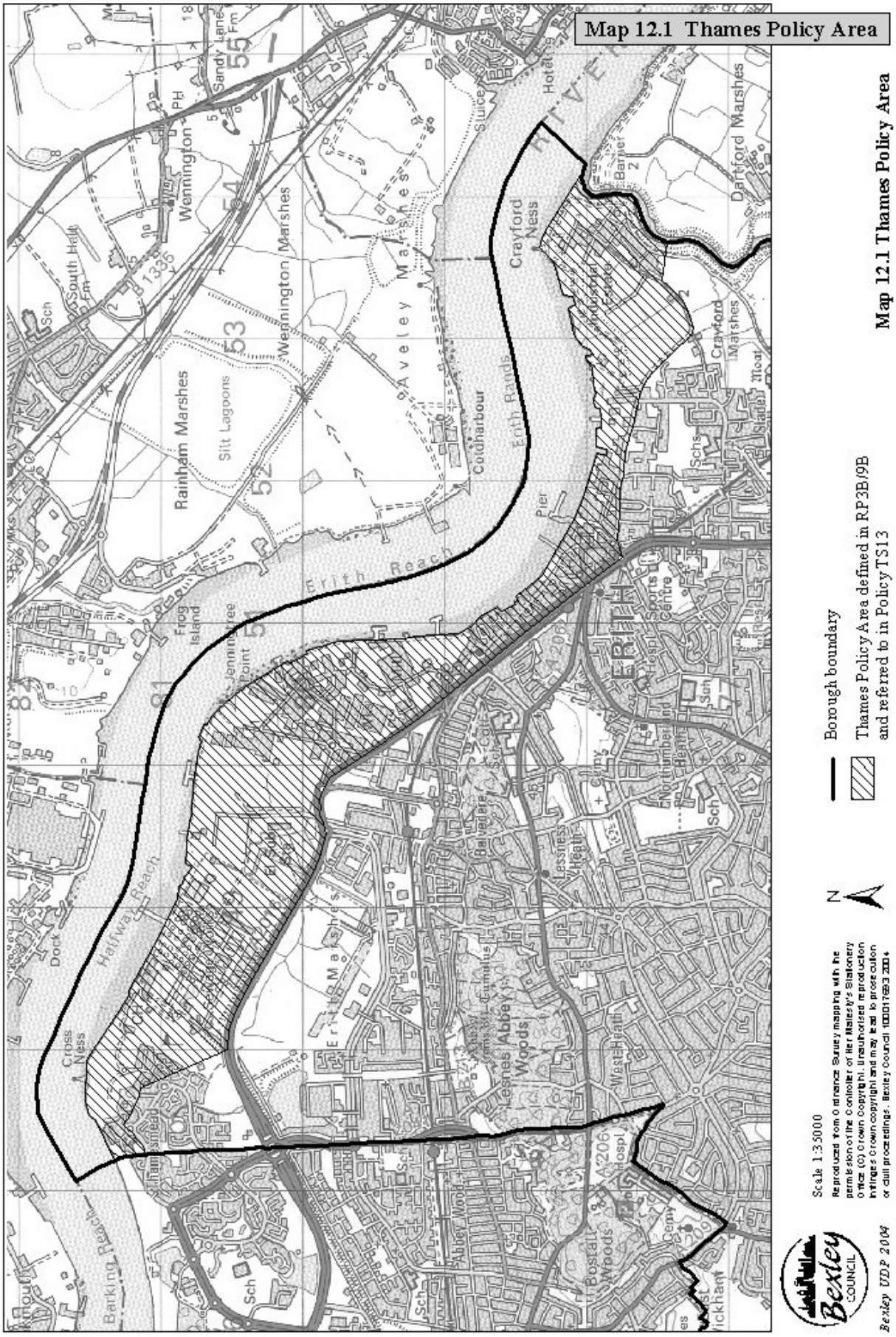
12.36. The Council also seeks to ensure that the potential of the walk to become a continuous route, adequately networked to other routes both within and outside the borough, is realised. It does, however, recognise the potential conflict with nature conservation interests and the operational requirements of river transport and river related industry, hence the reference to ~~Policies~~ [Policy] TS15 ~~and TS20~~.

12.37. There are many other potential recreational uses of the Thames and riverside and the Council recognises that limited access to the Thames is at present a constraint. Therefore, it seeks to improve access for these purposes, provided that any water-based activities on the Thames are compatible with the safety of navigation. Additionally, the Council has supported proposals for a Thames Valley cycle route along the Thames (see paragraph 8.41). In order to secure these matters, the Council will normally require developers to enter into planning obligations.

12.38. In order to improve the network of paths available and public access to the riverside, all existing access points to the riverside path and the path itself will be safeguarded.

Policy TS15 **The Council will promote the protection of wildlife and the improvement for wildlife of the river and of habitats on Thames-side, including its adjacent minor watercourses and dikes. Development that diminishes these habitats will be resisted.**

12.39. Strategic Guidance (para. 2.71) states that boroughs should give particular attention to the value of the River and its shoreline for wildlife. The Council regards the Thames and its associated waterways, riverside and nearby areas as prime wildlife habitats. The policy seeks to protect and improve these habitats. Policy TS15 should also be read in conjunction with the nature conservation policies contained in Chapter 5 of the Plan~~, and in particular Policy ENV23 which identifies the Thames as an Area of Metropolitan Importance for Nature Conservation~~.


Map 12.1 Thames Policy Area
Map 12.1 Thames Policy Area
Borough boundary
Thames Policy Area defined in RP3B/9B and referred to in Policy TS13
N
Scale 1:35000
Bexley UDP 2004
Rainham Marshes
Silt Lagoons
Wennington Marshes
Aveley Marshes
Coldharbour
Erith Reach
Crayford Ness
Dartford Marshes
Crayford Marshes
Frog Island
Jenningtree Point
Halfway Reach
Barking Reach
Cross Ness
Erith Marshes
Lesnes Abbey Woods
Belvedere
Lessness Heath
Abbey Wood
Bostall Woods
Northumberland Heath
Pier
Sluice
Barrier
Sports Centre
Industrial Estate
Hotel
Sch
Cemy
Hospl
A206
A2016

12.40. In addition to the above policies, the following policies apply to specific sites.

Crossness Sewage Treatment Works (Site B on the Proposals Map)

Policy TS16 **Within the Crossness Sewage Treatment Works:**

1 subject to the overriding requirements of ~~Policies ENV14-16~~ [Policy ENV15], the Council will prepare a Planning Brief to consider a redevelopment compatible with surrounding land uses in the event that all or part of the Crossness site is to be developed other than for the purposes of water authority functions;

2 the Council will promote the extension of the riverside public footpath and the conservation and enhancement of the Crossness Beam Engine House, including the site and buildings within its curtilage and seek to effect these by means of planning obligations in the event of substantial planning permissions being contemplated in the vicinity; and

3 all proposals for development should ~~comply with the provisions of Policy ENV23 and~~ make a positive contribution to the management, in the interests of nature conservation, of the sewage works and its surroundings.

12.41. The Crossness Sewage Treatment Works includes areas of primarily open land that contribute to the open nature of the locality and towards providing a break in the urban development. The water industry has been the subject of rapid change in recent years. It is, therefore, prudent to make allowance for changes in land-use requirements. Within the broad framework of Metropolitan Open Land designation, the detail of planning policy and proposals are to be considered by a planning brief. The planning brief will have regard in particular to the following:

- the relationship of proposed uses to nearby uses;
- views related to the River Thames and riverside areas, to/from the A2016, to/from Thamesmead residential;
- the nature conservation importance of the river and its mudflats as well as that of open land within the site;
- the environmental impact of the development, including contamination;
- the use to be made of the River Thames and, in particular, the existing jetty;
- the need to extend the Riverside Walk through this major site;
- completion of a long distance Thames Valley cycle route;
- the future of the Crossness Beam Engine House;
- design detailing close to the river; and
- phasing issues

12.42. Crossness Beam Engine House, a Grade I Listed Building on this site and within a Conservation Area, is in need of renovation work. The riverside footpath diverts to the rear of the sewage works at present, introducing a break to the largely continuous riverside public footpath. In order to secure the implementation of the policy for the footpath and Beam Engine House, the use of a planning obligation is proposed, to be related to substantial development within the vicinity.

Policy TS17 **Within the area identified on the Proposals Map as Thames Water Utilities operational land (Site B), the Council recognises the need to make adequate provision for future operational requirements. In considering development proposals, the Council will have regard to the following:**

1 the requirement for Thames Water to enhance and modernise its facilities in line with government directives;

2 the need to reduce significant adverse environmental impacts, such as airborne or waterborne pollution, noise, smells and unreasonable traffic generation;

3 the need to ensure that development in that part of the area designated as Metropolitan Open Land minimises the impact on the predominantly open character of the land; and

4 the need to minimise the effects of development on wildlife habitats and the need to protect rare species.

12.43. The Crossness Sewage Treatment Works is a major facility serving a large part of south and southeast London. As part of the Government's emphasis on achieving environmental improvements, Thames Water Utilities Limited (TWUL) is in a continual process of enhancing and modernising its activities. While the Council is not directly involved with this service, it can help to ensure that it is able to function properly. To achieve this, it is essential for the Council and Thames Water to continue to work together to identify needs and promote positive solutions. It will also be necessary for the Council to ensure that this is done in such a way as to be compatible with environmental and other policy objectives in this Plan.

The Saltings (Site J on the Proposals Map)

Policy TS18 **The Council will not permit further development of land at the Saltings unless the following criteria are met:**

1 applicants can demonstrate that the proposed development would not be detrimental to the nature conservation interest of the area; and

2 the proposed development complies with Metropolitan Green Belt and other nature conservation policies in this Plan.

12.44. The Saltings are located at the northern boundary of Crayford Marshes and form part of the Green Belt in this location. Crayford Marshes (site K) is ~~subject to Policy ENV23 as~~ an area identified as a site of metropolitan importance for nature conservation. Consisting of remnants of riverside salt marsh and pastures with an associated dike system, Crayford Marshes supports a diverse wildlife, which includes several rare species.

12.45. The Council considers that it is unlikely that further development could take place without there being an unacceptably detrimental effect on the identified nature conservation interest of the area.

Crayford Marshes (Site K on the Proposals Map)

12.46. For the purposes of this Plan, Crayford Marshes refers to the area identified as Site K, although the Ordnance Survey map shows a wider area that has lost many of the marsh characteristics.

Policy TS19 **The Council will encourage owners or occupiers in Crayford Marshes to act in the best interest of nature conservation.**

12.47. Crayford Marshes was identified as an Area of Metropolitan Importance for Nature Conservation by the London Ecology Unit~~ and is subject to Policy ENV23~~. Consisting of a number of different habitats and supporting a diverse wildlife, the Council wishes to preserve this valuable nature conservation resource.

12.48. The Council will seek to implement the above policies by means of management agreements under the Wildlife and Countryside Act (1981).

~~**Transport**~~

~~**Water borne transport**~~

~~***Policy TS20*** **The Council will encourage the continued use of river transport facilities and proposals which increase the proportion of transport that is water-borne, both for freight and passenger traffic, subject to adequate links to land transport networks, Policy E13 and to other Thames-side policies. Existing piers, wharves and sites suitable for supporting boatyards, marine construction and lighterage operations will be safeguarded.~~

~~12.49. Strategic Guidance states that boroughs should recognise the potential contribution of London's rivers and canals to the capital's transport systems and provide for piers and wharves where appropriate. River transport provides an uncongested alternative for both freight and passenger traffic and has the potential to relieve road traffic. Boroughs are encouraged to consider when new or enhanced facilities, with suitable access arrangements, should be supported. The Council will accordingly encourage the development of a pier out to low water line for passenger transport and safeguard existing riverside facilities and opportunities wherever there is a realistic prospect of river related use.~~

Housing

12.50. The Thames-side area contains substantial residential development opportunities. These are identified in Policies TS21 to TS23 below~~, which support Policy G6~~.

Erith Riverside Redevelopment Area

Policy TS21 **Subject to Policies TS22 and TS23, within the sites identified on Map 12.2, the following are the only land uses that, together with open space, associated buildings, ancillary uses, and infrastructure, will normally be permitted upon redevelopment:**

Site 1	**St. John the Baptist Church area**	**Church and churchyard**
Site 2	**Jessett Close to St. Francis Road**	**Residential; landscaped walk**
Site 3	**St. Francis and St. Fidelis Roads**	**Residential; offices; light industry**
Site 4	**St. Fidelis Road (former Burndept site)**	**Residential; church hall**
Site 5	**Ocean Park**	**Primarily Residential Use policies apply**
Site 6	**Former Ballast Wharf and Nordenfeldt Road**	**Leisure uses including riverside promenade; children's play area; footpath; cycleway; and open space**
Site 7	**Former Venesta Site and properties fronting West Street**	**Residential with offices; financial services; professional services; health or medical services overlooking Site 6; open space at West Street gardens; and riverside promenade**
Site 8	**Stonewood Road**	**Residential**

12.51. At the end of the nineteenth century, Erith handled one of the largest waterborne tonnage transhipments of any location between London and Southampton. Industrial development on the riverside was associated with this activity. The early industrialisation of Erith meant that in the area of West Street, housing and industry developed in close proximity to one another. However, changes in the structure of industry and transport left a legacy of traffic and environmental problems in this location.

12.52. The Council approved the Erith Riverside Redevelopment Area Master Plan in October 1989 (with amendments in July 1990), accepting the principle of a change of land use from industrial to residential. Implementation of the Master Plan is almost complete with most of the identified housing sites developed and the spine road (Bronze Age Way) in place.

12.53. The primarily residential redevelopment of the area in the manner proposed by this policy has delivered many local benefits. These include: the elimination of the long standing problems arising from the mixed industrial and residential land uses; the revitalisation of the area generally and of shops and services on West Street and Erith Town Centre, in particular; improved quality of the built environment; and an enlarged and improved stock of homes.

12.54. The site-specific uses are now considered.

Site 1 - St. John the Baptist's Church area ♦ Retention of the existing use of the church, churchyard and open space. The church and churchyard form an attractive and prominent local feature and an objective of this policy is to protect the setting in the interests of the amenities of local residents and users of the nearby public highways.

Site 2 - Jessett Close to St. Francis Road ♦ This site is identified as suitable for residential use with landscaped walk. Some new housing has been completed with access from Corinthian Road. Pembroke Road (to the north of the railway line adjacent to the church) has been landscaped (~~in line with Policy ENV26,~~ as part of the Green Chain Walk) incorporating a small

area of parking for the Church and has been renamed Jessett Close. This scheme also serves to enhance the setting of the listed church.

Site 3 - St. Francis and St. Fidelis Roads ♦ As relatively recent buildings occupy most of this site, little development is anticipated in the Plan period and a continuation of existing uses is compatible with the proposals for adjoining sites.

Site 4 - Burndept site ♦ Residential development has already taken place on this site, leaving only a site of around a quarter of a hectare with a prospect of development in the Plan period. Either a continuation of the residential development or a church hall would be compatible with the adjoining developments.

Site 5 - Ocean Park ♦ This site is now almost complete in its redevelopment for residential use and Primarily Residential Use policies apply. Corinthian Manorway is identified as open space and it is intended that this should remain a landscaped walk as it forms part of the Green Chain Walk ~~(Policy ENV26)~~.

Site 6 - Former Ballast Wharf and Nordenfeldt Road ♦ This area was identified to provide a focal open space and leisure facilities. Part of the former Ballast Wharf site to the north side of West Street has been developed as Ocean Park Open Space, including a children's play area. The Nordenfeldt Road area has been landscaped and together these areas now provide an improved footpath link from south of the railway to the riverside.

Site 7 - Former Venesta site and sites fronting West Street ♦ Residential redevelopment of the former Venesta site is nearing completion. The development includes the retention of West Street Gardens as a visual amenity area for recreation and provision of a new open space link from West Street to a new riverside promenade, in accordance with Policy TS21.

Site 8 - Stonewood Road ♦ The preferred use of the site upon redevelopment is residential. Most of this site has now been developed for housing although significant sites remain at the junction of West Street and Stonewood Road.

Policy TS22 **Development of the remaining sections of Sites 1 to 8~~, having regard to Policy ENV56,~~ is subject to the following:**

1 archaeology: The Council will expect applicants to have properly assessed and planned for archaeological implications and may require a preliminary archaeological site evaluation before proposals are considered;

2 contamination: The Council will normally require an investigation to be undertaken by the applicant to identify any measures to remedy contamination or similar hazards, before planning permission is granted;

3 at Site 1: buildings other than walls, monuments or similar structures, will normally be resisted;

4 at Site 7, the provision of an extension to the existing open space at Ballast Wharf (Site 6) as an early part of any development; and

5 proposals for riverside development should retain or create cycle and pedestrian links to the existing riverside public footpath, as shown on the Proposals Map.

Map 12.2 Erith Riverside

Sites referred to in Policy TS21

Scale 1:5000



Reproduced from Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (C) Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004

N

Bexley COUNCIL

Bexley UDP 2004

12.55. The entire Erith Riverside Redevelopment Area (ERRA) falls within an area identified as being important archaeologically and it is thus necessary to cater for an investigation, prior to the Council's consideration of development proposals~~, having regard to Policy ENV56~~.

12.56. Due to previous industrial users, ground contamination is possible throughout the ERRA and pursuant to PPG23; a remedy should be identified prior to the grant of planning permission. An exception would be where it can be shown that there is potentially only slight contamination and, in these circumstances, planning permission may be granted subject to a condition relating to further investigation of contamination and identification of remedial action. In all cases, remedial action should include a consideration of the interests of residents including the practicality of controlling action such as the digging up of private gardens and the successful cultivation of soft landscaping.

12.57. The resistance to buildings other than walls, monuments or similar structures, arises from the object of Policy ENV19, i.e. to retain the open appearance of the land.

12.58. The identified open space areas are needed to provide adequate open space in the vicinity for the purposes of recreation and visual amenity. The riverside pedestrian links form important access points to the riverside.

12.59. Proposals should have regard to the Design and Development Control Guidelines for the Erith Riverside Redevelopment Area. The appended guidelines provide general guidance on landscaping in the ERRA together with site-by-site guidelines on the form of development, so as to give applicants more details of the Council's preferences for the area. In the preparation of these guidelines, regard has been taken of the Erith Master Plan.

Policy TS23 **Within Sites 2, 3, 7 and 8 on Map 12.2, the Council will expect applicants for planning permission to enter into planning obligations to secure the following if the grant of planning permission is contemplated:**

1 a contribution to the cost of the environmental improvement of West Street or other land within the vicinity of the application site based on the area of the application site relative to other potential contributor sites;

2 the provision of any necessary off site road improvements of West Street (Site 7 only);

3 the phasing of development in relation to the satisfactory completion of important on site features, including the riverside frontage and open spaces;

4 the provision of a proportion of dwellings for affordable housing in each development of over 15 dwellings~~, subject to Policy H14~~; and

5 the remedy to contamination and/or gas problems in cases where a need is identified (subject to site surveys).

12.60. The environmental improvement of West Street or other land, referred to in criterion 1 above, typically means the renewed top surfacing of the vehicular carriageway so as to achieve an improved visual appearance whilst being functionally adequate, footway renewal and widening, including new paving, tree planting and raised planters and the renewal of street furniture. The reference to other land means the open space identified at Site 6. The primarily residential

development of the sites of this policy gives rise to a need for an improved local environment to reinforce the works already carried out. The land in question is abutting or in close proximity to the sites. The scale of contributions being sought is adjusted to relate to site size.

12.61. The on-site features that are regarded as important planning objectives (the riverside promenade and principal open spaces are identified in Policy TS21). The use of a planning obligation is intended to secure an acceptable balance of uses and to ensure that they are provided at an acceptable stage of the development.

12.62. The requirement for affordable housing arises from ~~Policies H14 and~~ [Policy] TS21. A planning obligation will be needed in order to secure the stage of development at which provision is made and in order to ensure that the affordable characteristics of the housing are retained.

12.63. The need for a remedy for contamination arises from Policy TS22. Given the potential complexity of the remedial action, it is likely that the use of a planning condition will be inappropriate and instead a planning obligation should be used.

12.64. In each of the above cases, the potential for sub-division of the larger sites after the grant of planning permission adds another reason for using a planning obligation rather than a planning condition.

13

Community services

13.1. The Council recognises the importance of the provision and the distribution of community services throughout the borough. While the management and the delivery of these services is not necessarily the concern of this chapter, changing demand and supply of these services over the plan period will have consequences for land use. The framework provided by the policies below will seek to ensure the maintenance of service provision in the most efficient and equitable way.

13.2. Community services consist of a wide range of facilities and services provided across the borough by both public and private sectors. They include social, health and educational services, and also community facilities, such as the library service. All have requirements for land, some in areas of the borough covered by other UDP policies, for example, provision within residential areas. The nature of some of these services may require close proximity to those in need. The Council will advise through its policies where these locations are appropriate.

13.3. There is very little guidance for these policies, although some national policies do have some relevance, such as the Government's encouragement of care in the community as an alternative to institutional care. These are taken into consideration where appropriate.

~~***Policy COM1*** **The Council will seek to ensure that adequate primary and secondary educational facilities are made available in Bexley, taking into account changing demands as a result of fluctuating school rolls and shifting distribution of the borough's population.**~~

Policy COM2 **The Council will normally retain in educational use land designated on the Proposals Map as school buildings and playing fields, where there is a recognised need for such facilities in an area. In the event of land becoming surplus to educational requirements, the criteria set out in Policy ENV20 will be applied to any proposals for its alternative use.**

13.4. ~~Over the period of the Plan the cyclical trends in the age structure of the borough's population are expected to continue. These cycles are affected by a number of factors including changing national birth rates, migration patterns and increases in population due, for example, to new housing developments. This can result in demands for new facilities or, equally, surplus provision. Over the last decade (1993 to 2002), for example, primary aged pupil numbers, including those in nursery classes, peaked at 23,000 and have now reduced to 22,000; projections for the next five years suggest further reductions to around 21,000. Over the same decade secondary pupil numbers have consistently shown year on year increases to the current total of 18,000. Projections indicate that from 2003 there will be a gradual falling away from this peak as the numbers completing and leaving secondary schools exceed those entering. Such fluctuations in numbers have caused pressure on places in the secondary sector, and~~

~~simultaneously created surplus provision in the primary sector leading to inefficiency.~~ Where land and buildings are retained for future educational use, the Council will support their temporary use for suitable, alternative purposes in order to utilise the facilities in the interim, help to safeguard buildings against vandalism and to meet other short-term demands for such accommodation. Education Development Plans assess these changing patterns in the borough's population and prepare strategies to meet educational needs.

13.5. As the Education Development Plans are revised any land use planning consequences will be addressed in the context of the UDP. Where surplus school sites are identified, their appropriate alternative use will be determined in accordance with Policy ENV20.

Policy COM3 **Proposals for nursery classes and creche facilities will normally be acceptable in residential areas and town centres subject to the following criteria:**

1 the proposal should not result in an adverse parking and/or traffic impact;

2 use of the facility should not cause a significant nuisance for neighbouring uses;

3 the proposal should not result in a loss of residential accommodation and/or lead to a loss of retail uses in a shopping centre's core frontage; and

4 there is no conflict with any other policy in this Plan

13.6. During the last decade the Council has made a significant increase in its provision of nursery education as part of a general programme to bring numbers into line with national standards. In the past this has largely been achieved by converting surplus primary classes into nursery classes, but as this resource runs low alternative sources will be needed to meet a growing demand for these places.

13.7. As a greater number of women in the workforce return to work after childbirth there is an increasing need for pre-school facilities, near to the home, the workplace and other services (e.g. town centres). In response, the Council will consider proposals close to these areas, subject to criteria suggested above.

~~***Policy COM4*** **The Council will advise and assist the relevant health authorities in order that future land use requirements for an efficient health care service may be satisfied.**~~

~~13.8. The Council recognises that over the Plan period the requirements of the health authorities for sites and buildings will change, for example, in response to the government's approach to care in the community and the subsequent rationalisation of health care facilities. As existing facilities become surplus and new facilities are sought, perhaps elsewhere in the borough, close liaison with the Council will ensure that services are maintained and enhanced while complying with the general aims and objectives of the UDP.~~

Policy COM5 **As an exception to Policy H2, the Council will normally support proposals for doctors' and dentists' surgeries in residential areas, subject to all of the following criteria being satisfied:**

1 the proposal should not result in adverse parking and/or traffic impact;

2 use of the facility should not cause a significant nuisance for the occupants of neighbouring properties; and

3 there is no conflict with any other policy in this Plan.

13.9. The Council recognises the benefits of providing surgeries for doctors and dentists within easy access of the communities that they serve. It also recognises, however, that these uses can sometimes give rise to nuisance and adversely affect residential amenities and so proposals should take account of the criteria set out above. Proposals for other medical and health care clinics and surgeries within residential areas will be considered on their individual merits having regard to the need for those services to be located in these areas.

Community buildings and facilities

Policy COM6 **The Council will encourage the provision and retention of publicly accessible meeting halls; community centres; and buildings used for, or in connection with, public worship or religious instruction; in suitable locations, possibly as an element in new residential or commercial developments.**

13.10. Locally based amenity and religious groups and youth organisations benefit from having suitable halls or rooms for meetings. These can help to reinforce community spirit. Large new developments may generate a need for religious or community buildings. In such cases, developers will be encouraged to provide facilities to benefit residents in locations where these will not cause undue disturbance.

~~***Policy COM7***~~ ~~**The Council will maintain adequate branch library provision in all parts of the borough, in relation to the pattern of use of those facilities and their relationship to centres of activity.**~~

~~13.11. The provision of a comprehensive library service across the borough is recognised as an important community service, which the Council seeks to maintain and enhance. The recent opening of a library in Mill Road, Northumberland Heath and upgrades completed at Bexleyheath and Erith libraries demonstrate this approach. Demographic changes and changes in the pattern of use will affect the library service and give rise to a need to review branch library provision. In so doing, the Council will seek to locate libraries in or close to centres of activity, such as shopping areas, where they are readily accessible.~~

14

Minerals and waste processing

Minerals

14.1. Minerals extraction in Bexley has taken place in the past over considerable areas of the borough, particularly along the rivers Cray, Darent and Thames, where alluvial deposits have been found. Minerals have, and continue to be, a vital component of the construction industry, necessary to facilitate the building of homes, businesses, community facilities and infrastructure.

14.2. By the nature of the exploration, exploitation and storage of minerals there is a desire to minimise the adverse impacts associated with this kind of development, such as increased road traffic, congestion, noise and air pollution, by favouring mineral extraction as close as is environmentally acceptable to the point at which the minerals are needed. This is supported in Strategic Guidance, which stresses the importance of London contributing as much as possible to meeting its own needs, which are expected to remain far in excess of that produced within Greater London.

14.3. By 1996 there was only one active site extracting minerals in Bexley. This site has operated for some time and output is not expected to increase significantly over the Plan period. The Council will seek to safeguard any remaining deposits from surface development. Proposals to exploit them will be considered in the context of the relevant policies below in order to minimise the adverse impacts associated with this form of development and restore sites to a satisfactory standard once the operation is complete.

14.4. The Council recognises that while remaining reserves within the borough will contribute to meeting London's needs, in accordance with Government advice in Minerals Planning Guidance Note 6, the majority of the future minerals demanded will have to be imported from further afield. Close liaison with: neighbouring authorities; the Greater London Authority; regional planning or development organisations, including partners within the Thames Gateway; and the South East Aggregates Working Party; will be maintained in order to address these problems. In addition, existing facilities, which minimise the traffic impact of minerals transhipment, such as deep water wharves on the Thames and rail depots and facilities should be retained where possible.

14.5. Disused mineral sites should be restored to a high standard when operations are complete. One method of restoration includes infilling with waste, which has been carried out in Bexley in the past, causing some problems associated with degradable waste and the resultant gas emissions and leaching. These issues will be considered in the remainder of the chapter and in relation to the Mayor's Municipal Waste Management Strategy for London and other emerging waste strategies for the South East.

Policy MIN1 **In considering proposals for the exploration, exploitation and storage of minerals, the Council will seek to ensure that the environment and public**

amenity and safety are safeguarded, by ensuring that the following criteria are met:

1 there is an identified national, regional or local need for the mineral concerned and that the quantity and quality of the reserve should be sufficient to justify the extraction;

2 there are no significant adverse effects on the environment, including Sites of Nature Conservation Importance (Policies ENV23-25), and sites of archaeological importance (Policies ENV56-58) or residential property;

3 there are no significant adverse effects arising from traffic generation and access/egress to and from the site;

4 the proposals should not significantly increase the risk from flooding or adversely affect ground and surface waters; and

5 there are satisfactory proposals for the restoration and after-use of the extraction site.

14.6. Due to the considerable disturbance costs incurred when a decision to exploit mineral reserves is taken, the Council will seek to ensure that these costs are kept to a minimum by meeting the criteria above. In order to reduce the need for further importation of minerals, and meet the SERPLAN supply policy for London, an identified need for the mineral in question in relation to the current supply position in London and the South East should be considered before the release of reserves is approved. In addition, the mineral in question should be of sufficient quantity and quality to justify the impact of extraction on an area.

14.7. Although mineral extraction is a temporary use, the impact on the environment and in particular on nature conservation interests as laid out in Chapter 5 will be taken into consideration when determining an application together with the impact on neighbouring residential property. Traffic generation and access and egress from the site will also be considered, together with policies in Chapter 8 of the UDP. Where these impacts are considered unacceptable the proposals will be resisted.

14.8. Regarding the possible impact of extraction on the flood plain and water quality objectives in general, developers are reminded of the need for early consultation with the Environment Agency.

14.9. Satisfactory proposals for the restoration and after use of extraction sites will be considered in relation to Policy MIN5, taking into account applicants' past record of working and restoring sites. The use of planning conditions and legal agreements to ensure satisfactory restoration may be applied where appropriate.

14.10. Finally, proposals to extract minerals from a site should include a statement by the applicant regarding the significance of the impact on the environment. If this is felt to be unacceptable the proposal will be resisted.

Policy MIN2 **Proposals for mineral exploration, exploitation and storage would not normally be permitted where this use would result in the loss of high quality agricultural land (grades 1, 2 and 3a) and/or land with a high recreational, amenity or nature conservation value unless the Ministry of Agriculture, Fisheries and Food indicate that they are satisfied that after a period of aftercare the lands' former**

(undisturbed) physical characteristics are likely to be restored as far as it is practicable to do so and would be likely to sustain the demands of commercial agriculture.

Policy MIN3 **Where Policy MIN2 is satisfied, the Council will have regard to the economic viability of any farm units involved and the phasing of extraction.**

14.11. The Council recognises the importance of high-quality agricultural land in maintaining a viable agricultural industry and to maintain the existing landscape quality of the Green Belt. The Ministry of Agriculture, Fisheries and Food has accepted the principle that land of a high quality can be released for working subject to appropriate restoration proposals. Where this is satisfied, an additional consideration will be the phasing of the development and restoration in order to retain the economic viability of farms, during the operation.

Policy MIN4 **Wherever possible, potentially workable mineral deposits will be safeguarded from surface development that would sterilise the minerals or prejudice their working. Where development is proposed the Council will consider the prior excavation of the mineral, subject to Policy MIN1.**

14.12. Any remaining mineral reserves within the borough are likely to be within the Green Belt and, therefore, surface development will be unlikely to sterilise the deposit. In areas outside the Green Belt where deposits may be found, surface development will be permitted only after the reserve has been exploited in accordance with Policy MIN1 in order to meet the objectives of reducing the impact of mineral production wherever possible by making available resources within London.

Restoration after use

Policy MIN5 **The Council will seek to ensure that disused mineral sites are restored to a high quality by the developer, within a reasonable time scale and to a condition such as to make possible an appropriate and beneficial after use. Where infilling is necessary there will be a presumption against the use of degradable waste without satisfactory measures to deal with landfill gas and leachate both during and after operations.**

14.13. Strategic Guidance states that UDPs should specify high standards of restoration both in areas to be worked for minerals and also land already damaged by mineral working. As stated above, Bexley has experienced a number of mineral operations in the past, particularly in the more open lands to the east of the borough and within the urban fringe. Some of these operations have led to damage in areas of Metropolitan Green Belt and Metropolitan Open Land. Policy MIN5 seeks to minimise future long-term impacts associated with disused sites in accordance with the overall vision of the Plan. In addition, the Council will resist the use of disused minerals workings for landfill with degradable waste without satisfactory aftercare proposals. This is because of the problems associated with this form of disposal, in particular landfill gas emissions and leachate, and to accord with the relevant waste disposal plan.

14.14. Where appropriate, the use of former minerals workings for recreational uses may help to meet the borough's needs for certain facilities, in particular water-based activities~~, as described in Policy TAL13 in Chapter 10~~. Use of areas of water in restoration proposals will be the subject of consultation with the Civil Aviation Authority (CAA) with regard to possible bird strikes on aircraft.

Deep water wharfage and aggregates works

~~Policy MIN6~~ ~~**There will normally be a presumption against the loss of existing deep-water wharves and other transhipment facilities for minerals in the borough, unless suitable alternative facilities are proposed or available nearby, either within the borough or neighbouring Thames-side local authorities.**~~

~~Policy MIN7~~ ~~**Proposals for new deep water wharfage transhipment facilities and associated aggregates works will be encouraged to locate within the Special Industrial Zones, subject to Policy E13, as shown on the Proposals Map.**~~

~~14.15. Strategic Guidance states that there should be a presumption against the loss of existing transhipment facilities, and in particular riverside wharves, unless alternative uses exist nearby. The Council recognises the importance of retaining these facilities given the benefits obtained from using water-based rather than road transport for minerals transportation. However, the Council also recognises the adverse impact of this type of land use on neighbouring uses and therefore proposes to locate future land uses of this type in the Special Industrial Zones where the impact upon the borough as a whole can be minimised and contained. Developers should also have regard to the criteria listed under Policy MIN1 above.~~

Policy MIN8 **The Council will encourage the efficient use of minerals, including the use of recycled materials to ensure that:**

1 the borough's limited remaining resources are used appropriately; and

2 to minimise the need for the importation of minerals.

14.16. The Council recognises the importance of using mineral resources wisely. In doing so the Council will encourage the appropriate use of minerals in construction projects in the borough to ensure that high quality materials are not used where lower grades would be acceptable. Encouraging the utilisation of recycled materials, where appropriate, will also help to reduce the need to import minerals into London.

14.17. The Council will keep under review and monitor further Government guidance on the efficient use of minerals as set out in MPG6 and RPG3.

Waste transfer and processing

14.18. Bexley Waste Disposal Authority came into being as a statutory body under the Local Government Act 1985 on the abolition of the Greater London Council (GLC) and the transfer of responsibilities for waste disposal to Bexley Council in March 1986. At the time it was one of only two independent disposal and collection authorities in the country. In the London area, the

regulation function was, until 1.4.1996 carried out by the London Waste Regulation Authority (LWRA). This body now forms part of the Environment Agency. Bexley has responsibilities for its own contracts in the collection and disposal of waste.

14.19. The Environmental Protection Act 1990, as amended by the Environment Act 1995, provides the present legal framework within which waste disposal is carried out. Part 2 of the Act requires waste collection authorities to investigate the appropriate arrangements required to deal with waste, prepare a statement of the arrangements made or proposed to be made for a specified period (The Recycling Plan) and to further investigate and modify arrangements to take account of changes in the situation. Under the Environmental Protection Act 1990, the waste disposal planning function transferred first to the London Waste Regulation Authority and following the Environment Act 1995, it is now the responsibility of the Secretary of State for Environment, Food and Rural Affairs, to produce the National Waste Strategy. National policies now include tax on landfill to help encourage recycling, the money collected being intended to assist environmental projects.

14.20. The Greater London Authority Act 1999, Section 353, placed an obligation on the Mayor of London to prepare and publish a Municipal Waste Management Strategy for Greater London (published 2002). This includes policies and proposals for the recovery, treatment and disposal of municipal waste originating in Greater London. When preparing this strategy, he must have regard to Boroughs' Recycling Plans and consult London Local Authorities and others. To ensure that the policies in the strategy are given effect, the Mayor can direct waste collection and disposal authorities to carry out a function in a specific manner. The Mayor is intending to give effect to the land use requirements of his Waste Strategy through Sub Regional Development Frameworks, to be published as Supplementary Planning Guidance to the London Plan.

14.21. In addition to the National Waste Strategy and the Mayor of London's Municipal Waste Management Strategy, the Council is also required to include relevant policies in its UDP. PPG10, Planning and Waste Management, states that these policies should have regard to the authority's relevant waste disposal plan and policies for waste minimisation and recycling. Plans should consider the need for new and extended waste management facilities in suitable locations and the planning criteria likely to apply, including geological, hydrological and other considerations. The policies below address these issues.

Waste processing

~~***Policy WAS1*** **The Council will take account of the Bexley Waste Minimisation and Recycling Plan in determining proposals for waste management facilities and for other development proposals, which may generate significant waste arisings.**~~

~~14.22. The draft National Waste Strategy for England and Wales requires Waste Planning Authorities to take full account of Waste Recycling Plans prepared by the Waste Collection Authority. In Bexley the Council is both the Waste Planning Authority and Waste Collection Authority. To ensure a consistent approach, proposals for further waste management facilities and other developments, which may significantly increase waste arisings in the Borough, will be considered in the context of the Bexley Waste Minimisation and Recycling Plan.~~

Policy WAS2 **Planning applications for the transfer, disposal and processing of waste will not normally be acceptable outside the Special Industrial Zones and in any event must satisfy the following criteria:**

1 the proposal will not lead to significant adverse impacts on the amenities of residential or commercial areas;

2 there are no significant adverse environmental impacts, such as airborne or waterborne pollution, noise, smells, and unreasonable traffic generation;

3 sites should have good connections to primary and secondary roads and the proposed use acceptable within the terms of Policy T6;

4 where possible, rail and river transport should be used for the transport of waste;

5 proposals for landfill should have regard to Policy MIN5 and also the criteria in Policy MIN1, amended as necessary so as to relate to waste disposal;

6 the proposal is in accordance with the Waste Recycling Plan;

7 there is no conflict with Policy E13 and with the policies contained in Chapter 5 of this Plan; and

8 development for waste processing facilities, including energy from waste, should be of an appropriate scale to ensure that waste is processed close to the point at which it is generated, in accordance with the proximity principle.

Where appropriate, an environmental assessment will be required within the terms of the Town and Country Planning (assessment of environmental effects) Regulations 1988, including the measures proposed to overcome any potentially harmful environmental effects. The environmental assessment will be expected to take into account the combined effects of schemes, which are committed but yet to be implemented.

14.23. In accordance with the objectives of the Bexley Recycling Plan, Policy WAS2 seeks to ensure the most efficient and cost effective disposal of waste arising in Bexley Borough, safely and in an environmentally friendly way.

14.24. Proposals for waste disposal in the borough, which concern waste arisings in Bexley, should have regard to the Recycling Plan as criterion 6 states and as indicated by paragraph 13, PPG10.

14.25. In the event of responsibility of the preparation of the Recycling Plan being transferred to another authority over the plan period of the UDP, Policy WAS2 will take account of any replacement statutory document or guidance concerning the future disposal of waste arising within the borough, until such time as the UDP is superseded.

14.26. Strategic Guidance states that boroughs should make appropriate provision in their UDPs for facilities such as incinerators, recycling plants and transfer stations (para. 39 PPG10). In addition, the Government and the European Community stress the importance of minimising the costs on the environment of more traditional methods of waste disposal, such as the dumping of sewage at sea and the problems associated with landfill, such as landfill gas emissions.

14.27. The Council recognises the importance of these methods both as a means of saving finite resources and protecting the environment. However, current methods used for these alternative processes can lead to significant impacts on the environment and neighbouring uses. In order to

ensure that the benefits derived from these methods do not lead to an unacceptable impact, the Council will normally require them to be located in the Special Industrial Zones and subject to the criteria contained in Policy WAS2. This is to accord with Policy G1.

14.28. In exceptional circumstances, the Council would be prepared to consider proposals outside the Special Industrial Zones where it can be demonstrated that proposals must, for operational reasons, be located elsewhere in the borough and that there would be no adverse effects on surrounding uses as a consequence of doing so. This is to recognise the diversity of needs of waste operators and the different impacts that their proposals may have on the environment.

14.29. Proposals which include the incineration of waste will not normally be permitted unless the Council is satisfied that there will be no significant effects on the environment within the scope of the matters listed in Schedule 3 to the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988, and there is no conflict with any other policies in the Plan. The Council will, in the circumstances prescribed by the Regulations, seek an environmental assessment before considering such proposals. In addition, it will take into account the cumulative impact of schemes on an area. This is because, where individually a scheme may meet the criteria in Policy WAS2, in combination with the impacts of other, similar schemes on an area yet to be implemented, this may not be the case. Where possible, the Council will seek joint public inquiries into schemes, to ensure that the cumulative impacts of schemes are fully considered.

14.30. As a result of some industrial and medical activities, some waste is generated, which requires special disposal arrangements. These arrangements are currently laid out under the Control of Pollution Act 1974, while the function of disposal is carried out by contractors in the private sector. The Council wishes to ensure that the disposal of special wastes is carried out safely and efficiently and would normally be acceptable only in the Special Industrial Zones, for the reasons set out in paragraph 7.34, and subject to the criteria set out under Policy WAS2.

14.31. Provided a refuse freighter can reach a disposal site without undue disruption to the service, direct delivery is likely to be more cost effective than transfer. However, the Council recognises that over the Plan period distances to landfill and other waste disposal facilities in and around London may increase incurring greater costs. For this reason, the Council will be prepared to consider proposals for waste transfer stations which accord with the waste disposal plan. Where possible, the use of rail and river transport should be utilised in order to minimise the adverse impacts associated with road transport. These waste transfer stations would normally only be acceptable in the Special Industrial Zones because of the adverse impacts such developments may have on neighbouring uses. Exceptions will only be considered in accordance with paragraph 14.28 above.

14.32. The proximity principle has been adopted by the Government in recent guidance on waste and pollution. The Government acknowledges that the disposal or management of waste close to the point at which it is generated creates a more responsible, and hence sustainable, approach to the generation of wastes, and also limits pollution from transport (PPG23 - Planning and Pollution Control July 1994).

14.33. At regional level, paragraph 2.5 of PPG23 notes, with regard to regional self sufficiency that: "… nor should it make it acceptable for waste to be transported from one side of the region to the other, when there are adequate facilities nearby - the proximity principle still applies." The Thames Gateway London Partnership also supports these principles in its waste planning and management strategy for Thames Gateway London.

~~The Council, while supporting renewable energy initiatives, also support the contention that facilities, such as incineration, should not be of such a scale that jeopardises other land use planning objectives, such as the regeneration of an area.~~

Crayford Marshes landfill site

Policy WAS3 **The Council will seek the restoration of this former refuse tip, now a landfill site, to a use appropriate to the Green Belt, at the earliest opportunity.**

At no time will the council permit any operation other than landfill to complete the restoration of the former refuse tip.

The Council will not accept any extension or intensification of the existing landfill operation that would fail to meet the following objectives:

1 the protection of the River Cray/River Darent floodplain;

2 the protection of views across the Green Belt to the River Cray, River Darent and the marshland landscape;

3 the protection of the identified ecological interest of the River Darent, River Cray and Crayford Marshes; and

4 the reduction of the amount of traffic using the inadequate access to the site.

14.34. In the past some landfill operations carried out in the borough have not been carried out or restored to a satisfactory degree leading to contamination, landfill gas emissions and poor quality after uses. The Crayford Marshes landfill site represents an inherited responsibility from the Greater London Council, and arrangements have now been agreed which make the site owner responsible for undertaking the completion and restoration of the site to an environmentally satisfactory standard.

14.35. The site is located in the Metropolitan Green Belt and should be restored to an appropriate use at the earliest opportunity. In addition the site has been designated as a site of Borough Importance for Nature Conservation ~~and future proposals on the site should take account of Policy ENV24~~. Neighbouring sites such as Crayford Marshes and the River Darent are designated as being of Metropolitan Importance for Nature Conservation which should also be taken into account.

14.36. Intensification of the existing landfill operation will be contrary to these objectives and may also have adverse consequences for the floodplain's of the rivers Cray and Darent, the strategic views across Green Belt land and traffic flows into and out of the site.

15

Monitoring and review

Policy M1 **The Council will implement a monitoring and review procedure to assess the effectiveness of the Unitary Development Plan and review the Plan within five years of its adoption.**

15.1. The Town and Country Planning Act 1990 (under the terms of which this Plan has been produced and adopted) obliges local planning authorities to keep under review matters which may affect the development of their area or the planning of its development. In addition, Strategic Guidance emphasises the importance of monitoring the changing pattern of economic development and activity in London. Monitoring will take particular account of the key indicators and targets relating to critical features on which the plan is based, as set out in Appendix L.

15.2. The Council recognises the importance of a monitoring system to assess the effectiveness of the Unitary Development Plan, and also its usefulness as an indicator of changing economic and social trends.

15.3. The Council, therefore, proposes to prepare an annual monitoring report to show how the situation is changing and also to measure the effectiveness of the decisions taken by the Council based on the UDP. The annual monitor will also identify policy areas, which, due to changing circumstances or Government guidance, will be subject to alteration at the first review.

15.4. The monitor will include a summary of planning decisions, appeals and departures from the Plan over the previous year. It will also refer to any Planning Briefs prepared and any consequential alterations to the Plan as a result. It will also set out summaries of any new Government guidance, which may lead to alteration at the next review, and also any recommendations made by Members to review policies in the Plan. In this way monitoring of the Plan can be used as a checklist for items for the next review of the Plan.

15.5. To complement the monitoring process and to maintain the relevance of the policies and proposals contained in the UDP, the Council will also prepare a full review of the plan within five years of adoption of the first review changes or as required by the latest legislation / Government Guidance. This will enable the Plan to adjust to the changing needs of the borough, the evolving context of the London Spatial Development Strategy (the London Plan) and the new hierarchy of plans and strategies.

Policy M2 **The Council will contribute to the monitoring and review proposals put forward by the Greater London Authority (GLA) and South East England Regional Assembly (SEERA) to assess changes at the strategic level.**

15.6. The Council will also continue to contribute to the monitoring systems of the GLA and SEERA, in order to monitor wider trends across London and the South East. The output of this exercise will provide a useful indicator of the effectiveness of the UDP's Part One policies.

UNITARY DEVELOPMENT PLAN

DESIGN AND DEVELOPMENT CONTROL GUIDELINES



Bexley COUNCIL

Design and Development Control Guidelines

Introduction

The policies and proposals in the UDP set out the basis for deciding planning applications, or for determining conditions to be attached to planning permissions. The following Design and Development Control Guidelines expand the policies by setting out a number of detailed planning and environmental considerations that will be taken into account in the determination of planning applications. Each planning application is considered on its merits having regard to the Development Plan and all material considerations and these guidelines should not represent any constraint on good design and individuality. Their purpose is to assist developers initiating development in Bexley to create well-designed and stimulating developments.

The Guidelines form part of Part Two of the Plan and are included in accordance with Section 12(4)(d) of the Town and Country Planning Act 1990. They will be taken into account when determining planning applications but in doing so, the Council will not expect rigid adherence to every guideline. Instead they will be used to judge whether there are any significant design or planning disadvantages to a scheme and whether these are so important individually or collectively as to justify refusal of planning permission.

In places reference is made to documents issued by the British Standards Institution. These can be bought by telephoning (020) 8996 7525 or through the BSI website.

1. NEW RESIDENTIAL DEVELOPMENT

1.1. Introduction

1.1.1. Strategic Guidance (superseded by the London Plan 2004) stated that 5,320 net additional dwellings should be provided in the period 1997 to 2016. New residential development is by far the most important component in delivering this accommodation.

1.1.2. Policy H3 in the Unitary Development Plan states that new residential development should be compatible with the character or appearance of the area in which it is located, having regard to various design criteria. Other policies in Chapter 6 of the Plan set out the Council's policies for residential density, the protection of residential amenity and privacy, policies for particular types of development and policies for Areas of Special Character. Applicants should first consider these policies, as they will be the main considerations when determining applications for planning permission. The Council is seeking individual buildings that are well designed and give adequate regard to their setting. Particular attention should be given to ensuring the design is well proportioned and is sympathetic to its surroundings. In addition, attention should be paid to the quality of bricks and other materials, style of windows and the circumstances where the use of specialised materials is appropriate.

1.1.3. The guidelines relate to all sizes and types of housing development. Further advice can be obtained from the Council's Development Control Section. From time to time, supplementary guidance may be published on particular sites.

1.2. Layout, privacy and amenity space (Policies H3 -H7)

1.2.1. In new proposals careful consideration should be given to the way the buildings relate in size to each other and their surroundings.

1.2.2. Layout of individual dwellings within a proposal should have regard to the creation of spaces in between, to ensure that habitable rooms, and kitchens, have a pleasant outlook.

1.2.3. Spaces between buildings should be so designed to maximise their use and enjoyment by residents and to minimise problems of safety at night. New development should allow a minimum gap of 1.5 metres between the flank wall of any property and its site boundary in order to safeguard natural light, ensure independent access to the rear and help maintenance. Where a habitable room situated on a flank wall of an adjoining property relies on the elevation for sun and daylight, new buildings should be designed to safeguard this natural sun and daylight for adjoining occupiers.

1.2.4. In accordance with UDP Policy H7, new dwellings and residential layouts should be designed to ensure adequate privacy from visual intrusion for their occupants and those of neighbouring dwellings. This can be achieved by spatial separation and the use of suitable design techniques, such as landscaping or screen fencing. Development should provide for a distance of at least 22m between habitable rooms or kitchens in buildings of up to two storeys in height and a more substantial distance between habitable rooms or kitchens where at least one building is three or more storeys high. A distance of at least 16m between a habitable room and a blank wall of a building should also be provided where buildings are up to two storeys high, and a more substantial distance in other cases.

1.2.5. In accordance with Policy H6, new housing development will normally only be permitted where there is adequate communal and/or private amenity space for use by the occupants. To achieve this, a minimum of 13 metres depth of rear garden space will be sought on all new developments. This is to ensure that, in the event of subsequent rear extensions being built to new properties, adequate rear garden space would remain. There should be a minimum of 22 metres required between facing windows of habitable rooms or kitchens, in order to maintain adequate privacy. (It is intended that this distance may often be exceeded as a result of compliance with the 13 metre garden recommendation). For development created by taking part of an existing residential property, the existing house should also retain a minimum rear garden depth of 13 metres. In cases where one or more dwellings is over two storeys high, a more substantial distance will be sought.

1.2.6. Where one dwelling faces the blank wall of another property a minimum of 16 metres should be allowed between the upper storey of buildings of two storeys height in order to give or safeguard a pleasant outlook for the occupiers of the dwelling facing the blank wall. This is to accord with Policy H7 and applies whether or not one of the dwellings is a bungalow. A more substantial distance should be provided for buildings of more than two storeys.

1.2.7. In most cases, family dwellings (suitable for three persons or more) should be provided with a directly accessible, private amenity space. In exceptional cases, for example where small dwellings are provided as part of a larger development including shared amenity space, private amenity space may be inappropriate, in which case provision will be sought as if they were flats.

1.2.8. Flat developments and maisonettes of three storeys or more should be provided with access to adequate amenity open space provision equivalent to at least 45% of the site area of the development. This is to ensure that there is sufficient space to give their occupants reasonable access and a good outlook and the site is not overdeveloped in relation to its surroundings. Two storey developments should be provided with sufficient amenity space to meet these objectives whilst having regard to the guidelines for new housing. In the defined town centres, where it can be demonstrated that it is not possible to meet the amenity space standards for flatted accommodation, the Council will consider a relaxation where compensating external amenity provision is available nearby or additional internal space or balcony provision is made.

1.2.9. Communal amenity spaces should be provided as a usable area of convenient size and shape and should ideally be located adjacent to existing private gardens or the flats themselves. These spaces should be appropriately designed so as to give a sense of enclosure and privacy, since it is intended to supplement or replace private open space.

1.2.10. Where practical the orientation of communal spaces should be designed to minimise afternoon shadows, accommodate seating and incorporate planting so as to encourage their use.

1.3. Sound insulation and noise

1.3.1. In considering whether the design of a development could lead to its residents experiencing a noise nuisance, Planning Officers will be guided by the advice of the Head of Environmental Health (Home and Environment). The development should accord with the guidance in Planning Policy Guidance Note 24 and British Standard 4142. In general, the following principles will apply:

(1) Dwellings should be designed so that living rooms in one dwelling are not created next to (vertically or horizontally) bedrooms in another dwelling.

(2) External traffic noise measured at 1 metre from the façade of any bedroom or living room should not exceed 65 dBA LAeq (18 hour) (derivation BS 8233). In certain circumstances, there will be a requirement to provide internal noise insulation and external noise limitation treatment to enable development to occur.

(3) The site layout, internal design and building specification should be such that the L10 1 hour noise level within any habitable room and caused by external noise sources should not exceed 45dBA from 7am to 11pm and 35dBA from 11pm to 7am.

(4) Industrial and commercial noise measured as a 1 hour LAeq sound level should not exceed the LA90 level measured at the boundary (nearest the source of noise) of the land containing the dwelling.

1.4. Dwelling size and room size

1.4.1. Rooms should function comfortably and efficiently for their intended purpose. Size, shape, design, position of doors and windows, natural lighting and ventilation will be taken into account in assessing applications. Separate advice can be obtained from the Council's Development Control Section on room sizes that the Council considers appropriate in new development.

1.4.2. Corridors should meet the widths required by Part M of the Building Regulations 2000 2004. Entrance lobbies should be allowed for occupiers to circulate freely. Impediments to safe movement around a dwelling caused by steep, narrow and winding staircases and ill-defined changes in level must be avoided.

1.4.3. Flats should be self-contained with a separate lockable entrance.

1.4.4. Rooms should in general lead off a lobby or hallway. For example, sanitary areas, apart from en suite bathrooms, should be accessible off a common area and not solely through a bedroom.

1.5. Soft and hard landscaping (Policy H3)

1.5.1. General:

Applicants will be expected to submit a fully detailed soft and hard landscaping scheme prior to the granting of planning permission or as a condition of that permission.

1.5.2. Soft landscaping:

Applicants will be expected to draw up a separate vegetation plan showing the location and type of existing vegetation. Existing trees and shrub species should be retained if at all possible. The species to be retained should be protected during the construction period by chestnut pale fencing or equivalent which should be erected at the outer edge of the branches.

1.5.3. Applicants will be expected to present a detailed soft landscaping scheme which includes species schedules. Schedules must show the location, number and species to be planted and need to be illustrated on an appropriate scale, normally 1:50 or 1:100 depending on the scale of the proposal. Underground services, where appropriate, should be considered at the design stage and grouped to act as a minimum constraint on the location of soft landscaping.

1.5.4. The character and form of new landscaping should build on the existing vegetation. New soft landscaping should also reflect the scale, and form of the new development. The new species should also be beneficial to wildlife and the planting of native species should be initially considered. Accordingly, in most cases native species should be used. However, it is recognised that in certain locations non-native species may be more appropriate.

1.5.5. Hard landscaping:

The new soft landscaping plan should also present hard landscaping details. All walls, steps, hard surfacing needs to be indicated on this plan. Details such as colour and manufacturer and type of material need to be presented. Also required are construction details illustrating the types of bond to be used. Detailed drawings illustrating the cutting of the hard bricks, blocks, etc. are also recommended.

1.5.6. It is strongly recommended that a qualified landscape architect be employed to draw up any hard and soft landscaping schemes.

1.6. Parking, access and pedestrian movement

1.6.1. In applying the Council's adopted vehicle parking standards for new residential development, consideration will be given to:

(1) Convenience and security of locations. Car parking should be provided close to the dwellings served and car parking courts should, where possible, be capable of surveillance from nearby dwellings.

(2) Visual objectives. The appearance of car parking areas should be softened by the use of planting and, where possible, landscaping, and the variation of the surfacing materials.

(3) Communal parking areas and garage courts should be restricted in size in order to achieve convenience and satisfactory visual appearance.

(4) Vehicle parking spaces should be located a reasonable distance from windows, in order to protect the amenities of residents, especially from noise and fumes.

(5) Garages provided in connection with new housing developments, whether detached, integral or part integral with the dwelling should have a clear unobstructed internal width of 2.4m and a minimum internal length of 5m, ideally 6m.

1.6.2. Individual vehicle parking spaces should be clearly shown on any layout plans submitted.

1.6.3. New residential proposals should have regard for the highway considerations contained in Design and Development Control Guideline No.5.

1.6.4. Pedestrian and cycle routes should be clearly defined, safe and convenient to use.

1.7. Refuse and storage areas

1.7.1. Bin enclosures to accommodate at least one dustbin per dwelling should be provided in a convenient location for collection. These must be designed and sited so that they do not dominate the front garden and where possible they should be screened by planting. Matching materials to that of the dwelling should be used. The provisions of BS5906:1980 and Part H4 of the Building Regulations should be followed as regards siting and carrying distances.

1.7.2. Wherever possible storage areas for portable items such as bicycles, prams and lawn mowers should be provided.

2. EXTENSIONS TO HOUSES

2.1. Introduction

2.1.1. Extensions to houses can be a useful way of extending the range of housing and help to provide a better mix of accommodation. However their construction, if not thoughtfully carried out, can lead to problems for adjoining householders and can contribute to a general decline in environmental standards.

2.1.2. The guidance is divided into two sections. The first section sets out the basic design principles. This is followed by detailed design guidance on a range of extensions most commonly proposed in the borough. It is not possible to anticipate and give guidance for every type of extension. When a particular application is not covered by the guidance, the basic design principles will still apply.

2.2. Principles

2.2.1. The basic principles of all new extensions are outlined in Policy H9 of the plan. In general extensions should be subordinate to the existing building. In addition:

(1) the siting, design and external appearance should respect the character of the existing building and adjacent building;

(2) the development should not adversely affect the privacy and amenity of adjoining properties including daylight, sunlight and outlook; and

(3) the development should not result in over-development in terms of scale and mass, car parking and remaining amenity area.

2.2.2. In determining the impact of any proposal the Council will take into account:

(1) the need to protect the privacy and amenities of adjoining house owners;

(2) the need to protect daylight and sunlight available to neighbouring properties and to the future occupiers of the development;

(3) massing and proximity to the property boundary and adjoining buildings and other siting considerations;

(4) the overall form, shape and proportions of the extension;

(5) the roof type, layout of doors, design and style of windows;

(6) the external materials and appearance;

(7) vehicle parking arrangements; and

(8) landscaping.

2.2.3. Privacy:

(1) A proposed extension should not result in adverse effect on the privacy of adjoining householders.

(2) Where loss of privacy and/or overlooking may be a problem side windows which overlook an adjoining property should have high-level or obscure glazed windows. A high-level window is one with a sill height of at least 1.7 metres above floor level.

(3) An extension which proposes a flat roof for use as a balcony will normally be unacceptable on privacy grounds.

2.2.4. Sunlight and daylight:

Extensions should be designed to avoid unacceptable loss of sunlight, ventilation and daylight to adjoining houses (or the building being extended). The dimensions for extensions for different types of dwellings set out later in this section have been chosen with this issue particularly in mind.

2.2.5. Siting considerations:

(1) The Council will take into account the extent to which any extension is visible by the public and its effect on the street scene.

(2) Side extensions to corner houses or properties on prominent sites should have pitched roofs of a type to match the existing dwelling. Sight lines should not be obstructed.

2.2.6. Form:

The design of extensions should recognise the principle that the extension should be an additional volume subordinate to the existing building. An extension should not make a dwelling less compliant with Part M of the Building Regulations.

2.2.7. Doors, windows and guttering:

(1) The doors and windows of the extension should generally repeat the proportions, design, alignment and materials of the openings in the original dwelling.

(2) Guttering on all extensions should be fixed in such a manner that it does not over-hang the boundary.

(3) It is usually preferable for walls on or very close to the property boundary line not to have windows in them and, in any case, windows, where provided, should be fitted so that they cannot open over the boundary line.

2.2.8. Roofs:

(1) The height of any extension should not exceed the ridge height of the existing building.

(2) The roof lines of the extension should generally be parallel to those of the existing building and eaves lines should generally follow through.

(3) The roofs of new extensions should follow the pattern of the main roof and have the same angle of pitch.

2.2.9. Materials and appearance:

(1) The external materials of the extension should be in harmony with the materials of the existing building and character of the area.

(2) The design of the extension should respect the style of the existing building.

2.2.10. Vehicle parking and garages:

(1) In accordance with UDP Policy T17, the Council will normally oppose the loss of on-site parking provision where this would be likely to cause additional on-street parking to the detriment of amenity or traffic flow.

(2) Where a parking space is proposed to meet parking standards, it should wherever possible be sited behind the front main wall of the dwelling in order to protect residential amenity and the appearance of the street.

(3) Where a garage is proposed to meet parking requirements, it should be sited so as to allow a minimum of 5.7 metres from the back edge of footpath to the garage door, with the exception of garages in rear gardens served by a rear accessway.

(4) Detached garages in rear gardens or at the rear of any premises served by a rear access should be so sited that the doors do not open over the boundary of the site.

(5) Where access is to be obtained to a garage or parking space, other than directly from the public highway, the occupiers of the premises should enjoy the right of access and the access-way should be adequate. The parking space or garage should additionally be positioned to permit vehicles to satisfactorily turn onto and off the access-way.

2.2.11. Refuse and storage areas:

A bin enclosure to accommodate at least one dustbin per dwelling should be provided in a convenient location for collection. The provisions of BS5906:1980 and of Part H4 of the Building Regulations should be followed, as regards siting and carrying distances.

2.2.12. Garden size:

Usable gardens are particularly important for family houses. Proposals should ensure that adequate garden and amenity space are maintained.

2.2.13. Landscaping:

Proposed extensions should avoid the need to remove such features as healthy trees and established shrubbery. Where proposals involve the felling or lopping of existing trees and hedges, suitable new planting will be required.

2.3. Detailed design guidance

2.3.1 Roof extensions:

(1) Loft and roof space extensions should not normally exceed the ridge height of the existing building, or by reason of design or massing be detrimental to the form of the existing roof.

(2) Roof extensions should, if possible, have dormer windows facing to the rear; dormers on the hipped side of a pitched roof should in general be avoided.

(3) All roof extensions should be set back from the main wall of the dwelling on which they are proposed to avoid creating the appearance of an extra storey.

2.3.2 Rear extensions:

(1) On semi-detached and terraced houses, single storey extensions at the rear and on the boundary with the adjoining half of the property should not normally exceed 3.1 metres in height (to eaves level with pitched roofs) above existing ground level or 3.5 metres in depth from the rear of the property. Pitched roofs are preferable to flat roofs on single storey rear extensions provided that they do not affect neighbours' amenities unacceptably.

(2) Two storey extensions should normally be avoided on terraced houses in view of adverse effects on adjoining properties. Where it is considered that there will be no adverse effects, two storey rear extensions may be acceptable on semi-detached houses but should be set in

2 metres from the common boundary with the attached property at first floor level. Exceptions to this guideline may be made in certain cases as follows:

(a) where the property as originally constructed had a rear projecting nib on the boundary, the ridge of which exceeds the height of the first floor windows of the adjoining property; or

(b) certain houses built on the Stevens Estate in Welling classified as small Stevens houses and characterised by a single 6-pane round-bay window to each floor of the front elevation.

(3) On converted dwellings or new build flatted developments, applications for ground floor rear extensions that are likely to affect the amenities of other flat occupiers will be resisted.

2.3.3 Side extensions:

(1) Single storey proposals to extend at the side of a property up to the site boundary and within the depth of the property will normally be acceptable providing that the design matches the existing house. With plots that have at least 4 metres between the flank wall of the dwelling and the site boundary, the extension should be set at least 1 metre from the boundary.

(2) Two storey side or first floor extensions over existing accommodation should be designed to be subordinate to the main dwelling. Ideally this should incorporate a set-back of the front elevation of the extension. The roof plane of the extension should respect the roof plane of the original house, thereby lowering the ridge line.

(3) New two storey side extensions on plots with at least 4m between the flank wall of the dwelling and the site boundary should be set in at least 1m from the boundary.

2.3.4 Chalet extensions:

(1) All extensions should complement and enhance the character and appearance of the street scene. Extensions should respect adjoining properties and pay particular regard to the integrity of design and 'balance' of the chalet pair. Extensions, which are over-dominant or detract from the original style or features of the chalet, should be avoided.

(2) Extensions should be set back from the main front wall of the dwelling (except where this would conflict with guideline (1). Hipped roof extensions should be set back a minimum of 0.5 metres and flat roof 'box' extensions by 2 metres.

(3) First floor side extensions should normally be limited to a maximum overhang of 300 millimetres.

(4) Single storey rear extensions between the common boundary and the kitchen nib should not extend beyond the depth of the original kitchen nib.

2.3.5 Front extensions:

(1) The design of porches and hall extensions should respect the style, character and massing of the existing building and should relate to the general street scene. Porches should not normally exceed 1.1m in overall depth and 2m in overall width.

(2) Front extensions of a greater depth than a porch should normally be avoided. However, in certain special circumstances front extensions may be acceptable e.g. detached houses on large plots with substantial space around the dwelling and for houses in streets with irregular building lines. These should only be considered where the extension results in a

positive townscape improvement and it respects the style and character of the original dwelling.

(3) Front extensions will normally be resisted where they would encroach upon a vehicle hardstanding to the extent that a car parked on the hardstanding would be likely to overhang the public footway.

2.3.6 Detached houses:

(1) On large plots with substantial space around the dwelling, specific guidelines are not applicable, but any proposal should conform with the principles outlined in this guidance.

(2) On smaller plots with small houses built to estate standards, proposals to extend need careful consideration to maintain the integrity and character of the original layout and design.

2.3.7 Bungalows:

Proposals to extend bungalows should pay regard to the principles outlined in this guidance. Proposals which are likely to adversely affect the character and appearance of the dwelling will be resisted.

2.4. Conservation Areas and Listed Buildings

2.4.1 Extensions can have a detrimental effect on the character of a building and cumulatively on the character of a whole area. Listed Buildings are particularly sensitive, and any alterations or extensions will require special consideration. Extensions to the principal façades, including roofs, will not normally be acceptable.

2.4.2 Although no general requirements can be laid down for development within Conservation Areas, the specific dimensions of proposals will be looked at carefully to ensure they fit in with the character of the Conservation Area in which they fall.

3. RESIDENTIAL CONVERSIONS

3.1. Introduction

3.1.1. Conversions to create flats or other residential accommodation help meet the demand for smaller housing units. The Council supports this contribution to the housing stock subject to Policies H10 and H11 in the UDP and these Design and Development Control Guidelines.

3.2. Vehicle parking

3.2.1. Wherever possible, parking should not be placed in the rear garden where this would be detrimental to the amenity of neighbours and cause significant loss of amenity space for future occupants.

3.2.2. Satisfactory vehicle crossovers, access and egress arrangements must be provided for parking spaces. Where more than two converted units are to be created a vehicle turning facility may be sought.

3.2.3. Parking areas should have appropriate landscape screening, and boundary treatment to protect the amenity of the adjoining area. The pedestrian route between the expected parking place and the exterior door serving the dwelling(s) should be designed and, where appropriate, lit with residents' safety in mind.

3.2.4. Where access is to be obtained to a garage or parking space other than directly from the public highway the occupiers of the premises should enjoy the right of access and the access way should be adequate. Access to parking will not normally be acceptable along rear access ways less than 4.2 metres wide. Parking spaces should be positioned to permit vehicles to satisfactorily turn onto and off the access way.

3.2.5. Parking in the front garden should only be included where the garden is large enough to maintain a proper boundary enclosure to the site with planting and soft landscaping to screen the parking. Normally only single width crossovers of minimum width 2.4m and maximum width 3.0m should be provided. Individual crossovers should not normally be closer than 5.0m apart between their central points.

3.2.6. Residential conversions should, in addition, have regard for the highway considerations contained in Design and Development Control Guideline No.5.

3.3. Conservation Areas

3.3.1. Conversions in and adjoining Conservation Areas should preserve or enhance the Conservation Area. External alterations to buildings should not adversely affect their character or design. The careful selection of appropriate compatible and matching materials will be particularly important in respect of works in Conservation Areas and on historic buildings. The use of UPVC and other modern materials for replacement windows, doors or cladding is unlikely to be suitable in such cases.

3.3.2. Vehicle parking in Conservation Areas should not detract from the front garden layout and boundary enclosure of the site.

3.3.3. The location of bin stores in the front gardens may be inappropriate in Conservation Areas.

3.4. Dwelling size and room size and internal arrangements

3.4.1. Rooms should function comfortably and efficiently for their intended purpose. Size, shape, design, position of doors and windows, natural lighting and ventilation will be taken into account in assessing applications. Separate advice can be obtained from the Council's Development Control Section on room sizes that the Council considers appropriate in residential conversions.

3.4.2. Corridors should be at least 900 millimetres wide. Entrance lobbies should be adequate for occupiers to circulate freely. Impediments to safe movement around a dwelling caused by steep, narrow and winding staircases and ill-defined changes in level must be avoided.

3.4.3. Rooms should in general lead off a lobby or hallway. For example, sanitary areas, apart from en suite bathrooms, should be accessible off a common area and not solely through a bedroom.

3.4.4. Each flat should be self-contained with a separate lockable entrance.

3.4.5. Conversions should provide storage for portable items such as bicycles, prams and lawn-mowers.

3.4.6. Dwellings created should be free from any feature which prohibits the safe or unhampered passage of the occupants of the dwelling e.g. narrow steep or winding staircases, absence of handrails, inadequate landings outside of bedrooms, ill-defined changes in floor level.

3.4.7. Where a building is to be adapted as a space for living and creative activity, for instance with a commercial or retail element in addition to residential space, the Council may be willing to show some flexibility, particularly in a recognised town or Neighbourhood Centre or Secondary Employment Area, provided that the safety of future occupants or the amenities of nearby residents is not put at risk.

3.5. Extensions and external alterations

3.5.1. These are subject to UDP Policy H9 and the Design and Development Control Guideline No.2 for house extensions.

3.6. Refuse storage

3.6.1. Bin enclosure to accommodate at least one dustbin per flat should be provided in a convenient location for collection. This should be designed and sited so that enclosures do not dominate the front garden and where possible should be screened by planting. The provisions of BS5906:1980 and of Part H4 of the Building Regulations should be followed, as regards siting and carrying distances.

3.7. Landscaping and amenity space

3.7.1. Existing trees, hedges and front boundary walls, railings, fences should be retained and where necessary repaired.

3.7.2. Appropriate landscape screening, boundary treatment and pedestrian access should be provided. The safety and ease with which the access routes including shared stairways or passages can be used during the hours of darkness must be considered. Boundary treatments should be designed to relate well to the established street scene, to be maintained with ease and to offer some security and privacy to the future residents of a development.

3.7.3. External amenity space should be provided for all units within a conversion. Where it is not possible for the garden to be sub-divided, a communal amenity area must be provided for all of the units of accommodation.

3.8. Sound insulation and noise

3.8.1. In considering whether a conversion proposal could lead to its residents experiencing a noise nuisance, Planning Officers will be guided by the advice of the Environmental Health Section. The following general principles will apply:

(1) Dwellings should be designed so that living rooms in one dwelling are not created next to (vertically or horizontally) bedrooms in another dwelling (derivation BS8233). Vertical ducts should comply with the current standards within Part E of the Building Regulations.

(2) Walls and floors separating dwellings in converted properties must achieve adequate insulation from impact, airborne and flanking sound, so as to satisfy the current standards set by Part E of the Building Regulations.

3.9. Conversions for special needs groups

3.9.1. The conversion of a house to provide an annexe for a dependant or flats for people with special needs must be assessed for the long term impact of a change of use as well as the short term needs of the applicant. If the development is acceptable in principle, Section 106 obligations and conditions will be necessary to prevent over-development of a site, and to ensure that if circumstances change and the use ceases then the subsequent use is in accordance with current planning standards.

4. CONSIDERATE DESIGN FOR THE LESS AGILE

4.1 Introduction

4.1.1 The Council is keen to provide and encourage opportunities for all sections of the borough's population to have access to housing, jobs, community and recreational facilities. Policies ~~G5,~~ H13 and ENV42 of the UDP underline the Council's particular expectations with regard to people whose movement is hampered by poor health or disability. The Building Regulations were expanded in 1991 to take some account of the needs and abilities of people with impaired sight or hearing. Their coverage was further extended over the 1998-2004 period to cover the design of new dwellings and conversions that result in a property's use as a shop, institution, public building or hotel.

4.1.2 The purpose of these guidelines is to set out those particular aspects of design for the less agile to be taken into account by the Council when determining applications for planning permission which fall within the scope of Policy ENV42. Considerate designs will be welcomed even in respect of projects to which the Building Regulations do not strictly apply, and applicants are invited to submit Access Statements (M) describing how the needs of people with various disabilities are going to be met or why a particular requirement of Part M cannot, in the applicant's view, be met.

4.1.3 As Building Regulation authority and through other licensing powers the Council can secure a degree of accessibility for less agile members of the community. The principles set out in Part M of the Building Regulations are binding in respect of projects defined in those Regulations. The following policy guidelines supplement rather than duplicate information already published within Part M. The guidelines are presented to aid and encourage good practice over and above the minimal requirements of the 1970 Act and the 2004 Building Regulations.

4.1.4 The Chronically Sick and Disabled Persons Act 1970, as amended in 1976, requires most non-domestic developments to make provision, where practicable and reasonable, for the needs of disabled users (Section 4 of the Act refers). The Building Regulations 2000-2004 (Part M) set out statutory minimum standards (mostly dimensional) that govern the design of dwellings, offices, shops, factories, educational and cultural establishments, together with all other buildings to which the public is admitted (whether on payment or otherwise). Extensions to non-domestic buildings, or to dwellings built in accord with Part M of the Regulations with a ground floor element, should also meet or exceed the standards now set by these Regulations. A planned alteration to a dwelling must be carried out such that Part M compliance does not suffer. Likewise, an extension of a dwelling need not itself comply with Part M, but it must not render that dwelling less compliant with Part M.

4.1.5 Service providers and employers must have regard to their further obligations under the Disability Discrimination Act 1995 as amended, the Special Educational Needs and Disability Act 2001, and supplementary regulations. Conformity with that legislation entails some reconfiguration of doorways, porches, lobbies, ramps, lifts and stairways together with internal furniture, signage and switches and, sometimes, alterations to management and staff performance to avoid discriminatory practices. Although these brief guidelines may assist readers in meeting the requirements of that Act, that is not their purpose and they tend to concentrate on works likely to need planning permission. Please contact the Disability Rights

Commission (www.drc.org.uk) for more comprehensive advice as to the implications of the Disability Discrimination Act and how these may affect any business or voluntary organisation.

4.1.6 The Greater London Authority is expected soon to publish Supplementary Planning Guidance advocating a high degree of respect for people with disabilities whenever buildings or places are being re-designed. This will address most of the matters raised by the Office of the Deputy Prime Minister in his Good Practice Guide of March 2003. That national guide may be read on the Department's web site and it describes, among other things, the benefits and scope of an Access Statement.

4.1.7 The Council recognises that the national and regional context within which this guideline has been prepared has changed significantly whilst the UDP Review was underway. It is likely that this Guideline will therefore need some revision in the near future to reflect changing national expectations, community views and regional experience.

4.2 Approach and surroundings

4.2.1 Unless the approach to a building is safe, comfortable, well-maintained and easy to use it is likely to deter a proportion of potential users. Less agile individuals, for example, children, wheelchair riders, pregnant women, those moving luggage or bulky goods, and all with impaired sight or mobility, will particularly appreciate obstacle-free, firm, clear approaches to a building. The following aspects of a planning proposal will be considered by the Council. Those marked (M) are also addressed in the Building Regulations.

4.2.2 The width, surface treatment and gradients of ramps and paths. Raised path edges are helpful to cane users. Slippery surfaces or crossfall gradients above 2.5% (1 in 40) ought to be avoided. (M)

4.2.3 Adequate level platforms where users can pause or draw breath above and between flights of stairs or sections of ramp. (M)

4.2.4 Alternative stepped approaches, the visibility of step edges and the use of ridged paving within 800mm of the top of a flight of steps. Open risers and treads shorter than 280mm must be avoided and risers 150 to 170mm high are desirable. Where treads taper, their width should be measured 270mm from the narrower end. (M)

4.2.5 Kerbs and grippable firm handrails alongside steps and ramps are vital and should continue 300mm beyond the lowest and highest risers (M). Low-level handrails can assist and protect children.

4.2.6 Suitable benches and/or support rails in locations where waiting or queuing can be expected. Seats some 400-500mm above ground level with arm rests are preferable and will be usable by more individuals.

4.2.7 The limited and meaningful use of bollards in logical rather than haphazard arrangements.

4.2.8 Designs that prevent carelessly parked vehicles (and their doors) from blocking prime approach or escape routes, i.e. reducing the available width of a path below 900mm.

4.2.9 Space should be provided within vehicle parking areas for rear and side transfers between wheelchairs and cars or light vans (M). Hatched areas 1.2 metres wide between standard bays marked and signed with the wheelchair symbol (defined in BS 8300) may be appropriate. One side transfer space can serve two parking bays.

4.2.10 Designs should avoid nuisances such as overhanging branches, signs, blinds, canopies, awnings, flues or casement windows within 2.1 metres of a walking surface or cycleway, in the interests of safety. Where a path runs closely alongside a building even outward-opening doors can constitute a hazard and surface changes or guardrails may be desirable (M). Surface variations in colour or texture can also alert blind and partially-sighted pedestrians to imminent hazards such as traffic, overhanging obstacles and the underside of ramps and stairs.

4.2.11 Where appropriate, space should be provided for prams, push-chairs or cycles to be left or padlocked, preferably with a degree of shelter.

4.2.12 Dropped kerbs no steeper than 6% (1 in 17) are recommended wherever necessary, including consideration for passers-by not needing to enter a site, perhaps having to cross a private road or driveway.

4.2.13 Drainage slots should be aligned across the main direction of pedestrian movement and be no wider than 13mm to prevent wheels or canes from becoming trapped.

4.3 External equipment

4.3.1 Automatic facilities outside banks or kiosks can often speed-up transactions. Card-operated machines will be more convenient to some disabled users, including wheelchair riders, than coin-operated equipment. The following guidelines address these issues:

(1) Alarm buttons or handles, bell-pushes, petrol pump, entry phone, cash dispenser, ticket or stamp machine control-buttons and card-slots should generally be within 1170mm of the level surface providing access for users, so that they are within the reach of wheelchair riders.

(2) At filling stations, the design and layout of pumps, islands, forecourts, shops, counters and car-wash controls deserve particular care, the aim being to enable safe and confident use by wheelchair-using motorists. Dropped kerbs will be necessary between the forecourt and the cash desk/shop/kiosk areas of a filling station. Where designs prevent easy access, an intercom system should be installed so that customers can alert staff to their particular needs when parked next to any petrol pump.

(3) Specialised services for people with disabilities may be secured with a RADAR lock (The Royal Association for Disability and Rehabilitation). All such locks can be operated by people issued with a standard RADAR key.

4.3.2 Outdoor seating areas, for example at sports or other leisure facilities, need to be designed with consideration for the needs of children, wheelchair users and other less agile individuals in mind. Again, Part M of the Building Regulations and BS8300 include useful advice and Sport England or a regional arts organisation might be able to suggest other facilities where design solutions can be inspected. Remember that some wheelchair users will want to transfer to a fixed seat during the course of a match or performance and that many will want to sit where they can talk easily to a relative or companion. Forced segregation would not represent considerate design. A number of removable seats can add flexibility to a grandstand, auditorium or dining area, enabling extra wheelchair riders to be easily accommodated. Allowance should also be made for people of large stature.

4.4 The entrance to a building

4.4.1 The principal entrance to a building is crucial in establishing its image in the mind of its users. Difficulty experienced at this entrance may quickly deter further exploration. The Building

Regulations are fairly thorough on the matter of entrances and lobbies. They state quite plainly that alterations to non-domestic buildings should never reduce the accessibility or usefulness of an existing building to people with disabilities. When a building is being extended, the chance to remove barriers to movement in the original building, or relocate functions to a ground floor, is often worth taking. Such intentions can reasonably be included in a submitted Access Statement (M). A few other issues are highlighted in these guidance notes.

4.4.2 Clear doorway widths above 800mm are important. Broad single doors (subject to weight considerations) will generally be preferred to a pair of double doors neither of which allows room for wheelchair use (M). Designs must permit wheelchair users to safely operate a door. The Building Regulations (M) indicate how doors should be offset in narrow gangways, porches or corridors to allow diagonal movement through the doorway by a self-propelled wheelchair-user. Where wheelchair riders are expected to close doors behind them, or generally be steered by others, then corridors should be wider than those illustrated in the Part M document as meeting minimum standards.

4.4.3 Powerful door-closers (having a pressure above 20 newtons, or 15 newtons if a fire door in a building with overnight accommodation) should be avoided, as should all but the largest models of revolving doors (M). Door-holders wired into a fire alarm circuit are a recommended option since these keep a door in the open position unless the alarms are triggered; delayed-action door closers are another alternative.

4.4.4 Thoughtfully placed glazed panels within a door will ensure that oncoming pedestrians, including children, are open to view (M). If plate glass dominates doors, facades or partitions, it should meet safety standards that are elaborated in Part N of the Regulations, in particular some form of signing at both adult and children's eye level is advisable. Glazing should not extend to within 380mm of any door threshold since this area may suffer impact damage from foot-rests, pushchairs or trolleys.

4.4.5 Door handles should be easy to hold, rounded with good of leverage, be robust, conspicuous and set some 900 -1040 mm above the door threshold. Clearances of 50 mm or more are necessary between the handle and vertical surfaces (i.e. the door and its jamb). Where possible, users should be able to push a door instead of pulling it towards them.

4.4.6 The use of surfaces that contrast with each other in brightness and texture should form part of an integrated decorative scheme that enables people to use the facilities independently and indicates potential hazards. Contrasts in brightness are more important than colour variations in helping visually impaired people distinguish between different surfaces and appreciate the scale and function of various spaces and rooms. High gloss finishes and abnormally vibrant colour schemes should generally be avoided where visual perception is important.

4.4.7 The chance of water penetration beneath an external door will be reduced where a porch, canopy or overhanging eaves provides shelter and ground surfaces are laid with care to avoid ponding. Thresholds below 15 mm with curved nosings are required (M). Gradients steeper than 5% (1 in 20) should be treated as ramps with appropriate kerbs and handrails (M).

4.4.8 Entrance routes obviously act as escape routes in times of emergency and some doorways will function specifically as points of egress. Designers must anticipate that some disabled people will be assisted in leaving the building. Some occupants may clearly be injured by an incident that triggers the need to evacuate and they too will need help in using stairs or suitable lifts.

Parts of larger buildings may therefore need to be designed as "refuges" where people may wait in relative safety during a staged evacuation.

4.5 An integrated approach

4.5.1 The design of the exterior environment should be well integrated with the design of the interior of a building. Consistent attention to these matters will cater for all sections of the community and demonstrate 'Inclusive Design.'

4.5.2 To achieve this, advice in the ODPM Good Practice Guide and the Building Regulations of 2004 is that an Access Statement be submitted with a planning application. This statement, it is anticipated, will evolve through the consent process, to include both the exterior of the building and its surroundings as well as internal layout.

4.6 Further design guidance

4.6.1 There are many matters of detailed design of buildings and public places, which are important to people with disabilities. Reference to British Standard BS8300 is strongly recommended. A qualified Access Auditor may be located using a national register that can be found on-line at www.nrac.org.uk. A separate Design Advice Note will be published by the Council to highlight these matters and recommend best practice.

4.6.2 Aspects to be covered by this additional advice include baby or child care facilities; bathroom design (e.g. in nursing homes or hotels); canopies above walkways or entrance doors; changing rooms (in shops, theatres or sports halls); gardens and lounges in sheltered housing schemes; the attributes of lifts; sites for picnics, fishing or other casual recreation; restaurant seating; and waiting rooms.

5. HIGHWAYS CONSIDERATIONS IN DEVELOPMENT CONTROL

5.1 Introduction

5.1.1 Detailed guidelines on highway design for residential, industrial, retail, commercial and other developments are available as a separate document entitled "Supplementary Development Control Guidelines (1) - Development Affecting Highways," published in January 1992.

5.1.2 The purpose of these guidelines is to set out a broad range of issues that will need to be taken into account by the local planning authority when determining applications for planning permission which affect the highway. It is not an authoritative interpretation of the law or regulations and, in cases of doubt or difficulty, it is advisable to seek the views of the Council's Transport Planning Division in the early stages of design.

5.2 Road hierarchy

5.2.1 The creation of a road hierarchy is necessary to establish layout principles which influence speed and safety conditions compatible with the accessibility and use of the road. UDP Policy G18 sets out a hierarchy based on: Strategic Roads; London Distributor Roads; Borough Distributor Roads; and Local Access Roads. To encourage the correct use, limitations are imposed upon the type of access allowed from each road. For these purposes, the local roads category is subdivided into major access roads, minor access roads, access ways, mews courts, housing clusters, private drives, cycleways and industrial roads. The various road types are explained below.

5.2.2 **London Distributor Roads (Type 1)** are the most important traffic roads except for the Strategic Roads (the A2 and A20 in Bexley). The purpose of London Distributor Roads is to provide a link between Strategic Roads. Where access to London Distributor Roads is required, an assessment of the impact of generated traffic from a development on that London Distributor Road should be carried out. This will assist in determining the viability of the road network to cater for the additional traffic as well as the type of junction necessary between the London Distributor Road and the development access.

5.2.3 **Borough Distributor Roads (Type 2)** are mostly routes which distribute traffic within residential and industrial areas. They form links between London Distributor Roads and other residential roads.

5.2.4 **Major access roads (Type 3)** are defined as loop or link roads or cul-de-sacs, which serve as an access for up to 300 dwellings. Where a development is likely to serve more than 300 dwellings, it is more appropriate to be served from a Type 2 or Type 1 road.

5.2.5 **Minor access roads (Type 4)** are loop roads or cul-de-sacs, which serve as an access for up to 100 dwellings.

5.2.6 In a few particular circumstances, consideration will be given to **access ways (Type 5)** of a shared surface type, where equal provision is made for pedestrians and vehicles. These are link roads to lower road types or cul-de-sacs serving up to 30 dwellings. In order to emphasise the change between a normal highway with footways and a shared surface, it is recommended that a ramped entry to these roads is constructed.

5.2.7 Shared surfaces are generally not suitable in areas where dwellings have a number of elderly people or those with poor sight or hearing. In order to relieve the anxiety of such road users, in such situations a footway of width 1.8m is recommended on at least one side of the road.

5.2.8 **Mews courts (Type 6)** are cul-de-sacs within medium and high density urban development which serve up to 20 dwellings. They are normally shared surface type developments and traffic speeds should be kept very low. Access into mews courts should be via a ramped entry.

5.2.9 **Housing clusters (Type 7)** are cul-de-sacs within medium and high density urban development, often terraced accommodation surrounding a parking area. These should serve up to 20 dwellings from an access via a ramped entry.

5.2.10 **Private drives (Type 8)** are private accesses serving up to 3 dwellings from an access via ramped entry.

5.2.11 **Cycleways (Type 9)** are routes for use by pedal cyclists. They may be totally dedicated for use by cyclists or they may be shared with pedestrian routes. Further information can be found in 'Road and Traffic in Urban Areas' and 'Design Bulletin 32' (second edition).

5.2.12 **Industrial roads (Type 10)** are access roads for industrial developments. These are dealt with in more detail in Section 5.6.

5.2.13 Details of the road geometry and junction design requirements applying to each road type are contained in "Development Affecting Highways."

5.3 Access to borough roads

Policy G18 of the UDP identifies the classes of road in the borough's hierarchy of roads to which this guidance refers. The provision of vehicular access should be in accordance with the following standards.

5.3.1 London Distributor Roads:

There will be a general presumption against vehicular access to the London Distributor Roads listed in Appendix A to this guideline. Limited access to other London Distributor Roads may be approved if:

(1) there is no alternative access available;

(2) a turning area of approved standard can be provided within the property; and

(3) all of the requirements for the provision of vehicular access on other roads are met.

5.3.2 All other roads:

The following requirements for the provision of vehicular access apply:

(1) its position in relation to bends, junctions, sightlines and other features on the road should not create a hazard likely to lead to an accident;

(2) a minimum hardstanding of dimensions 4.8m long and 2.4m wide should be available within the curtilage of the property in such a way that no part of the parked vehicle need overhang the highway in contravention of the Highways Act; and

(3) sightlines should be provided for pedestrians and drivers to see each other and to ensure that a vehicle is not driven blindly onto the footway. Such sightlines should be a minimum of 2.4m x 2.4m between the vehicle hardstanding and the back of the footway. Within this

sightline envelope no structure or landscaping should exceed 0.6m in height except individual items less than 0.45m wide, such as lamp columns.

5.4 Provision for pedestrians

5.4.1 **Footways** (i.e. footpaths next to roads) will provide for the greater part of pedestrian movement. Footpath links should be provided where the circuitous roads required for the control of speed would otherwise inconvenience shoppers, children going to school, postmen, newspaper deliveries etc. Such links should be short and overlooked by windows nearby. Longer footpaths raise security problems and should be avoided unless direct, likely to be busy and overlooked. There should be no places of concealment and any planting should be chosen to preserve good forward visibility. Overhead lighting should provide security at night.

5.4.2 Footpaths will normally be adoptable only when they link highways, or where they link a highway to a major public amenity. Footways will usually be adopted if the carriageway is adopted.

5.5 Parking

5.5.1 In accordance with Policy T17, applicants should make provision within their development site for car parking ~~up to the maximum levels prescribed in Annex 1 of Chapter 8~~. This guidance applies even where the floorspace of buildings is not being altered and the application is for a change of use.

5.5.2 Parking spaces should not normally be part of the adoptable highway and should be located such that routes between the spaces and dwelling entrances are shorter and more convenient to use than would be the case if parking were on carriageways.

5.6 Industrial developments

5.6.1 The design and layout of industrial developments require careful consideration. Such developments need to cater for large vehicles for manoeuvring, delivery and parking. Guidance on providing suitable layout and design for industrial developments is contained within "Roads and Traffic in Urban Areas" (RTUA) available from The Stationery Office.

5.6.2 The manoeuvrability of heavy goods vehicles depends upon their size, whether they are rigid bodied or articulated, the number of axles and the skills and judgement of the driver. Although some manufacturing processes employ specialist vehicles with manoeuvring characteristics that can be translated directly into a design, the majority of industrial estates will involve a range of vehicle types and sizes. Most designs will operate satisfactorily if they can cope with the requirements of a 15.5m long, articulated vehicle and a 10m long, rigid vehicle. In general, articulated vehicles are more manoeuvrable than the equivalent sized rigid vehicle because the radius of the inner swept path described by the rear axle(s) is much less. However, in designing turning areas for industrial vehicles, the types of vehicles expected to predominate should be the major consideration. Typical turning areas for heavy goods vehicles are shown in RTUA.

5.6.3 In many industrial areas, vehicles or trailers are required to be left overnight. They cannot be left on adopted highways, as they are subject to a night-time lorry parking ban. Apart from the areas reserved for deliveries, it may be possible to utilise the car parking spaces as overnight parking for goods vehicles. The layouts of these should still permit some car parking to take place and should be marked in a different colour to the car parking layout.

Appendix A

Provision of vehicular access to London Distributor Roads

There will be a general presumption against vehicular access to the London Distributor Roads listed below:

A2016 Eastern Way, Thamesmead
A2016 Bronze Age Way, Belvedere
A2016 Bronze Age Way, Erith
A206 Queens Road, Erith
A206 South Road, Erith
A206 Northend Road, Erith
A206 Thames Road, Crayford
A207 Albion Road, Bexleyheath
A207 London Road, Crayford
A207 Crayford Road (part between London Road and Roman Way)
A207 Roman Way, Crayford
A2000 Perry Street, Crayford
A2000 Crayford High Street, Crayford
A221 Kestlake Road, Bexley
A223 Bourne Road, Crayford
A223 Bourne Road, Bexley
A223 Bexley High Street, Bexley
A223 Southwold Road, Bexley
A223 North Cray Road, Bexley
A223 North Cray Road, Sidcup
A2018 Vicarage Road, Bexley
A2018 Dartford Road, Bexley

6. ERITH RIVERSIDE REDEVELOPMENT AREA (ERRA)

6.1. Introduction

6.1.1. These Guidelines are supplementary to the policies of the Plan and are intended to provide guidance to those preparing planning applications. The policies to which these Guidelines most directly relate are:

TS21 Land uses
TS22 Requirements of development
TS23 Matters to be the subject of planning obligations.

and more generally:

TS13 Character of Thames-side development
TS14 Riverside walk and recreation
TS15 Wildlife habitats at Thames-side

or as referred to in the text.

6.1.2. These guidelines are divided into general guidelines and site specific guidelines. For highway matters, reference should be made to the Design and Development Control Guideline No.5.

6.2. General guidance

6.2.1. Landscaping:

(Policies~~, ENV31,~~ ENV39, H3, TS14, TS21 and TS23). The Council will seek a high standard of hard and soft landscaping in order to improve the local environment and because of the relatively high intensity of development and thus the level of use of space anticipated in the Erith Riverside Redevelopment Area (ERRA).

6.2.2. Applicants are encouraged to submit an urban design analysis with their application, to demonstrate their design intentions and how regard has been had to views, pedestrian routes, existing vegetation etc.

6.2.3. Site specific objectives are referred to as appropriate within site-by-site guidelines.

6.2.4. Plant species:

These have been selected on the basis of local experience, species appropriate to maritime locations and in the interests of nature conservation. They are specified on the appended soft landscaping schedule. Furthermore, by drawing from a selected range, a unifying element is created through the ERRA.

6.2.5. Hard landscaping:

Surfaces have been selected having regard to the following:

(1) The function of the materials, taking account of loads;

(2) The need to delineate function - differences of roads, footways;

(3) The need for control over maintenance; and

(4) Visual quality, as an important element of the space between buildings;

The method of bonding of surface materials should similarly have regard to the above criteria.

6.2.6. As with soft landscaping, consistent use of materials should act as a unifying element in the development of ERRA. Surfaces are specified further in the appended Hard landscaping schedules (A) and (B).

6.2.7. Riverside promenade:

The riverside promenade should extend along all of the riverside in the ERRA, and be of a minimum 6 metres width, to include, along its whole length:

(1) A footpath where: (a) the height of the footpath is, at any one point, not more than 1 metre below the top of the wall of adjacent river flood defences; (b) the footpath is of no less than 3 metres width;

(2) Removal of existing railings to top of flood walls;

(3) Access to the existing riverside public footpath at regular points; and

(4) Otherwise, the features of communal open space set out below.

6.2.8. Communal open space:

In all communal open spaces, the Council will seek the following provision:

(1) All footpaths should be of a width no less than 2 metres;

(2) Seating should be provided at the minimum standard of one seat at 20 metre intervals along the whole length of any footpath;

(3) Street furniture (i.e. seats, litter bins, railings, lighting) should carry a theme (e.g. a unifying symbol or colour to reflect a maritime theme), and seats should be Ollerton Festival metal seats;

(4) Lighting should be provided so as to provide adequate illumination for the safe use of the footpaths;

(5) Adequate drainage should be provided for hard and soft surfaced areas; and

(6) Pedestrian accessways should include provision for people with disabilities wherever possible, including ramps.

6.2.9. Provision for cyclists:

As mentioned in paragraph 8.41 of the Plan, the Council supports the completion of a Thames Cycle Route. In order to reduce the chances of conflict occurring between cycle movements and informal recreation on the promenade or within communal open spaces, cyclists are encouraged to travel via Erith High Street, West Street and Corinthian Manorway to the north-west of Erith Town Centre. The developers of retailing or employment facilities will be encouraged to make provision for secure cycle parking in suitable locations~~. Minimum standards for cycle parking facilities are set out in the Annex to Chapter 8~~.

6.3. Guidelines for individual sites shown on the UDP Proposals Map

6.3.1. **Site 1 - St. John the Baptist's Church Area**

(1) **Land use policy:** This site is shown as Urban Open Space on the UDP Proposals Map, so under Policy ENV19 this land is to be safeguarded for uses that retain a generally open appearance.

(2) **Constraints:** The setting of the listed building is of prime importance. One aspect of this will be the protection of existing vegetation including those trees that are subject to a Tree Preservation Order.

(3) Works to improve the appearance of Lower Road, for example, the resurfacing of the carriageway and footways and further tree planting are desirable.

6.3.2. **Site 2 – Jessett Close to St. Francis Road**

(1) **Land use policy:** The site is shown for residential and landscaped walk development in Policy TS21. Some new housing has been completed and a landscaped walk is in place.

(2) **Constraints:** The setting of the listed building to the north is of prime importance.

(3) The site is at present in several ownerships, making the assembly of land for further development more difficult and creating the potential for incompatibility between present and proposed uses.

(4) **Form of development:** Any further development of this site should have regard to the existing character and appearance of the area and the amenity of neighbouring residences. Proposals should also comply with Policies TS22 and TS23.

6.3.3. **Site 3 - St. Francis Road/St. Fidelis Road**

Given the development of flats and offices on this site, the prospect of further redevelopment does not justify the preparation of guidelines.

6.3.4. **Site 4 - Burndept site**

The site has largely been redeveloped for residential purposes in a scheme of flats and houses. A relatively small area remains with potential for redevelopment. In accordance with Policy TS21, development as dwellings or church hall would be acceptable. In any event, future development should continue the principles established in terms of height, building line, access and space between buildings and create a comprehensive development. For a church hall use, details should demonstrate that any detrimental impacts on nearby residents will be avoided.

6.3.5 **Site 5 - Ocean Park site**

Development of this site has now been substantially completed and further guidelines are, therefore, not considered necessary.

6.3.6 **Site 6 – Former Ballast Wharf and Nordenfeldt Road**

(1) **Land use policy:** The site is shown as Urban Open Space on the UDP Proposals Map, so under Policy ENV19 this is to be safeguarded for uses that retain an open appearance. Policy TS21 of the UDP provides for the use of the land for leisure purposes, including a children's play area.

(2) **Constraints:** Significant elements of the development of this site have now been completed as part of the Ocean Park scheme. On further development, access requirements of existing premises outside the site need to be taken into account. There is a substantial change in level between the top of the flood defences and the land to the rear of them.

(3) **Form of development:**

(a) North-east of West Street 'Ballast Wharf'

The overall intention has been to create an open space area for leisure uses to the benefit of surrounding occupiers. Ocean Park Open Space now provides an important link between the river, riverside promenade/footpath and West Street. Further development of the eastern part of the site should reinforce the existing open space as well as increasing and enhancing recreational and leisure provision. The general guidelines for the riverside promenade (paragraph 6.2.7 above) should be observed. Where new buildings front onto the site, their building-line should be used to enclose and define the shape of the site.

(b) South-west of West Street 'Nordenfeldt Road'

Development of this site for open space is complete providing a landscaped link from south of the railway to the riverside.

6.3.8 **Site 7 - Former Venesta site and properties fronting West Street**

(1) **Land use policy:** Policy TS21 shows this site for residential development with open space at West Street Gardens.

(2) **Constraints:** A residential development is nearing completion on the former Venesta site, but small areas of the site remain in separate ownerships.

(3) **Form of development:** Development on remaining sites should seek to reflect the existing character of the area and safeguard residential amenity as well as complying with Policies TS22 and TS23.

6.4. Soft landscaping schedule

Trees	Common name
Aesculus hippocastanum	Common Horse Chestnut
Alnus glutinosa	Common Alder
Betula pendula	Common Silver Birch
Fraxinus excelsior	Common Ash
Sorbus aria	Whitebeam
Sorbus aucuparia	Mountain Ash
Salix alba	White Willow
Salix fragilis	Crack Willow
Populus nigra betulifolia	Manchester Poplar
Quercus ilex	Evergreen Holm Oak
Crataegus monogyna	Common Hawthorn
Prunus spinosa	Blackthorn Sloe

Shrubs	Common name
Corylus avellana	Hazel
Cotoneaster spp.	N/A
Elaeagnus x ebbingel	N/A
Fuchsia magellanica	N/A
Garrya elliptica	N/A
Hebe spp.	N/A
Hippophae rhamnoides	Sea Buckthorn
Ligustrum vulgare	Common Privet
Lonicera pileata	Honeysuckle
Phormium tenax	N/A

Potentilla fruticosa	N/A
Rosa canina	Dog Rose
Rosa spinosissima	Scotch Rose, Burnet Rose
Sambucus nigra	Common Elder
Senecio spp.	N/A
Symphoricarpos chenaultii	N/A
Tamarix gallica	Common Tamarisk
Buddleia	Butterfly Bush
Erica	Heather
Cytisus	Broom
Ilex aquifolium	Common Holly

6.5. Hard landscaping – Schedule A

Materials	Detailing requirements
Asphalt, kerbs, precast concrete (p/c) slabs	To current Council standards
Concrete/clay blocks	200 x 100mm blocks laid as flexible paving. Clay blocks preferable visually and more durable.
Brick, edging, trim and paving	Brick paviors or bricks suitable for use in paving. Colours to complement those used in buildings. Colours may delineate public and private areas.
Textured precast concrete slabs	Textured surface to give higher visual quality than standard precast concrete slabs.
Granite setts	200 x 100mm and 100 x 100mm setts, laid flush or slightly on edge where aim is to slow traffic.

6.6. Hard landscaping – Schedule B

Space	Character	Suggested materials
Roads carrying traffic into the riverside area	Adopted roads - existing and proposed	Asphalt or paver blocks roads, concrete/granite kerbs
Local feeder roads to existing housing	Adopted roads	Asphalt or paver blocks roads, concrete/granite kerbs
Local feeder roads to new housing	Adopted roads	Asphalt or paver blocks roads, concrete/granite kerbs
Local feeder roads to new housing	Unadopted roads	Concrete/clay blocks or asphalt roads, concrete kerbs as appropriate
Shared-surface courts and parking areas	Unadopted; semi-private areas	Concrete/clay blocks, bricks and edging trim
Parking alongside roads (e.g. West Street)	Adopted roads; need to clearly delineate parking areas	Extensions of pavement - granite sett boundaries. Surfacing of parking bays - tar spray and chip in contrasting colour
Major pedestrian: vehicle inter- sections West Street/Nordenfeldt Road	High quality visual foci and civic spaces, crossed by both vehicles and pedestrians; adopted roads	Concrete/clay blocks with granite sett trim. surface design to indicate vehicular priority
Hard open space areas	Public	Textured p/c slabs. Granite sett trim. some Ultramac or Clearmac
Major pedestrian/ cycle ways	Public; pedestrian and cycle movement; Adopted	Asphalt, gravel. Granite sett/brick edging. Differentiation between pedestrian and cycle routes to Department for Transport standards

Space	Character	Suggested materials
River Walk	High quality distinctive pedestrian route	Textured p/c slabs, bricks and edging trim, contrasting areas of clay/concrete blocks. colours or types to be visually distinctive from rest of riverside
Footpaths alongside roads	Adopted; public	Standard p/c slabs
Footpaths alongside roads	Unadopted; semi-private	Textured p/c slabs
Footpaths within new housing areas	Unadopted; semi-private	Bricks/clay blocks. Some Ultramac or Clearmac bricks and edging trim
Patios, footpaths within private open spaces	Private	Textured p/c slabs/bricks

7. DESIGN GUIDANCE FOR SHOPFRONTS AND ADVERTISEMENTS

7.1. Introduction

7.1.1. The attractiveness and character of shopping areas owes much to well-designed shop fronts and advertisements. The Council's desire is to improve the appearance of shopping areas.

(1) To provide a consistent basis for considering applications for the installation of shop fronts and advertisements in the borough.

(2) To ensure that shop fronts harmonise with and enhance the character of buildings of which they form part and to raise the overall image of the borough's shopping areas.

(3) To improve the attractiveness, accessibility and commercial benefits of new or replacement shop fronts.

(4) To ensure advertisements are not visually intrusive.

(5) To have regard to the effects of proposed or existing advertisements on public safety and amenity.

7.1.2. Further design advice regarding access by less agile customers is available in Design and Development Control Guideline No. 4.

7.1.3. The basic principles are outlined in Policy SHO17 (shopfronts) and Policy ENV43 (advertisements) of the Plan, as shown below

---

Policy SHO17 **Proposals for new or replacement frontages, alterations or advertisements will be required to respect the scale, character and design of the individual property or group of properties and area generally, be accessible to all potential users and accord with any approved guidelines. Proposals to listed buildings or in Conservation Areas will require a higher level of care and detailed design.**

Policy ENV43 **The Council will oppose the use of land or buildings for advertisements where they detract from the character or appearance of the surrounding area, or where they have an adverse effect on public safety and, particularly within Conservation Areas, the Council will apply all available controls over the display of advertisements in order to:**

1 ensure that the character and appearance of the area is preserved;

2 encourage a high standard of design for new advertisements;

3 seek the removal of unsightly advertisements; and

4 investigate the designation of further areas of special advertisement control.

7.2. Shopfront design advice

7.2.1. Fascia:

(1) The fascia should not be overlarge in relation to the building façade and the shopfront, otherwise the fascia becomes discordant and out of scale.

(2) Common fascia lines should be respected to create an attractive street scene and ensure a shopfront retains its balance and proportion. Variations in fascia depth from one store to another should be avoided, particularly in terraced parades.

(3) Shopfronts should avoid destroying the building rhythm. Proposals which attempt to unify adjacent premises should emphasise the discontinuities of individual shops between fascia and by the retention or incorporation of pilasters.

7.2.2. Pilasters:

Ornate pilasters should be retained intact whenever possible and should not be removed, damaged or refaced unless they are in a poor condition and in this case only materials or repainting in character with the rest of the building will be allowed.

7.2.3. Windows and doors:

(1) The design of shop windows and doors should reflect the features and proportions of the building's exterior, particularly in older premises.

(2) Where doors giving access to upper floor premises exist their design and finish should be considered in any redesign of the shopfront.

(3) Windows should retain stall risers which add to the character of the property and the surroundings.

(4) All shop doorways should be easily accessible by all shop users. Proposals should pay regard to the advice in the Council's Design Guideline No. 4 on 'Considerate Design for the Less Agile.'

7.2.4. Materials:

(1) Schemes should not employ a large number of different materials or use materials likely to clash with those of adjoining premises or the street scene in general.

(2) Advice on the use of materials in section 7.4.3 is generally applicable throughout the borough and will always be a material consideration within Conservation Areas and on buildings of architectural or historic interest.

7.2.5. Ventilation:

(1) Natural ventilation from opening casements, decorative grilles or the fanlight is preferable. Where there is no alternative, mechanical fans may be acceptable. They should be located in unobtrusive positions and avoid creating a noise nuisance to nearby residential property.

7.2.6. Security:

(1) Security measures in accord with policy ENV60 should be effective but their impact on the appearance of the shop and the street scene in general needs to be considered.

(2) Mesh grilles (both internal and external) are preferable to solid shutters which look bleak and may attract graffiti. These will normally only be allowed where the shop is open-fronted or where special security considerations apply or vandalism is a proven problem. Account will be taken of national advice such as that included in Circular 5/94 "Planning Out Crime."

(3) Grille boxes should be concealed, and their projection minimised behind the main fascia, or, if this is not practicable, colour finished to tone with the fascia or window frame.

7.2.7. Burglar and fire alarms:

The shopfront should be kept tidy by mounting these in unobtrusive positions. Further advice on the installation of any security measures can be obtained from Circular 5/94 and the Local Police Crime Prevention Design Adviser.

7.2.8. Blinds and canopies:

(1) Blinds and canopies should enhance both the shop itself and the street scene.

(2) Blinds and canopies should suit the style of the frontage and relate to the form of the shop unit itself.

(3) Large or long stretches of canopy which overwhelm a building, or the street scene should be avoided.

(4) Blinds, canopies and their supporting brackets should not project within 2.1m of footway level.

Note that planning permission and air space licences may be necessary for fixed canopies.

7.2.9. Upper floors:

(1) Alterations to their appearance may require planning permission. Changes which detract from the appearance or character of the building will normally be resisted. Signs at first floor level will not normally be permitted with the exception of modest signwriting on window glass.

7.3. Advertising and illuminated signs

7.3.1. General:

(1) The erection of signs may need a separate application under the Advertisement Regulations. In addition to the guidance, the Council may seek the removal of unsightly advertisements or signs which are likely to affect public safety or amenity under the Advertisements Regulations.

Clear and effective advertising makes commercial sense and contributes to an attractive street scene. The main advertising area will be the fascia board and window display of goods at ground floor level in the 'Area of Change' (see Diagram below).

(2) Advertising on the building above the 'Area of Change' will not normally be allowed. Exceptions to this may include hand painted pub signs, and traditional ornamental signs.

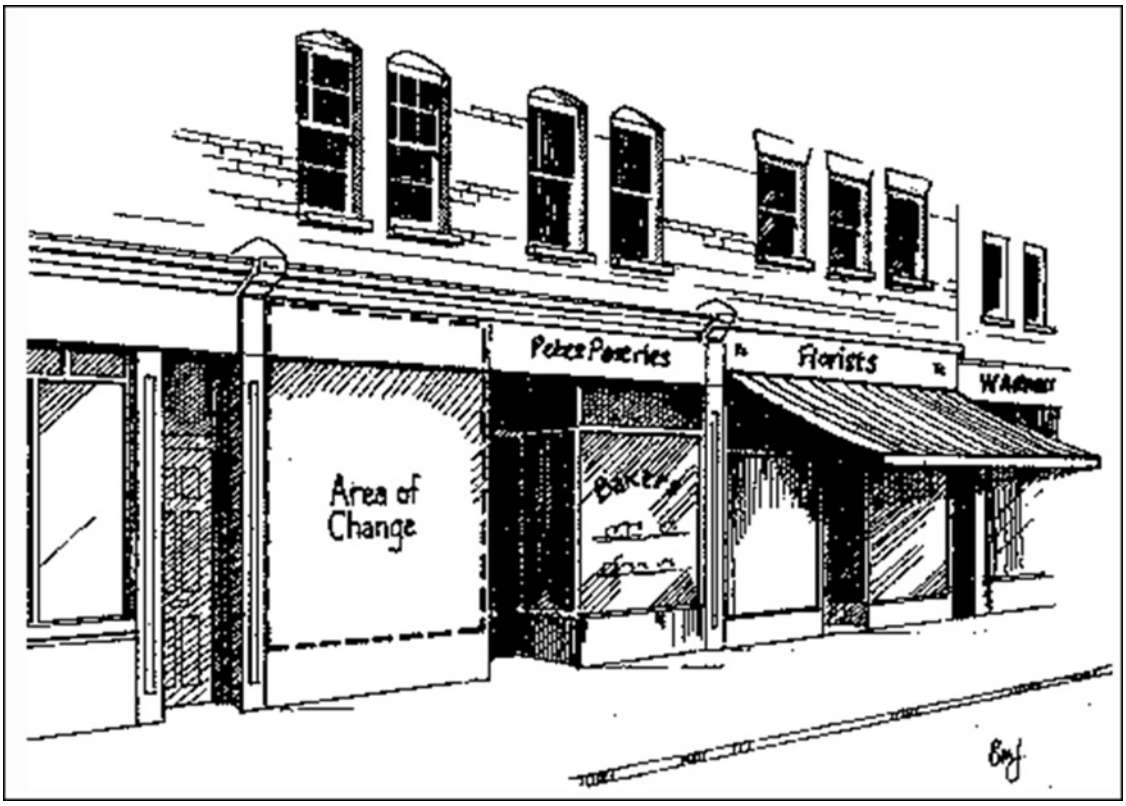
7.3.2. Illuminated signs:

Individually illuminated or halo lit letters are often preferable to an evenly illuminated box. Darker background colours are easier to read and preferred to white, opal or yellow backgrounds.

(1) The intermittent lighting of illuminated advertisements will be resisted on the grounds of amenity and public safety. Traffic signal colours are particularly inappropriate where they may be a distraction to traffic.

(2) Brightly lit signs can have a detrimental effect on the surrounding area particularly on residential accommodation. The surface brightness of illuminated advertisements should not exceed the following levels:

(a) 700 candelas/m² in Strategic and Major District Centres;
(b) 350 candelas/m² in District and Neighbourhood Centres and residential areas.



7.3.3. Projecting signs:

(1) Only one per shop is normally acceptable. They should be positioned on the fascia wherever possible rather than on the pilasters and should be no deeper than the fascia.

7.3.4. Advertisements in non-retail areas:

(1) Signs should be simple and few and have regard to clarity and the townscape.

(2) Advertising signs should not distract motorists. On main roads or junctions, behind traffic signals or within visibility splays, or where traffic is heavy, advertising signs need to be fewer than in pedestrian areas and may be refused on grounds of road safety. Traffic signal colours should not be used on advertisements, where they could prove a distraction or create confusion. Applicants are advised to contact the Engineering Department for further details concerning their proposal.

7.3.5. Advertisement hoardings:

(1) Large hoardings will generally be opposed except where required for a temporary period to screen vacant sites, unsightly premises and building or demolition works.

(2) Large hoardings will not normally be allowed in locations where they could distract pedestrians or motorists to a degree that could adversely affect public safety; where the amenity of neighbouring residential properties is likely to be affected; or where they would be an intrusive element in an historic townscape or areas of high amenity value.

7.3.6. Free-standing advertisements:

(1) The Council will not normally permit free-standing advertisements or other displays to be sited on the public highway or attached to highway structures unless it is satisfied that they

will not prejudice the free flow and safety of pedestrians and vehicular traffic and character and appearance of buildings and the street scene generally.

(2) Advertisements on the private forecourts should not be illuminated or exceed 4.5m² in aggregate surface area and should be located with due regard to the factors outlined in section 7.3.6 (1) above.

7.4. Conservation Areas and buildings of architectural interest

7.4.1. General:

(1) Shopfronts are often prominent features within the borough's Conservation Areas. A poorly designed modern shopfront can ruin an otherwise attractive building and spoil an historic street scene. Restraint is necessary if this scenic quality is to remain. Consent for the demolition of all or part of a shop front within a Conservation Area or forming part of a listed building may be required. Where consent is required it is an offence to undertake such works without prior approval, in writing, from the Local Planning Authority. The advice of the Council's Development Control Section should therefore be sought before commencing work.

(2) The Council will require shop owners and specialist firms of shopfitters to design their new shop fronts in sympathy with the character of Conservation Areas. In these areas the Council will require shopfront design and detailing of a particularly high standard.

In addition to the borough-wide advice contained in this guidance, which will always be a consideration in determining applications in Conservation Areas or affecting buildings of architectural interest, the following detailed advice will also apply.

7.4.2. Shopfronts:

(1) Many of the older shopfronts are Victorian in design these should be preserved intact where ever possible as few survive. Even shopfronts erected in the l920s and l930s are worthy of retention and very careful consideration should be given before any alterations are proposed.

(2) Painted fascia boards with lettering applied by professional signwriters is the most authentic approach. Where the original fascia is too narrow for advertising, an alternative might be a plain fascia with the shop name signwritten on the window below.

7.4.3. Materials:

(1) The use of materials in new shopfronts should be in character with the building's façade and surrounding architecture.

(2) Traditional materials such as stone, timber, brickwork, tiles, slate are normally more appropriate. Synthetic materials such as anodised aluminium, plastic or fibreglass are rarely appropriate, and their use will be resisted within Conservation Areas and on historic buildings.

(3) Where existing natural materials are in good condition on shopfronts, they should be retained and preserved whenever possible.

(4) Wood is nearly always more appropriate for window framing and should be incorporated in new shopfronts wherever possible. In the interests of the conservation of natural resources, applicants are encouraged to specify the use of hardwoods from sustainable and properly managed sources.

(5) Where brickwork is to be incorporated into new shopfronts it should always attempt to match the colour and type of that above the shop's fascia.

7.4.4. Signs:

(1) Illuminated aluminium box signs are usually out of character and their use will be resisted.

(2) The Council will expect large retailers and organisations that have adopted a 'corporate image' or 'house style' to use discretion with regard to the application of their routine designs and 'corporate colours', and these may need careful modification to respect the character of a building or area.

(3) Flank wall signs will generally be resisted.

7.4.5. Detailing:

(1) Shopfront detailing should be to a high standard with special attention given to items such as letter-boxes and handles.

7.4.6. Listed buildings:

(1) Any significant alterations to a listed building will require Listed Building Consent.

(2) Applications for alterations to shopfronts within or immediately adjoining a listed building will be expected to sympathise with the existing character of the building and surroundings.

8. INDUSTRIAL AND COMMERCIAL DEVELOPMENTS

8.1. Industrial development

8.1.1. Any industrial or warehouse development should provide vehicle parking spaces to meet current parking standards.

8.1.2. Applicants will be required to show that turning and manoeuvring space is provided within industrial and warehouse sites sufficient to manoeuvre a 15 metre articulated lorry within the curtilage.

8.1.3. Any storage of alcohol, oil, pollutants and so on should be bunded to control any accidental spillage.

8.1.4. Controls will be imposed requiring planting and landscaping to soften the visual impact of the development. In most cases native species should be used; however it is recognised that in certain locations non-native species may be more appropriate.

8.2. Shops and offices

8.2.1. The provision of access for rear servicing will be required wherever possible in new developments and the improvement of rear servicing to existing shops will be sought when the opportunity arises.

8.2.2. Where modernisation and improvement of existing shop premises occurs, any external alterations should be in keeping with the existing character of the building and the street (See Guideline No.7).

8.2.3. Any shop or office development should provide vehicle parking spaces to meet current parking standards.

8.3. General

8.3.1. Industrial and commercial development proposals should have regard for the highway considerations contained in Design and Development Control Guidance Note 5.

8.3.2. All workplaces or extensions to workplaces should be designed taking into account the needs of people with disabilities. Statutory provisions are explained in the introduction to Design and Development Control Guideline No.4.

9. TEMPORARY PLANNING PERMISSION

9.1. This guideline addresses the situation that occurs when the Council grants a temporary planning permission for a particular use.

9.2. For the Council to grant a temporary planning permission it will need to be assured either that the use is temporary by its nature, or that a trial period would enable the authority to be sure of the character or effect of possible "bad neighbour" developments (in accordance with Circular 11/95 advice).

9.3. Where there is an application to renew a temporary planning permission, the Council will only grant a further temporary permission where a clear end date is known. In all other cases the application will either be granted permanent permission or refused.

10. PLAY SPACE PROVISION FOR NEW DEVELOPMENTS

10.1. Introduction

10.1.1. These guidelines cover the provision by developers of outdoor children's play spaces on new residential developments in accordance with Policy TAL7 of the Unitary Development Plan. They apply to all new residential developments.

10.1.2. The guidelines are based upon published data and local user requirements and should be regarded as a minimum level of provision. They have been endorsed by the National Children's Play and Recreation Unit and National Playing Fields Association. Further information and technical advice can be obtained from the Council's Leisure and Property Department.

10.2. Overall provision

10.2.1. Overall provision for play space in new family housing schemes should be on the basis of 15m² for each family dwelling. This play space is in addition to private gardens.

10.2.2. The overall provision should be made up on 10m² of natural or informal play space per family dwelling and 5m² per dwelling of formal play space with equipment.

10.3. Formal play space

10.3.1. One third of the formal play space should be equipped to meet the requirements of pre-school children. The balance should be equipped for 5 to 14 year olds.

10.3.2. The minimum size of formal play space should be 100m² for pre-school children's play space and 500m² for play spaces for children 5 to 14 years old.

10.4. Accessibility

10.4.1. Formal play spaces should be located so that pre-school children should not be more than 200m from a designated play area and that the distance for older children to travel to a play area should not be more than 400m.

10.5. Commuted payments

15.1. In smaller housing schemes or where suitable play spaces already exist adjacent to the development, it may not be appropriate to provide play spaces as part of a scheme. Developers should seek the advice of Council Officers in such cases.

15.2. Improvements are likely to consist of new play equipment and safety surfacing. A commuted payment in lieu of provision of £270 per family dwelling will be sought (at 2003 prices). This figure will be reviewed annually.

10.6. Maintenance of play spaces

10.6.1. The Council is prepared to maintain play areas which have obtained its approval. Subject to the play areas being installed to the appropriate requirements, the local authority is prepared to take over responsibility for maintenance once the play area is completed. Manufacturers will have liability for defects in equipment for an initial period. The Council would wish to check the installation of equipment to be satisfied that this has been properly undertaken. The Council would also undertake regular safety checks, cleaning and, when necessary, equipment replacement.

10.6.2. It may be appropriate for developers to dedicate play areas to the Council to facilitate these arrangements. A play area will be deemed to be handed over when the Council has certified in writing that it is satisfied with the play area. The Council would then take over full responsibility for it.

Unitary Development Plan

Appendices



Bexley Council

Access Statement	A statement accompanying an application for planning consent or approval under the Building Regulations to identify the approach adopted towards inclusive design and highlight relevant aspects of the submitted scheme. It might mention sources of advice and guidance relied upon and might be revised both before and after the issuance of an Approval to reflect decisions made on site or by a future occupier. Many Building Regulation applications for non-residential premises have to be accompanied by an Access Statement. It may explain why a scheme appears to deviate from sections of Approved Document Part M and offer a justification for any such non-conformity.
Areas of Metropolitan Importance for Nature Conservation	Areas which contain the best examples of London's habitats, sites that contain rare species, rare assemblages of species, important populations of species, or which are of particular significance within large areas of otherwise built-up London. They are of highest priority for protection.
Article 4 Direction	A Direction made under the Town and Country Planning (General Permitted Development) Order 1995 removing specified permitted development rights granted under that order from a defined area. Such orders are used to ensure that planning permission is sought for relatively minor developments that may have an effect on the character or visual amenity of an area. Article 4 (1) Directions must be submitted to the Secretary of State for the Environment for approval.
Bexleyheath Town Centre Local (Action Area) Plan	A plan adopted by the Council in February 1983 as the statutory land use plan for Bexleyheath Town Centre. The Unitary Development Plan supersedes this plan.
Bexley Borough Plan	The statutory Local Plan for the Borough adopted in 1985. In July 1996 the Unitary Development Plan superseded this plan.
Buildings of local interest	Buildings which appear on the Council's register because of their recognised importance to the locality.
Care in the community	A programme to replace large, institutional homes and hostels for the mentally disabled with small group homes within the community.
Comparison shopping	Shopping trips undertaken less frequently for items other than food, such as clothing, footwear, electrical and household goods.
Conservation Area	An area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance. Buildings in such areas are protected from unauthorised demolition (Sections 69 and 70 Town and Country Planning [Listed Buildings and Conservation Areas] Act 1990).
Convenience shopping	Shopping trips undertaken on a fairly regular basis mainly for food and other goods used on a day-to-day basis, such as newspapers and toiletries.

Core shopping frontage	Shopping frontages within the defined town centres which are their foci of retail activity (see maps in Chapter 9). A justification for the classification of town centre property as core and non-core frontages may be found in PPS6, published by the Office of the Deputy Prime Minister (ODPM)
English Heritage	Popular name for the Historic Buildings and Monuments Commission for England set up by the Government to oversee historic buildings and Conservation Areas.
English Nature	Formerly the Nature Conservancy Council. Its functions include the establishment, maintenance and management of nature reserves, advisory and research work.
Environment Agency	This Agency was established on 1.4.96 and combines the work previously carried out by Her Majesty's Inspectorate of Pollution (HMIP), the National Rivers Authority (NRA), and the County Council or London Waste Regulation Authorities (WRAs).
Free-standing advertisement	A freestanding advertisement includes those advertisements separate or remote from another building or structure, whether illuminated or non-illuminated or located on a forecourt, footway or any other land. The definition includes, for example, pole signs, flag advertisements, single and joined boards or panel signs, advertising drums, etc., but excludes advertisement hoardings.
GLA	The Greater London Authority seeks to oversee the planning work of 33 local authorities in London. It is a regional body consisting of a Mayor and an Assembly elected by a method of proportional representation. It also takes a leading role in the delivery of transport networks and the emergency services across London and in some adjoining areas. It adopted a London Plan in February 2004.
GLDP	The Greater London Development Plan. Approved in 1976, this was the Structure Plan for all boroughs in Greater London prior to the introduction of Unitary Development Plans.
Green Chains	Public and private open spaces, largely in recreational use, linked together visually or functionally by footpaths or other means. The South East London Green Chain extends in a virtually continuous arc through the boroughs of Bexley, Bromley, Greenwich and Lewisham.
Groundwork Trust	Organisations established by the Countryside Commission for the management and improvement of the countryside based on a partnership between Central and Local Government, the business community and voluntary organisations.
Habitable room	All rooms used for living purposes except kitchens with a floor area of less than 13m², bathrooms, toilets, corridors and halls. Rooms of 28m² or more are defined as two habitable rooms.

Heritage Land	Primarily open areas of land, of strategic importance to London, including areas of nature conservation, high landscape quality and historic importance
Initial Development Plan for Greater London	For Bexley Borough, this comprised the Kent County Plan and Thamesside/West Kent Town Maps. This was the statutory development plan for the area from 1958 until the adoption of the Bexley Borough Plan and Bexleyheath Town Centre Plan in 1985 and 1983 respectively.
Intermediate housing	Sub-market housing which is above target rents but is substantially below open market levels and is affordable by households on incomes of less than £40,000 (as at 2003/4, to be reviewed annually to reflect changes in income: house-price ratios). This pan London figure will be adapted to the Bexley context through supplementary Planning Guidance and will be kept under review. This category can include shared ownership, sub-market rent provision and key worker housing which meets this criterion. It may also include some low-cost market housing where its price is equivalent to other forms of intermediate housing.
Key worker	Key workers are considered to be workers who provide essential services to the public on low or moderate incomes who cannot access market housing and for whom there is a local problem in recruitment. Examples of relevant services will be specified in Supplementary Planning Guidance, which will be updated throughout the Plan period.
Leisure facilities	The term "leisure" used throughout this document refers to the wide range of activities undertaken during the time a person may have beyond the necessary demands of work, school/college and the home. It encompasses passive and active, participatory and spectator, formal and casual recreational activities offered by the full range of provider organisations from the commercial and voluntary sectors as well as the Council and other public bodies. • Leisure facilities, therefore, offer a wide range of activities as defined above; • Recreational facilities may be very similar, but focus on the sport, health and exercise aspects of leisure; • Social facilities are again a variation of leisure facilities, but where the focus is on the sociability/club ability aspects of leisure other than the actual activities offered there; and • Community facilities tend to be those facilities of a local nature, which often provide a venue for community groups.
Listed Building	A building included on a list compiled by the Secretary of State because of its special architectural or historic interest. Buildings on the list may not be altered or demolished without consent from the local authority.

Local Development Framework	The next round of local land use plans will be closely allied to Community Plans and more amenable to partial revision to take economic or political changes into proper account. They should be shorter and better focussed than UDPs or Local Plans with sustainable development a clear, over-arching goal. Work to prepare an LDF for Bexley is already underway to meet central government's expectations.
Local Nature Reserve (LNR)	An area of local nature interest safeguarded for public education and enjoyment.
London Ecology Unit (LEU)	The LEU provided an ecological service to subscribing local authorities and other agencies in London on all aspects of nature conservation and applied ecology. It has now been subsumed within the GLA.
London Plan	A Plan relating to the entire region of Greater London first produced in February 2004. It should deal only with matters considered to be of strategic importance to the area.
London Planning Advisory Committee (LPAC)	A statutory advisory body set up in 1985 by all 32 London boroughs and the City of London Corporation to assist the boroughs in strategic planning matters. It was one of several unelected bodies superseded by the GLA in 2000.
London Waste Regulation Authority	The LWRA was until 1.4.96 the Waste Regulation Authority for the London boroughs, responsible for the licensing and regulation of public and private waste disposal operations in London. This role has since been taken over by the Environment Agency (See above).
Metropolitan Green Belt	An area of open country encircling Greater London and extending into the Home Counties in which development is strictly controlled, giving definition to the built-up area and limiting urban sprawl.
Metropolitan Open Land	Areas of predominantly open land that are of significance to London as a whole. The strict control of development in the Metropolitan Green Belt applies equally to Metropolitan Open Land.
Minerals Planning Guidance (MPG)	Minerals Planning Guidance Notes, numbered and prefixed MPG are statements of Government planning policy in relation to the extraction of minerals.
Non-core shopping frontage	For the purposes of Policy SHO5, non-core shopping frontages are the combined frontage widths of properties in a defined town centre, but outside its defined core shopping frontage. Certain types of use such as residential buildings, places of worship, police stations and some offices are generally excluded from shopping frontage calculations.

North West Kent Countryside Project	NWKCP was set up in 1984 to respond to the problems of neglected sites with potential wildlife and amenity value. NWKCP aims to act as a catalyst in self-help, small-scale projects which improve and enhance the local environment.
Open space	A park, sports ground, playing field, golf course or area of woodland for outdoor recreational use.
Planning Brief	A document normally prepared by the Council to formulate its proposals for a site and publicise its requirements for development prior to detailed proposals being drawn up or planning applications being submitted. A Planning Brief draws together the advice of various departments of the Council and is usually published for public consultation before a decision is made on the future use and development of a site.
Planning Policy Guidance (PPG)	Planning Policy Guidance Notes, numbered and prefixed PPG, are statements of Government planning policy relating to specific topics. Such notes set out a range of material considerations, to which decision makers, including local planning authorities, should have proper regard. If a choice is made not to follow such guidance, clear and convincing reasons must be given for so doing. From 2003 onwards a gradual replacement of these documents by Planning Policy Statements (PPS) occurred.
Public open space	An open space available for use by the general public.
Public Transport Accessibility Level (PTAL)	An assessment, led by Transport for London and periodically reviewed, of a site's proximity to and regularity of public transport services, ranked on a scale of 0-6 (6 being the highest accessibility).
Regional Planning Guidance (RPG)	Regional Planning Guidance Notes, numbered and prefixed RPG, are statements of Government planning policy in relation to specific regions or sub-regions. This guidance formerly provided a framework for the preparation of Local, Structure and Unitary Development Plans and was taken into account by the appropriate local authorities. See also, entry under 'Strategic Guidance for London' (RPG3). The London Plan (see entry above) has replaced RPG3 as the operative regional guidance for London.
Retail warehouses	Large single-level stores specialising in the sale of household goods (such as carpets, furniture and electrical goods) and bulky DIY items, catering mainly for car-borne customers and often in out-of-centre locations.
Site of Special Scientific Interest (SSSI)	Area of special interest by reason of its fauna, flora, geological or physiographic features, notified to Local Authorities by English Nature.
Social housing	Housing provided by a landlord where access is on the basis of housing need and rents are no higher than target rents set by the government for housing association and local authority rents.

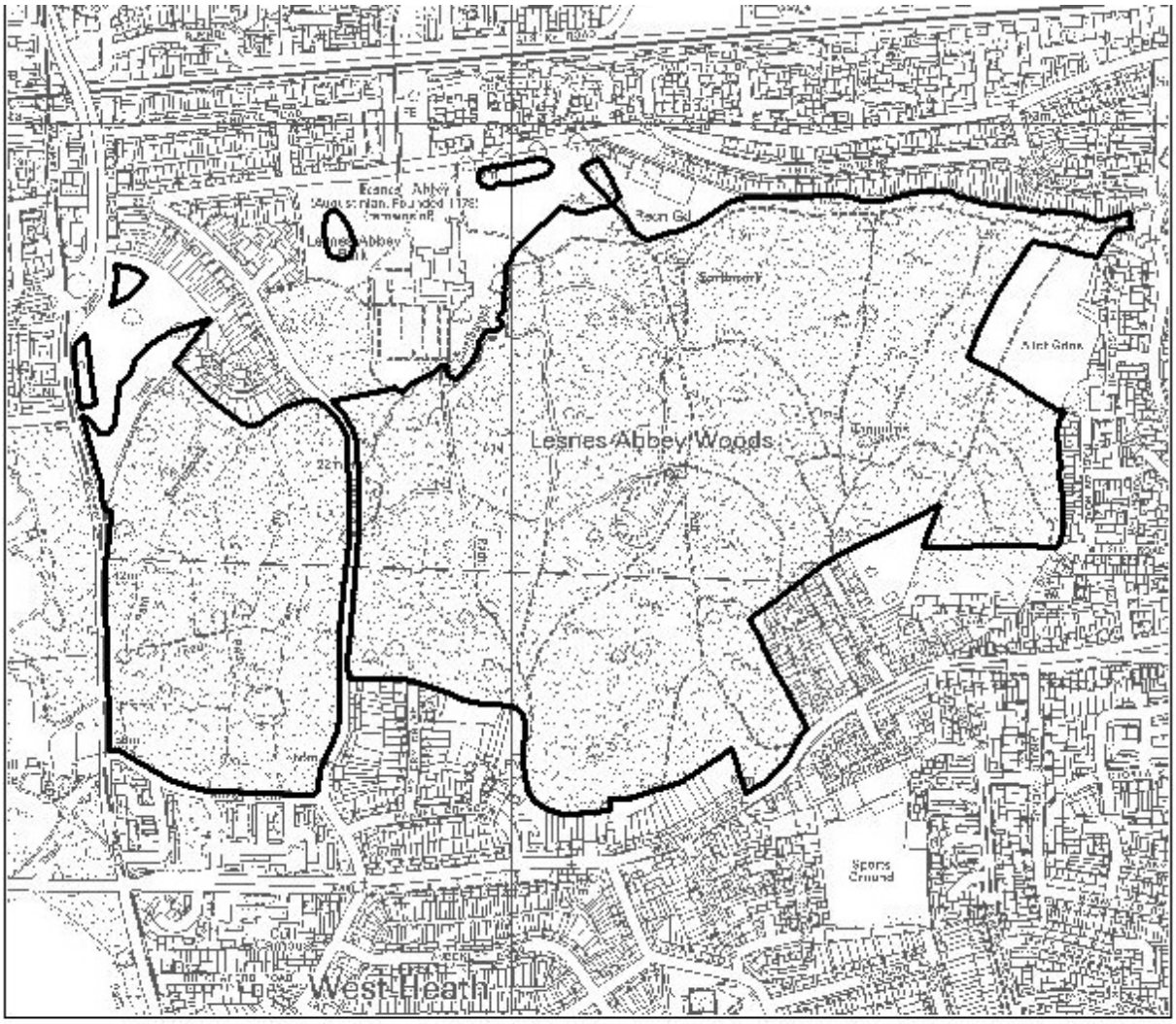
South Thames Development Route (STDR)	A road route through Thames Gateway from the Blackwall Peninsula, incorporating: an improved A206 past Woolwich; the A2016 Thamesmead Spine Road, being extended to Erith; the A206, Thames Road, Crayford and the Dartford northern by-pass (University Way); to the Dartford river crossing. From here the STDR continues eastwards to Gravesend and as the A226 to Rochester, leading to the Medway Towns northern relief road.
Spatial Development Strategy	The name given to the London Plan and other regional planning strategies in the enabling legislation. The emergence of other elected regional assemblies in England remains the subject of political debate.
~~Special Industrial Zone (SIZ)~~	~~Site reserved for industrial uses which give rise to nuisance. These sites are located to minimise any adverse effects such activities may have on residential and other uses.~~
Statutory undertaker	A provider of public utilities such as electricity, water and gas supplies, with statutory powers in relation to the provision of those utilities.
Strategic London road network	The network of roads within London identified by the Secretary of State for Transport, which comprise the major routes in London connecting to the M25 and the national road network.
Strategic Guidance for London (RPG3)	Government planning policy published in July 1989 to assist London Boroughs preparing Unitary Development Plans, providing guidance on planning matters of London-wide importance. This was revised in May 1996 and the Government Office for London published "Strategic Guidance for Planning Authorities" which endured until the London Plan was adopted by the Greater London Authority in February 2004.
Supermarkets	Single level, self-service stores selling mainly food, with a gross trading floorspace of between about 500 and 2,500m^2, often with their own car parks.
Superstores	Single level, self-service stores selling mainly food, or food and non-food goods, usually with at least 2,500m^2 gross trading floorspace with dedicated car parks at surface level.
Thames Gateway	The Thames Gateway initiative represents the Government's response to the East Thames Corridor study described above. The area covered by the Gateway matches the former ETC and was, until the adoption of a London Plan, the subject of Supplementary Planning Guidance (RPG9a).
This Common Inheritance	The Government's White Paper on the Environment - the first comprehensive survey of all aspects of environmental concern including both local and global issues.

Travel Plan	A Travel Plan may be required through a condition imposed or agreement negotiated when a planning permission is granted. It will indicate how an applicant or others involved in the delivery or use of a development will seek to achieve sustainable travel objectives. Circumstances in which they seem most appropriate are described in Planning Policy Guidance Note 13.
Tree Preservation Order (TPO)	An Order made under the Town and Country Planning Act 1990 in order to preserve trees of amenity value. The cutting down, topping or lopping of such trees cannot be done without Council consent. There are additional provisions protecting trees in Conservation Areas (Section 61(a) of the Act).
Unitary Development Plan (UDP)	A borough-wide statutory development plan which that Council was required to prepare under the Town and Country Planning Act 1990. It sets out the Council's proposals for the development and use of the land. Bexley's first UDP was adopted in 1996. The current UDP (2004) is a partial alteration of that Plan.
Urban fringe	Areas of countryside immediately beyond the edge of the built-up area of major conurbations prone to pressures from urban development, such as trespass and vandalism.
Use Classes Order	This categorises the various uses for buildings (e.g. shops, offices, industrial) into a number of Classes. Planning permission must generally be obtained for a change of use from one Class to another.
Waste Disposal Authority	Bexley Waste Disposal Authority came into being as a statutory body under the Local Government Act 1985 on the abolition of the Greater London Council and the transfer of responsibilities for waste disposal to Bexley Council in March 1986.
Waste Disposal Plan	A plan setting out the arrangements proposed to dispose of waste for a specified period, required to be prepared by boroughs under the Control of Pollution Act 1974. Under the Environmental Protection Act 1990, the responsibility for preparing the Waste Disposal Plan was originally the Borough's. This transferred to the Environment Agency on 1.4.96.
Watford Study	A study of demand for local shops undertaken in 1969 and published in "Shopping in Watford" by the Building Research Establishment.

Four Local Nature Reserves have been designated in the borough.

Lesnes Abbey Woods
Danson Park bog garden
Foots Cray Meadows
Crossness

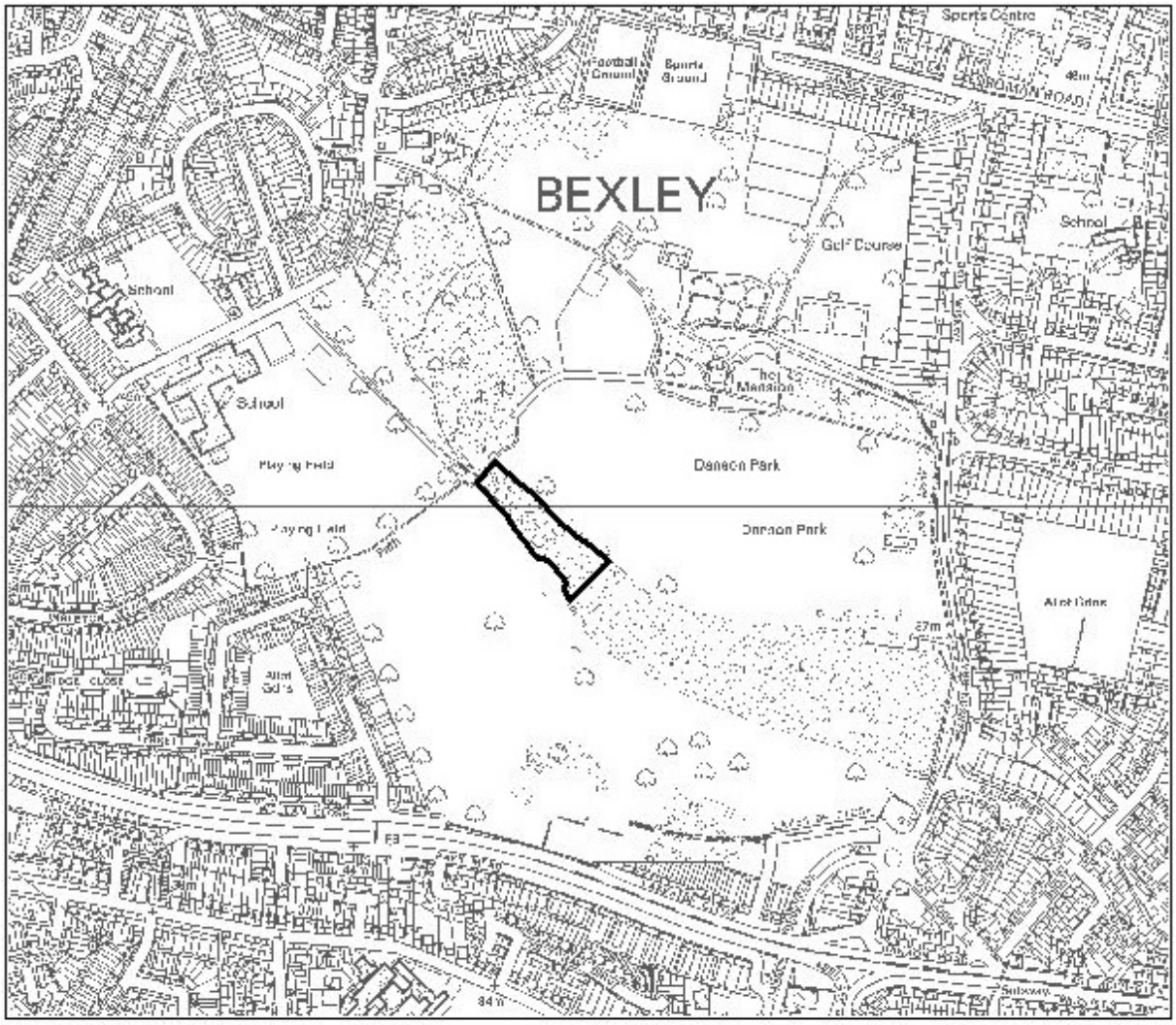
Lesnes Abbey Woods - designated 30.7.2002



Based upon Ordnance Survey maps with the permission of Her Majesty's Stationery Office (C) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004

Scale 1:10,000

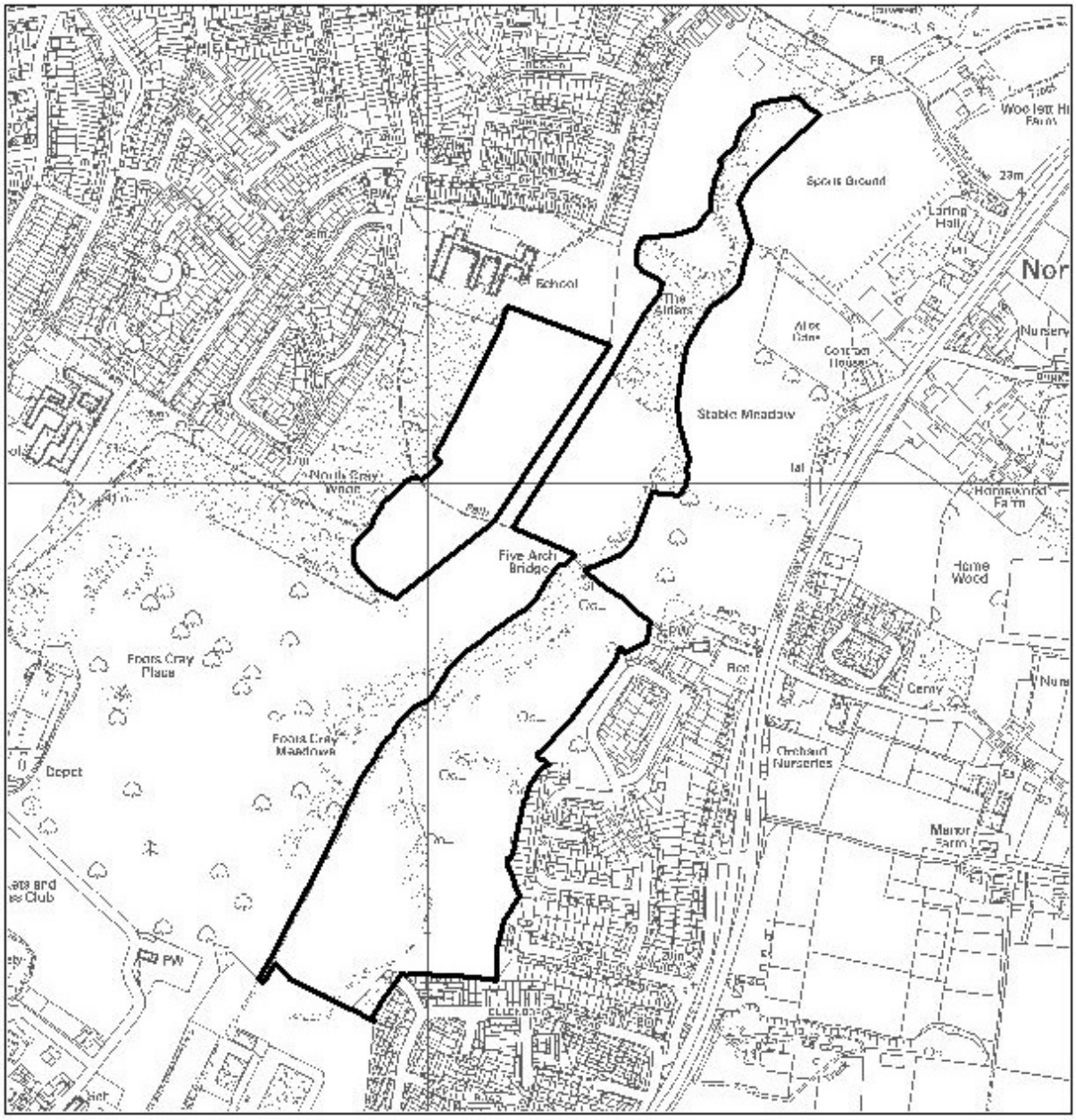
Danson Park bog garden - designated 30.7.2002



Based upon Ordnance Survey maps with the permission of Her Majesty's Stationery Office (C) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004

Scale 1:10,000

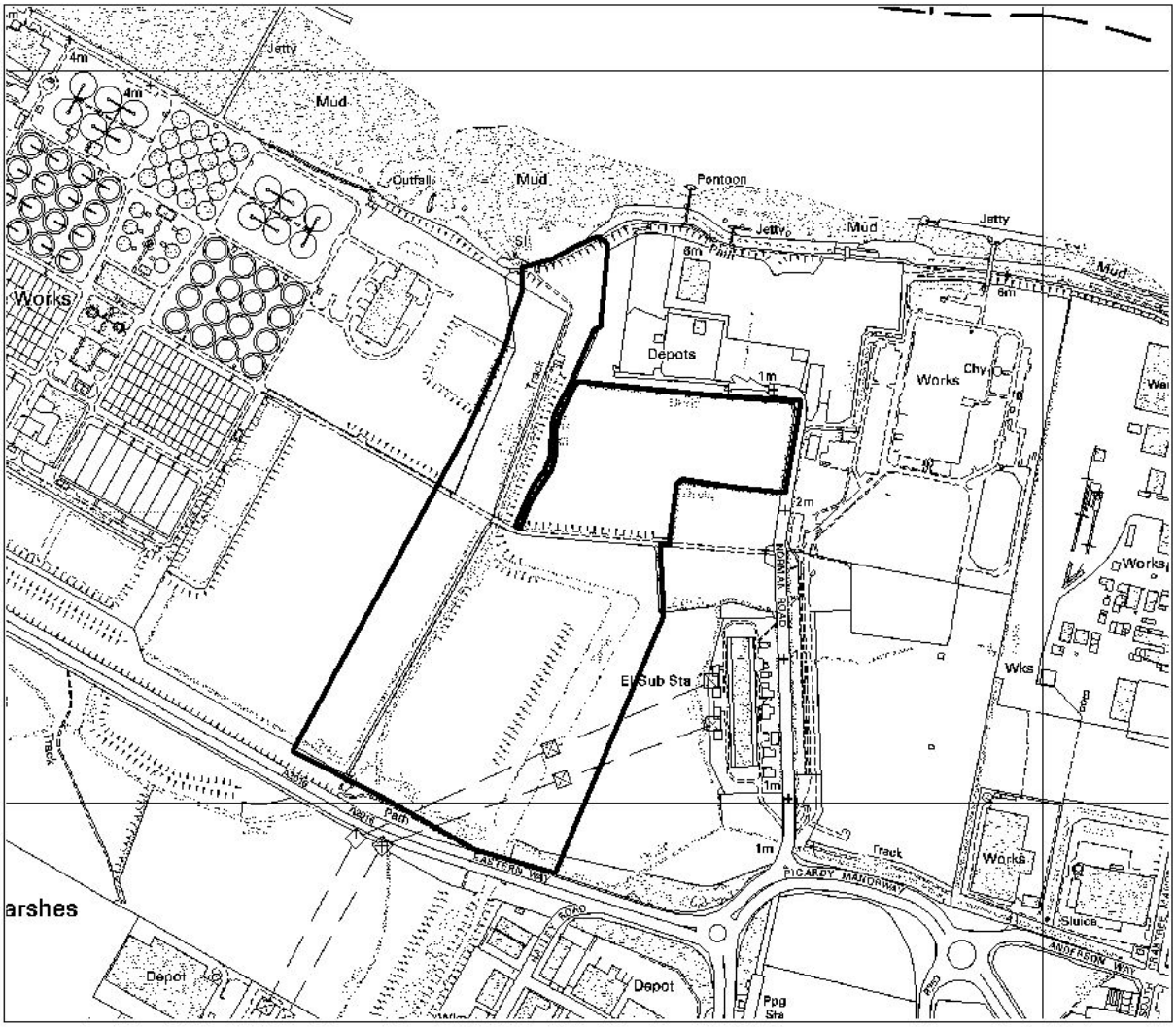
Foots Cray Meadows – designated 30.7.2002



Based upon Ordnance Survey maps with the permission of Her Majesty's Stationery Office (C) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004

Scale 1:10,000

Crossness – designated 14.1.2003



Based upon Ordnance Survey maps with the permission of Her Majesty's Stationery Office (C) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bexley Council 100017693 2004

Scale 1:10,000

Areas of Metropolitan Importance for Nature Conservation

Areas of Metropolitan Importance for Nature Conservation (AMINC) are those sites which contain the best examples of London's habitats, rare species, rare assemblages of species, important populations of species or which are of particular significance within large areas of otherwise built-up London. They are of the highest priority for protection. The identification and protection of AMINCs is necessary, not only to support a significant proportion of London's wildlife but also to provide opportunities for people to have contact with the natural environment. These sites have been endorsed by the London Ecology Unit (LEU) and the reference numbers given here (e.g. M107) refer to areas identified in the LEU's wildlife survey of the borough - November 1991.

M015 Lesnes Abbey Woods

Habitats: Semi-natural broadleaved woodland, acid grassland.

Description: An extensive area of ancient woodland with a varied structure and species composition. The large extent of sessile oak within the woods is a particularly unusual feature in London as is the maturity of the extensive standard sweet chestnut. The ground flora is diverse, and the carpets of wild daffodils are probably unique in the woods of Greater London.

M031 The River Thames

Habitats: Open water, saltmarsh and mudflats.

Description: The Thames is one of London's most outstanding natural features. Most of the intertidal zone has been developed or removed for flood defence works, and the Bexley foreshore includes all of the remaining saltmarsh area on the southern bank. These are described separately above, as they overlap the northern boundaries of sites M41 and M107.

M041 Erith Marshes (Crossness)

Habitats: Grazing marsh (grassland and drainage dikes), saltmarsh and mudflats, scrub.

Description: Mainly an important wet grassland site, with regional uncommon plant species both in the meadows and drainage dikes. The site is also important for its breeding bird fauna. Halfway Reach is a small but significant area of intertidal habitat with adjacent sea wall, supporting typical communities of plants. The mudflats are also important for overwintering ducks and wading birds.

M106 Foots Cray Meadows and the River Cray

Habitats: Neutral and wet grassland, semi-natural broadleaved woodland, open water and parkland.

Description: The River Cray is possibly London's best river in terms of its water quality and relatively naturally-graded profile. The site contains much amenity parkland of low wildlife interest, but the marshy meadows adjacent to the river are of high species diversity, with several uncommon plants. The area also supports a diverse wildlife.

M107 Crayford Marshes

Habitats: Grazing marsh (grassland and drainage dikes), saltmarsh, mudflats, improved grassland, scrub and open water.

Description: An important site for the flora of the dike-system, wet pastures and saltmarsh, which includes nationally and regionally rare species. The marshes also support a wide variety of birds and other animals.

M118 Joydens Wood and Chalk Wood (Including Gattons Plantation)

Habitats: Semi-natural broadleaved woodland, coniferous woodland, open water.

Description : Part of an extensive woodland block shared with neighbouring Dartford Borough. The woodland is extremely varied in its structure and species composition, with conifer and chestnut coppice plantations in parts. The most botanically diverse areas occur within the ground flora.

M123 Crayford Stadium Rough

Habitats: Semi-improved neutral grassland, scrub, tall herbs.

Description: Perhaps the best "roughland" site in the borough in terms of the diversity of its flora and probably fauna as well. The grassland is composed of typical coarse species in association with an abundance of herbs. The scrub supports a number of bird species.

Sites of Borough Importance for Nature Conservation

Sites of Borough Importance for Nature Conservation (SBINC) are those that are important in a borough perspective. The following sites have been identified as being of Borough Importance for Nature Conservation by the London Ecology Unit.

Site	Description / habitat	Area
Bx.BI(1) Crossness	Neutral grassland, open water, reedswamp, scrub and broadleaved woodland. Regionally rare plants, birds.	30.0 ha
Bx.BI(3) Franks Park	Broadleaved woodland, parkland, acid grassland. Mature trees, woodland bird species.	16.8 ha
Bx.BI(4) Erith Quarry	Neutral grassland, scrub, broadleaved woodland. Inter-related habitats, butterflies, birds.	22.8 ha
Bx.BI(5) Hollyhill open space	Acid grassland, parkland. Heathland plant species, mosses, grasshoppers and crickets.	5.5 ha
Bx.BI(6) Sidcup Golf Course and Lamorbey Lake	Broadleaved woodland, fen carr, open water parkland. Wetland habitats, birds, stag beetles.	21.9 ha
Bx.BI(7) Danson Park	Open water, broadleaved woodland, fen carr, parkland. Woodland ground flora, birds.	64.2 ha
Bx.BI(8) Bexley Woods	Broadleaved woodland, open water. Regionally rare species of ground flora, woodland birds.	12.5 ha
Bx.BI(9) Rochester Way Golf Course	Broadleaved woodland, scrub, parkland, acid grassland, relic heathland, birds, heathland species.	11.2 ha
Bx.BI(10) Queen Mary's Hospital Grounds	Broadleaved woodland, scrub, grassland, hedgerows. Mixed native and exotic trees, birds, mammals and invertebrates likely, butterflies and moths.	14.0 ha
Bx.BI(11) Home Wood and Bunkers Hill Ponds	Broadleaved woodland, open water, neutral grassland. Great crested newt, amphibian species, aquatic invertebrates.	21.0 ha

Site	Description / habitat	Area
Bx.BI(12) Dryden Road open land and Woodlands Farm	Improved grassland, hedgerows, broadleaved woodland, open water, scrub. Ancient woodland habitats.	6.3 ha
Bx.BII(1) Blackfen Woods	Broadleaved woodland, scrub, open water. Shrub and ground flora, common birds, invertebrates, mammals.	3.8 ha
Bx.BII(2) Southmere Park	Open water, broadleaved woodland, neutral grassland, parkland. Winter home for breeding water birds.	40.0 ha
Bx.BII(4) Rutland Shaw	Broadleaved woodland, scrub. Birds, butterflies.	2.2 ha
Bx.BII(5) Bursted Wood open space	Broadleaved woodland, neutral grassland. Birds, woodland flora.	14.0 ha
Bx.BII(6) Martens Grove	Broadleaved woodland, parkland, acid grassland. Mosaic of habitats, grey squirrels, birds.	11.5 ha
Bx.BII(7) Hall Place (north) to Shenstone Park	Parkland, broadleaved woodland, acid grassland. Uncommon herb species, jays, kestrels, small mammals.	21.3 ha
Bx.BII(8) The Warren	Broadleaved woodland, acid grassland. Birds, ground flora.	3.3 ha
Bx.BII(9) The River Shuttle and Wyncham Stream	Open water, scrub. River plants, fish, freshwater invertebrates, water voles, waterfowl.	7.5 km (approx. length)
Bx.BII(10) Mount Mascal Farm	Broadleaved woodland, open water, improved grassland. Great crested newts, pasture flora, badgers, dragonflies.	7.6 ha
Bx.BII(11) Caveys Spring	Broadleaved woodland. Woodland species flora.	2.0 ha
Bx.BII(12) Churchfield Wood	Broadleaved woodland, woodland species flora, woodpeckers, invertebrates.	5.25 ha
Bx.BII(13) The Old Orchard (The Gun Club)	Broadleaved woodland, scrub, semi-improved grassland. Notable plant species, invertebrates, birds. Note: At the time of review part of this site is being developed for residential use. The boundary will be reviewed when development is complete and following the findings of a survey currently in progress by the London Wildlife trust for the Greater London Authority.	10.6 ha
Bx.BII(14) Slade Green Triangle	Scrub, tall herbs, semi-improved grassland. Undisturbed refuge for wildlife.	3.2 ha
Bx.BII(15) Slade Green Recreation Ground	Semi-improved grassland, tall herbs, hedgerow. Common lizards.	6.3 ha
Bx.BII(16) Crayford landfill area	Improved grassland, bare soil. Birds.	43.0 ha

Sites of Local Importance for Nature Conservation

A Site of Local Importance for Nature Conservation (SLINC) is one that is, or may be, of particular value to nearby residents or schools. These sites may already be used by schools for nature study or run by management committees composed mainly of local people. The following sites have been identified by the London Ecology Unit.

Site	Description / habitat	Area
Bx.L1 Rectory Lane Pond	Open water, mixed woodland, scrub. Great crested newts, amphibians.	0.3 ha
Bx.L2 East Wickham open space	Parkland, neutral grassland, scrub. Herb species, birds, invertebrates, fungi.	34.0 ha
Bx.L3 Barnehurst Golf Course	Broadleaved woodland, parkland, neutral grassland. Birds.	23.4 ha
Bx.L4 St. Mary's Cemetery (Old Bexley)	Vegetated walls, scrub, neutral grassland. Birds, invertebrates, mammals and reptiles.	6.0 ha
Bx.L5 The Hollies nature area	Mixed woodland, scrub. Wildlife potential.	2.3 ha
Bx.L6 Sidcup Place	Parkland, broadleaved woodland, scrub. Woodland flora.	13.8 ha
Bx.L7 Crossway Park and Tump 52	Parkland, open water. Water flora species, water birds, fish, invertebrates, amphibians.	14.3 ha
Bx.L8 Streamway and Chapman's Land	Broadleaved woodland, scrub, open water parkland, acid grassland. Water flora species.	5.0 ha
Bx.L9 Belmont Primary School nature garden	Scrub, semi-improved grassland, open water. Common birds, invertebrates, introduced flora.	0.25 ha
x.L10 Waterhead Estate Rough	Scrub, semi-improved grassland, tall herbs. Rich diversity of wasteland species with less common St. John’s-wort. Common butterflies. Kestrels nesting nearby.	0.79 ha
Bx.L11 Edendale Rough	Scrub, semi-improved grassland, tall herbs. Common birds and a number of invertebrate groups.	0.89 ha
Bx.L12 St. Paulinus Churchyard, Crayford	Vegetated walls, semi-improved neutral grassland, parkland.	2.03 ha
Bx.L13 Hoblands Wood	Broadleaved woodland, scrub. Important for common birds and invertebrates.	0.28 ha
Bx.L14 Land between A2 and Rochester Drive	Broadleaved woodland, scrub. Common birds and butterflies.	1.6 ha

Statutory list of buildings of special architectural or historic interest in street order

Abbey Road	Abbey Wood	Ruins of Lesnes Abbey	Grade II
Belvedere Road	Abbey Wood	Crossness Pumping Station	
		- beam engine house	Grade I
		- workshop range to southeast of main engine house	Grade II
		- workshop range to southwest of main engine house	Grade II
Bexley High Street	Bexley	1 and 3	Grade II
		7 and 9	Grade II
		13 to 35 (odd0 Styleman's Almhouses	Grade II
		57 and 59	Grade II
		65, the King's Head Public House	Grade II
		101-105 (odd)	Grade II
		38, the Railway Tavern Public House	Grade II
		96, Cray House	Grade II
Bexley Lane	Crayford	38, Brooklands	Grade II
		56-62 (even)	Grade II
		64	Grade II
Blackfen Road	Sidcup	497, Chapel House	Grade II
Blendon Road	Bexley	1, 2 and 2a, Jays Cottages	Grade II
Bourne Road	Bexley	Hall Place	Grade I
		Barn at Hall Place	Grade II
		Garden walls, gate piers and gates to north and west of Hall Place	Grade I
		Granary re-erected to the northeast of Hall Place (formerly in Manor Road)	Grade II
		Two telephone kiosks (K6 type) outside No. 11	Grade II
		66-70 (even) (former Bexley National School)	Grade II
Bourne Road	Crayford	Wall fronting grounds formerly belonging to Bexley House (house demolished)	Grade II
		The Long Shed (Units 5-12, Bourne Industrial Park)	Grade II
Broadway	Bexleyheath	Christ Church	Grade II
		Christ Church Vicarage	Grade II
		Clocktower	Grade II
Burnt Oak Lane	Sidcup	10-16 (even)	Grade II
		Mansion House in Lamorbey Park	Grade II
		Caretaker's house at Lamorbey Park	Grade II
		Dairy at Lamorbey Park	Grade II
		(the above 3 properties are part of Rose Bruford College)	
Chislehurst Road	Sidcup	Sidcup Place (including ha-ha- to east)	Grade II
Church Avenue	Sidcup	Church of St. John the Evangelist	Grade II
		Sheffield Monument (in churchyard of St. John the Evangelist Church)	Grade II

Cocksure Lane	Sidcup	Granary at Little Mascal Farm	Grade II
Crayford Road	Crayford	1, Whitehill House	Grade II
Crook Log	Bexleyheath	39, Crook Log Public House	Grade II
Danson Road	Welling	Danson Mansion – in Danson Park	Grade I
		Danson Stables – in Danson Park	Grade II*
		71	Grade II
Dartford Road	Bexley	Coal Tax post (on south side by No. 1)	Grade II
East Rochester Way	Bexley	Coal Tax post (in grounds of the old orchard)	Grade II
Erith Road	Belvedere	Former Bexley College Annex (now 1-29 Old College Court, Upper Holly Hill Road)	Grade II
Foots Cray High Street	Sidcup	1-4, Tudor Cottages	Grade II
		The Seven Stars Public House	Grade II
Frognal Avenue	Sidcup	Frognal House	Grade II*
		Walls, gate piers and gates to south of Frognal House	Grade II
Halfway Street	Sidcup	25 and 27	Grade II
		33 (Farm Cottage) and 35	Grade II
Hurst Road	Sidcup	158, Abbeyhill	Grade II
		189 (Lodge to Hurstmere School)	Grade II
Lion Road	Bexleyheath	80, Wye Lodge	Grade II
Maiden Lane	Crayford	Coal Tax post (at junction with Crayford Road)	Grade II
Manor Road	Bexley	Church of St. Mary the Virgin	Grade II*
		Lychgate to southwest of St. Mary's Church	Grade II
		The Manor House	Grade II
Moat Lane	Slade Green	Barn at Howbury Farm	Grade II
Mount Road	Bexleyheath	The Royal Oak Public House	Grade II
North Cray Road	Bexley	16	Grade II
		34	Grade II
		Bathhouse at rear of 112	Grade II*
North Cray Road	Sidcup	152 (Rose Cottage) and 154	Grade II
		Five Arch Bridge	Grade II
		Parish Church of St. James	Grade II
		Two Chest Tombs to east of St. James Church	Grade II
		Tomb of Frances Madocks to south of St. James Church	Grade II
		Walls surrounding and to west and southwest of St. James Church and gates and gate piers to west of St. James Church	Grade II
		85 (Dower House)	Grade II
		141 (Cray Hall)	Grade II
Nuxley Road	Belvedere	Parish Church of All Saints	Grade II
Old Road	Crayford	The One Bell Public House	Grade II
		172, 174 and 176	Grade II
Parkhill Road	Bexley	Pillar box beside No. 48 at junction with Parkhurst Road	Grade II
		Parish Church of St. John the Evangelist	Grade II
Perry Street	Crayford	Parish Church of St. Paulinus	Grade II*
		Lychgate to west of St. Paulinus Church	Grade II

Rectory Lane	Sidcup	Stable block to former Foots Cray Place	Grade II
		Walls, gate piers and gates to south of stable block	Grade II
		Bowling Pavilion to former Foots Cray Place	Grade II
		Parish Church of All Saints	Grade II
		170, The Old House	Grade II
		180-188 (even), Belgrave Place	Grade II
Red House Lane	Bexleyheath	Red House	Grade I
		Well head to southeast of Red House	Grade I
		Street wall and gateway to north of Red House	Grade II
		Outhouse to northeast of Red House	Grade II
Sidcup Hill	Sidcup	164, Walnut Tree Cottage	Grade II
Station Approach	Bexley	Telephone kiosk type K6 near Bexley High Street	Grade II
Station Road	Crayford	Coal Tax post (opposite No. 205)	Grade II
St. James Way	North Cray	Front wall to Nos. 2-20 (even) – original churchyard wall to St. James Church listed under North Cray Road	Grade II
The Green	Sidcup	Manor House	Grade II
		Place Cottage	Grade II
Tile Kiln Lane	Bexley	Coal Tax post and adjacent iron bollard to the back of the garden of No. 57 Baldwyn's Park	Grade II
Upper Wickham Lane	Welling	1-10 (consecutive) Fosters Old School	Grade II
		Greek Orthodox Church (formerly St. Michael's Church)	Grade II*
Upper Holly Hill Road	Belvedere	2-29, Old College Court – listed above under Erith Road	Grade II
Upton Road	Bexleyheath	8	Grade II
Victoria Road	Erith	Christ Church	Grade II*
Wallhouse Road	Crayford Ness	Coal Tax post, west bank, at mouth of the River Darent	Grade II
Walnut Tree Road	Erith	Erith Library	Grade II
Water Lane	Sidcup	8, Loring Hall	Grade II
West Street	Erith	Parish Church of St. John the Baptist	Grade II*
Wickham Street	Welling	East Wickham Farmhouse	Grade II
Willow Walk	Crayford	Coal Tax post east of the railway, north of the River Stanham	Grade II
Woolwich Road	Bexleyheath	62, Orchard House	Grade II
		65 and 67, Albion Villas	Grade II

Committee approved list of buildings of local architectural or historic interest

Acacia Way	Sidcup	The Hollies (main building)
Albert Road	Bexley	63, The Black Horse Public House
Alma Road	Sidcup	The Alma Public House
Bellegrove Road	Welling	124, The New Moon Public House
Bexley High Street	Bexley	2-28 (even), Oxford Place
		70, 70A, and 72
		74, The George Public House
		82-84 (even)
		The Old Mill
		Mill Cottage
		110-112 (even)
		Freemantle Hall
		67-71 (odd), 77B and 79
		81, The Millers Arms Public House
		Bridge over the River Cray
		99, 107-109 (odd) and 111-115 (odd)
		Wall and fire engine shed, St. Mary's churchyard, adjacent to no. 123
		Lychgate in St. Mary's Churchyard
Bexley Lane	Crayford	Baptist Chapel and hall
Blackfen Road	Blackfen	273, The Woodman Public House
Bladindon Drive	Blendon	23A, The Bailiff's House
Blendon Road	Blendon	Bridgen Primary School
		167 (Blendon Lodge)
		The Three Blackbirds Public House
Bourne Road	Bexley	5
		11 (former Bexley Post Office)
		17-19 (odd) (former Reffells Brewery)
		21
		Branch Library
		54-64 (even), Victoria Homes

		Lodge to Hall Place
		Stables to Hall Place
		Mill House at Hall Place
Bourne Road	Crayford	Lamp posts at Bourne Garage
Brampton Road	Bexleyheath	24, Brampton Day Nursery
		140, The Gables
		142, Brampton Lodge
Bridgen Road	Bexley	1-5 (odd), 7-9 (odd) and 11
Broadway	Bexleyheath	2, The Prince Albert Public House
		Milestone opposite Civic Offices
		Pincott Memorial (outside Christchurch)
		Trinity Chapel
		The Golden Lion Public House
Brook Street	Erith	22, The Brewers Arms Public House
Burnt Oak Lane	Sidcup	8
		Burnt Oak Junior School
		Lamorbey Park – Gardener's cottage
		– Coach House and stable block
		– Barn and ice house between ornamental lakes
		– Wall of kitchen garden
Cheshunt Road	Belvedere	4-12 (even)
Chislehurst Road	Sidcup	Kitchen garden wall to Sidcup Place
		Red Lodge in grounds of Sidcup Place
Church Manorway	Erith	Grain silos
Church Road	Bexleyheath	46, The Volunteer Public House
Cocksure Lane	North Cray	Little Mascal Farm - Farmhouse,
		barn, loose boxes and cow shelter
		The White House
Crayford High Street	Crayford	31-33 (odd)
		The Crayford Arms Public House
		90-100 (even) (including Grove Place)
Crayford Road	Crayford	Clocktower
Crook Log	Bexleyheath	4-6 (even), 18-20 (even) and 17-19 (odd)

Dartford Road	Bexley	70, Henleys – see also Wansunt Road
Erith High Street	Erith	22 (former police station)
		36, The Cross Keys Public House
		44, The White Hart Public House
Erith Road	Belvedere	1
Foots Cray High Street	Foots Cray	The Red Lion Public House
		Bridge over the River Cray
Foots Cray Road	Sidcup	Boundary stone outside no. 501
Halfway Street	Sidcup	21, The White House
		23, Lilac Cottage
		29, Halfway Cottage
		31
		43, Ye Olde Black Horse Public House
		50
Hatherley Road	Sidcup	66-74 (even), 87-93 (odd)
Heron Hill	Belvedere	The Leather Bottle Public House
Hill Crescent	Bexley	7
Hurst Road	Sidcup	Holy Trinity parish hall
		Hurst Place (Hurst Community Centre)
		500, United Reformed Church
Iron Mill Lane	Crayford	8A
		10, St. Paulinus Rectory
		12-16 (even), Mrs. Stable's Almshouses
Knoll Road	Sidcup	38, Merton Court School
Lewin Road	Bexleyheath	29-31 (odd)
Lion Road	Bexleyheath	59, The Robin Hood and Little John Public House
		The Royal Standard Public House
		75 and 92
London Road	Crayford	92, The Duke of Wellington Public House
Maiden Lane	Crayford	Farm House
		Barns to east and south of farm house
		Barnes Cray Cottages (1, 2 and 3)
		Coal Tax post

Maidstone Road	Sidcup	65-79 (odd)
Main Road	Sidcup	87 (Police Station)
		122 and 140
		156-158 (Fire Station)
		231, Nursery House
		Christ Church
Manor Road	Bexley	Manor Cottage
		Manor Lodge
Mayplace Road East	Crayford	Crayford Manor House
		Stable block and Coach house to Manor House
Mayplace Road West	Bexleyheath	65-83 (odd)
		111, The Jolly Millers Public House
Moat Lane	Slade Green	1a, The Railway Tavern Public House
		The Grange
		Cottages at Howbury Farm
		Train sheds and works
Norfolk Crescent	Sidcup	North of no. 93 – boundary plate in stream
North Cray Road	Bexley	2-14 (even), 30, 32
		35, The Coach and Horses Public House
		37, Avenue Lodge
		104, The Cottage
		128, Vale Mascal
		130-132, (Vale Mascal Court)
North Cray Road	Sidcup	146, The White Cross Public House
		166, Pear Tree Cottage
		168-170 (even) (former school)
		Manor Farm
North Street	Bexleyheath	Bethany Hall
Nuxley Road	Belvedere	45 and adjacent cottage
		81 (Belvedere Baptist Chapel) and No. 83,
		All Saints Vicarage
Old Forge Way	Sidcup	1-17
Parkhill Road	Bexley	Park House

Parkhurst Road	Bexley	32-42 (even) and 60
		68, Island House
Parsonage Lane	Sidcup	55-59 (odd), Manor Cottages
		61, The Bungalow
Picardy Road	Belvedere	2, The Belvedere Public House
		169, The Priory (Belvedere Conservative Club)
Priestlands Park Road	Sidcup	19
Rectory Lane	Sidcup	Toucy and Selwood
		The Dower House and Lodge
		Rockesle
		Site of Foots Cray Place
		– pair of gates in woods
		– Cottage adj.to stables
		Wooden stable block adj. to Old House
		Harenc School (former C. of E.)
Red House Lane	Bexleyheath	Hogs Hole Cottages (1-9 odd)
		– also incorporates 44, Upton Road
St. Andrews Road	Sidcup	St. Andrews Church
St. James Way	Sidcup	1 and 77
		Pillar box by no. 94 (sub-post office)
Selbourne Road	Sidcup	23, Selbourne Court
Sidcup High Street	Sidcup	Cinema (including no. 77a)
		The Blue Rose Public House (formerly The Black Horse)
Station Approach	Bexley	Bexley Railway Station
Station Road	Sidcup	86A
		Sidcup Community Church
Stonewood Road	Erith	Erith Railway Station
The Avenue	Bexley	1, Chelmer Cottage
The Green	Sidcup	1-3 (consec)
		Freeby
Upton Road	Bexleyheath	Cottage Hospital
		25
		44 (see also Red House Lane)

Upton Road South	Bexley	240, Laurel House
Vicarage Road	Bexley	6, Wingmoor
		8, The Cottage
		The Old Wick (formerly The Rising Sun) Public House
Wansunt Road	Bexley	Heathcroft
Warren Road	Bexleyheath	2-6 (even)
Watling Street	Bexleyheath	7-9 (odd)
		11 and 13 (Dashwood Cottage)
		15, Grove Lodge
		17-19 (odd), 25-27 (odd)
		40, The Coach House Public House (ex-Lord Hill P.H.)
		60-68 (even) (Sherstone Place)
		Horse trough (opposite Sherstone Place)
Wickham Lane	Welling	The Foresters Arms Public House
Woodside Crescent	Sidcup	Longlands School
Woodside Road	Sidcup	2-8 (even)
Woolwich Road	Belvedere	44, The Eardley Arms Public House
		50-60 (even)
		115
Woolwich Road	Abbey Wood	Bexley College (formerly St. Joseph's Convent School)

Faesten Dic	Joydens Wood	Bexley
Lesnes Abbey	Abbey Road	Abbey Wood
Hall Place	Bourne Road	Bexley
Howbury Moated Site	Moat Lane	Slade Green

The National Register of Historic Parks and Gardens is prepared and reviewed by English Heritage. It is a non-statutory designation, but the designation is a material planning consideration.

The following parks and gardens in Bexley are included on the Register:

Hall Place	Grade II*
Danson Park	Grade II
Foots Cray Meadows	Grade II
Lamorbey Park	Grade II

This Appendix sets out brief descriptions of the Conservation Areas designated within the borough. These are areas that the Council has identified as being of special architectural or historic interest where it is desirable to preserve and enhance the character and appearance. These descriptions are necessarily brief and are given without prejudice to the more comprehensive descriptions and Statements of Character, which are available as separate documents.

Old Bexley, Bexley Village (Designated February 1971. Extended 11th November 1987).

This area is centred on the historic village of Bexley. The main character of the western part is the winding High Street lined by shops and cottages leading to the green and St. John's Church. The area includes several pre-war community and commercial buildings that are in-keeping with its village character. To the south east of the railway, the character changes to that of a residential village bounded by Green Belt farmland.

Red House Lane, Bexleyheath (Designated 25th July 1973)

This is a small area of remaining rural character amongst the more modern suburbs of Bexleyheath. It includes the historic terrace of Hogs Hole Cottages and the Red House in its walled, spacious grounds.

Iron Mill Lane, Crayford (Designated 20th February 1985).

This hill top area of Crayford is centred on the Church of St. Paulinus, set in a traditional churchyard. Both the churchyard and part of the northern side of the High Street are characterised by large retaining walls. In the remainder of the area, 19th Century and earlier properties include almshouses and a coaching inn.

The Hollies, Sidcup (Designated 1st May 1985)

This represents the core area of the former Hollies Children's Home, established around 1901 in the spacious grounds surrounding the original Hollies House. The original buildings include the central communal buildings, dominated by a landmark water tower, surrounded by a garden suburb style group of semi-detached houses. There are also larger dormitory blocks facing the green. New development has been successfully incorporated amongst the old.

Halfway Street, Sidcup (Designated 6th November 1985)

This historic hamlet of cottages lining Halfway Street and Burnt Oak Lane includes some of the oldest houses in the borough. The area includes Holy Trinity Church and the Church Hall which mark the junction of Hurst Road. The well treed setting of the buildings is enhanced by the parkland entrance to The Glade.

Old Forge Way, Sidcup (Designated 24th February 1988)

An exceptionally fine example of a cottage estate, built in 1936 in the style of 17th/18th Century cottages of the Kent and Sussex Weald. The cottages are mainly clustered around a cul-de-sac with open plan front gardens. The unity of the estate is reinforced by the continuity of materials and colour scheme.

Parkhurst, Bexley (Designated 18th May 1988)

This Victorian estate represents the first phase of development after the arrival of the railway. Many of the houses are well designed, large, detached buildings which set the scale and character of the area reflected in later development. Many mature trees add greatly to the setting of the buildings.

Brook Street, Northumberland Heath (Designated 19th February 1992)

An unusual and surprisingly unaltered sequence of long terraces of houses dating from 1882 to 1901. The four longer terraces feature decorative brickwork and stone detailing. Sash windows predominate. The older terraced houses step up the hill at the northern entrance to the area. A public house with a distinctive turret forms a focal point at the area's southern limit.

Christ Church, Sidcup (Designated 19th February 1992)

A residential area developed since the 1890's. The earliest buildings are compactly grouped, semi-detached houses and terraced shops in the area's south eastern corner. The remaining area is characterised by a spacious layout of large houses in a mature landscape of trees. Three churches in the area form important landmarks.

The Green, Sidcup (Designated 19th February 1992)

This area is focused on the parkland around Sidcup Place and Manor House. To the east, St. John's Church and some older cottages form an attractive group merging into a street of harmonious Edwardian villas. To the north west, Carlton Road comprises large Victorian semi-detached houses of coherent style.

Lesney Park Road, Erith (Designated 19th February 1992)

This area is characterised by large, detached and semi-detached villas built at the turn of the century and enriched by elegant detailing and a mature landscape of trees. A major landmark in the area is Christ Church and its imposing spire. Broad highways with grass verges convey a spacious character to the area.

Longlands Road, Sidcup (Designated 19th February 1992)

This interesting and virtually unaltered 20th Century estate is characterised by semi-detached houses with steep hipped roofs, tiled canopies, graceful porches and bay windows, typical of the inter war period. Grass verges, street trees and broad plots combine to convey a very spacious character.

North Cray Village, Sidcup (Designated 19th February 1992)

This area includes the surviving buildings of the historic village ranging from small cottages to the majestic Loring Hall. The surrounding farmland and parkland, trees and hedge lined roads add to the village character.

Oak Road, Slade Green (Designated 19th February 1992)

This is a small estate of railway workers' cottages built in 1900. Most are grouped in terraces of four below hipped roofs, with substantial chimney stacks which add character to the skyline. The large public house on a corner site is an important landmark.

The Oval, Sidcup (Designated 19th February 1992)

The area is based upon an impressive, curved parade of shops with flats above facing across a landscaped park. Built in an "Arts and Crafts" style, The Oval represents an outstanding example of inter war townscape.

Star Hill, Crayford (Designated 19th February 1992)

A well preserved group of small cottages lining steep urban streets forms the essence of this Conservation Area, enhanced on its western fringe by a backdrop of trees. The more open setting of

London Road is fronted by a large chapel, a public house, the long shed and terraced houses, providing further variety and historic interest.

Willersley Avenue/Braundton Avenue, Sidcup (Designated 19th February 1992)

Willersley and Braundton Avenues feature some of the larger, better designed inter war chalet style houses of the borough. Because of the spacing of these broad semi-detached houses, their sweeping tiled roofs are a major element in the spacious street scene.

Woolwich Road, Belvedere (Designated 19th February 1992)

An area developed from the mid-19th Century around a cross roads, now marked by a long green space and two recreation grounds whose trees add greatly to the character of the area. There are many individually designed buildings exhibiting traditional styles and materials. At the western end, the interwar houses are arranged in an unusual symmetrical design, about a road junction.

Erith Riverside (Designated 8th November 1995)

This area includes the last remaining undeveloped section of Erith High Street with a number of prominent buildings of local architectural and historic interest. The curving High Street leads down to the riverside area where the Riverside Gardens provide a fine, spacious setting to more substantial 20th Century buildings facing the River Thames, including the Riverside Swimming Centre. Trees and landscaped gardens give this area a special character.

Crossness, Belvedere (Designated 26th February 1997)

This area comprises the historic core of the Crossness Sewage Treatment Works on the south bank of the River Thames. It is centred on the Grade I listed Beam Engine House, which is grouped with contemporary workshop buildings and slightly later engine houses. Behind these lies the large, brick-vaulted storage tank. The grass top to the tank and the mature trees add greatly to the setting of the buildings.

Foots Cray (Designated 29th April 1998)

The area centres on the historic core of Foots Cray Village, which lies on the London to Maidstone road. Now a suburban shopping area, the High Street retains a number of historic buildings, set among later developments, mostly of small scale. Rectory Lane retains its domestic character and merges into open countryside at Foots Cray Meadows.

Erith Road, Belvedere (Designated 14th February 2004)

This compact cluster of spacious homes reminds us just how grand British suburbs might well have looked had the Edwardians' noble hopes not been overwhelmed by the First World War and subsequent periods of austerity. Early and well-executed examples of ribbon development along a ridge-top road, still busy with traffic, complement a generously proportioned technical institute building to the east. That 1906 building, listed in its own right, was converted into flats early in the 21st Century; elegant façade details reflect the priority given to public education as the 20th Century unfolded. Joinery crafted to high standards adds grace and grandeur to the main elevations of the villas, which display measured individualism within a coherent pattern. Steeply pitched gables emphasise the height of these domestic buildings erected by local builders and consciously placed to offer residents panoramic views across the lower Thames Valley. It could be argued with some force that homes of this style have earned lasting respect and represent a highpoint in the story of English domestic architecture. Mature trees and historic boundary walls, some with practical, period railings, add further visual interest to the group as viewed from Erith Road or Upper Holly Hill Road.

Housing provision in Bexley Borough at 1/4/2004

Table 1: Progress towards additional dwelling target in period 1997-2016 (summary of Tables 2 to 6 in this Appendix)

	Net*
Completions 31.3.97 to 1.4.04	2492
Under construction (large sites only)	512
Commitments (with planning permission)	102
Commitments (other allocations)	784
Small sites	372
Small conversions	132
Total	4394
Vacancy ** (Total x 0.02)	-88
Estimate of other loss of residential units (not covered by net) 31.3.97 to 31.3.2016	-41
Housing provision	**4265**

Table 1 notes:

*Net completions are gross completions less the number of dwellings lost in order to achieve the gross completions.

**Vacancy includes second residence and holiday accommodation. The figure is based on data from the 1991 Census.

Table 2: Completions of dwellings 1.4.97 to 1.4.04

YEAR	EXCLUDING CONVERSIONS				CONVERSIONS		TOTALS	
	Large Sites (10+)		Small sites		All sizes			
	gross	net	gross	net	gross	net	gross	net
Apr, 97– Mar. 98	260	260	0	0	0	0	260	260
Apr. 98– Mar. 99	118	118	10	9	28	23	156	150
Apr.99 – Mar .00	191	169	19	19	13	8	223	196
Apr.00 – Mar.01	503	501	67	62	13	11	583	574
Apr.01 – Mar.02	214	214	8	8	36	30	258	252
Apr.02 – Mar.03	217	217	18	16	23	17	258	250
Apr.03 – Mar.04	729	723	60	57	38	30	827	810
Apr.97 – Mar.04	2232	2202	182	171	151	119	2565	2492

SOURCE: Strategic Planning and Development Department dwelling completion records and annual site survey. Updated 1.4.04

Table 3: Dwellings (10 or more) under construction on large sites at 1.4.04

	gross	net
Large sites only	522	517

Table 4: Available sites (10 or more dwellings) at 1.4.04

			gross	net*
Planning permission for dwellings (not under construction nor complete)	Outline permissions	known dwelling/ habitable room nos.	48	48
		estimated dwellings/ habitable rooms	0	0
	Full permissions		58	54
		Total planning permissions	106	102
		Other allocations (no planning permission)	786	784
		Total available sites	**892**	**886**

SOURCE Tables 3 & 4: Strategic Planning and Development Department records.

Table 4 notes:

*Net data based on site knowledge

Table 5: Allowance for small sites and conversions

	Small sites		Conversions	
Completions (net) 1.1.92 to 31.12.98		322		119
Therefore annual average rate:	322/7	46	119/7	17
Reduce by one third to allow for increased difficulty in suitable sites		31 per annum		11 per annum
Allowance for 1.4.04 to 31.3.2016	12 years x 31 per annum	372	12 years x 11 per annum	132

Table 6: Loss of dwellings*

31.3.92 to 31.3.97	17 (all planning permissions)
1.4.04 to 31.3.2016 (estimate)	17/5 x 12 = **41**

Table 6 note:

*This is separate from the loss of dwellings as part of a residential development. A typical case here is a development from a dwelling to a medical facility.

Proposals schedule referred to in Policies H1 and H2

Residential development sites available with gross capacity for 10 or more dwellings (at 1.4.2004) – excluding dwellings that are completed or under construction.

pp = Planning permission granted or not ha = area in hectares

Ward	Address	pp	ha	Dwell. Cap. (a)
Crayford	Rear of Crayford Town Hall	x	0.72	25
Erith	Erith Quarry, Fraser Road	x	9.58	500
	Site 4 (part) Burndept	x	0.29	19
	Site 5 (part), Ocean Park Ph2c	x	0.26	20
North End	Howbury (Millpost)	x	2.56	110
	181-183 Northend Road	x	0.18	10
Cray Meadows	21-27 Haven Close	x	0.18	13
Longlands	Playing Field, Carlton Rd	x	1.30	75
	30 & 32 Carlton Road	x	0.20	12
	Total		15.27	784

Note:

(a) The dwelling capacity is an estimate for policy H1 dwelling provision assessment only and is not a commitment of the development plan to any given number of dwellings.

In some cases a sheltered housing scheme forms the basis of a capacity estimate and open market dwellings would decrease such capacity estimates.

Lesney Park, Erith Map ref. TQ5077NE

This area is characterised by:

- Large plot sizes providing space for substantial trees and other vegetation to the rear gardens, of importance as an amenity and for nature conservation. Trees in rear gardens can be seen in the regular gaps between buildings.
- Buildings keeping to a line set well back from the road, with vegetation in front gardens forming a significant element of the local character.
- Verges with trees within the public highway: on Lesney Park the absence of kerbs adds informality to the street scene.
- Buildings of Victorian age and style to the east of the area of two/three storey height and mainly inter-war age and style of two storey height elsewhere, in groups of similar scale and appearance.

Boundaries

Adjoining residential areas are significantly more densely developed or more recent in origin (Arran Close, Christchurch Avenue).

Parkhill Road, Bexley Map ref. TQ4873NE

This area is characterised by:

- Large plot sizes, particularly to the rear of the buildings.
- Mature vegetation, including trees prominent in the street scene, both in front gardens and, viewed in between buildings, in rear gardens. The rear gardens are of importance both as an amenity and for nature conservation. The spaces between buildings are thus of fundamental importance to the character of the area.
- Predominantly two storey detached and semi-detached buildings with pitched roof forms, largely inter-war but with Victorian housing to the north-east of the area, and groups of such buildings of similar scale and/or appearance along each of the roads in the area.
- Generous building lines, set back from the road, allowing space for substantial trees and other vegetation that reduces the impact of cars on the street scene.

The area has been the subject of several redevelopment schemes, particularly along Parkhill Road, and Policy H4 will introduce a more rigorous basis against which to assess any similar proposals.

Boundaries

To the north-west: the open space surrounding the River Shuttle.

To the south-west: an area of denser development, to the south the busy Hurst Road provides a clear break from a school opposite to the east is the more densely developed area of Old Bexley village.

Coldblow, Bexley Map ref. TQ5073

This area is characterised by:

- Predominantly inter-war housing with large plot sizes, particularly to the rear gardens of the properties, together with a Victorian villa in extensive grounds. Some buildings on Hill Crescent

are good examples of inter-war architecture, being on the local list of buildings of architectural or historic interest.

- A regular spacing of buildings, allowing glimpses into the rear garden areas which are significant to the street scene.
- One and two storey heights, with pitched roof forms and groups of buildings of similar scale and/or appearance along Wansunt Road, Cold Blow Crescent and Hill Crescent.
- Mature vegetation within the roadside verges, to front and rear gardens, which is important in terms of amenity and nature conservation value.
- Substantial groups of trees and long, rear gardens providing a transition between buildings and the surrounding areas of open space.

This area has been the subject of redevelopment pressure, resulting in schemes that lack the character of the original development and some speculative clearance of buildings and vegetation. Policy H4 introduces stricter requirements for any future proposals.

Boundaries

To the majority of the area, the boundary is taken from the adjoining area of open space (Metropolitan Green Belt), whilst to the south-east the boundary is continued along Dartford Road.

Christ Church, Sidcup Map ref. TQ4572E

This area is characterised by:

- A well-defined building line, set back from the road so as to allow for substantial vegetation between the roadside and buildings. Trees within front gardens and the public highway are a significant element of the area's character. The above features are given emphasis by the "grid iron" road layout, which creates vistas. The presence of garages on or behind the building line has helped to reduce the impact of cars on the street scene.
- Large plot sizes resulting in substantial trees and vegetation to the rear of dwellings, as well as in front gardens. These are important amenity areas. This has also led to a rhythmic spacing of buildings where the glimpses of trees are a significant part of the street scene. Collectively, these large plots are important wildlife habitats.
- Primarily two storey height, detached and semi-detached buildings, with an interesting variety of pitched roof forms.
- A predominance of Victorian and inter-war architectural styling, with bay windows and gables being prominent, along with the use of external wood decorative features on Christchurch Road, Priestlands Park Road and Crescent Road (west).

Boundaries

West: There is an open space area along with a nineteen-sixties development of different character.
North: The area abuts high density flats and office development.
East: The area runs into dissimilar development, fronting Station Road.
South: The area abuts higher density development of flats and terraced houses.

~~Rectory Lane/Knoll Road, Sidcup~~ ~~Map ref. TQ4671E~~

~~This area is characterised by:~~

- ~~Larger than average plots.~~
- ~~Substantial vegetation between the building line and the road with minimal loss of front gardens to car parking.~~
- ~~Mainly two storey height detached and semi-detached buildings with pitched roof forms.~~
- ~~A rhythmic pattern of buildings and spaces between them, in particular along Knoll Road, Selborne Road and Rectory Lane.~~
- ~~Substantial rear garden areas of significant amenity and nature conservation value.~~
- ~~A variety of architectural styles, with Edwardian and inter-war predominating, where the repetition of elevations or roof features adds significantly to the local character, as in Selborne Road and Knoll Road.~~

~~The area has been the subject of several redevelopment schemes and a comparison of these with the original residential development emphasises the need for a more rigorous approach to development in the future.~~

~~Boundaries~~

~~To the north-west: an area of higher density development including the flats developments Embassy Court and Rebecca Court, with a different character.~~

~~To the south-west: properties fronting Sidcup Hill, which relate primarily to that road. To the east is an extensive area of open space.~~

Neighbourhood Centres in alphabetical order by name

(As referred to in Policy SHO6 and shown on the Proposals Map)

Map ref	Name	District
4876SW	Avenue Road / Pickford Lane	Bexleyheath
5076S	Barnehurst Road and Erith Road	Bexleyheath
5077SW	Belmont Road and Mill Road	Erith
5177SE	Birling Road	Erith
4774S	Blendon Road	Bexley
4777SE	Brampton Road / Long Lane	Bexleyheath
4876NW	Brampton Road / Shakespeare Road,	Bexleyheath
5176E	Bridge Road	Slade Green
4676	Central Avenue (northern end)	Welling
4975E	Chieveley Parade, Mayplace Road East	Bexleyheath
5076NE	Colyers Lane	Erith
5174E	Crayford Road	Crayford
5072NE	Dartford Road / Old Bexley Lane	Bexley
4574SE	Days Lane	Sidcup
4975NE	Erith Road / Bus Garage	Bexleyheath
4575S	Falconwood Parade	Welling
4770N	Foots Cray High Street / Hollytree Parade	Foots Cray
5276NW	Forest Road	Slade Green
4979SW	Gilbert Road	Belvedere
4777SW	Hadlow Road	Welling
4573SW	Halfway Street	Sidcup
4777NE	Lessness Avenue	Bexleyheath
4772E	Lewis Road	Sidcup
4879SE	Lime Row	Thamesmead
4475SE	Lingfield Crescent (Falconwood Station)	Eltham
4875S	Lion Road (including Broadway west of Lion Road)	Bexleyheath
4976SW	Long Lane / Heversham Road	Bexleyheath
5079SW	Lower Road	Belvedere
4770NE	Maidstone Road	Foots Cray
44/572	Main Road / Marechal Niel Parade	Sidcup
4772E	Maylands Drive / Norman Parade	Albany Park, Sidcup

Map ref	Name	District
5075NW	Midfield Parade, Mayplace Road East	Bexleyheath
4773NE	Montpelier Avenue	Bexley
5177SE	Northend Road / The Nursery	Slade Green
4775N	Park View Road / Danson Mead	Welling
5176SE	Parkside Parade / Northend Road	Erith
4977NW	Parsonage Manorway	Belvedere
5078SW	Pembroke Parade / Alford Road / Riverdale Road	Erith
4979S	Picardy Street / Station Road	Belvedere
4871SW	St. James Way	North Cray
4774SW	Sherwood Park Avenue	Blendon, Sidcup
4672NW	Station Road	Sidcup
5077SE	Stelling Road	Erith
4772NE	Steynton Avenue	Albany Park, Sidcup
4779NW	Tavy Bridge	Thamesmead
4673NW	The Oval	Sidcup
4877SW	The Pantiles	Bexleyheath
4676E	Upper Wickham Lane	Welling
4576/7	Welling Way / Bellegrove Parade	Welling
4778NW	Wilton Road	Abbey Wood
4878SE	Woolwich Road	Belvedere
4776NW	Wrotham Road	Welling

The hierarchy of publicly accessible open space below shows open spaces in the borough that fulfil the role of:

1. local park;
2. local natural space; or
3. large, multi-activity open space;

as described in Policy TAL5. Some open spaces will, naturally, fulfil a number of roles due to their size and diversity, whilst others will not.

Open spaces fulfilling the roles of local park, local natural space and large, multi-activity open space (1, 2 and 3 as above)

Name	Location	Map Reference
Danson Park	Welling	4775
Foots Cray Meadows and North Cray Wood	Foots Cray	4771
Hall Place Open Space	Bexley	5074
Lesnes Abbey Woods	Abbey Wood	4878

Open spaces fulfilling the roles of local park and local natural space (1 and 2)

Name	Location	Map Reference
Bursted Woods	Barnehurst	4976 SE
Crossway Park	Thamesmead	4780 E
East Wickham Open Space	Welling	4677
Franks Park	Belvedere	5078 N
Holly Oak Wood Park	Sidcup	4573 NE
Jolly Farmers Open Space	Crayford	5275 SE
Martens Grove Park	Barnehurst	5075 SW
Parish Wood Park	Sidcup	4574 SW
Riverdale Road	Bexley	4874 SE
Shenstone Park	Crayford	5074 NE
Waring Park	Sidcup	4672 SE
Willersley Park	Sidcup	4673 NE

Open spaces fulfilling the role of local park (1 only)

Name	Location	Map Reference
Abbeyhill Park	Sidcup	4672 NE
Belvedere Recreation Ground	Belvedere	4978 SW
Carlton Road	Sidcup	4571 N
Craydene Open Space	Slade Green	5176 NE
Erith Recreation Ground	Erith	5177 W

Name	Location	Map Reference
Foots Cray Recreation Ground	Foots Cray	4770NW
Holly Hill Open Space	Erith	4978 SE
Howbury Lane	Slade Green	5276 W
Hurst Recreation Ground	Bexley	4773 S
Hurst Road/Parkhill Road Open Space	Bexley	4973 NW
King Georges Field	Sidcup	4572 NE
Leather Bottle Green	Thamesmead	4879 SE
Longlands Recreation Ground	Sidcup	4572 S
Manorway Green	Thamesmead	4780 NW
Marlborough Park	Sidcup	4673 E
Mayplace Recreation Ground	Barnehurst	5175 NW
Northumberland Heath Recreation Ground	North.Heath	4977 SE
Northend Recreation Ground	Slade Green	5176 NW
Old Farm Park	Sidcup	4572 S
Parkway	Thamesmead	4879 SE
Penhill Park	Blackfen	4673 NE
Riverside Gardens	Erith	5178 S
Russell Park	Bexleyheath	4975 N
St. Mary's Recreation Ground	Bexley	4973 NW
Shoulder of Mutton Green	Welling	4576 SW
Slade Green Recreation Ground	Slade Green	5176 NE
Southmere Park	Thamesmead	4780 SE
Stevens Park	Welling	4776 NW
Stream Way Open Space	Belvedere	4977 N
Thames-side Walk	Thamesmead	4781
The Green/Sidcup Place	Sidcup	4671 SW
Town Park	Bexleyheath	4875 SE
West Heath Recreation Ground	Abbey Wood	4777 NE
Whitehall Lane	Slade Green	5276 W

Open spaces fulfilling the role of local natural space (2 only)

Name	Location	Map Reference
Beverley Wood	Sidcup	4573 NE
Bexley Woods	Bexley	4873 NW
Bigs Hill Wood	Crayford	5074 N
Chalk Wood	North Cray	4970
Crossway Lake	Thamesmead	4781 SE

Name	Location	Map Reference
The Glade / Lamorbey Open Space	Sidcup	4672 NW
The Hollies Open Space	Sidcup	4673SW
Joydens Wood	North Cray	4971/2 E
Mayplace Golf Course	Barnehurst	5075 NE
Rutland Shaw	Sidcup	4772 N
The Warren	Bexleyheath	4974 W

Table 1: Business land development in Bexley borough - status at 30. 9. 2002

		Land identified for business development (ha)				2002	
		NOT previously in business use	previously in business use	Available		Developed	Available
Employment Area	Site address	**1992**	**1996**	**since 1996**	**Status 2002**	**ha**	**ha**
Belvedere	Belvedere Power Station (Isis Reach)	7.30	15.05		Phase 1 complete / Phases 2 & 3 u/c	22.35	0.00
	Land at junction of Fishers Way/Crabtree Manorway	7.50			Lidl development complete	7.50	0.00
	Land south of Fishers Way	1.70			Development complete	1.70	0.00
	Norman Park, Picardy Manorway	4.07			Vacant	0.00	4.90
	Land n&s of Anderson Way, east of Picardy Manorway	7.07			Vacant	0.00	6.72
	Remainder of land south of Anderson Way	1.50			Developed or in use	0.00	0.00
Secondary Employment Area	Land west of Picardy Manorway	0.62			Developed for residential use	0.62	0.00
	The bungalow & 1-4, Picardy Manorway	1.30			Developed for residential use	1.30	0.00
	Land east of Waldrist Way (A21 - Borough Plan)	1.70			Developed or under construction	1.70	0.00
	Land west of Waldrist Way (A21 - Borough Plan)	2.10			Vacant	0.00	2.10
	Land west of Waldrist Way (A22 - Borough Plan)	7.00			Vacant	0.00	7.00
	Land west of Waldrist Way (A23 - Borough Plan)	9.00			Vacant	0.00	9.00
	Former Borax Works, Norman Road		3.40		Vacant - site cleared	0.00	3.40
	Land west of Norman Road (former Borax spoil sites)		2.50		Vacant	0.00	2.50
	Former British Gypsum site, Church Manorway		7.05		Mastercare development complete	5.40	0.00
	Former Hercules site, Church Manorway			4.10	Site developed	4.10	0.00
	Land off Lower Road to south of Bronze Age Way			1.50	Site developed	1.50	0.00
	Land at Centurion Way			0.67	Vacant	0.00	0.67
	Land at Nufarm, Crabtree Manorway North			0.15	New w/hse on vacant part of site	0.15	
Belvedere totals		**50.86**	**28.00**	**6.42**		**46.32**	**36.29**
Total developed or under construction of 50.86 ha available in Belvedere in 1992 = 35.17ha							
Crayford Ness	Cooper, Dayton Drive, Darent Industrial Park	0.33			No development but all land in use	0.00	0.00
	Gostock Ltd., Landau Way, Darent Industrial Park	0.72			Development complete	0.72	0.00

Fraser Road, Erith	Former Atlas and GEC Works, Fraser Road, Erith			2.01	Part developed	0.92	1.09
Thames Road, Crayford	Former Post Office Supplies now Optima Park			11.41	Mostly developed	6.81	4.60
	Land at Century Wharf, adj. Century Oils			1.25	Available for redevelopment / reuse	0.00	1.25
	Dussek Campbell, Thames Road			2.33	Site developed	2.33	0.00
	Land at 20, Kennet Road			0.59	Redevelopment complete	0.59	0.00
Crayford Industrial Area	Acorn Industrial Park - Phases 1 & 2		5.47		Developed or under construction	5.47	0.00
	Acorn Industrial Park - Phases 3			1.47	Planning permission – site cleared	0.00	1.47
	Rich Industrial Estate (Tower Retail Park)			4.20	Developed for retail and industry	4.20	0.00
	Former Samas Roneo, Maiden Lane			4.66	Available for redevelopment / reuse	0.00	4.66
Crayford Secondary Employment Areas	Former David Evans Silk Works, Bourne Road			1.56	Available for redevelopment / reuse	0.00	1.56
	Tanners Works, Maxim Road			0.51	Available for redevelopment / reuse	0.00	0.51
	Land Adjacent to Tanners Works, Maxim Road			0.66	Vacant - site cleared	0.00	0.66
	Land adjacent to Crayford Rough, Maxim Road			0.77	Vacant	0.00	0.76
Foots Cray Business Area	MFI, Maidstone Road (Five Arch Business Estate)			1.74	Site developed	1.74	0.00
	Land to rear of Palm Avenue, (Five Arch Business Estate)			1.88	Site developed	1.88	0.00
	Land at junction of Palm Avenue and Maidstone Road			0.33	Site developed for residential	0.33	0.00
	Land to rear of ICL (Five Arch Business Estate)			1.36	Vacant	0.00	1.36
	Site at junc. of Cray Road and Edgington Way			2.45	Vacant	0.00	2.45
Sites in designated Preferred Office locations	Former Astoria Cinema site, Mayplace Road, Bexleyheath	0.07			Developed for A3 use	0.07	0.00
	267 Broadway, Bexleyheath	0.05			No change	0.00	0.05
	2-8 Hatherly Road, Sidcup	0.40			Developed as a Nursing Home (C2)	0.40	0.00
Rest of Bexley totals		1.05	7.48	37.16		25.46	20.42
					Total available business land		**56.71**

Table 2: Business land available on large sites at 30.9.2002

Large site = sites in excess of 0.2 ha or 500m² floorspace
x = no planning permission pp = planning permission exp = expired pp
app = appeal awaiting Public Inquiry decision

				Available for business development	
Employment Area	Site address	Status at 30.9.2002		*Ha	**Ha
Belvedere	Norman Park, Picardy Manorway	Vacant	pp	4.90	
	Land west of Crabtree Manorway North	Vacant	exp	2.80	
	Land at junction of Picardy Manorway and Bronze Age Way	Vacant	x	1.92	
	Land at junction of Anderson Way and Bronze Age Way	Vacant	exp	2.00	
	Land west of Waldrist Way (A21 - Borough Plan)	Vacant	x	2.10	
	Land west of Waldrist Way (A22 - Borough Plan)	Vacant	x	7.00	
	Land west of Waldrist Way (A23 - Borough Plan)	Vacant	x	9.00	
	Former Borax Works, Norman Road	Cleared for redevelopment	app		3.40
	Land west of Norman Road (former Borax spoil sites)	Vacant	app		2.50
	Land at Centurion Way	Vacant	x	0.67	
Fraser Road, Erith	Former Atlas and GEC Works, Fraser Road, Erith	Cleared for redevelopment	pp		1.09
Thames Road, Crayford	Former Post Office Supplies now Optima Park	Cleared for redevelopment	pp		4.60
	Land at Century Wharf, adj. Century Oils	Available for redevelopment	pp		1.25
Crayford Industrial Area	Acorn Industrial Park - Phase 3	Cleared for redevelopment	pp		1.47
	Former Samas Roneo, Maiden Lane	Available for redevelopment / reuse	x		4.66
Crayford Secondary Employment Area	Former David Evans Silk Works, Bourne Road	Available for redevelopment / reuse	x		1.56
	Tanners Works, Maxim Road	Available for redevelopment / reuse	x		0.51
	Land Adjacent to Tanners Works, Maxim Road	Vacant - site cleared	x		0.66
	Land adjacent to Crayford Rough, Maxim Road	Vacant	x	0.76	
Foots Cray Business Area	Land to rear of ICL (Five Arch Business Estate)	Cleared for redevelopment	x		1.36
	Site at junction of Cray Road and Edgington Way	Cleared for redevelopment	x		2.45
Offices	267 Broadway, Bexleyheath	Carried forward from 1992	x	0.05	
Totals				**31.20**	**25.51**

Table 2 Notes:

*Hectarage of provision of land NOT PREVIOUSLY IN BUSINESS USE or land / floorspace that would be an addition to land currently used for business

**Hectarage of land which is available for redevelopment or re-use on information at 30th September 2002

Business use is defined as use classes B1 to B8 (inclusive) and sui generis uses akin to these

Table 3: Loss of designated Employment Area land to uses other than B1- B8

Employment Area	Site address	New use	Ha
Belvedere (Secondary Employment Area)	Land west of Picardy Manorway	Developed for residential use	0.62
	The bungalow & 1-4, Picardy Manorway	Developed for residential use	1.30
Crayford Industrial Area	Rich Industrial Estate (Tower Retail Park)	Retail Warehousing	3.02
Fraser Road, Erith	Former Atlas and GEC Works, Fraser Road, Erith	Retail Warehousing	0.92
Foots Cray Business Area	Land at junction of Palm Avenue and Maidstone Road	Developed for residential use	0.33
West Street, Bexleyheath (Secondary Employment Area)	Adelaide Care Centre, 35 West Street, Bexleyheath	Developed as Nursing Home	0.42
Total employment land lost to other uses 1996 - 30.9.2002			**6.61**

~~Additional use for which Policy E13 (Special Industrial Zones) applies~~

1. ~~Use for any of the following processes, except where the process is ancillary to the getting, dressing or treatment of minerals and is carried on in or adjacent to a quarry or mine:~~

   a. ~~burning bricks or pipes;~~
   b. ~~burning lime or dolomite;~~
   c. ~~producing zinc oxide, cement or alumina;~~
   d. ~~foaming, crushing, screening or heating minerals or slag;~~
   e. ~~processing pulverized fuel ash by heat;~~
   f. ~~producing carbonate of lime or hydrated lime;~~
   g. ~~producing inorganic pigments by calcining, roasting or grinding.~~

2. ~~Use for any of the following processes, except where the process is ancillary to the getting, dressing or treatment of minerals and is carried on in or adjacent to a quarry or mine:~~

   a. ~~smelting, calcining, sintering or reducing ores, minerals, concentrates or matters;~~
   b. ~~converting, refining, re-heating, annealing, hardening, melting, carburising, forging or casting metals or alloys other than pressure die-casting;~~
   c. ~~recovering metal from scrap or dross or ashes;~~
   d. ~~galvanising;~~
   e. ~~pickling or treating metals in acid;~~
   f. ~~chromium planting.~~

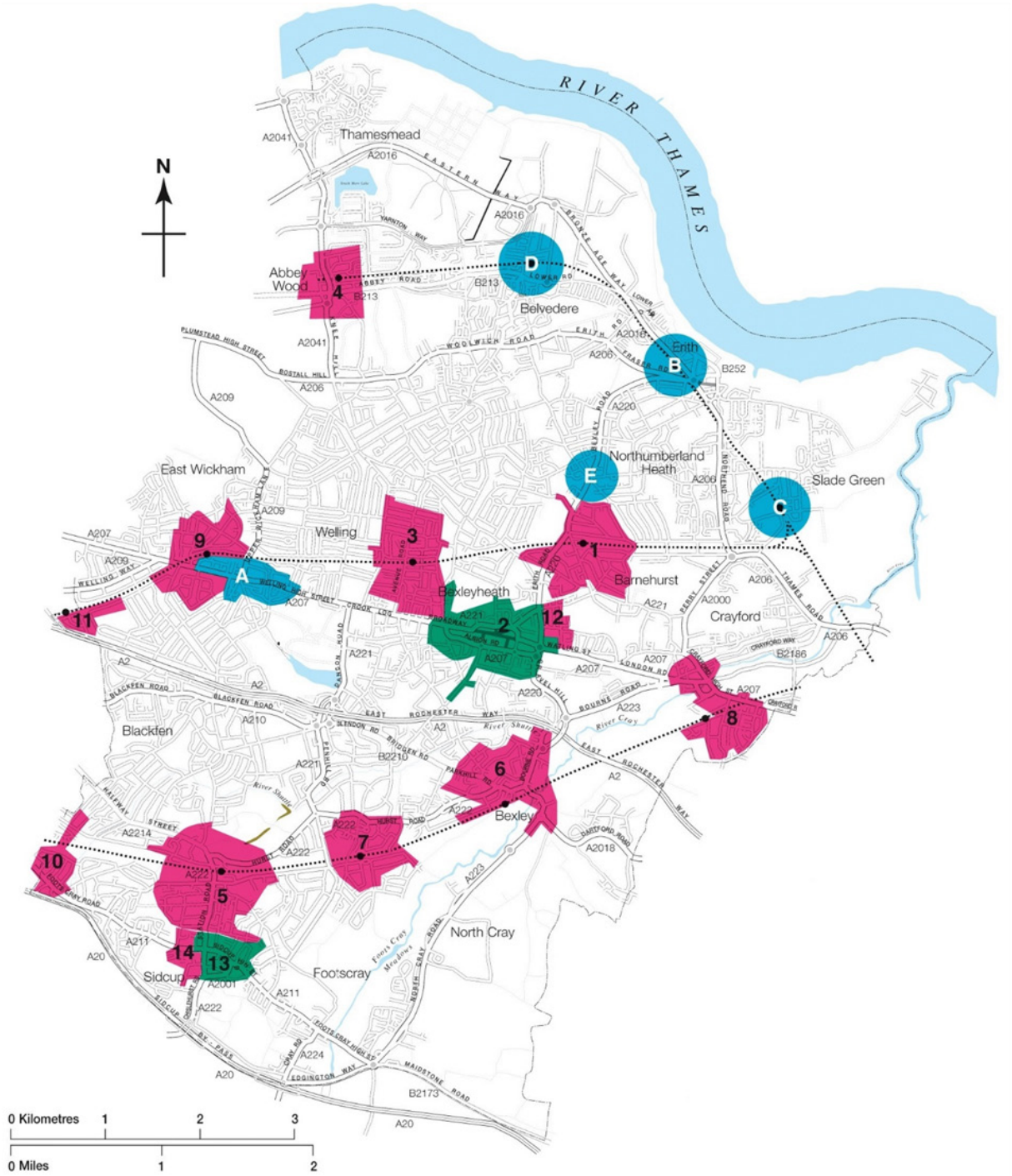
3. ~~Use for any of the following processes:~~

   a. ~~distilling, refining or blending oils (other than petroleum or petroleum products);~~
   b. ~~producing or using cellulose or using other pressure sprayed metal finishes (other than vehicle repair workshops in connection with minor repairs, or in the use of fluidised bed and electrostatic spray techniques);~~
   c. ~~boiling linseed oil or running gum;~~
   d. ~~processes involving the use of hot pitch or bitumen (except the use of bitumen in the manufacture of roofing felt at temperatures not exceeding 220 degrees centigrade and also the manufacture of coated roadstone);~~
   e. ~~producing rubber from scrap;~~
   f. ~~producing aliphatic esters of the lower fatty acids, butyric acid, caramel, hexamine, iodoform, napthols, resin products (excluding plastic moulding or extrusion operations and producing plastic sheets, rods, tubes, filaments, fibres or optical components produced by casting, calendaring, moulding, shaping or extrusion), salicylic acid or sulphonated organic compounds;~~
   g. ~~producing rubber from scrap;~~
   h. ~~chemical processes in which chlorophenols or chlorocresols are used as intermediates;~~
   i. ~~manufacturing acetylene from calcium carbide;~~
   j. ~~manufacturing, recovering or using pyridine or picolines, any methyl or ethyl amine or acrylates.~~

4. ~~Use for carrying on any of the following industries, businesses or trades:~~

   a. ~~boiling blood, chitterlings, nettlings or soap;~~
   b. ~~boiling, burning, grinding or steaming bones;~~
   c. ~~boiling or cleaning tripe;~~

d. breeding maggots from putrescible animal matter;
e. cleaning, adapting or treating animal hair;
f. curing fish;
g. dealing in rags and bones (including receiving, storing, sorting or manipulating rags in, or likely to become in, an offensive condition, or any bones, rabbit skins, fat or putrescible animal products of a similar nature);
h. dressing or scraping fish skins;
i. drying skins;
j. making manure from bones, fish, offal, blood, spent hops, beans or other putrescible animal or vegetable matter.
k. making or scraping of guts;
l. manufacturing animal charcoal, blood albumen, candles, catgut, glue, fish oil, size or feeding stuff for animals or poultry from meat, fish, blood, bone, feathers, fat or animal offal either in an offensive condition or subjected to any process causing noxious or injurious effluvia;
m. melting, refining or extracting fat or tallow;
n. preparing skins for working.



Existing 1- or 2-hour CPZs
All day CPZ
Future CPZ

1 Barnehurst Station
2 Bexleyheath Town Centre
3 Bexleyheath Station
4 Abbey Wood Station
5 Sidcup Station
6 Bexley Station
7 Albany Park
8 Crayford Station
9 Welling Station
10 New Eltham
11 Falconwood
12 Pinnacle Hill
13 Sidcup Town Centre
14 West Sidcup

New CPZ 2004/5
A Welling Town Centre
Possible future CPZs
B Erith Station
C Slade Green Station
D Belvedere Station
E Northumberland Heath

No	Indicator	Target
1	% new dwellings, permitted and completed, on previously developed land	**60%** of all new dwellings on previously developed land
2	% of other development on previously developed land	**60%** of other development on previously developed land
3	% affordable housing	**35%** of private residential developments over 15 units to be affordable housing
4	Number of new dwellings	**5320** dwellings to be completed between 1997-2016 or approximately 280 per year
5	% vacant shop premises	**Less than 10%** vacancy rate in Strategic and Major District Shopping Centres
6	% A1 in core shopping frontages	**70%** + A1 units in core frontages
7	% A1 in non-core shopping frontages	**55%** + A1 units in non-core frontages
8	Retail approvals fulfilling sequential approach	No schemes approved by Local Planning Authority failing to meet sequential approach
9	% vacancy rate in neighbourhood shopping centres	**Less than 10%** vacancy rate
10	Inappropriate development in Green Belt or Metropolitan Open Land	**Less than 5%** of relevant applications approved by the Local Authority
11	Area of land allocated for industrial use taken up for development	All sites identified in Appendix I to be taken up by the end of the Plan period (2016)
12	% of land in Primary Employment Areas developed for other than business uses	**Less than 5%** of allocated space during Plan period
13	Design statements/briefs prepared for major development sites	Number prepared as % of major sites
14	Number of commercial and large housing schemes approved exceeding maximum parking standards	**Less than 5%** of schemes approved
15	Proposals approved that would result in the loss of Listed Buildings or land-mark buildings in Conservation Areas	**Less than 5%** of appropriate applications
16	Net change in area protected by nature conservation designations, including AMINCs, Local Nature Reserves and SSSIs	**No net loss** of designated land
17	Number of advertised departures from the Plan approved by the Local Planning Authority	**Less than 1%** of total permissions granted

Topic	Policy nos.	*Pages*
A		
Advertisements	ENV43	*73*
Affordable housing	G3	*25*
	H14	*91*
Air quality	G34	*32*
	ENV39,	*70-71*
	ENV41	*112*
	T5	
Air traffic	T23	*123*
Allotments	G27	*31*
	ENV21	*63*
Ancient Monuments	G26	*31*
	ENV58	*81*
Archaeology	G26	*31*
	ENV56,	*80*
	ENV57	*216*
	TS22	
Article IV Directions	G26	*31*
	ENV50	*77*
B		
Belvedere District Centre	G11	*27*
	SHO(BEL)1	*157*
Belvedere Industrial Area	G14	*28*
	E1-E3	*96-98*
	TS6	*205*
Bexleyheath Strategic Centre	G11	*27*
	SHO1	*136*
	BTC1-BTC16	*190-97*
Biodiversity - see nature conservation	ENV23-ENV31	*64-68*
Blackfen District Centre	G11	*27*
	SHO(BLA)1	*157*
British Gypsum site (former)	TS2	*202*
C		
Camping sites	G28	*31*
	TAL2, TAL3	*178*
Community centres / halls	COM6	*223*
Conservation Areas	G26	*31*
	ENV46-ENV49	*76-77*
Contaminated land	ENV40	*71*
	TS22	*216*
Core shopping frontages	G11	*27*
	SHO4	*140*
Countryside management	G26	*31*
	ENV30,	*67-68*
	ENV31	

Topic	Policy nos.	*Pages*
Crayford Industrial Area	G14	*28*
	E1-E3, E7-E12	*96-105*
Crayford Major District Centre	G11	*27*
	SHO(CRAY)1-3	*153*
Crayford Marshes	G26	*31*
	ENV23	*64*
	TS19	*214*
Crayford Ness Industrial Area	G14	*28*
	E1-E3	*96-98*
	TS9, TS10	*207-8*
Crime prevention	ENV39,	*70,82*
	ENV60	
Crossness Sewage Treatment Works	TS16, TS17	*212-3*
Cycling	G17	*29*
	T14	*118*
D		
Demolition control / procedure	H18, H19	*93*
Disabled (needs of the less agile and people with disabilities)	G5	*26*
	ENV42	*72*
	T15	*119*
	TAL3,	*178*
	TAL8	*182*
E		
Education - buildings and land	G27	*31*
	ENV20	*63*
	COM1, COM2	*221*
Education - school provision	COM1, COM3	*221-3*
Energy efficiency	G34	*32*
	ENV59	*82*
Environmental improvements	ENV44	*73*
Environmental quality	G1	*25*
	ENV39,	*70,73*
	ENV43	*195*
	BTC11	
Equal opportunity	G4, G9	*26-27*
Erith Major District Centre	G11	*27*
	SHO(ERI)1-5	*154-5*
Erith Quarry	TS3, TS4	*203*
Erith Riverside Redevelopment Area	TS21-TS23	*215-8*

Topic	Policy nos.	*Pages*
F		
Flood risk	G8	*26*
Food and drink outlets	G11	*27*
	SHO9	*145*
Footpaths	TAL9, TAL10	*183*
	ENV26	*66*
Foots Cray Business Area	G14	*28*
	E1-E3,	*96-8*
	E5, E6	*100-1*
Fraser Road, Erith (industrial area)	G14	*28*
	E1-E3	*96-8*
	TS7	*206*
Freight transport	T24	*123*
G		
Garden centres and farm shops - in Green Belt	G12	*28*
	ENV12	*59*
Golf	G29	*32*
	TAL11	*183*
Green Belt	G12	*28*
	ENV1-ENV13	*55-60*
Green Chain	G26	*31*
	ENV17, ENV18	*61*
H		
Health and safety	G34	*32*
Health services	COM4, COM5	*222-3*
Heritage land	G26	*31*
	ENV22	*64*
Horses	ENV38	*69*
Hotel development	G28	*31*
	TAL1, TAL3	*177-8*
Housing - land supply	G6	*26*
	H1	*83*
Housing - character	G15	*28*
	H3, H5	*84-5*
Housing - conversions	G15	*28*
	H10, H11	*88-9*
Housing - density	G15	*28*
	H4	*85*
Housing - extensions	G15	*28*
	H9	*88*
Housing - privacy	G15	*28*
	H7	*86*
I		
Industrial growth	G24	*31*
Industry and commerce	G14	*28*
	E1-E15	*96-107*
	TS1	*201*
Infrastructure	G2	*25*
L		
Libraries	COM7	*223*
Listed Buildings	G26	*31*
	ENV51-ENV55	*78-9*
Local Nature Reserves	G26	*31*
	ENV28	*66*
M		
Manor Road - Site F on the Proposals Map	G14	*28*
	TS5	*204*
Manor Road Industrial Area	G14	*28*
	E1-E3	*96-8*
	TS8	*206*
Markets	G11	*27*
	SHO11	*147*
Metropolitan Green Belt	G12	*28*
	ENV1-ENV13	*55-60*
Metropolitan Open Land	G13	*28*
	ENV14-ENV16	*60-1*
Minerals	MIN1-MIN8	*225-8*
Minerals - extraction	G30	*32*
Minerals - reserves	G31	*32*
Monitoring and review	G35	*33*
	M1, M2	*235*
N		
Nature conservation	G26	*31*
	ENV23-ENV27, ENV31	*64-6 68*
Nature conservation and new residential developments	G26	*31*
	H8	*87*
Nature reserves	G26	*31*
	ENV28	*66*
Neighbourhood Centres	G11	*27*
	SHO6	*144*
Non-core shopping frontages	G11	*27*
	SHO5	*143*
Northumberland Heath District Centre	G11	*27*
	SHO(NOR)1	*158*
Nursery classes	COM3	*222*

Topic	Policy nos.	*Pages*
O		
Offices	G14	*28*
	E14, E15	*107*
	BTC6	*194*
Old Bexley District Centre	G11	*27*
	SHO(BEX)1&2	*158-9*
Open space	G27	*31*
	H8	*87*
	ENV19	*62*
Open space - access to	TAL8	*182*
Open space - provision	H6,	*86*
	H13	*90*
	TAL6, TAL7	*181*
Out-of-town shopping	G11	*27*
	SHO3,	*138*
	SHO7	*144*
P		
Parking	G21, G23	*30*
	ENV39	*70*
	T17-T20	*121-2*
	BTC16	*197*
Parking - new recreation and leisure facilities	TAL21	*187*
Parking - railway station car parks	T21, T22	*122-3*
Parking standards	8A1-8A44	*125-31*
Parks	G27	*31*
	ENV19	*62*
	TAL5	*179*
Parks - strategy	ENV34	*68*
Pedestrians	G17	*29*
	T16	*120*
Planning gain	G3	*25*
Playing fields	G27	*31*
	ENV20	*63*
	COM2	*221*
Pollution	G34	*32*
	ENV41	*41*
Primary Employment Areas	G14	*28*
	E3	*98*
Public art	TAL22	*187*
Public Rights of Way	TAL9, TAL10	*183*
Public transport	G17	*29*
	T9-T12	*115-7*
R		
Race relations	G9	*27*
Recreation	TAL6-TAL8	*181-2*
Recreation - in Metropolitan Green Belt	G12	*28*
	ENV10	*58*
Recreation - in Metropolitan Open Land	G13	*28*
	ENV16	*61*
Recreation - new facilities	G29	*32*
Residential development / housing	G15	*28*
	H1-H19	*83-93*
	BTC12, BTC13	*196*
Retail warehousing	G11	*27*
	SHO3	*138*
River Thames - nature conservation	ENV23	*64*
River Thames - recreational use	TAL12	*184*
	TS14	*210*
	TS22	*216*
River Thames - Thames Policy Area	TS13-TS15	*209-10*
Road improvements / safety	G20	*29*
Road network	G18	*29*
Road proposals within the borough	G19	*29*
	T7	*113*
S		
Saltings - Site J on the Proposals Map	G26	*31*
	ENV23	*64, 213*
	TS18	
School provision	COM1, COM3	*221-2*
Secondary Employment Areas	G14	*28*
	E4	*98*
Sheltered housing	H15	*92*
Shopping and town centres	G11	*27*
	SHO2	*137*
	SHO12-SHO19	*148-50*
Shopping and town centres - 1st floor uses	SHO18,	*150*
	SHO19, BTC5	*193*
Shopping and town centres - late night uses	SHO8	*145*
Shopping and town centres – servicing	SHO15	*148*
	BTC15	*197*
Sidcup Major District Centre	G11	*27*
	SHO(SID)1&2	*152*
Sites of Special Scientific Interest (SSSI)	G26	*31*
	ENV32, ENV33	*68*
Slade Green Industrial Area	G14	*28*
	E1-E3	*96-8*
	TS12	*208*

Topic	Policy nos.	*Pages*
Small business units	G14	*28*
	E2	*97*
	BTC9	*194*
Social inclusion	G4	*26*
Special Industrial Zones	G14	*28*
	E13	*106*
Sports and leisure facilities	G29	*32*
	TAL14-TAL20	*185-6*
Standards of development	G7	*26*
	ENV39	*70*
T		
Telecommunications equipment	G25	*31*
	ENV45	*74*
Thames Gateway	G10	*27*
Thames Road Industrial Area	G14	*28*
	E1-E3	*96-8*
	TS11	*208*
Theatres	TAL18	*186*
Tourism	G28	*31*
	TAL4	*178*
Traffic calming in residential areas	T4	*111*
Traffic growth / generation	G16	*28*
	T3, T6	*111-2*
Traffic management	G21	*29*
Traffic reduction	G17	*29*
	T13	*118*
Transport - assessments	G17	*29*
	T2	*110*
Transport - strategic proposals	G22	*30*
	T8	*115*
Transport - sustainability	G17	*29*
Transport - water borne	TS20	*214*
Travel Plans	G16	*28*
	T1	*110*
Travellers sites	H17	*93*
Trees	G27	*31*
	ENV34-ENV37	*68-9*
U		
UDP - policy conflict	G36	*33*
V		
Vehicle sales / showrooms	G11	*27*
	SHO10	*147*
Views	G26	*31*
	ENV39	*70*
W		
Walnut Tree Depot (former) site	SHO(ERI)3	*155*
Waste management	G32, G33	*32*
	WAS1-WAS3	*229-32*
Water sports	TAL13	*184*
Welling Major District Centre	G11	*27*
	SHO(WEL)1&2	*156-7*
Wildlife - strategy	ENV29, ENV31	*67-8*
Wildlife - River Thames	G26	*31*
	TS15	*210*
Woodland	G27	*31*
	ENV34-ENV37	*68-9*

[Note: the page numbers referenced in this appendix relate to the original printed edition of the 2004 UDP. This digital edition has removed all blank pages from the document (which had been included for printing purposes) and as such, the page numbers are different.]